



CITY OF
CONNELL
Washington

COMPREHENSIVE PLAN

Adopted - JAN 21, 2020
Ordinance 1004-2020



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INTRODUCTION

The Comprehensive Plan is a decision-making tool and a broad statement of our community's goals and policies, directing the orderly and coordinated physical development of the city. The plan anticipates change and provides specific guidance for approval of rezones, subdivisions, and the development of the city. It reflects the results of citizen involvement, technical analysis, and recommendations of the Planning Commission and adoption by the City Council.

It is the role of local government not only to respond to the requirements of the Growth Management Act but also to respond to the needs of its residents. People need a safe and secure place to live, an economy that provides jobs, ways to travel, schools, and recreation opportunities.



The City of Connell's Comprehensive Plan, its text and maps, includes goals and policies to provide guidance for public and private decision-makers. This plan provides the basis for the designation of land use, for infrastructure development, and for implementing community services. This plan is written for a planning period of twenty years (2018-2038) with periodic updates and an annual review of capital projects.

This Comprehensive Plan will replace the 2007 City of Connell Comprehensive Plan. The plan considers the past, present and future of the community, the people's wishes, and the requirements of the Growth Management Act.

Growth Management Act

The Washington Growth Management Act (GMA) seeks to provide a managed framework for growth and development throughout the state. Factors influencing approval of GMA in 1990 included uncoordinated and unplanned growth, the lack of common goals expressing the public's interest, and the degradation of the natural systems. Another principal factor was the threat from unplanned growth to health, safety, and to the high quality of life enjoyed by residents of the state.

What is in the Plan?

This Comprehensive Plan includes the sections that are required under GMA, including land use, housing, transportation, utilities, capital facilities, economic development, parks and recreation, environmental, and community and public facilities. This plan also includes sections tailored specifically for Connell.

This Comprehensive Plan touches on many aspects of community life and development, including the character of neighborhoods, standards of urban design, and the development of a vibrant economy.

The plan will serve the citizens by providing guidelines for a safe, livable, and economically viable community.

The Plan includes eleven chapters and several appendices. Each element contains goals, policies, and strategies, which provide guidelines and criteria setting the direction and substance for the community's development.

These elements focus on enhancing the community's livability while meeting the concerns and desires expressed by the city's residents. The GMA requires the comprehensive plan to include a future land use map. Maps of Non-Buildable Lands and Residential Areas provide important additional information. These maps and the text of the plan graphically describe the location of future residential, commercial and industrial areas, the community infrastructure needed, and the fiscal planning necessary to ensure the planning for the future is realistic.

A. CITIZEN PARTICIPATION

The City of Connell involved the citizenry in the planning process in developing a *Vision Statement*. Connell developed this vision statement goal as part of their comprehensive plan for the future:

Connell *is envisioned as a growing and progressive community characterized by its cleanliness, with well-maintained business and residential areas and plenty of green trees. Connell boasts a diversified economy with a correctional facility, strong agriculturally related industries, a healthy commercial center and broadening light industrial activity. There is a shared senior and community center. Cultural activities are diverse, accentuating the strengths of the city's Hispanic, Laotian, and Anglo cultures. Highway 395 has been completed, expanding Connell's tourism and recreational potential. Housing is sufficient, diverse, and affordable. City and community services are second to none and residents enjoy the atmosphere of a small, friendly, harmonious community complemented by the advantages of a strong economic base.*

In addition, the City Council, gathered for a retreat with the result of an expanded vision to target Connell as "The City of Choice." The City Staff and Planning Commission, through proposed programs and projects, made every effort to integrate the views of the residents, business community and City Council expressed through these events into the plan.

B. OVERALL CONCEPT

Comprehensive plans in Washington State must show compliance with the Growth Management Act through:

- Meeting goals and mandates of the Act and procedural criteria of the Washington Administration Code.
- Internal consistency. Each part of the plan must be integrated with all other parts, and all parts when considered together, should be achievable. All physical aspects of the plan should be able to coexist on the available land and be supported by adequate public facilities.
- Consistency with the Franklin County *County-Wide Planning Policies* and state mandates.

Franklin County’s “County-Wide Planning Policies”

Growth management planning is a cooperative process between Franklin County and its cities. In coordinating the comprehensive planning process, the Growth Management Act required the County-Wide Planning Policies to be developed through a collaborative process between county and city representatives. The County-wide planning policies are written policy statements used to establish a framework within which the counties’ and cities’ comprehensive plans are developed and adopted. The Franklin County County-Wide Planning Policies, as updated in 2019, are included in **Appendix B**.

Urban Growth Area

The Urban Growth Area (UGA) includes lands where the City of Connell will expand and provide future urban services. The city and county will coordinate development activities within the unincorporated portion of the UGA through commonly adopted management policies and an interlocal agreement. Once land is inside a UGA, it is legally possible for the City to annex the property, and to provide sewer services.

The current land area of the City’s incorporation limits is approximately 4,894 acres. Additionally, around 2,572 acres lie inside the UGA but are not incorporated.

According to Office of Financial Management (OFM) data, the city has processed 21 annexations from 1979 to the present, which increased the size of the city by 4,361 acres. These annexations did not result in population growth to the city, however, as the vast majority of annexations involved land that wasn’t developed with houses; the city’s population increased by only 41 people as a result of the annexations.

C. DEMOGRAPHICS AND EXISTING CONDITIONS

Population

The City of Connell is located within an extensive agricultural area. The city primarily provides housing for agri-business and business owners, their respective employees and families, and public employees and their families. The City is also home to the Coyote Ridge Corrections Center, which is located on the

north side of the City, and has a capacity of 2,468 inmates (in minimum, medium, and long-term minimum security custody levels); the prison is also a major employer.



The population of Connell has grown erratically since 1920 when there were 311 residents recorded by the U.S. Census. By 1940 the city grew 3.2 percent. The growth rate increased steadily with modest gains until it reached a high, a 94.8 percent increase between 1950 and 1960 and a population of 906. By 1980 the population increased to 1,981. During the early 1990’s the city’s population was fairly stable until the Coyote Ridge Corrections facility opened for inmates in 1993 and by 1999 the population had increased by 795 residents (or 40%) to 2,800. The 2010 population was 4,209. **Table 1** shows the population changes by decade.

Table 1. Decennial Population

Year	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010
Population	311	321	365	465	906	1,161	1,981	2,005	2,956	4,209

The State Office of Financial Management (OFM) provides official estimates of the city population each year, known as intercensal estimates. **Table 2** shows data since 2010:

Table 2. Connell Population and Housing Units, 2010-2018

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total Population	4,209	5,150	5,320	5,350	5,330	5,405	5,365	5,450	5,460	5,500
Group Quarters Population (Prison)	1,451	2,374	2,519	2,503	2,482	2,522	2,466	2,529	2,517	2,510
Population not in Group Quarters	2,759	2,776	2,801	2,847	2,848	2,883	2,899	2,921	2,943	2,990
Housing Units	922	931	938	953	955	966	969	977	987	1,003

OFM also forecasts future population to provide low-, mid- and high-series population “projections” which communities in Washington State use to plan for future development and related needs, such as housing. These population projections are generated every five years and the most recent update was in 2017.

Franklin County and the City of Connell have determined that for this Comprehensive Plan update, Connell’s share of the total projected population (County-wide) is six percent.

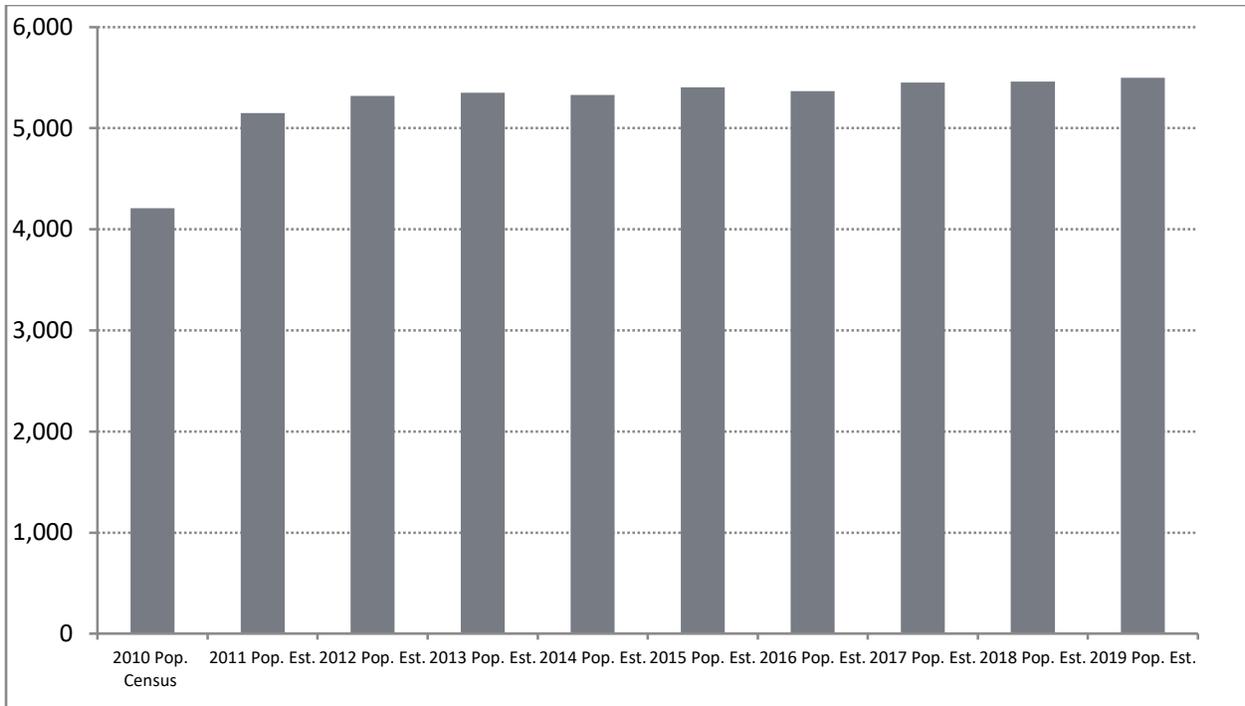


Figure 1. Connell Population Estimates (2010-2019)

Therefore, the city is expected to grow consistent with county-wide growth, and Connell is expected to continue to have six percent of the total County-wide population, as shown in **Table 3**:

Table 3. Connell Population Forecast (2020-2040)

	2020	2025	2030	2035	2038 (Target Planning Year)	2040
Franklin County (total)						
<i>Low series projection</i>	87,642	95,607	103,082	112,462	117,882	121,639
<i>Mid series projection</i>	99,712	113,781	127,443	143,087	152,285	158,574
<i>High Series projection</i>	116,386	141,164	165,616	192,131	207,565	218,538
City of Connell (Allocation)	2020	2025	2030	2035	2038	2040
<i>Low series projection</i>	5,259	5,736	6,185	6,748	7,073	7,298
<i>Mid series projection</i>	5,983	6,827	7,647	8,585	9,173	9,514
<i>High Series projection</i>	6,983	8,470	9,937	11,528	12,454	13,112

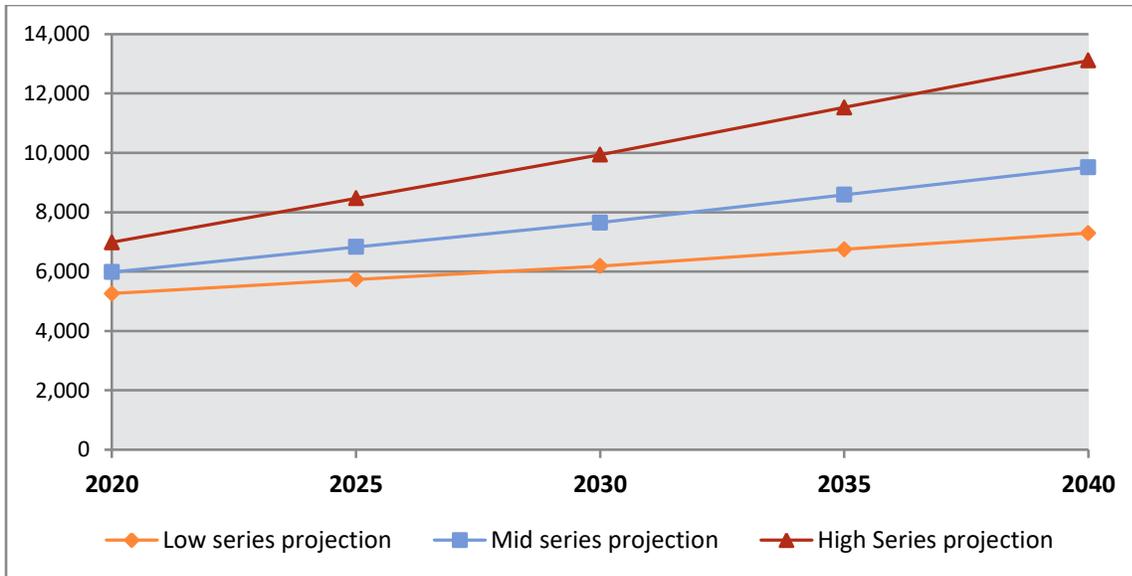


Figure 2. Connell Population Forecasts (Low, Mid and High Series Projections)

The low-, mid- and high-series projections offer different and alternative scenarios. The city may choose which scenario to plan for, but should re-visit the assumption during plan updates, to re-assess the selection.

Population Growth and Needs

As the population grows, and more commercial and social activities become available within the community, a greater percentage of employees will locate within the community. The cost of commuting from other areas will also be a factor for correction staff determining to locate within the community. As growth occurs, there will be a ripple effect in employment throughout the community where additional employees will be required for the School District, City and local businesses.

The City of Connell recognizes that much of its growth will be dependent on two major sectors of the economy. The first is agri-business and the second is the public sector due primarily to the correctional facility which has approximately 700 employees.

In light of these facts, Connell has worked with land owners to assure that there will be adequate land available for industrial development that could conceivably involve very large facility footprints. The Coyote Ridge correction facility involves a large footprint of over 100 acres to accommodate a buffer around the site. restricting residential uses. The buffer from residential uses should be maintained, but light industrial and warehousing as well as Corrections Center’s related activities are compatible uses.

Being a small town surrounded by predominately agricultural uses, the community still has the opportunity to have relatively large parcels available for development. Connell may provide industrial locations for areas experiencing high levels of urban development. For these reasons, the City has a large area to the north designated for industrial use. This site is adjacent to the City’s wastewater treatment facility and a 1.2 million gallon water reservoir (Reservoir No. 4).

Historically the City of Connell has utilized the agricultural zone as a “holding zone” pending development pressures. There are currently 193 acres of land designated for agriculture use within the City limits. The majority of this, if not all, will be converted to industrial as needed. This land use classification is no longer deemed “agriculture” but is re-named in this update as “Urban Reserve” to more accurately reflect the intended future land use.

There are currently 228 acres of land designated for commercial use. This covers a full range of types, from locally owned and operated “mom and pop” stores to large combined uses such as truck stops and hotels near the highway.

There are 714 acres of land designated as Industrial within the city limits. Based on the previous discussion, there is not a great deal of industrial property in which to expand the industrial base of the community. It should be noted that this property is currently serviced by all utilities including water, sewer, electric, gas and telephone.

There are 639 developable acres in the public use category. This includes significant acreages that are State facilities, including Department of Corrections and Department of Transportation, County Shops, School District and the City. Large areas are reserved for wastewater treatment facility expansion and parks.

There are 1,298 acres of land designated for residential uses in the plan. Assuming that all of that would be developed, however, is misleading. First there must be a willing seller and the market must also be responsive.

A 2007 study by JD White reported that based on available land, various residential densities/uses, : “The City of Connell has an available residential capacity to accommodate 19,351 new residents.” While Connell’s capacity has been reduced over time as new development has occurred, the city still has a surplus of residential land that can be developed,

Income

The following tables were obtained from US Census “Quick Facts” and describe the household income by owner or renter status and the poverty status by household and age of householder between the years 2012-2016.

The owner-occupied housing unit rate in Connell is 53.6 percent and the median value of owner-occupied housing units is \$119,600. Both of these figures are well below the County-wide values of 67.9 percent owner-occupied housing rate and median value of owner-occupied housing units of \$169,700.

Similarly, the median household income (in 2016 dollars) from 2012-2016 was \$49,221 in Connell, as compared to \$58,284 in Franklin County. The percentage of persons in poverty in Connell was estimated to be 29.5 percent

Employment

The three largest local employers are Lamb Weston; the North Franklin School District, and the Coyote Ridge Corrections Center.

Data obtained from the Washington State Employment Security Department’s Regional Labor Economist showed that in 2015, there were approximately 1,623 jobs located within the city limits (or within a 2.5 mile buffer from the city limits). Around 14 percent of the jobs had reported earnings of \$1,250 or less per month, 31 percent of the jobs had reported monthly earnings of \$1,251 to \$3,333, and 55 percent of the jobs paid more than \$3,333 per month.



The jobs in Connell span across multiple Industry Sectors as identified by NAICS (North American Industry Classification System). The leading sectors are:

- Public Administration: 40.0%
- Educational Services: 17.6%
- Manufacturing : 14.5%
- Wholesale Trade: 8.7%
- Agriculture, Forestry, Fishing and Hunting: 4.7%
- Transportation and Warehousing: 4.2%

Demographics

<i>Population</i>	
Population estimates, July 1, 2017, (V2017)	5,535
<i>Age and Sex</i>	
Persons under 5 years, percent	7.60%
Persons under 18 years, percent	25.60%
Persons 65 years and over, percent	11.10%
Female persons, percent	34.20%
<i>Race and Hispanic Origin</i>	
White alone, percent	58.80%
Black or African American alone, percent	6.10%
American Indian and Alaska Native alone, percent	2.40%
Asian alone, percent	3.20%
Native Hawaiian and Other Pacific Islander alone, percent(a)	0.40%

Two or More Races, percent	3.90%
Hispanic or Latino, percent	47.10%
White alone, not Hispanic or Latino, percent	37.60%
Population Characteristics	
Veterans, 2012-2016	403
Foreign born persons, percent, 2012-2016	19.10%
Housing	
Owner-occupied housing unit rate, 2012-2016	53.60%
Median value of owner-occupied housing units, 2012-2016	\$119,600
Median selected monthly owner costs -with a mortgage, 2012-2016	\$969
Median selected monthly owner costs -without a mortgage, 2012-2016	\$360
Median gross rent, 2012-2016	\$668
Families & Living Arrangements	
Households, 2012-2016	1,137
Persons per household, 2012-2016	3.21
Living in same house 1 year ago, percent of persons age 1 year+, 2012-2016	71.10%
Language other than English spoken at home, percent of persons age 5 years+, 2012-2016	44.20%
Education	
High school graduate or higher, percent of persons age 25 years+, 2012-2016	75.60%
Bachelor's degree or higher, percent of persons age 25 years+, 2012-2016	2.70%
Health	
With a disability, under age 65 years, percent, 2012-2016	8.90%
Persons without health insurance, under age 65 years, percent	17.10%
Economy	
In civilian labor force, total, percent of population age 16 years+, 2012-2016	38.70%
In civilian labor force, female, percent of population age 16 years+, 2012-2016	55.90%
Total retail sales, 2012 (\$1,000)	16,494
Total retail sales per capita, 2012	\$3,043
Transportation	

Mean travel time to work (minutes), workers age 16 years+, 2012-2016	17.1
<i>Income & Poverty</i>	
Median household income (in 2016 dollars), 2012-2016	\$49,221
Per capita income in past 12 months (in 2016 dollars), 2012-2016	\$13,159
Persons in poverty, percent	29

LAND USE ELEMENT

The Land Use Element is a key element of the Comprehensive Plan; this element physically describes the city’s future residential neighborhoods, business activity areas, and employment centers. Each of the other plan elements that describe the capital facilities necessary for the physical development of the city must be consistent with the land use element. The Transportation Element must additionally describe the needed transportation infrastructure required to maintain concurrency with the transportation Level of Service (LOS) as property is developed. Finally, the Capital Facilities Element describes how the public infrastructure necessary for new development will be financed.



Land is a vital and finite resource. Land drives the economy of a city and its use ultimately determines the city’s character. Growth and land development carries significant costs, not only to the developer or builder, but also to the community as a whole. Developed land has an ongoing financial responsibility for the city. Streets, water and sewer, law enforcement and fire protection, and other services have costs that need to be considered when designating land for development. Because fiscal resources, both public and private, are limited, it is important to consider the long-term effects of land use. With comprehensive planning, the substantial investment that is often necessary to serve land is better secured and protected.

The Land Use Element provides an overview of land use in the city and identifies appropriate and beneficial land use and establishes goals, policies and strategies that provide guidelines for formulating decisions concerning the physical development of the city. The land use goals, policies and strategies are listed at the end of this chapter.

Land Use Map

This element includes the land use map with land use categories representing the future residential, commercial, and industrial neighborhoods throughout the expanded UGA. The following five land use designations, shown in **Table 4**, are used to describe the relationships of future development on the land use map:

Table 4. Land Use Categories

<i>Designation</i>	<i>Description</i>
Residential (R)	The Residential (R) category includes single and multifamily residential uses with an average unit density range of 3 to 5 dwelling units per acre for single family and 15 to 18 for multifamily development.
Commercial (C)	The Commercial (C) category includes a variety of retail, wholesale and office uses. Within this category are motels, hotels, professional offices, and related uses. Also included are a variety of retail and service uses oriented toward residential and business customers, such as grocery store, and irrigation and hardware supply. Other commercial uses include automobile or heavy equipment uses that normally require outdoor storage and display of goods.

Industrial (I)	The Industrial (I) category includes a variety of industrial manufacturing assembly, food processing, warehousing and distribution uses. Also included are uses involving the sale of retail and wholesale products manufactured on-site, and a variety of research and development uses for science or agri-business related activities.
Public (P)	The Public (P) category is assigned to lands that either have an existing public use or are proposed for a future public purpose. Examples of existing public uses are the Coyote Ridge minimum-security prison, substations, the wastewater treatment facility and the K-12 school complex.
Urban Reserve (U)	The (U) category is utilized as a “holding” zone, transitional area. These areas will be converted to other uses as needed, and as services are extended.

Overview –

The current Connell UGA is approximately 11.6 square miles in area. Specific areas are described in the Development Potential section. Land use acreage totals are given in **Table 5** (rights of way are not included).

Table 5. Land Use Categories – by Acreage¹

Designation	Acres	Share
Residential (R)	2,871	40%
Industrial (I)	1,317	18%
Urban Reserve (U)	1,547	22%
Public (P)	1,040	14%
Commercial (C)	409	6%
TOTAL:	7,185	100%

At full development, **R** designated lands will house approximately 12,000 residents living within three square miles of varying types and densities of residential neighborhoods comprised of single family site constructed modular or manufactured homes, multifamily units, manufactured home parks, and mixed use structures.

Business locations are provided within three **C** designated areas totaling 409 acres in area, for a wide range of commercial activities, including: community, agricultural and highway commercial, office and business park, together with varied general business activities.



¹ These figures are based on the assumption that Franklin County will approve the city’s Urban Growth Area adjustment application, which was submitted in 2019. If the changes are not approved, the Industrial Lands total will be 1,244 acres and the Urban Reserve lands total will be 1,543 acres.

Manufacturing, warehousing and various light industrial business activities sites are provided within several I nodes totaling a little over two square miles. The Railroad Industrial Node extends northerly, on either side of the railroad right-of-way through town, within the Esquatzel. The Agri-Business Industrial Node lies south of SR-260 and includes the Lamb-Weston and Americold facilities. The East Industrial Node lies east of US-395, includes the area around the old sewage treatment facility and extends east to the Connell Airport and surrounding area.

The P designation accounts for is included in areas owned by the City for municipal purposes (including farmed areas where process water is used to irrigate certain animal feed crops), the school district, the state Department of Transportation, the state Department of Corrections, and so forth. This accounts for about 14 percent of the total land area in Connell.

Finally, the Urban Reserve lands, designed as U, make up the lands that were previously designed as Agricultural in previous comprehensive plans. The U designation is assigned to lands that are to be held in a transition status during the 20-year planning period of the comprehensive plan. A significant amount of the land in this designation is in agricultural use.

Pending Urban Growth Area adjustments

At the time when this plan is being written, a pending application is being processed by Franklin County to modify the City’s Urban Growth Area. The city is proposing to:

- Add approximately 80.27 acres (in 2 parcels) to the Urban Growth Area in the SW quarter of Section 20, Township 14N, Range 32 E, W.M.; The city would designate the land as “Industrial”
- Remove approximately 300 acres (in 1 parcel) from the Urban Growth Area in the W half of Section 7, Township 14 N, Range 32 E, W.M.

Only the Franklin County Board of County Commissioners may change the City’s Urban Growth Boundary. Therefore, the city, through adoption of this plan, does document the city’s action to designated the acreage which is to be added as “Industrial” and de-designate the acreage to be removed as no longer being included in the City’s land use inventory. However, these changes will only take effect when the Franklin County Board of County Commissioners takes their action to approve the UGA request. If the request is not approved, no changes occur.

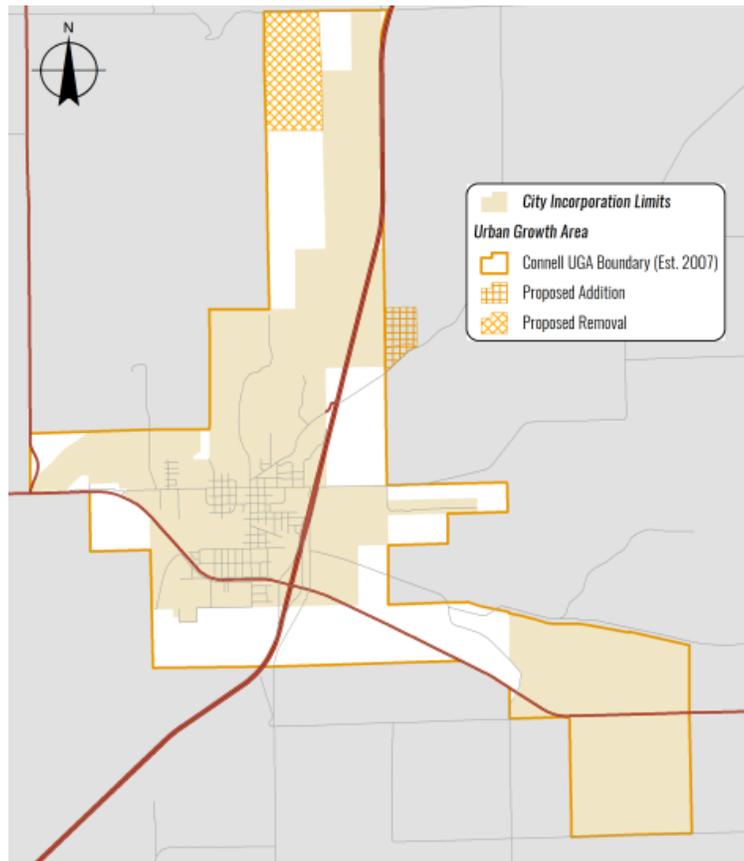


Figure 3. Land Use Map

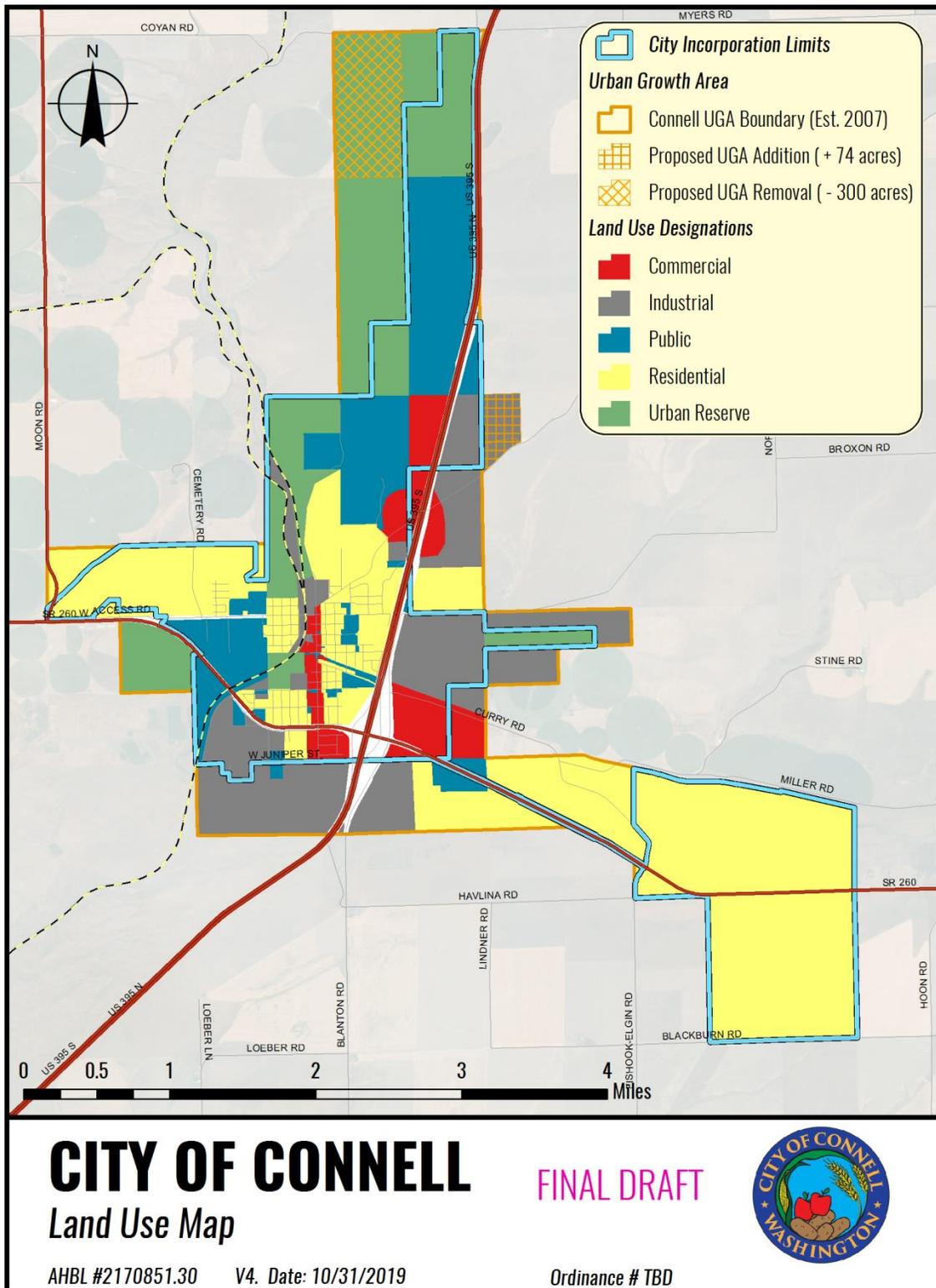
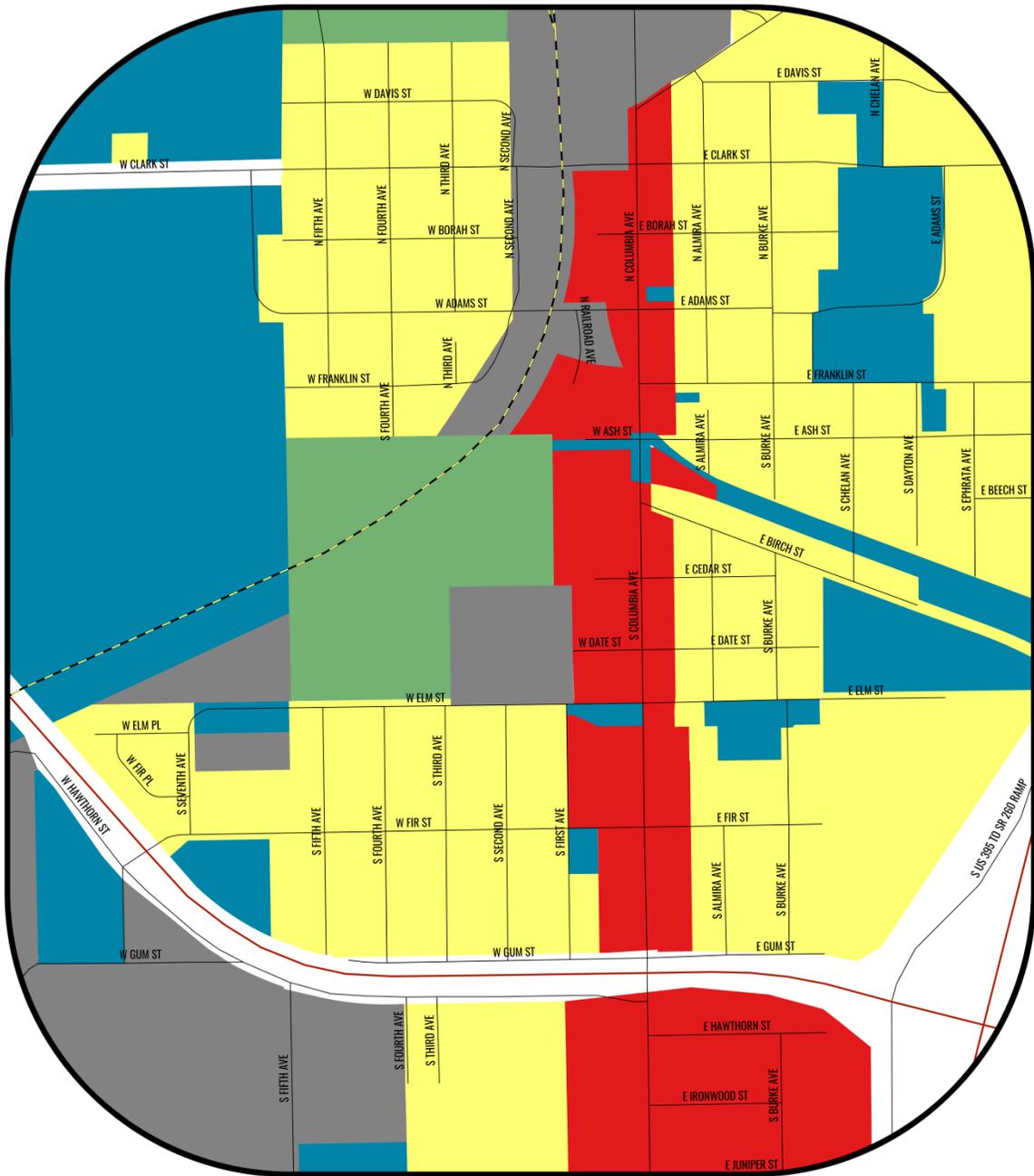


Figure 3a. Land Use Map – Downtown Detail



Development Potential

a. **Residential** - The vicinity both north and south of N. Columbia Ave, west of US-395 extending south to SR 260 has been identified as a residential growth area for both single and multi-family development. Approximately 100 additional single family and 30 multi-family residences are expected at full development of this area. Growth is projected primarily because of available utility lines and proposed arterial access both north via N. Ford Street and east via N. Columbia Avenue.

The vicinity west of the Esquatzel Coulee and north of West Clark Street has additionally been identified as a future residential growth area. The future neighborhood will contain approximately 90 single-family residences.

Additional residential development is anticipated southerly of the Lind Road commercial node east of US-395 and on the City of Connell “farm” located within the proposed UGA boundary easterly of US-395 and south of SR-260.

b. **Commercial** - The Central Business commercial node is situated east and west of Columbia Avenue between Clark Street on the north and SR-260 to the south and is currently the only developed commercial neighborhood. Franklin Street divides North and South Columbia Avenue. The downtown area is situated on North Columbia Avenue and includes the city hall, police station, library, banking, drug store and professional offices. South Columbia Avenue extends south from Franklin Street to Juniper Street. Commercial land use east and west of S. Columbia Avenue includes grocery stores, convenience stores, restaurant, motels, clothing, and other retail and service uses.

The Connell Industrial Area (CIA) is situated east of the US-395/SR-260 interchange and is currently undeveloped. However, the extension of a municipal water transmission line into the area, the proximity of main sewer lines and the immediate access to state highways enhanced the vicinity for industrial, freeway commercial, and general commercial development during the planning period of this comprehensive plan.

North Ford Avenue will extend north from North Columbia Avenue to the City’s Wastewater Treatment facility. The proposed Lind Road/N. Columbia Ave Interchange will improve access from the east. In anticipation, proposed commercial land use designations have been expanded in this area. Coordination and consistency will be needed to balance future commercial use and to seek a vibrant downtown center.

c. **Industrial** - Existing industrial land use in Connell is primarily related to agri-business and petroleum product distribution and shipping. There is currently sufficient (I) designated land available to accommodate additional growth at the Agri-business and West industrial nodes.

d. **Public** – Additions to the Coyote Ridge Corrections Center were constructed on a 100-acre site located north of the original corrections center. The facility consists of 665,299 gross square feet in 25 buildings and provides housing for minimum and medium hybrid facility inmates.

Within the city limits and UGA there is a great deal of land which is held by the government agencies and public districts, to include the North Franklin School District, Washington State Department of Corrections, and the City itself. A majority of these lands are identified as “public” on the Land Use map, though in some cases other designations may be appropriate. There is adequate land to fulfill public

purposes (such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses) for the next twenty years, as required by RCW 36.70A.150 and WAC 365-196-340.

For example, the City of Connell has almost 30 acres of undeveloped land located in Section 31, Township 14 N, Range 32 E. The North Franklin School District has 6.2 acres of undeveloped land on the eastern portion of the city, near US-395. The State DOT owns 26 acres of land, which is situated in Section 6, Township 13 N, Range 32E. which is bifurcated by SR-260.

Land Use Capacity Analysis / Residential Density

In 2007, the City of Connell commissioned an extensive land use capacity analysis. This GIS-based, parcel-by-parcel study was completed in May 2007 by JD White, Vancouver, WA. This analysis provided valuable baseline data for employment, population, and housing. The report is included as **Appendix I**.

The report found that in 2007, the City of Connell had available residential capacity to accommodate 19,351 new residents by 2025, and 5,435 new industrial jobs could be created on available or proposed industrial development land during the same time period. Furthermore, 1,460 new commercial jobs could be created on land currently available or proposed for commercial development. This would result in a 1:2.8 job to population ratio.

Since 2007, the City of Connell has experienced an increase of 337 residents living in 82 new residential units and the number of jobs has also increased modestly. None of these increases were due to annexation. Therefore, it is rational to expect that the City still has an adequate inventory of land available for future anticipated growth.

Downtown Design Plan

The *Downtown Design Plan* was completed in July of 1996 and although the Plan is over twenty years old it is still helpful as a point of reference. There are seven recommendations from the twenty-six possible action plan items that have been acted upon:

- Reconstruction of North Columbia Ave.
- Reconfiguration of on-street parking on Borah/Adams/Franklin
- Installation of Streetscape on North Columbia Ave.
- Construction of trail on abandoned railroad right-of-way (this is currently underway)
- Renovation of church
- Development of off-street parking (behind old pharmacy building)
- Organization of the Downtown Development Association



Connell's History, Historic Properties and Sites

The Washington Rural Heritage is a community memory project headquartered at the Washington State Library. The Connell Heritage project collection is a project of the Connell Branch of the Mid-Columbia Libraries and other partners. The following historical overview is from that source:

Connell, formerly Palouse Junction, can trace its early beginnings back to the late 1800's when the first transcontinental train passed through the area. The Northern Pacific Railroad established Palouse Junction which became a gateway to the Palouse region opening it up to transportation. The rail line would change hands to different operators throughout the years including O. R. & N and the Union Pacific Railroad. Today, BNSF operates the rail line.

Water was a real concern for those in Palouse Junction, later renamed Connell, as the surrounding area was a dry and arid land. Later, in the 1950's, the Columbia Basin Irrigation Project would bring water to the land and ensure continued growth of the area. Irrigation opened doors for agricultural opportunities.

Some of the historic buildings that still stand in Connell today have weathered fires and floods. The first fire occurred in 1905 and destroyed nearly the whole business section. Another fire would devastate more of the town in 1965. Because of the location of Connell, an intersection of two coulees, the town would also fall victim to floods from Chinook winds or cloudbursts. The famous flood of 1907 is depicted in one of the town murals chronicling Connell's history.

Many of today's residents are descendants of some of the first settlers to the area. German Methodist Reverend Adam Buehler was one of the first to establish a home in the area. More German Methodists would follow. Family ancestors can be traced through local church history books. Other settlers came from Nebraska, Minnesota, Tennessee and Missouri. Through over one hundred years of drought, war, the Depression, fires, and floods, Connell has persevered, and in 2010 Connell proudly celebrated its centennial.

For more information, including an impressive collection of photographs and maps, including photographs and of the murals found around town, visit <https://www.washingtonruralheritage.org/digital/collection/connell>

The Connell Heritage Museum, at 350 W. Adams Street, is a restored 1904 Gothic Revival Church. The site has been the home of numerous churches of different denominations over the last century. Today, the Connell Heritage Museum includes the Church building, the Hudlow Memorial Annex and Gardens, the Adams Homestead (a fully restored local farmhouse circa 1910), a 1973 Burlington Northern Caboose, as well as the Pepiot Ranch House. The museum is owned by the Connell Heritage Museum Non-Profit Corporation.

Land Use Goals and Policies

Goal 1. Respect private property owner's rights in all planning efforts.	
Policy 1	Follow due process in all activities related to land use.
Policy 2	Review and revise the comprehensive plan no more often than once a year and at least every

	five years.
Policy 3	Involve the planning commission, related committees, community members, businesses, and property owners in the creation of and updates to local land use, capital facilities and related plans.
Policy 4	Permit agricultural production on properties suitable for agricultural uses within the Urban Growth Area while such use is viable.

Goal 2. Create and maintain a vibrant, sustainable, family-oriented community through the balanced allocation of land for housing, industry, commerce, recreation, open space, transportation and public facilities, and other appropriate land uses.

Policy 1	Ensure that the city has enough properly zoned land to serve residential, commercial, industrial, and public facilities to accommodate 20 years of growth.
Policy 2	Plan and designate an adequate supply of commercial and industrial lands to establish and maintain an adequate tax base to provide public city services and facilities.
Policy 3	Plan and designate a 10-year supply of vacant land for industrial uses.
Policy 4	Support the retention and expansion of existing businesses and the recruitment of new industrial and commercial businesses. <i>Strategies:</i> A. Participate in local and regional organizations which focus on attracting new businesses to the area and promoting or marketing existing ones. B. Foster positive relationships with new and existing businesses using clear, open and timely communications.
Policy 5	Promote land use patterns that efficiently use public infrastructure and utilities such as transportation, water, and sewer. <i>Strategies:</i> A. Identify and obtain sites for public lands and facilities early in the development of an area to ensure that the facilities are well located to serve the vicinity and to reduce acquisition costs. B. Allow essential public facilities as a permitted or conditional/special use in the zoning code. C. Incorporate the provisions for the identification and siting of essential public facilities in the applicable zoning classification.
Policy 6	Designate and zone land in order to provide diverse residential densities to serve a variety of needs.
Policy 7	Ensure that parks and recreation opportunities are equitably distributed throughout the City. <i>Strategy:</i> A. Support the purchase, dedication, and preservation of parks and open spaces throughout the City.

Goal 3. Provide for the orderly development of the city.

Policy 1	Encourage development where adequate City services exist or may be feasibly extended in a
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	<p>cost effective manner.</p> <p><u>Strategy:</u></p> <p>A. Through capital facilities planning provide an available supply of land served with city water, sewer, and arterial streets.</p>
Policy 2	Identify land needed for public purposes early in the planning process.
Policy 3	Work closely with Franklin County to coordinate land use plans.
Policy 4	Work with the County to encourage development occurring beyond the UGA is consistent with the rural nature of the land and compatible with planned urban development within the UGA.
Policy 5	Encourage infill development within areas characterized by urban growth.
Policy 6	Discourage extensive amounts of large lot development especially in areas that do not have access to irrigation water.
Policy 7	Require new developments to be served by complete streets, public water and sewer.
Policy 8	Require that state and local permits be processed in a timely and fair manner to ensure predictability.
Policy 9	<p>Evaluate all annexations based upon their short and long-term fiscal and other impacts on the City.</p> <p><u>Procedures:</u> At a minimum, the following issues should be addressed:</p> <p>A. Preservation of natural neighborhoods and communities;</p> <p>B. Use of physical boundaries, including but not limited to bodies of water, highways, and land contours;</p> <p>C. Creation and preservation of logical service areas;</p> <p>D. Prevention of abnormally irregular boundaries;</p> <p>E. Transition of services such as public safety, parks and recreation, transportation and utilities; and</p> <p>F. The City's ability to provide a full range of urban services to the area.</p>
Policy 10	To receive city-provided urban services, areas should annex or commit to annexation.
<p>Goal 4. Create a well-designed and aesthetically pleasing city.</p>	
Policy 1	Place multi-family residential developments next to arterial streets, along public transportation routes, or near commercially designated areas.
Policy 2	<p>Locate new high-density residential development in locations where residents will have access to parks and recreational amenities, and to encourage an active lifestyle with opportunities to walk to amenities.</p> <p><u>Strategy:</u></p> <p>A. Encourage and support adequate pedestrian connections between neighborhoods and parks and recreational amenities, and neighborhoods and commercial services.</p>
Policy 3.	<p>Gradually transition from one type of use to another through zoning and/or the use of development and design standards, such as buffering between different land use types.</p> <p><u>Strategies:</u></p> <p>A. Ensure that industrial and commercial land uses are contained within carefully delineated areas with appropriate setbacks, landscaping buffers, and lighting.</p>

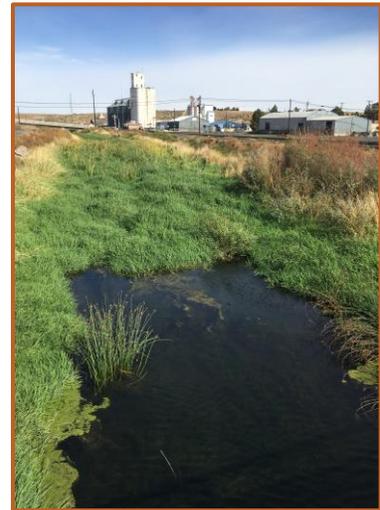
	<ul style="list-style-type: none"> B. Develop landscape buffering and setback requirements for land use types to ensure adequate buffering between land use types. C. Discourage residential and other incompatible uses adjacent to airports through appropriate zoning and land use designations and by compliance with WSDOT Aviation regulations.
	A.
Policy 4.	<p>Ensure that new development is consistent with established design standards.</p> <p><u>Strategies:</u></p> <ul style="list-style-type: none"> A. Consider creating design standards that include a tree-planting program. B. Consider enhancing the existing sign ordinance and storm drainage requirements. C. Improve City entry features to support a positive feeling on entering the community. D. Enforce on-street parking and visual screening codes. E. Develop a strategy for improving the appearance of Main Street.
<p>Goal 5. Maintain the unique character of the city.</p>	
Policy 1.	Maintain or improve the integrity and livability of established neighborhoods.
Policy 2.	<p>Establish a harmonious relationship between the natural and developed environment.</p> <p><u>Strategy:</u></p> <ul style="list-style-type: none"> A. Enhance and protect the Esquatzel and the Washtucna Coulees, the Esquatzel Wasteway corridor, and the uniqueness and history of the area, including its geological features.
Policy 3.	Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

NATURAL AREAS ELEMENT

A. Hydrogeology

Connell is located within the Esquatzel-Coulee Watershed Resources Inventory Area (WRIA). The Connell Urban Growth Area lies in the region known as the Pasco Basin, which is situated on the Columbia Plateau. The Columbia Plateau is underlain by a series of basalt flows and sedimentary interbeds commonly referred to as the Columbia River Basalt Group. These Miocene-age flows erupted between 17 and 6 million years ago. The flows have formed a generally horizontal, layered sequence, which have an estimated maximum thickness of 14,000 feet at the plateau's low point near Pasco.

In order of decreasing age, the upper three major formations of the Columbia River Basalt Group of relevance to this plan include the Grande Ronde, Wanapum, and Saddle Mountain Basalts. These three formations form the Yakima Basalt Subgroup. The Vantage sedimentary interbed is typically found between the Wanapum and Grande Ronde Basalts, and the Mabton sedimentary interbed generally separates the Saddle Mountain and the Wanapum Basalts. The Vantage interbed is thin to missing in the vicinity of Connell and the top of the Grande Ronde Basalt is at an elevation of approximately 250 to 300 feet above sea level. The Wanapum formation is reportedly up to 600 feet thick in the vicinity and contains as many as ten basalt flows. Sedimentary interbeds are rare and generally only a few feet thick when present. The Saddle Mountain basalt formation also averages about 600 feet in thickness. Sedimentary interbeds are common and often 50 feet in thickness or more.



In the Columbia River Basalt, flow tops and bottoms, which are potentially augmented by sediment interbeds, combine to form significant water-bearing zones. Each of Connell's municipal wells utilizes aquifers located in the Wanapum and/or Grande Ronde Basalts.

It is assumed that ground water in the unconfined aquifer moves generally in a southern direction, down the Esquatzel Coulee into the Pasco Basin. Flow directions in potential confined or semi-confined basalt aquifers are also generally toward the south.

Connell lies upon alluvium and flows of the Wanapum Basalt. Soils overlaying basalt on the uplands surrounding the city vary in consistency from sand to clayey silt and caliche.

There are no major surface water bodies in the immediate vicinity of the city and the unconsolidated materials in the area generally appear to be unsaturated.

B. Environment / Critical Areas

The City of Connell is located at the junction of the Providence, Esquatzel, and Washtucna Coulees. The coulees are channels cut by Pleistocene cataclysmic floodwaters that washed across the region

periodically throughout the Pleistocene Epoch. The average land surface elevation is about 850 feet above sea level.

The Franklin County Planning Department inventoried Connell’s UGA with their inventory of the remainder of the county for environmentally sensitive areas, or GMA critical areas, which are described in the Environmental and Critical Areas Element of the Franklin County Comprehensive Plan.



The county comprehensive planning process identified the Esquatzel Coulee as an aquifer recharge area, a wildlife habitat area, as containing wetlands, and a frequently flooded area. The plan also describes the Esquatzel and Washtucna Coulees as especially high-quality riparian corridors and major nesting sites for ferruginous hawks. The Franklin County Conservation District additionally identified the Washtucna Coulee as a primary aquifer recharge area.

The GMA requires municipalities to protect the environment and enhance Washington State’s high quality of life, including air and water quality, and the availability of water. Cities are required to regulate and protect fish and wildlife habitats, wetlands, steep slopes, and provide opportunities for access to natural resource lands and water.

FEMA has mapped floodplain areas that generally run North-South through the City of Connell. From the northern corporation limits, areas of 100-year and 500-year mapped flood plains follow around the Equatzel Coulee and extend further east across the BNSF Right of Way, almost to Davis Way. The floodplain area narrows at Clark Street, and then generally follow along N Second Avenue, with the 500 year floodplain extending to North Almira Avenue.

In accordance with GMA requirements, the City will need to update the Critical Areas Ordinance according to the State’s schedule for periodic updates.

Natural Areas Goals and Policies

Goal 1. Preserve the environment and protect environmentally critical areas.	
Policy 1	<p>Protect wildlife habitats in designated open space and wetlands areas.</p> <p><u>Strategies:</u></p> <ul style="list-style-type: none"> A. Base the protection methodology on the size, location, and vulnerability of the wildlife habitat and species. B. Acquire and protect key significant wildlife habitat areas. C. Ensure the preservation of a variety of habitat types, sizes and locations.
Policy 2	<p>Preserve natural drainage ways.</p> <p><u>Strategies:</u></p> <ul style="list-style-type: none"> A. Promote public awareness of the natural drainage ways, their role in the area, and the importance of maintaining natural drainage systems. B. Establish standards for the retention, recharge, and treatment of stormwater runoff

	<p>channeled from impervious surfaces.</p> <p>C. Subsequent development within the flood hazard areas of the city should be regulated in accordance with the National Flood Insurance Program.</p> <p>D. Coordinate with the Army Corps of Engineers, US Bureau of Reclamation and BNSF to ensure maintenance of the flood ways.</p>
Policy 3	<p>Regulate development in geologically hazardous areas.</p> <p><u>Strategies:</u></p> <p>A. Require engineering, architectural, or geo-technical investigations and certifications for approval of development permits or authorizations to proceed in hazardous areas.</p>
Policy 4	<p>Prevent isolation of communities of endangered, threatened or sensitive species.</p> <p><u>Strategy:</u></p> <p>A. Encourage the preservation or protection of habitat corridors.</p>
Policy 5	<p>Protect surface water and groundwater supplies.</p> <p><u>Strategies:</u></p> <p>A. Restrict development that significantly degrades or depletes surface waters or groundwater.</p> <p>B. Encourage efficient use of water and Low Impact Development (LID) design.</p>
Goal 2. Enhance the environment where possible.	
Policy 1	Provide incentives for the restoration of degraded wetlands, watercourses and other important natural systems.
Policy 2	Encourage the development and maintenance of non-regulated wetland areas.
Goal 3. Mitigate adverse environmental impacts.	
Policy 1	Mitigate all adverse impacts to wetlands.
Policy 2	Require the mitigation of impacts from development adjacent to sensitive areas.
Policy 3	Require a dust control plan be submitted to the city whenever ground cover is disturbed in a development.
Goal 4. Minimize impact costs of development to property owners while also protecting critical areas.	
Policy 1	Use density bonuses, and other means of compensation as appropriate for the protection of critical areas.

Wellhead Protection Goals and Policies

The following goal and policies were recommended in the Wellhead Protection Plan to be included in the comprehensive plan for protection of the ground water aquifers in the Coulee.

Goal 1. Protect the quality and quantity of the ground water used for public supplies by means of the following policies.

Policy 1	Cooperate with agencies charged with the regulations of commercial and industrial chemicals, such as Ecology, to prevent chemical contamination of ground waters.
Policy 2	Preclude contamination of ground water from failing septic systems by continuing to require that all occupied buildings be connected to the sanitary sewer system.
Policy 3	Develop a spill response plan to cope with potential chemical spills associated with the railroad, highways and local industry. (Changed per feedback from Planning Commission)
Policy 4	Prepare an overall storm water plan to guide public and private investment in storm water facilities.
Policy 5	Maximize on-site retention in new developments, to increase the chances of runoff recharging the ground water in a manner similar to that which occurs in nature.

A wellhead protection overlay zone that covers the one-year management area for all the city wells is included in the Connell zoning code. The overlay zone provides vigilance when granting building permits and dealing with zoning issues. Zoning changes should restrict or prohibit the presence of potential contaminant sources such as those listed in Wellhead Protection Plan portion of the City's Water System Plan

HOUSING ELEMENT

The GMA requires the housing element to be included in the comprehensive plan. The housing element addresses the housing needs of the community over the coming years. The GMA provides that the housing element must address the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage the preservation of the existing housing stock.



“A Housing Assistance Plan” was prepared by Northwest Regional Facilitators in September 1992, using Community Development Block Grant planning grant funds. The plan outlined general housing attributes, identified a general and widespread need for additional housing in the city of various types, and identified resources and partners that provide housing assistance, weatherization grants, etc. The plan’s goals and policies serve as the basis for this plan’s goals and policies.

The City of Connell participates in an Interlocal Agreement between Franklin County and The Cities of Kahlotus, Mesa, and Pasco who administer funds generated through the “Affordable Housing for all Surcharge” under RCW 36.22.178.

Existing Housing Inventory

According to OFM, in 2017 Connell was estimated to have 977 housing units, 519 of which were single family housing, 216 were units in multi-family housing (2 or more units) and 242 were mobile homes or “special” housing categories. The housing mix is therefore 53 percent single family and site-built housing, 22 percent multi-family housing, and 25 percent mobile or manufactured housing. Over the years, the overall share of single family, site-built housing has steadily increased.

There is one **RV Park** in the city, called Coyote Run RV Park, which accommodates temporary housing options at 351 E. Hawthorn Street. The RV Park offers 72 full hookup RV spaces.

Institutional Housing quarters (or “Group Quarters”) exist at the Coyote Ridge Corrections Center at 1301 N. Ephrata Avenue, with an inmate prison population capacity for 2,468 persons (male inmates).

Temporary Worker Housing (Migrant Farmworker Housing) may locate in the City. The housing is commonly referred to as “H-2A housing,” as H-2A is the coding number for a “guest worker” program administered by the Employment Security Department, with oversight by the U.S. Department of Labor.

Forecasted Housing Needs

As documented in the Introduction section of this Plan, the City is planning for new residents by the target planning year 2038. By 2038, the city is projected to grow as follows:

Low series projection: 7,073
 Mid series projection: 9,173
 High series projection: 12,454

These disparate projections are used to formulate three different potential alternatives to contemplate how growth may occur, since the exact population increases are unknown.

Based upon the mid-series population projection of 9,173 residents (by 2038) and the average household size of 3.21 persons per household, the City will need an additional 1,159 dwelling units consisting of single family and multi-family dwellings. Alternatively, if the low-series population projection is used, this number reduces to 506 dwelling units and if the high-series projection population is used, the number will increase to 3,879 units. There is more than an adequate amount of land appropriately classified and zoned for these purposes, regardless of which scenario is used. Therefore, the city is prepared to have enough land for the 20-year planning period, even though future numbers are not certain.

The housing goals, policies and strategies are listed below:

Housing Goals and Policies

Goal 1. Preserve and enhance established neighborhoods where consistent with the overall city land use plan.	
Policy 1	Identify, reinforce, and protect the character of established residential neighborhoods.
Policy 2	Encourage new single-family development to be compatible with the scale and character of adjacent single-family areas.
Policy 3	Maintain the single-family character of the greater Connell area while acknowledging the necessity of providing affordable housing.
Goal 2. Ensure compatibility of residential development with established and projected land use patterns.	
Policy 1	Locate multi-family residential housing so it does not disrupt single-family neighborhoods. <i>Strategy:</i> A. Limit multi-family residential housing and mobile home parks to areas where access can be provided to public streets without creating congestion or disruption to single-family residential neighborhoods.
Policy 2	Multi-family development should have direct access to an arterial street. Traffic generated from multi-family development will be directed away from single-family neighborhoods.
Policy 3	Use flexible design standards in multi-family development to mitigate impacts on less intense adjoining land uses. <i>Strategies:</i> A. Consider mitigating impacts of new multi-family residential developments on single-

	<p>family neighborhoods in a combination of the following: additional setbacks, buffers, open space, parking areas, fencing, screening, landscape, recreational space, and architecture. Multi-family residential housing may not have more floors than the adjacent and nearby single-family dwellings are permitted.</p> <p>B. Require a binding site plan that identifies the scale and location of all buildings, parking areas and driveways, recreational facilities. Building elevations, and landscaping, screening or fencing.</p>
Policy 4	Require that multi-family residential development bear the burden of transition and mitigation when the development is near single-family residential neighborhoods.
Policy 5	<p>Allow high density residential to locate in established residential areas only when they will not detract from the existing character of the neighborhood.</p> <p><u>Strategy:</u></p> <p>A. Consider limiting multifamily housing to a scale compatible with the surrounding structures in established neighborhoods.</p>
Policy 6	Use natural and topographical changes, when possible to buffer and separate multi-family residential developments from single-family neighborhoods.
Policy 7	Require residential developers to provide adequate buffering from adjoining agricultural uses. They will additionally be responsible for reducing the conflict between the dissimilar uses.

Goal 3. Encourage the development of affordable housing for all segments of the population.

Policy 1	Evaluate the effect of impact fees on the affordability of housing before establishing such impact fees.
Policy 2	<p>Accommodate the potential need for housing while avoiding a market perception of a shortage of land available for residential development.</p> <p><u>Strategies:</u></p> <p>A. Make provisions to house the forecasted increase in population during the planning period.</p> <p>B. Consider encouraging the development of residences above businesses in commercial districts, either as a permitted use or by conditional use permit</p>
Policy 3	Encourage the provision for a variety of single-family housing types to facilitate home ownership.
Policy 4	Encourage higher density single-family neighborhoods near commercial centers and other facilities/services to encourage pedestrian rather than vehicular circulation and to act as a buffer or transition area.
Policy 5	<p>Allow accessory residential units and duplexes in residential zones, upon approval of a conditional use permit.</p> <p><u>Strategies:</u></p> <p>A. Consider requiring that the design or alteration of a duplex or accessory unit must be compatible with the scale and character of adjacent single-family homes, including</p>

	<p>parking areas and driveways.</p> <p>B. Allow property owners to integrate an accessory dwelling unit into a single-family home or garage.</p>
<p>Goal 4. Promote a variety of residential densities and housing types.</p>	
Policy 1	<p>Encourage opportunities for home ownership through the availability of a variety of housing types.</p> <p><i>Strategy:</i></p> <p>A. Encourage a range of housing types and densities including but not limited to: small lot single-family, zero lot line developments, cluster housing, town houses, duplexes, triplexes, apartments, condominium, accessory apartments, and manufactured homes both in parks and on subdivided lots.</p>
Policy 2	<p>Encourage different residential types.</p> <p><i>Strategy:</i></p> <p>A. Allow a variety of multi-family residential housing types, such as townhouses, courtyard buildings, small cottages, duplexes, triplexes, and four, six and eight-plexes in the higher density residential districts.</p> <p>B. Permit retirement homes as a conditional use in multi-family residential zones.</p>

ECONOMIC DEVELOPMENT ELEMENT

The GMA requires jurisdictions to encourage economic development consistent with the comprehensive plan and to promote economic development opportunity for all. This element directs development in the commercial and industrial lands within the 20-year development area.

Funding Mechanisms

To create new basic employment the Economic Development Administration (EDA), a federal agency, provides infrastructure grant opportunities to site new industries. Infrastructure projects to promote the creation of new basic employment are ranked by category through the local Comprehensive Economic Development Strategy (CEDS) process administered by the Benton-Franklin Economic Development District, a division of the Benton-Franklin Council of Governments.

Next, the Community Economic Revitalization Board (CERB) is a state economic development resource strategically focused to help business and industry create and retain jobs in partnership with local communities. CERB provides financing (grants and loans) for construction of public facilities that support private sector development and increased employment opportunities. The Washington State Department of Commerce, working to enhance and promote sustainable economic vitality, provides management support to CERB.

Additionally, The Port of Pasco provides financial support for Economic Development projects and purposes in the City of Connell, subject to their programs for granting funding.

HAEIF (Hanford Area Economic Investment Fund) was established by the Washington State Legislature in 1991 to finance projects to expand and diversify the economy and decrease dependence on U.S. Department of Energy operations in the Tri-Cities region. HAEIF has a Private Business Loan Program which awards loans to for-profit corporations headquartered in Benton and Franklin Counties when there is compelling evidence that such loans will create jobs, enhance the local economy and further economic diversification. Private Business Loans provide money for working capital, research and development, purchase of land, new building construction, acquisition and renovation of existing buildings, purchase of machinery and costs such as architectural, legal, engineering services and appraisals. This program is considered “gap financing” to provide loan funds when traditional lending institutions won’t provide financing.

Finally, the Benton-Franklin Council of Governments plays a key role in supporting businesses in the community to expand, prosper and create new jobs. They offer several small business financing programs to private businesses to help create new permanent jobs, expand the tax base, stimulate economic activity, and provide financing alternatives.

Key Projects

Connell Rail Interchange Project

The City received a grant from the Department of Commerce Community Economic Revitalization Board (CERB) with matching funds from BNSF, Columbia Basin Railway (CBRW), the Ports of Pasco, Moses Lake, Othello, Warden, and Royal Slope, Adams County Economic Development Council, Grant County

Economic Development Council, Tri-City Development Council and the City, to initiate a planning study in 2015. The study was prepared by HDR, and it culminated with the selection of a design for the new rail interchange at a cost of approximately \$24 million. A Cost- Benefit Analysis was made possible by a \$10,000 grant from Franklin County Economic Development funds.

With the help of Senator Mark Schoesler, the City secured \$10 million in state funding through the Connecting WA Transportation funding package helping this project to move forward. There is still \$14 million needed to complete the full project and City staff has been busy applying for grants with the help of the Beckett Company.

This \$28 million project will relocate, reconfigure and improve the critical rail interchange in rural Connell, WA where the Columbia Basin Railway (CBRW) enters onto the BNSF railway mainline. Funds requested will be used to partially fund the infrastructure improvements to meet 21st Century rail demands by relocating and expanding the rail interchange outside of Connell to industrial lands south of the City.

In addition to adding rail capacity and improving freight movements through the City, this investment will relocate the rail switch yard away from residential areas, school traffic patterns and emergency response routes.

The existing railyard configuration is outdated, undersized, and inefficient and cannot accommodate today's modern train service requirements. The current yard configuration causes congestion at primary street crossings that bifurcate the city center. It also creates a critical "pinch point" in serving both national and regional rail service needs. The improved interchange will improve the ability of BNSF and CBRW to complete the interchange of longer trains by reducing the time that the interchange operation interferes with mainline flow and capacity.

The primary goal of the project is to enable long trains operating westward on BNSF's Lakeside Subdivision to be interchanged to the CBRW without the need for breaking the train apart, time-consuming switching, or extensive roadway grade-crossing blockages.

Reconfiguring and expansion of the Connell interchange is needed for CBRW to improve, and modernize, service to growing agricultural producers and manufactures in the region.

Project benefits will include:

- The reconfiguration will improve reliability, safety, highway preservation and mobility while lowering rail operating costs. Thus, enhancing the competitiveness of freight rail as a transportation option for local producers, manufacturers and farmers.
- The interchange reconfiguration will improve rail operations efficiency such as switching arriving BNSF trains, or repositioning or reconfiguring locomotive power. All of these train operations will be able to occur without blocking the BNSF Lakeside Subdivision main line.
- The interchange reconfiguration will allow for the simultaneous accommodation of an inbound and an outbound train between BNSF and CBRW, without one blocking the path of the other. The minimum number of tracks required for this type of operation is three, with a clear length of 8,600 feet (7,500 feet minimum) each.

- This configuration will enable unit trains, with a typical length of 7,400 feet, to arrive or depart from any track, with adequate stopping and clearance distance in each track.

The project is listed on the Comprehensive Economic Development Strategy (CEDS) list of Strategic Projections (Benton-Franklin Council of Governments Resolution 01-17).

Economic Development Goals and Policies

Goal 1. Promote commercial and industrial development that creates economic diversification.	
Policy 1	Support the efforts of local economic development organizations in their promotional activities to attract new industries to the area. <i>Strategy:</i> A. Participate in the annual update to the region’s Comprehensive Economic Development Strategy (CEDS) which is processed by the Benton-Franklin Council of Governments
Policy 2	Encourage industrial development that diversifies and strengthens the local economy and is compatible with surrounding land use.
Policy 3	Limit non-industrial uses in industrial districts to those uses that complement or support industrial development.
Policy 4	Foster the retention and development of long-term working or trading activities that create or add value to the community.
Policy 5	Provide adequate appropriately zoned land to accommodate the city’s projected commercial and industrial needs.
Policy 6	Permit residential uses in commercial areas only if they are accessory to the primary commercial uses.
Goal 2. Ensure infrastructure support for the orderly and cost effective development of commercially and industrially zoned land.	
Policy 1	Establish development standards adequate to safeguard the environment and ensure compatibility with surrounding land uses.
Policy 2	Group industrial uses to maximize infrastructure efficiency and minimize service provision.
Policy 3	Combine access points to arterials to the greatest extent practical. <i>Strategy:</i> A. Create and adopt commercial and industrial development standards that will include requirements for the building envelope such as bulk, heights, setbacks, landscaping, floor area ratios, open spaces, and development incentives.
Policy 4	Limit commercial development to areas where adequate facilities and services exist or can be provided at the time of development.
Policy 5	Encourage the infill of existing commercial centers and strips before creating new neighborhoods and community commercial centers.

Goal 3. Promote renovation of existing commercial and industrial areas to enhance their appearance and function.

Policy 1	Establish design and performance standards for redevelopment.
Policy 2	Advance the revitalization of the downtown commercial area and seek to renew the integrity of downtown as a gathering place for citizens. <i>Strategies:</i> A. Collaborate with local downtown development association and business owners to develop a historic district. B. Seek opportunities to support and strengthen community events, such as fall festival and winter parade.

Goal 4. Control development of commercial and industrial areas.

Policy 1	Limit commercial and industrial businesses and uses to those areas large enough to be economically viable and with adequate access for the proposed use.
Policy 2	Encourage the development of open space framed by commercial or civic buildings, to allow pedestrians to rest and interact, and to improve the city's appearance.
Policy 3	Develop and establish design and performance standards for new commercial and industrial districts, such as landscape buffers, architectural features (i.e. awnings, building fenestration or articulation), and street-scape amenities (i.e. benches).
Policy 4	Improve the appearance of existing commercial areas and create performance standards for all new developments; including, but not limited to signage, landscaping, setbacks, screening, and buffer areas.
Policy 5	Separate commercial and industrial activities based upon land use characteristics, type of transportation corridors, amount of traffic generated and geographic location.

COMMUNITY FACILITIES ELEMENT

The community facilities described in this section include municipal buildings utilized for conducting city business, public schools for the education of Connell’s children, and essential public facilities for the location of state or federal institutional buildings.



Municipal Buildings

Connell City Hall is located at 104 E. Adams Street in a building constructed in 1905. Almost 9,000 square feet are shared by all city administrative services and the Police Department.

The public library is located at 118 N. Columbia Avenue, in a 2,000 square-foot brick building that was constructed in 1960 as the original city hall and fire hall building. The public library is operated by the Mid-Columbia Library system, as the City was annexed into the Mid-Columbia Library District. The building features interior oak woodwork and an exterior brick façade that was completed by Coyote Ridge Corrections Center inmates in 1995. The building is owned by the City.



The Fire station serving Connell is located at 605 S. Columbia Avenue. In 2010, a 2,200 square foot addition was completed for additional office space and an additional truck bay, an interior remodel was also completed at that time. The Fire District is Fire Protection District 1, a volunteer fire department with a paid Chief and the building is owned by the City.

The Connell Community Center is located at 211 E. Elm Street and provides approximately 10,000 square feet that can be rented for different uses in the community, including use as the Senior Center.

Municipal Buildings Goals and Policies

Goal 1. Provide adequate public facilities for community services.	
Policy 1	Provide adequate space for the provision of municipal services.
Policy 2	Provide adequate space for community interaction, fellowship, and recreation. <i>Strategy:</i> A. Consider the feasibility of providing a youth center.
Policy 3	Cooperate with other public jurisdictions for the provision of space and services.

Schools

The North Franklin School District No. 51 enrolls nearly 2,100 students with a culturally diverse student population, providing full K-12 educational opportunities including; an elementary, junior high, high school, and alternative high school within Connell. The North Franklin School District additionally provides elementary education in Mesa and Basin City. The school district is headquartered at 1100 W. Clark.

School Goals and Policies

Goal 1. Promote planned development of Connell public school sites.	
Policy 1	Locate public schools close to existing or proposed residential areas.
Policy 2	Require improved streets and sidewalks between new schools and the nearest arterial streets, applying “complete streets” standards.
Policy 3	Require that residential developments are designed to accommodate school buses.
Policy 4	Require that location, design, and construction of school facilities be compatible with existing land use, drainage, and natural systems.
Goal 2. Promote cooperation between the city and the local school district to provide adequate opportunities for community utilization of school facilities.	
Policy 1	Maintain open communication between the city and school district.
Policy 2	Provide park and recreation facilities adjacent to, or in conjunction with, school district properties whenever possible.
Policy 3	Encourage future development of school grounds to complement park development.
Policy 4	Work with the school district to identify and improve “safe routes” to school

Essential Public Facilities Goals and Policies

Connell will participate in a cooperative regional process to site essential public facilities of regional and statewide importance including transportation facilities with the objective to protect environmental quality, optimize access and usefulness to appropriate jurisdictions, and to equitably distribute economic benefits / burdens throughout the county or region.

Goal 1. To promote the development of a cooperative regional process for the siting of essential public services of regional and statewide importance.	
Policy 1	Develop a uniform siting procedure, which enables selection of optimum project sites and appropriate size relative to intended benefit area.

PARKS & OPEN SPACE ELEMENT

The Growth Management Act requires the City to encourage the retention of open space and the development of recreational opportunities.

The long-range city policy is to provide a variety of local recreational facilities for the city’s residents as funds become available. The City requires that new development provide its own recreational space consistent with the LOS of 10 acres of parkland per 1,000 residents².



Specific requirements are defined further in Park LOS standards and City of Connell Parks & Recreation Comprehensive Plan (2014 – or as updated), which is included as **Appendix E** to this plan. The next update to the plan is expected in 2020, as the city strives to obtain funding from the state’s Recreation Conservation Office (RCO) and local plans must be updated every six years in order to qualify for grant funds. The six-year plan includes:

- Inventory of current recreational facilities
- City park policies
- Future needs of the community
- Goals and Objectives
- Strategies to meet the needs and to achieve the goals and objectives
- Implementation

The city’s most recent Capital Improvement Plan (financial plan) for parkland development and improvements is included on the final page of the Parks & Recreation Comprehensive Plan, and covers the twenty-year period from 2011 through 2031.

Park System

The city currently provides six developed city parks, ranging in type from tot lot to neighborhood, community and special use, totaling 20 acres overall. The existing and needed park and recreational facilities are described in the Connell Comprehensive Parks and Recreation Plan.

The park system includes:

Clark Street Park³

Located at the intersection of East Clark Street and North Chelan, this is the newest addition to the Connell park system. It features a large soccer field with goal and ball return net, a picnic area, half-court basketball, a playground and swings, and public restrooms. This park is classified as a “Neighborhood Park” in the City’s *2014 Parks and Recreation Comprehensive Plan*.



² Does not include residents who are institutionalized persons at the Coyote Ridge Corrections Facility

³ The City of Connell received RCO funds for Clark Street Park under project 92-335 (Washington Wildlife and Recreation Program – Local Parks Category) and must be maintained under the Long-Term Grant Responsibilities requirements of RCO.

Old Town Park (also known as Heritage Park)

Located at 350 W. Adams Street, historic Old Town was Connell’s first community park. As such, it was the site of many city functions over the years. This beautiful, old, shaded park is currently the home of the Connell Heritage Museum, and features public restrooms, half-court basketball, a volleyball court, swings, and playground. This park is classified as a “Neighborhood Park” in the City’s *2014 Parks and Recreation Comprehensive Plan*.

Pioneer Park⁴

Located at 341 East Birch, this park offers alternative access areas from East Fir and East Date Streets. Park facilities includes Pioneer Park Pavilion, a playground, a basketball court, baseball diamonds, a skateboard park, a large grassy open area, and several picnic shelters. There is also a 9-hole disk golf course. The Pioneer Park Swimming Pool is open during the summer which includes water slides. This park is classified as a “Community Park” in the City’s *2014 Parks and Recreation Comprehensive Plan*.

Striker Park

Located on the west end of West Fir Street, this neighborhood park offers a playground, a basketball court, volleyball court, public restrooms, numerous shade trees, and a multi-purpose open area. This park is classified as a “Neighborhood Park” in the City’s *2014 Parks and Recreation Comprehensive Plan*.

Columbia Park

Located at the intersection of West Fir and First Avenue, this small neighborhood park features swings, half-court basketball, and playground equipment. This park is classified as a “Neighborhood Park” in the City’s *2014 Parks and Recreation Comprehensive Plan*.

Dick Johnson Memorial Tennis Courts

The city’s “Special Use” Park includes 2 tennis courts and picnicking opportunities.

Oasis Village Park – *Not yet developed*

The city owns 1.33 acres which is planned to be developed as a Neighborhood Park in the future.

In addition, a community **Bike Path** runs parallel to US Highway 395 and is almost one mile in length. The bike path features public artwork sculptures. There are four entrances/exits to the path:

Athletics Fields

In addition, the North Franklin School District and the City of Connell established a cooperative agreement (interlocal) for recreation and sports facilities in 2002 for the Athletic Fields Project, where the District and City entered into an agreement to share in the construction, maintenance, and operation costs of the Athletic Fields Project.

⁴ The City of Connell received RCO funds for Pioneer Park under project #77-024 (Land and Water Conservation Fund) and #78-057 (State Bonds). RCO funds were also used for the Connell Swimming Pool under project #97-103 (Washington Wildlife and Recreation Program – Local Parks Category) and RCO funds were used for the Pioneer Park Athletic Fields under Project # 04-1355 (Washington Wildlife and Recreation Program – Local Parks Category). These projects must be maintained under the Long-Term Grant Responsibilities requirements of RCO.

Funding Mechanisms

The State Recreation Conservation Office (RCO) is a funding source for the acquisition and/or development of city parks and playground equipment.

The 2014 Parks and Recreation Plan also identified that partnerships with the local school district and non-profit corporations could be used to address current unmet needs in the community. Additionally, donation of former railroad Right-of-Way for additional trail development could be beneficial.

Project Development

Community facilities projects identified during the next 10 years are listed in **Table 6**.

Table 6 - Community Facilities Capital Improvement Plan

<i>Project</i>	<i>Estimated Cost</i>
Video Surveillance Equipment – Parks	\$20,000
Swimming Pool	To be evaluated in 2019
Pioneer Basketball Court Player Benches (2)	\$1,500
Pioneer Baseball Field Portable Benches (4)	\$6,000
Mini Pavilion – Clark Park	\$7,000
Playground Equipment	\$16,000 per unit as needed
Community Center – Heating/ Cooling System	\$50,000
Community Center – New Roof	\$20,000
Community Center – Parking Lot Reconstruction	\$250,000

Park and Recreation Goals and Policies

Goal 1. Provide a variety of well distributed, accessible parks and recreational facilities.	
Policy 1	Plan new parks, and develop parks and recreation programs based on current and anticipated community needs and population projections.
Policy 2	Provide a range of programs and facilities for year round recreational choices.
Policy 3	Develop a system of trails and paths that connect local and regional destinations. <i>Strategies:</i> A. Provide trails for walking, bicycling, hiking and jogging to encourage active lifestyles and community health. B. Establish trails that are harmonious and compatible with existing natural features, for example, trails may be developed along certain habitat corridors.
Policy 4	Promote and encourage the addition of amenities through volunteer projects and initiatives.
Policy 5	Work to increase compliance with ADA accessibility standards.
Policy 6	Continue to create and maintain partnerships with the North Franklin School District, community organizations and Franklin County on sports and general recreation activities and amenities.
Goal 2. Acquire and enhance parks and parkland.	
Policy 1	Pursue dedication of private land to facilitate access to, or continuity of, the park system.
Policy 2	Seek state funding sources to develop parks and recreational amenities.
Policy 3	Plan and identify fund reserves for future facility renovations, upgrades, and rehabilitation / replacement.
Goal 3. Continue to provide recreation programs to meet community expectations, values and needs.	
Policy 1	Provide programs and services by meeting the diverse needs of city residents.

Open Space Goals and Policies

Open space areas and corridors should separate incompatible land uses; provide corridors in urban areas; protect stream and water courses; provide refuge for wildlife; provide linkage between schools, parks, and major areas of public activity; and buffer major roadways, as well as provide aesthetic relief from developed areas and preserve the natural character of the area.

Goal 1. Provide for the preservation of open space and encourage aesthetic development and preservation of natural areas, historical resources, open space, and structural facilities.

Policy 1	Enhance the environmental and aesthetic qualities of the city.
Policy 2	Protect the views and features that are unique to the Connell area. <i>Strategy:</i> A. Provide buffers for sensitive areas.

UTILITIES ELEMENT

The GMA requires a city developing or updating its comprehensive plan to include an element within the plan that addresses the siting and location of utilities serving the jurisdiction. Specifically, the element includes natural gas, electrical, and broadband services.

Natural Gas

Avista Utilities (a part of the Avista Corporation, headquartered out of Spokane) provides natural gas to many Connell residents and businesses. Northwest Pipeline LLC supplies Avista, there is a pipeline extension from Connell extending to the southwest and connecting to the main trunkline that runs north to south through Franklin County (See the **Utilities Map**).

The Pacific Northwest (Washington, Oregon, and Idaho) receives its natural gas from the southwestern United States and Canada via two interstate pipeline systems. Cascade's gas supplies are transported via Williams' Gas Pipelines - West, TransCanada Pipelines, and Duke Energy Company - Westcoast Energy, Inc.



Direct heating by natural gas is more efficient than certain types of electrical heating because there is a loss of energy during production and transmission of electricity. However, it is not a carbon-neutral source.

Broadband Services

Franklin PUD provides broadband services to the City of Connell, connecting the community to a reliable and high-speed fiber network. The PUD operates as a wholesale provider, and individuals and businesses can obtain services through a local Retail Service Provider, connecting users to the system.

Telecommunications

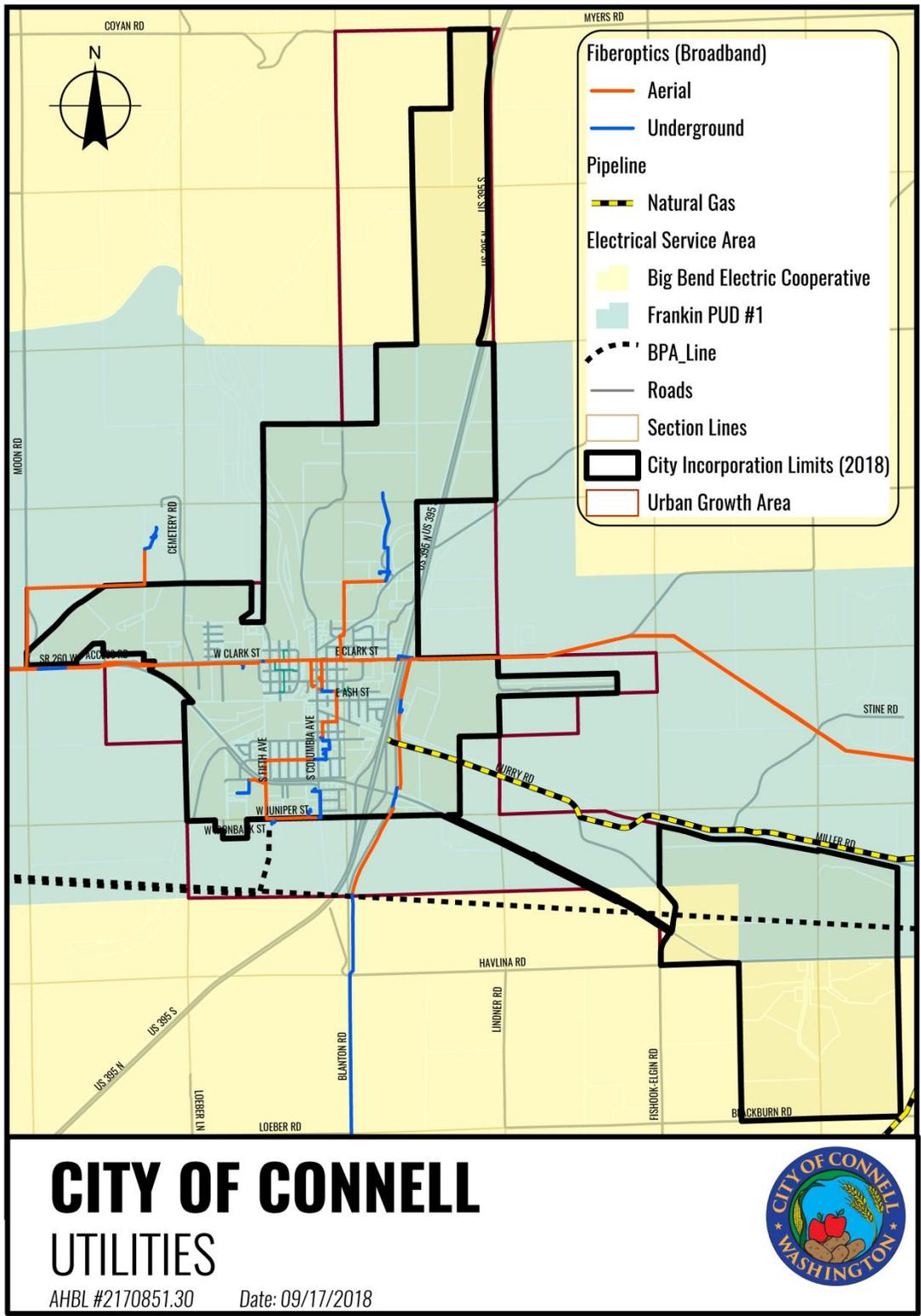
The City of Connell telephone (landline) services are provided by CenturyLink, a company that also provides internet and cable services. AT&T, PocketiNet, Frontier, Desert Wind Wireless, HughesNet Internet Services, and Telco Wiring and Repair also provide internet services.

Solid Waste

The Franklin County Integrated Solid Waste Management Plan was last updated in 2010. It provides decision makers with a set of goals, policies and recommendations for implementing and evaluating solid waste management efforts. The goals, policies and recommendations contained in said plan, as amended and adopted, are referenced and incorporated to this comprehensive plan.

Basin Disposal, a private company, provides garbage collection services in Connell under a franchise agreement.

The city has two recycling centers. One is located at South Seventh & West Elm Street, the other is located at East Clark. Residents can recycle newspaper, office paper, and cardboard at these locations.



Electrical System

The Bonneville Power Administration provides electrical power via their transmission facilities to the greater Connell area. Both the Franklin County Public Utility District and Big Bend Electric Cooperative, Inc. provide electrical power within the Connell Urban Growth Area.

It is the intent of the city that its development policy and regulations encourage the design of facilities intended to conserve energy. The city will accommodate design and development features that conserve energy or use alternative energy resources.

Utilities Goals and Policies

Goal 1. Coordinate development of electrical services within the Urban Growth Area.	
Policy 1	<p>Utility lines should be located within existing right-of-way corridors and/or new developments should provide sufficient easements or rights-of-way in new developments to accommodate anticipated utility improvements.</p> <p><u>Strategy:</u></p> <p>A. Require utility companies to obtain permits prior to construction.</p>
Policy 2	<p>The siting of electrical substations should include sufficient setbacks from existing and proposed uses to reduce conflicts.</p> <p><u>Strategy:</u></p> <p>A. Maintain consistency between the electrical utility plans and the comprehensive plan.</p>
Policy 3	<p>Ensure the compatibility of utility installations and development with adjacent land uses.</p> <p><u>Strategies:</u></p> <p>A. Encourage all new utility distribution and service lines serving new subdivisions and developments to be located underground.</p> <p>B. Require the utility providers operating within the city coordinate and work with the city during major road realignment or construction projects for the installation of appropriate conduits or service lines for placing underground, aerial, feeder, and service lines.</p> <p>C. Require shared trenches for new public and private utility lines.</p> <p>D. Ensure that substation sites are screened and landscaped to provide buffers between them and any adjoining dissimilar uses.</p>
Policy 4	<p>The city should encourage the implementation and use of alternative energy sources within the city.</p>

WATER SYSTEM ELEMENT

Background and Inventory

a. Municipal Wells

Connell depends entirely on ground water as the source of potable water. The city has five operating wells, well Nos. 4, 5, 8, 9 and 10. Well 10 is currently used for farm irrigation which at some point will become a municipal well. Well Nos. 1 and 7 have been and decommissioned. Wells 2,3 and 6 will be decommissioned in the near future. All wells are separated from one another by at least one-quarter of a mile.

Well Nos. 4, 5, 8, and 9 are the primary wells used to supply the system. All of the wells are located in buildings with concrete floors and controlled access and all wells are metered.

The aquifers supplying the city wells consist of fractured and porous zones within the Wanapum and Grande Ronde Basalts. Recharge to the basalt aquifers is provided by lateral migration of groundwater and vertical infiltration of precipitation and irrigation runoff from surficial deposits.

The entire city is on the public water system with metered connections. More than half of the municipal water supply is used by industry.

b. Water System

The city water system serves customers between elevations 840 and 910 feet, in four pressure zones. The city has four potable water storage reservoirs. The largest, known as Reservoir No. 1, has a nominal capacity of 3.02 million gallons and is located on a hill approximately $\frac{3}{4}$ mile northeast of the city center. It is constructed of concrete and it serves the City's main pressure zone (PZ-1). The reservoir was completely rehabilitated in 2004.

Reservoir No. 2 is a 500,000 gallon welded steel reservoir that serves the same pressure zone (PZ-1) as Reservoir No. 1. and is located on a hill northwest of the city.

Reservoir No. 3 is also referred to as the "Farm Reservoir" and is a 75,000-gallon bolted glass-fused-to-steel reservoir that will serve PZ-2 to the southeast of Connell, once development occurs. The reservoir was designed to allow for enlargement when the demand warrants an expansion.

Finally, a 1.2 million gallon reservoir, Reservoir No. 4 (North End) is located adjacent to the City's Wastewater Treatment Plant. The reservoir serves PZ-3, which includes the Wastewater Treatment Plant and the Coyote Ridge Corrections Center. The North End Booster Pump Station and a 16-inch main convey water to the reservoir.

The City has approximately thirty miles of water lines.

Water Rights

The city has a combined water right with five points of withdrawal. The previously issued water rights each were issued at different times between 1920 and 1977. Each applied to a specific point of

withdrawal that corresponds to one of the city's wells. The city purchased the Connell Farm in 2000, which has two additional water rights totaling 1,686 acre-feet of water. The city converted the farm's agricultural water right to municipal. Water right certificate No. G3-00598C was issued in 1970 and is assigned to Well No. 6. With the issuance of this certificate, the city had a total annual withdrawal limitation of 1,925 acre-feet (ac-ft). This amounts to 2,650 ac-ft less than the sum of the individual water rights in effect at that time. Certificate No. G3-25255C, issued March 17, 1977, provided for an additional 1,230 ac-ft per year. With issuance of this certificate, a withdrawal of 3,155 ac-ft per year is currently allowed. The farm wells water right certificates provide an additional 1686 ac-ft. In 2017 the City completed the purchase of an additional 1500 acre-feet of water rights in anticipation of future growth needs.

Wellhead Protection Plan

In June 1996, the City of Connell adopted a Wellhead Protection Plan prepared by Shannon and Wilson, Inc. which was developed for several communities through an interlocal agreement with the Benton-Franklin Council of Governments. The plan describes the aquifer and potential sources of contamination, and recommends management procedures for reducing the propensity for groundwater contamination. In 2007 the City adopted an update to the plan, prepared by Anderson Perry & Associates, Inc. which provided a general update and included the addition of Wells 9B and 10 (the updated Wellhead Protection Plan is included as an appendix to the Water System Plan).

Projected Water Conservation and Distribution System Leakage

Responsible water planning should take into consideration reductions in water use in future water demand projections as a result of increased Water Use Efficiency (WUE) from water conservation and lower Distribution System Leakage (DSL) values. As part of the new WUE requirements, municipal water system purveyors need to adopt customer side demand goals and endeavor to reduce DSL to 10 percent or less of the total water diverted from their water sources. To project the water demand values into the future, two separate scenarios were developed and evaluated to account for the "best" and "worst" cases with conservation and DSL reductions. The best case represents the goal the City is striving for, and the worst case is considered the conservative value in the event that the best case goals are not met. The best and worst case scenarios for water conservation and DSL reduction are discussed below.

As part of their WUE plan, the City adopted a goal in July 2010 to reduce annual consumption per residential connection by two percent over a six-year period. With this goal, the reduction in water consumption should average approximately 0.33 percent per year. For the best-case scenario, water consumption per residential connection (i.e., ERU) is assumed to decrease on average 0.33 percent per year through 2021. If the WUE efficiency goals are met, the overall reduction in water consumptions will be 4.7 percent for the 20-year planning period, or through 2035. With the worst-case scenario, the water consumption within the City's service area is assumed to remain at current consumption levels.

As discussed above, the amount of DSL was reported to be approximately 24.5 percent based on 2014 data. This amount of DSL is on the middle to high side for municipal water systems. To be in compliance with WUE requirements, the City will need to implement a Water Loss Control Action Plan (WLCAP) to reduce the DSL to 10 percent. Details for this plan are discussed in Chapter 4 of the Water System Plan. For the best case scenario, the amount of DSL would be reduced to 18 percent by 2021 and to 10 percent by 2035. With the worst case scenario, the current DSL of 24.5 percent would remain the same through 2035.

Capital Investment Needed to Maintain LOS Standards for Current Population

The City of Connell's water system currently exceeds the minimum LOS to serve the existing population. However, the water system will continue to need a number of minor upgrades to improve dependability for public health, to improve fire safety, to accommodate growth and to generally improve service to the City.

Capital Purchases needed to Meet Forecast Demand

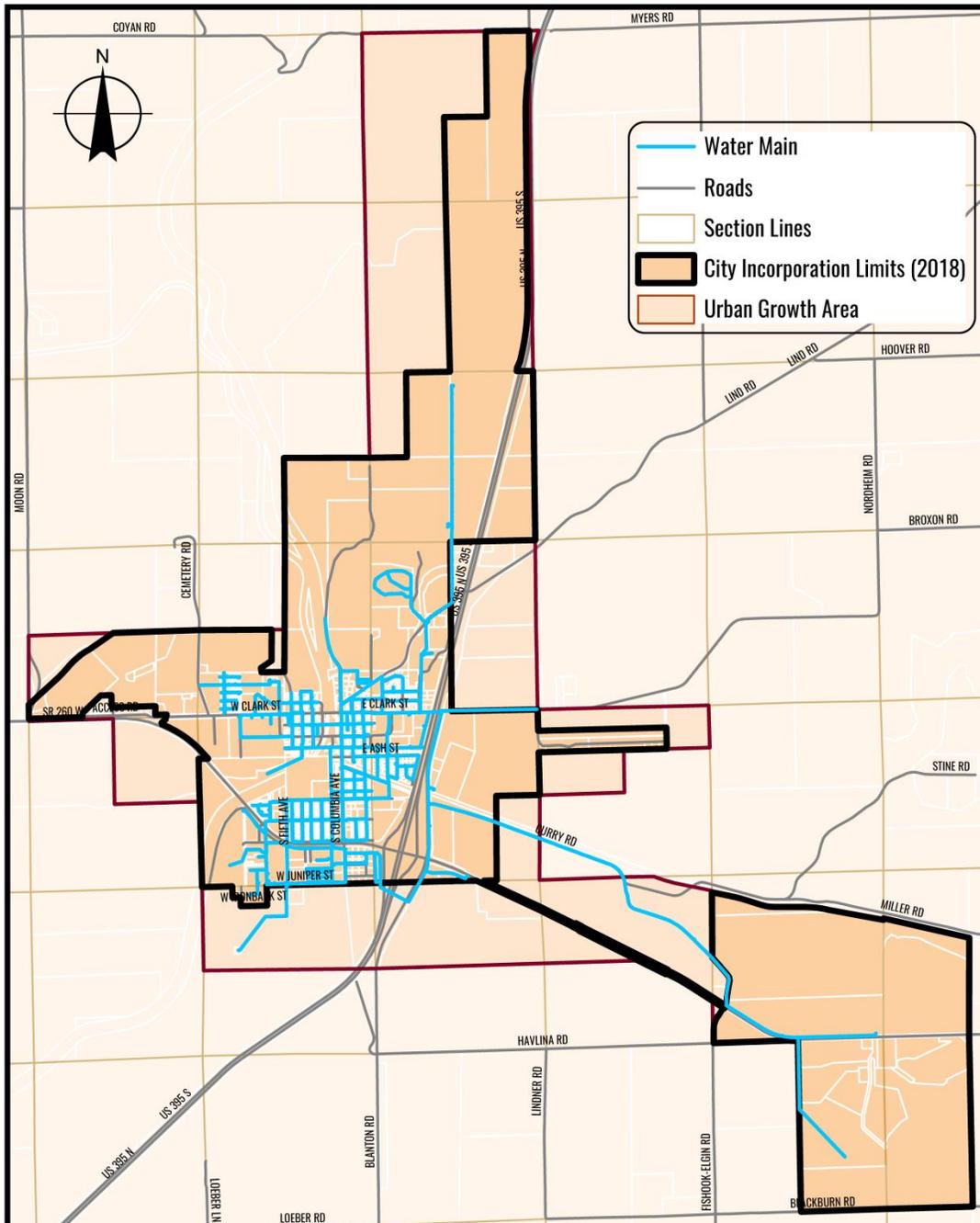
In June 2016, the City of Connell received an updated Water System Plan prepared by Anderson-Perry & Associates. This plan describes and lists the capital projects necessary to maintain an adequate LOS for projected future water usage.

Future residential and commercial consumption is projected to increase proportionally with the UGA's population increase. Industrial water consumption is projected to remain relatively constant until new industry locates in Connell.

The future system will need additional water rights and water sources to satisfy increased demand for its municipal customers and to provide greater assurance for the public health, and safety.

Project Development

Water facilities projects identified for improvement during the next 20-year period are described in the City of Connell Water Facilities Plan (Appendix F).



CITY OF CONNELL

WATER SYSTEM (2018)

AHBL #2170851.30

Date: 05/14/2018

DATA SOURCE: ANDERSON PERRY



Water System Goals and Policies

<p>Goal 1. Provide an adequate supply of high quality domestic water to residential, commercial, and industrial users.</p>	
Policy 1	Encourage water conservation through a variety of programs and incentives for residential and commercial users.
Policy 2	<p>Require that new residential, commercial, or industrial development provide its own site infrastructure water system design to meet the city’s comprehensive water plan, and municipal and fire district standards.</p> <p><u>Strategies:</u></p> <ul style="list-style-type: none"> A. Require that minimum fire flow standards be consistent with Washington State standards for residential, commercial, and industrial neighborhoods. B. Maintain full metering. C. Determine the acceptable level of service for the domestic water system by the fire flow requirements established in the comprehensive water plan.
Policy 3	Develop new water sources, transmission, and storage close to the areas of growth as the city expands.

WASTEWATER DISPOSAL ELEMENT

This section of the Public Facilities Element is additionally referenced to the City of Connell Wastewater Facility Plan, as amended (Appendix G).

System

The city's current wastewater treatment system is described as aerated lagoon stabilization with effluent storage during the non-growing season, and effluent disinfection through chlorination. The system also utilizes reclaimed water usage, through irrigation of a non-food crop irrigation program, with alfalfa as the most likely crop during the growing season, on 165 acres of land adjacent to the Wastewater Treatment Plan (WWTP). Effluent storage ponds (29 acres total) would be used ahead of the non-food crop irrigation program.

Effluent disinfection would be accomplished using chlorine whenever irrigation occurs.

The locations of the treatment, storage, and irrigation facilities are situated in the north end of Connell on the west side of US 395. The configuration of the treatment system is not constrained by site conditions since approximately 294 acres of reasonably level ground is available.

Initially, two partially mixed aerated lagoons are operated in either parallel or series operation. Surface aerators are distributed over the lagoons with a total of approximately 80 horsepower (hp) in aeration. The aerated lagoons, including dikes, consume approximately 3-acres.

The effluent storage ponds are 29-acre in area and includes four 12-foot-deep, HDPE-lined ponds, with a total of 133.2 million gallons for storage. Disinfection is accomplished through a chlorine injection system, chlorine contact chamber, and chlorine storage facilities. Approximately 165 acres of land currently irrigated by two circles. The property has historically been farmed and is well suited for crop irrigation. The total storage/treatment capacity of the plant is 176 million gallons.

The city's collection system consists of approximately 38,000 lineal feet of 8-inch, 10-inch, 12-inch, and 15-inch concrete and PVC pipe. The average daily flow is 0.552 mgd or approximately 380 gpm. There are approximately 16 miles of sewer lines in the city.

- Trunk line A serves the northeast portion of the city and the Central Business District, is fed by Trunk line D. This portion of the system contains approximately 8,600 lineal feet of 8-inch collector sewers. This sewer line is a 10-inch interceptor.
- Trunk line B serves the northwest portion of the city including the residential area west of the Esquatzel Coulee, the High School, and Grade School. This portion of the system consists of a 15-inch concrete pipe, which carries the flow approximately 2,600 lineal feet to Lift Station No. 2, includes 4,300 lineal feet of 8-inch, and 1,650 lineal feet of 10-inch collector sewer lines. Trunk line B carries all the flow for the entire system.
- Trunk line C services the southern portion of the city's residential and commercial users and consists of 4,150 lineal feet of 10-inch concrete pipe with 11,700 feet of 8-inch collector sewers. Trunk lines A and C converge at Manhole M-43 near the center of the city. Sewage is collected

and pumped from Lift Station No. 4 through 10 and 12-inch force mains to the treatment facility and irrigation fields.

- Trunk line D serves Coyote Ridge Prison. This portion of the system contains approximately 2,950 linear feet of 8 inch collector sewers. Trunk line D is approximately 2,400 linear feet of 8 inch pipe feeding into Trunk line A.

Project Development

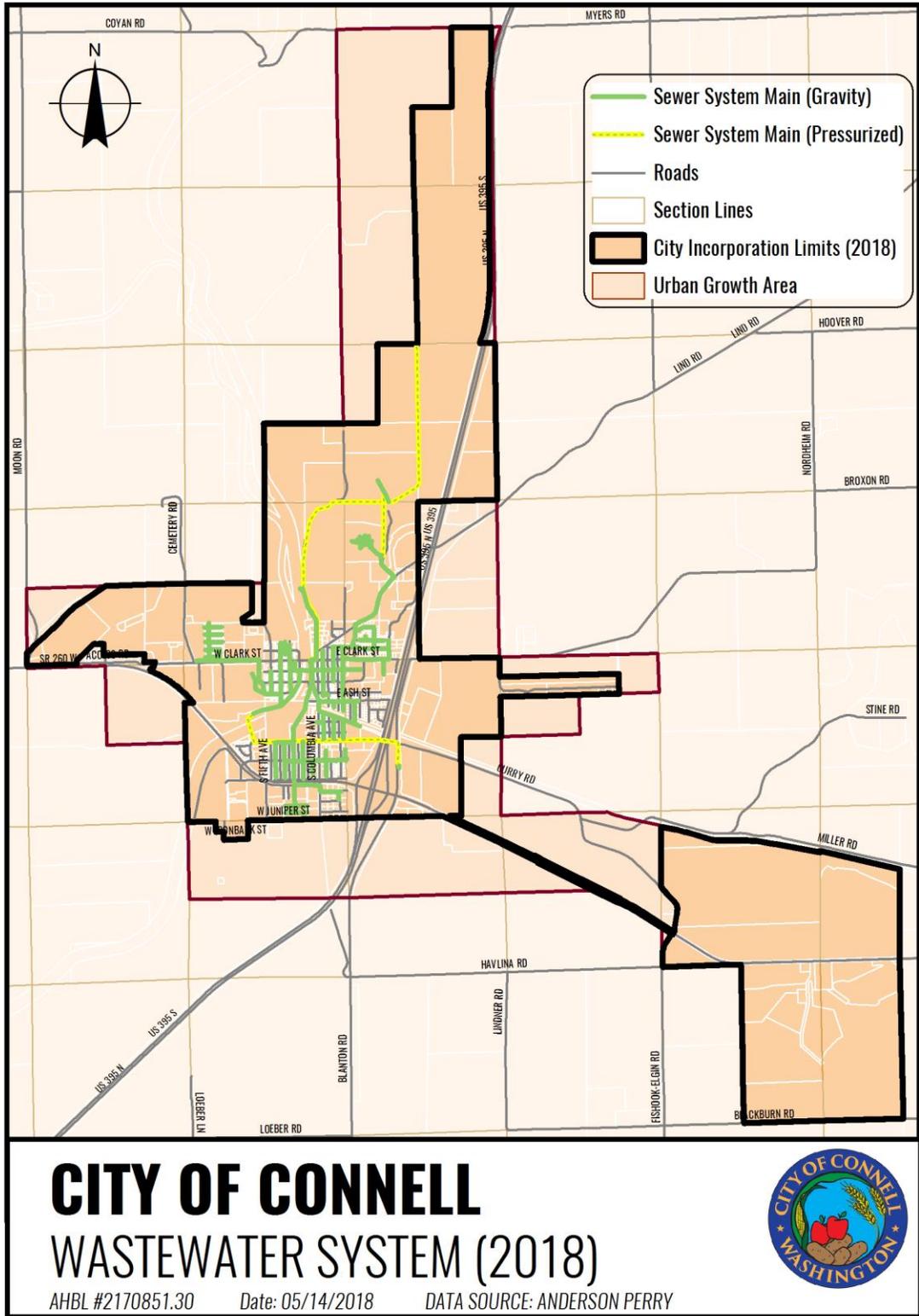
Sewer facilities projects identified for improvement during the next 20-year period are described in the City of Connell Wastewater Engineering Report (Appendix G).

Funding Mechanisms

There are several state and federal funding opportunities available to local jurisdictions for the improvement of water and sewer projects. Current programs include, but are not limited to, the Centennial Clean Water Programs, and the Community Economic Revitalization Board (CERB).

The Centennial Clean Water Fund and the State Revolving Fund has a separate funding process and is administrated by the Department of Ecology.

CERB provides financing for construction of public facilities that support private sector development and increased employment opportunities.



Wastewater System Goals and Policies

Goal 1. Operate and maintain an efficient wastewater treatment facility.	
Policy 1	Require that developers cover any increased costs for the provision of sewer interceptors and increased treatment capacity <i>Strategy:</i> A. Require developers to plan and complete work in accordance with the comprehensive sewer plan.
Policy 2	Operate the sewer waste water system within state and federal guidelines. <i>Strategy:</i> A. Ensure that personnel are adequately certified in the operation and maintenance of the wastewater treatment facility.
Goal 2. Continuously explore and utilize available funding mechanisms.	
Goal 3. Continue to treat and re-use water to promote water conservation.	

TRANSPORTATION & CIRCULATION ELEMENT

This element establishes Connell’s transportation goals, policies, and strategies for the 20-year planning period. It will direct transportation decisions regarding annual plan updates including, the Six-Year Transportation Improvement Plan, the Capital Improvement Plan, and the Annual Budget. It will also affect development review and approval, land use, and zoning decisions, and continuing transportation programs.

Growth Management Act

The Washington Growth Management Act identifies transportation facilities planning, and efficient multi-modal transportation systems based on regional priorities and coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations [RCW 36.70A.020(3)]. In addition, it identifies a transportation element as a mandatory element of a county or city comprehensive plan [RCW 36.70A.070(6)]. The transportation element must include: (a) land use assumptions used in estimating travel; (b) facilities and services needs; (c) finance; (d) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and (e) demand management strategies [RCW 36.70A.070(6)(a)-(e)].



County Wide Planning Policies

Countywide planning policies (Appendix B) encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans; promote county/city participation in the RTPO; and promote coordination across jurisdictional boundaries. Policies also address concurrency of developments with infrastructure improvements; compatibility of land use and transportation facilities; encourage non-motorized facilities; and promote mobility for all people, goods, and services.

LAND USE AND TRANSPORTATION

The importance of integration and consistency of land use planning with transportation planning cannot be overstated. Land use is now recognized as the basis for making significant public investment decisions, including those associated with transportation. Transportation is a public service with its demand determined by the physical separation of activities (i.e., the arrangement of land uses). Therefore, land use policies and transportation policies need to be consistent with one another as they work in a single unified direction. To accomplish this, the community and its decision-makers need to

have a greater understanding of the procedures and purposes underlying transportation and land use planning.

Comprehensive planning requires that forecasts be made regarding growth for the community. These forecasts allow planners and decision-makers to consider how the transportation system will function in the future with increases in travel demand.

Population forecasts are located in the “Introduction” section of this plan.

ANALYSIS OF THE EXISTING TRANSPORTATION NETWORK

Functional Classification of Streets

Functional classification is the division of highways, roads, and streets into groups having similar characteristics of providing mobility and/ or land access. Basic to the classification system is the understanding that individual roads and streets do not function independently since most of the travel involves movement through a network of roads. It is, therefore, necessary to channel travel within the roadway network in a logical and efficient manner.

Functional classification defines the role a road or street serves within the network. In simple terms, highways, streets, and roads function as arterials, collectors, or local access. Arterials provide the highest degree of mobility (speed and reduced travel times) and have limited access to local property. Collectors generally provide equal emphasis upon mobility and land access. Local roads and streets emphasize land access in lieu of mobility.

Functional classifications and criteria utilized for rural areas somewhat differ from urban and urbanized areas. The streets of small cities (under 5,000 population) are classified as rural. Rural arterials are divided into principal and minor categories. Rural principal arterials consist of a connected or integrated network of continuous routes that serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. Such routes serve all, or virtually all, urban areas of 50,000 population or more and a large majority of those with populations of 25,000 and over.

Rural minor arterials, in conjunction with the principal arterials, form an integrated network that links cities and larger towns and other traffic generators that attract travel over long distances. They provide interregional and intercounty service. They are spaced at intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway; and provide service to corridors with trip length and travel density greater than those predominately served by rural collector or local systems. Minor arterials, therefore, constitute routes expected to provide relatively high overall travel speeds with minimum interference to through movement.

Rural collector roads generally serve intra-county travel rather than statewide travel and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on principal or minor arterial routes. Consequently, more moderate speeds may be typical. Rural collectors are divided into major and minor categories.

Rural major collectors provide service to any county seat not on an arterial route; to larger towns not directly served by the higher systems; and to other traffic generators of equivalent intra-county

importance, such as consolidated schools, shipping points, county parks, important industrial and agricultural areas, etc. Major collectors link these places with nearby larger towns or cities, or with routes of higher classification, and serve the more important intra-county travel corridors.

Rural minor collectors are spaced at intervals, consistent with population density, to collect traffic from local access roads and provide for all developed areas to be within a reasonable distance of a collector road. Minor collectors provide service to the remaining smaller communities and link locally important traffic generators with their rural hinterland.

Rural local access roads and streets constitute the rural mileage not classified as arterial or collector. These facilities serve primarily to provide access to adjacent land and to provide travel service over relatively short distances as compared to collectors or arterials.

Table 7 shows the Connell Functional Classifications for the miles for the various roadways.

Table 7. Connell Functional Classification

Roadway Type/ Roadway	Miles within the UGA
Principal Arterial	
<i>US 395* - MP 54.16 to MP 59.50</i>	5.34
Major Collectors	
<i>SR 260 - MP 5.06 to MP 11.65</i>	6.59
Minor Collectors	
<i>South Columbia Ave. - SCL to Ash St</i>	0.68
<i>North Columbia Ave. - Ash St. to Davis Way</i>	0.39
<i>Davis Way - North Columbia Ave. to ECL</i>	0.80
<i>West Clark St. - Columbia Ave. to WCL</i>	0.84
Local Access Streets	
<i>All public streets not otherwise classified</i>	19.67
TOTAL:	34.31

*The federal functional classification for US-395 is "Other Freeway or Expressway" and the ramps are classified as "Other Principal Arterial"

Streets and street segments are generally classified into four categories of condition, depending upon the quality of the surface and other attributes concerning their efficient use. These categories are excellent, fair, good, and poor. The city contains streets with each of these classifications.

Connell's circulation system is a network, moving people and goods by vehicle, equestrian, and pedestrian modes. Maintaining adequate service levels for efficient circulation requires concurrency. Transportation requirements must respond to population growth, land use, and the ability of government revenues to fund public improvements.

Planning for long-term transportation improvements and expansions will ensure the adequacy of the transportation network, maintaining level of service throughout the planning period. Long-term planning of transportation will also ensure the enhancement of alternative modes of transportation.

The state highway Level of Service that is established for the highway system running through the city is LOS C.

Streets and Highways

There are approximately 34 miles of streets that are in the City’s jurisdiction.

City streets were identified using the Washington State Department of Transportation (WSDOT) Roadway Functional Classification System. The WSDOT and the Federal Highway Administration define four functional street classification categories that are applicable to urbanized areas. The four classes of streets are principal arterial, minor arterial, collector arterial, and access streets. These classes recognize a transition in street use from strictly providing access to property to regional mobility. They are grouped according to their traffic volumes, geometric characteristics, and the type of land use they serve. Traffic volumes on city streets can be measured by counting Average Daily Traffic (ADT).

Functionally classified streets are not projected to experience LOS problems due to capacity or delay through the 20-year planning period. GMA requires that LOS standards be regionally coordinated. This coordination occurs locally through the Benton-Franklin Council of Governments (BFCG), which is the Regional Transportation Planning Organization (RTPO) for Benton and Franklin Counties.

Excellent regional access is provided by state highways within Connell. US 395 is a highway of national significance, extending from Mexico to Canada via Eastern Washington. Its location services Connell from north to south for a distance of nearly six miles. SR-260 is a two-lane major collector, extending generally east-west along the southern portion of Connell for nearly six miles. **Table 8** provides an inventory of state owned transportation facilities in the City of Connell. HSS is an acronym for Highways of Statewide Significance.

Table 8. Inventory of State Owned Transportation Facilities in Connell

Route Designation	SR MP Entering UGA	SR MP Leaving UGA	Functional Class	HSS or Non-HSS	Posted Speed Limit	# of Lanes
SR 260	5.06	7.0	Rural Collector	Non-HSS	55	2
SR 260	7.0	7.53	Rural Collector	Non-HSS	45-55	2
SR 260	7.53	7.78	Rural Collector	Non-HSS	55	2
SR 260	7.78	11.65	Rural Collector	Non-HSS	65	2
US 395	54.16	59.50	Rural Principal Arterial	HSS	70	4

One of the more significant requirements of the GMA is that if a proposed development will cause the LOS of a transportation facility to decline below the adopted standard then the proposed development cannot be approved for construction unless transportation improvements or strategies to accommodate the impact of development are made concurrent with the development. Such development and improvements should additionally be anticipated in the Comprehensive Plan.

Transit Service

The primary mode of transportation in Connell is by automobile. Connell, at this time, does not have typical transit service from the Tri-Cities, although there are some vanpools operating.

Railroads

The BNSF mainline from Pasco to Spokane passes through Connell. Total tonnage exceeds 50 million gross ton-miles per mile per year, reflective of the export grain trains which operate via this route to water terminals at Portland, Kalama, and Longview. This line operates close to its maximum practical capacity. Long range planning includes a second track. Spur tracks serve industry in Connell.

Amtrak passenger service operates on the BNSF trackage, however, individuals must board at the Pasco terminal.

Connell Rail Interchange Project

This \$28 million project will relocate, reconfigure and improve the critical rail interchange in rural Connell, WA where the Columbia Basin Railway (CBRW) enters onto the BNSF railway mainline. Funds requested will be used to partially fund the infrastructure improvements to meet 21st Century rail demands by relocating and expanding the rail interchange outside of Connell to industrial lands south of the City. This project is described in further detail in the “Economic Development” Element of this plan.

Rideshare/Vanpool

Ben Franklin Transit of the Tri-Cities operates a regional rideshare/vanpool program. In addition to matching individuals for their vans, BFT also matches people for private van and car pools. At present, one BFT van operates from the Tri-Cities to Lamb Weston in Connell and approximately 20 vans carry passengers from the Tri-Cities to the Coyote Corrects Center. Other potential users include the Headstart Program (pre-school) and elderly care facilities.

“People For People” provide transportation services between Othello and Kennewick, with stops in Connell, Basin City, and Mesa and connections with Ben Franklin Transit. This service runs on the second and fourth Monday of each month, excluding holidays. This service is available to the general public and funded by Washington State Department of Transportation.

Transportation Demand Management (TDM)

There is no apparent need for TDM in Connell. A previous level of service analysis determined that all City facilities will operate well above the established LOS “C” standard during this planning period. Should the LOS drop below the established threshold, the city will pursue strategies to increase the usage of vanpools, and determine methods to increase bicycle and pedestrian connectivity on the roadways that drop below the established LOS.

Truck Routes

The Statewide Freight and Goods Transportation System route segments within Connell are shown below. Annual tonnage shown for the classifications is in thousands. Other freight and goods routes of importance to the city, but not on the statewide system, include Columbia Avenue from Ash Street to Davis Way, West Juniper Street, South Fifth from Juniper to Hawthorne, Hawthorne from Columbia to Fir, Fir Street from SR 260 to Gum, and Gum Street from Fir to Hawthorne. **Table 9** shows the facilities used as truck routes, and the tonnage classifications and annual tonnage for each of the roads or highways.

Table 9. Truck Routes and Tonnage Classifications

Facility	Tonnage Class	Annual Tonnage (thousands)
US 395	T-1	Over 10,000
SR 260	T-3	300-5,000
W. Clark Street: West City Limits to Columbia	T-4	100-300
E. Clark Street: Columbia to Burke	T-4	100-300
Davis Way: Columbia to East City Limits	T-4	100-300
Columbia Avenue: South City Limits to Ash	T-4	100-300

This is an average of approximately 300 trucks per day for the whole town. That includes both the north and south industrial areas. The largest areas of impact are to Lamb Weston, Americold, Connell Grain Growers, and the Union Oil Bulle Plant. Miscellaneous impacts would be the delivery trucks to the local businesses and those passing through or staying at the motels.

Traffic Circulation

Connell's traffic circulation patterns are based on numerous factors. US 395 from Pasco to Spokane traverses the east fringe of the city. East/West SR 260 traverses the southern part of town. Columbia Avenue extends from the south end of town through the commercial area. North Columbia continues on from Columbia Avenue northerly to intersect US 395 northeast of the city (site of future interchange). West Clark Street extends west from Columbia Avenue to intersect SR 260 somewhat west of town.

The BNSF mainline and adjacent Esquatzel Creek bisect the city on a north-south axis. SR 260 overcrosses these barriers near the southwest city limits. West Adams Street and West Clark Street are the only city facilities crossing the creek and railroad. Both railroad at-grade crossings are complicated by numerous spur tracks on differing grades. The Adams Street crossing is further complicated by super-elevation due to railroad curvature. Both crossings are controlled by signals and cantilevered gates.

With an average of 25 mile-long freight trains daily, pedestrian, bicycle and motorized travel is severely disrupted at these two grade crossings. Lives and property are at risk due to disruption of emergency vehicle response.

There are two Esquatzel Coulee bridges, one on Clark Street and one on Adams. The Clark Street crossing is substandard in travelway width (26'), has only three-foot wide sidewalks, and has no ramps to the bridge sidewalks. The Adams Street crossing was re-done in 2012 with the help of a grant from TIB. Both of these streets are pedestrian routes used by children going to and from the schools at the west side of town.

With the exception of the two railroad signals, Connell has no traffic signals, just traffic control signage.

Street Inventory & Evaluation

Appendix J shows an inventory of existing streets. Where appropriate, streets have been segmented to reflect varying conditions. Unless otherwise specified, the speed limit throughout the city is 25 mph. Street surfaces range from Asphalt Concrete Pavement (ACP) to Bituminous Surface Treatment (BST) to gravel. Paving condition is rated as either excellent, good, fair, or poor, or a combination thereof. All streets are two-lane. Columbia Avenue through the heart of town has a continuous left turn lane. Street

widths, where appropriate, are indicated as curb to curb, gutter to gutter, and at times as a "nominal" width due to slight variations. Parking availability is indicated, as are sidewalks. Additional comments relate to storm drains, illumination, curbs, gutters, sidewalk (locations, missing segments, obstructions, condition), gravel shoulders, parking areas, potholes, cracks and crack sealing, railroad crossings, and adjacent activity centers (schools, parks, community center).

Water and Air Facility Inventory

There are no water transportation facilities present within the city. There is a small private airport on the eastern side of the city (FAA Identifier: WA14) which is used for agricultural support operations.

Pedestrian Circulation

Pedestrian activity is centered in the downtown area and in nearby parks, the Community Center, and facilities such as the elementary, junior, and senior high schools. Continuous sidewalks and marked crosswalks are limited and usually in the downtown area. Part of the objectives of the city is to add more sidewalks as main roadways are reconstructed or resurfaced and provide incentives for pedestrians to walk to the park for concerts and other summer activities.

Existing sidewalks are also included in the preceding street inventory. Most are three to five feet wide, old, and in various conditions. Current design standards require at least six-foot widths. Handicap ramps are non-existent except with newer sidewalks along Columbia Avenue through the commercial area.

The city recognizes and encourages pedestrian movement as a basic means of circulation and strives to accommodate the needs of pedestrians and physically challenged persons in all transportation policies and facilities. A recent example is North Columbia Avenue from Ash Street to Ephrata Street, where 1997 reconstruction included curb, gutter, and sidewalks with handicap accessible curb cuts. Unfunded planning projects in the current six-year Transportation Improvement Program propose to include curbs, gutters, and sidewalks on West Clark Street, North Chelan Avenue, and East Elm Street. As with other small cities, Connell relies upon state and federal funding sources to implement such projects.

Bicycle Routes/Facilities

A nine foot wide bicycle/pedestrian pathway parallels US 395 from East Clark Street south to Gum Street. Future plans include a similar pathway along Esquatzel Coulee (near the railroad) and a pathway on the old railroad corridor north of and parallel to Birch Street. A future road and trail plan will define those corridors.

The city's bicycle ordinance restricts bicycles to daytime use on Columbia Avenue; however, bicycles may cross Columbia Avenue. Bicycles are allowed on the remainder of the street system; however, the streets have not been specifically designed or constructed for bicycles. Bicycles are not allowed on sidewalks.

The system inventory table (**Table 9**) indicates current street widths. For the most part, the existing system is sufficiently wide to accommodate bicycles and motorized traffic, provided on street parking does not create a hazard. There is currently a striped bicycle lane on a short portion of West Adams Street. All major street improvement projects will also consider bicycle needs, whether or not bicycle lanes are to be provided to further the goals related to multimodal transportation.

Complete Streets

The City aims to plan, design, construct, operating and maintain facilities which can safely accommodate pedestrians, bicyclists, (future) transit users, motorists, emergency responders and freight, to the maximum practical extent.

The city’s “Complete Streets” policy (Ordinance 988) was written to express the city’s aspiration to foster an increase physical activity among people of all ages and abilities, in order to support a reduction in chronic disease, obesity and air pollution.

Project Development

The [City of Connell Transportation Plan](#) lists city streets by name and segment, describes and evaluates their condition by functional classification, capacity, condition and whether sidewalks, off-street parking and illumination are provided. The plan additionally describes traffic volumes both current and future, establishes the LOS for arterial streets and identifies transportation improvement needs.

Appendix C includes the City’s most current Transportation Improvement Plan (TIP) which includes a list of 6 years of projects planned for funding. This appendix will be updated each year, when Council passes a new resolution with a revised list.

Traffic counts taken in September/ October of 2018 for the following road segments authenticate or reinforce the RTP’s depiction for the City of Connell’s Financially Constrained Projects and/or Planning Projects necessary for implementation to maintain an LOS C or better on local arterial streets. The projection of LOS is based upon a 1% annual growth rate for local traffic and 2% annual growth rate for regional traffic.

Table 11. Projected Traffic Volumes (2018-2038)

Street	Location	2018 AWV	2028 AWV	2038 AWV
Clark Street	West of Cemetery Road	2,028	2,231	2,454
Columbia Avenue	South of Adams	4,363	4,799	5,279
Columbia Avenue	North of Adams	3,017	3,319	3,651
Columbia Avenue	South of Fir	4,433	4,876	5,364
Columbia Avenue	North of Fir	4,990	5,489	6,038
Columbia Avenue	South of Clark	2,707	2,978	3,275
Columbia Avenue	North of Clark	1,066	1,173	1,290
Clark Street	West of Columbia Ave	1,696	1,866	2,052
Clark Street	East of Columbia Ave	1,154	1,269	1,396

A 1% annual increase in traffic was assumed.

Road Class: 7 – Rural Major Collector
 8 – Rural Minor Collector
 9 – Rural Local Access

Table 12. State-Owned Transportation Facilities Traffic Volumes (2016-2036)

State Route	Location	2016 ADT	2026 ADT	2036 ADT
SR 260	West of US 395	3,300	3,960	4,752
SR 260	East of US 395	1,100	1,320	1,584
US 395	South of SR 260	10,000	12,000	14,400
US 395	At SR 260	8,100	9,720	11,664

A 2% annual increase in traffic was assumed.

Table 13. Connell Traffic Counts (2018)

Street	Location	Average Weekday Volume	Peak Hourly Trips		Peak Hour	
			A.M.	P.M.	A.M.	P.M.
Clark Street	West of Cemetery Rd	2,028	236	166	7:00 - 8:00	3:00 - 4:00
Columbia Avenue	South of Adams	4,363	309	369	7:00 - 8:00	3:00 - 4:00
Columbia Avenue	North of Adams	3,017	211	260	7:00 - 8:00	3:00 - 4:00
Columbia Avenue	South of Fir	4,433	254	431	7:00 - 8:00	3:00 - 4:00
Columbia Avenue	North of Fir	4,990	273	476	7:00 - 8:00	4:00 - 5:00
Columbia Avenue	South of Clark	2,707	195	236	7:00 - 8:00	3:00 - 4:00
Columbia Avenue	North of Clark	1,066	73	87	6:00 - 7:00	4:00 - 5:00
Clark Street	West of Columbia Ave	1,696	201	148	7:00 - 8:00	3:00 - 4:00
Clark Street	East of Columbia Ave	1,154	92	94	7:00 - 8:00	3:00 - 4:00

Financially Constrained Projects

The City of Connell will generate \$5.02 million in street revenue over the next 20 years. Of this total, \$3.87 million (77%) will be needed to maintain and operate the system, and \$1.15 million (23%) will be available for improvements. At the end of the 20-year planning horizon, the city will have an ending balance of -\$151,276 (Reference 2006-2025 BFCG RTP, as amended), as shown in **Table 13**.

Table 14. 2019-2038 20-Year Transportation Financial Analysis

Year	Forecasted Revenue	M&O Costs	Project Revenue	Project Costs	Ending Balance
2019 – 2028	\$2,081,791	\$1,602,979	\$478,812	\$708,000	-\$229,188
2029 – 2038	\$2,938,749	\$2,262,836	\$675,912	\$598,000	\$77,912
Total	\$5,020,540	\$3,865,816	\$1,154,724	\$1,306,000	-\$151,276

**Many of these projects will need funding by grants to remove the deficit ending balance.*

All of Connell’s functionally classified streets are predicted to operate at LOS A through the Year 2025, except for portions of Columbia Avenue. North of Elm Street LOS E-F is forecasted. North of SR 260 LOS B is expected. South of Clark Street will be LOS A. As such, traffic flow, operating speeds, and

maneuverability are expected to be at acceptable levels throughout most of the planning period. The need to expand Columbia Avenue beyond the current three lanes (continuous left turn lane and two through lanes) would be near the end of the 20-year horizon.

The city recognizes the need for improvements in the form of street widening to meet standards; installation of curbs, gutters, storm drains, and sidewalks; resurfacing to improve comfort or restore structural integrity; spot safety improvements; installation of illumination; parking improvements; access to schools, parks, and the community center; and, improving truck routes.

Revenue Sources

Revenues generated for the above transportation-related projects originate from a number of federal, state, and local sources. Table 16 describes the forecasted revenue, projected M & O costs and project costs for the projects listed in Table 17 necessary to maintain consistency and concurrency within the Comprehensive Plan.

Transportation Goals and Policies

To implement the goals of the GMA and the countywide planning policies, the city has adopted its own goals, policies and strategies. These transportation goals and policies, along with those in the Land Use Element, will coordinate and guide orderly growth and infrastructure development for the foreseeable future. They are intended to increase predictability and provide for timely decisions to perpetuate an efficient transportation system as the city grows. The motorized and non-motorized transportation system will continue to play an integral part in the economic success or failure of the downtown area. These goals and policies are critical to the long-term interests of the city, including livability, economic vitality, and environmental preservation; support the city’s long-range circulation plan; and address managing land use change by developing facilities and services in a manner that directs and controls land use patterns and intensities.

Goal 1. To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development, which protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.

Policy 1	Accommodate development only when the required street and road improvements have been made prior to or concurrent with actual development. Concurrency indicates that facilities are available within six years of the development. <i>Strategies:</i> A. Payment of mitigation fees is considered concurrency. B. Required improvements included and funded in the six-year TIP constitutes concurrency.
Policy 2	Require new subdivision development to be improved to full city street and utility standards.
Policy 3	Platted but undeveloped right of way should not be permitted to be used for residential

	access until the street has been developed to adopted standards and accepted by the city.
Policy 4	Obtain future street rights of way or easements prior to or concurrent with developments to facilitate access to adjoining future developments.
Policy 5	Require residential, commercial, and industrial developments to facilitate pedestrian, bicycle, and motorized transportation in accordance with the City’s Adopted “Complete Streets” standards.
Goal 2. To develop, maintain and operate a balanced, safe, and efficient multi-modal transportation system to serve all persons, special needs populations and activities in the community.	
Policy 1	Provide appropriate standards for new streets and upgrade of existing streets.
Policy 2	Form Local Improvement Districts (LIDs) to improve existing substandard streets, including provision of sidewalks and bicycle accommodation where appropriate, with costs repaid through local tax assessments.
Policy 3	Regularly schedule data collection and analysis, including traffic and accident data, to support studies, planning and operational activities.
Policy 4	Maintain a current street system plan for the city and its urban growth area that is consistent with the Land Use Element and meets the circulation needs of the city’s residents, visitors, businesses, and industry. <i>Strategies:</i> A. Maintain an annually updated listing of prioritized road improvement needs based on the Transportation Element. B. Annual updates of the six-year Transportation Improvement Program (TIP) shall be consistent with this plan.
Policy 5	Connect all transportation modes by coordinating planning of transportation programs, operation of facilities, and project site design.
Policy 6	Establish appropriate truck routes to serve existing and future commercial and industrial areas for the orderly and efficient movement of freight and goods.
Policy 7	Encourage the improvement and establishment of terminal facilities to enhance agricultural, commercial, and industrial use.
Policy 8	Preserve opportunities for industrial development that could be enhanced by accessibility to rail service.
Policy 9	Preserve existing rail infrastructure and rail service within the city.
Policy 10	Continue to give top priority to maintenance and preservation of existing transportation facilities and services.
Policy 11	Provide a safe and efficient transportation and circulation system that addresses the needs of the city’s residents, promotes and supports the desired land use pattern, and is developed concurrent with new growth. <i>Strategy:</i> A. The city shall make every effort to provide all segments of the population with safe and convenient access from their homes to places of employment, shopping,

	recreation, and to public facilities and services.
Policy 12	Encourage cooperation between governmental and private enterprises to increase overall safety awareness.
Policy 13	Provide appropriate traffic control measures.
Policy 14	Provide safe crossings at potentially hazardous locations for pedestrians and bicyclists.
Policy 16	Promote energy efficient modes of transportation such as high occupancy vehicles, bicycling, and walking.

Goal 3. To recognize bicycle and pedestrian movement as basic means of circulation and to assure adequate accommodation of bicycle, pedestrian, and physically challenged persons needs in all transportation policies and facilities.

Policy 1	<p>Strive to provide a system of bicycle routes and pedestrian walkways that link neighborhoods and public facilities and that enhance the walking and bicycling experience.</p> <p><u>Strategies:</u></p> <ul style="list-style-type: none"> A. Determine where bicycle and pedestrian routes should be designated and encourage their construction and use. B. Link schools, parks, sport and commercial areas, and other public and semi-public facilities with pedestrian and bicycle facilities. C. Develop a linkage system in areas where sidewalks are intermittent or non-existent. D. Replace old, substandard sidewalks as funding permits. E. Provide wheelchair ramps and other aids to enhance safe mobility for the handicapped. F. Provide illumination at potentially hazardous street crossings. G. Sign and delineate designated bike routes. H. Purchase and install bicycle racks at the park, and at other high-use areas.
Policy 2	Develop a multiple use trail from Columbia Avenue to facilitate school access.
Policy 3	Take advantage of corridors such as power lines, surplus street rights of way, buffer zones, and public lands for multiple use trails and pathways.
Policy 4	Require sidewalks on both sides of streets in public and private development projects in accordance with the City’s “Complete Streets” standards.
Policy 5	Require single and multi-family residential development to provide bicycle friendly streets and sidewalks within the development and to the nearest improved street.
Policy 6	Develop and/or adopt design standards for bicycle friendly streets, sidewalks, crosswalks, bike racks, and multiple use trails and pathways.
Policy 7	Require new and improved commercial centers to be located and designed to facilitate access and circulation by alternative transportation modes.
Policy 8	Maintain roadways, sidewalks and pathways in a safe condition.
Policy 9	Promote educational programs to enhance the safety and practicality of travel by bicycle.
Policy 10	Promote the enforcement of traffic laws for bicycle transportation.

Policy 11	Identify and include appropriate pedestrian and bicycle elements in major street improvement projects to be included in the six-year TIP.
Policy 12	Include stand-alone pedestrian and bicycle projects in the six-year TIP.
Policy 13	Actively seek state and federal grants for non-motorized transportation improvement projects.
Goal 4. To ensure adequate parking in the downtown area which supports economic growth, and is consistent with downtown design and pedestrian circulation goals.	
Policy 1	Require off-street parking and loading areas in new commercial and industrial developments. <i>Strategy:</i> A. Off-street parking should be designed to integrate with, or at least not interfere with, pedestrian amenities and access by bicycles.
Policy 2	Promote adequate parking for high-density residential, commercial, and industrial areas.
Goal 5. To manage, conserve and protect Connell’s natural resources through a balance of development activities complemented with sound environmental practices.	
Policy 1	Facilities associated with transportation and circulation should be located and designed with respect to such natural features as topography, soils, geology, floodplains, streams, shorelines, marshes, and aquifer recharge areas.
Policy 2	Route new streets to avoid encroaching on natural preserves, parks and recreation areas and identified critical areas, and to preserve scenic areas and open spaces.
Policy 3	Strive to plan, construct, and maintain transportation facilities in such a manner as to promote positive social, economic, and environmental impacts.
Policy 4	Provide adequate review procedures to ensure that transportation projects and improvements protect aesthetic values.
Policy 5	Ensure the preservation and construction of the natural and built environments through proper management and allocation of land uses and transportation facilities.
Goal 6. To actively influence the future character of the City by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities.	
Policy 1	Review development proposals, rezoning and vacating petitions, variance requests, subdivision plats and commercial and industrial construction site plans to ensure coordination with the Transportation Element.
Policy 2	Establish procedures to ensure that development does not encroach upon future right-of-way needs.
Policy 3	Develop a transportation system that meets the circulation needs of commercial and industrial development.
Policy 4	Encourage commercial and multi-family developments to use joint access points to aid in

	traffic control and to protect and enhance the carrying capacity of the transportation system.
Policy 5	Maintain a current street system plan for the city and its urban growth area that is consistent with the Land Use Element and meets the circulation needs of its citizens and businesses, and that will serve to attract future businesses.
Policy 6	To the extent feasible, continue the grid system of streets and blocks in new developments.
Policy 7	Encourage major traffic generators such as schools, churches, shopping, and industrial areas to locate on or near arterials and collector streets.
Policy 8	Coordinate land use and public works planning activities with an on-going program of financial forecasting for needed transportation facilities and services. Utilize the city's long-range financial management plan as a guide for: <i>Strategies:</i> A. Monitoring the overall effectiveness of the Transportation Element B. Balancing land use decisions with the city's financial capability to provide transportation facilities and services.
Policy 9	Protect and pursue acquisition of land needed to connect existing and planned rights of way.
Goal 7. To provide a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the City's residents.	
Policy 1	Assure provision of adequate transportation infrastructure, including bicycle and pedestrian facilities according to the City's "Complete Streets" policy, to meet access needs to the City's existing and proposed parks, playgrounds, and open spaces. <i>Strategy:</i> A. Provide vehicle parking, bicycle racks and facilities for the physically impaired.
Goal 8. - To provide a local transportation system that is coordinated and consistent with the regional transportation network.	
Policy 1	Coordinate with Franklin County, the RTPD, and other affected groups and agencies to establish an integrated planning effort that ensures consistency and compatibility between transportation plans and objectives.
Policy 2	Coordinate with the State Department of Transportation in the review of development requests adjacent to or impacting US 395 and SR 260. <i>Strategy:</i> A. Provide an environmental buffer strip between state routes and adjacent uses to minimize disturbance due to noise and other highway impacts.
Policy 3	Involve affected neighborhoods and other interested citizens and groups in the planning of street improvement projects.
Policy 4	Public awareness and review should be an integral part of any proposed transportation plan, program, or project.

Goal 9. - To secure funding through grants, mitigations, and general funds for safety and capacity measures to maintain adopted LOS standards.

Policy 1	Pursue federal and state grants.
Policy 2	Use an environmental mitigation system that identifies: <ul style="list-style-type: none"> • Safety and capacity improvements based on any projected deficiencies. • Costs of improvements needed to mitigate increased traffic reflected in the annual capital improvement plan update. • Fair share costs determined from the capacity improvement cost and the 20-year increase in traffic. (Update annually for newly added projects and mitigation of fair share costs.) • Mitigation assessments, determined by the number of development trips and the capacity or safety improvement fair share cost. • Mitigation assessments that may be used for identified capacity or safety improvements.
Policy 3	Update the capital improvement plan annually, adding new projects and deleting completed projects.

Goal 10. - To provide public transportation service accessibility for elderly, disabled, low and moderate income, youth, and other mobility disadvantaged people between Connell and the Tri-Cities.

Policy 1	Pursue inclusion in Ben Franklin Transit’s Public Transportation Benefit Area when need and public sentiment become evident. <i>Strategy:</i> A. Periodically sample public interest.
Policy 2	Consider implementation of a shuttle van service to the Tri-Cities, including coordination of interconnecting bus, train, and plane schedules.
Policy 3	Plan for a park and ride lot/transit center.
Policy 4	Support future transit feasibility by encouraging and facilitating high-density residential development near the downtown commercial area.

CAPITAL FACILITIES ELEMENT

The GMA requires that the public facilities and services necessary to support development be adequate at the time of use without decreasing current service levels below locally adopted minimum standards. The Act requires a capital facilities element as part of the comprehensive plan. This Capital Facilities Element was written to address the requirements of the Act, presenting the financing plans for the City of Connell and its UGA. It includes the community's plan to finance improvement of city infrastructure for the next twenty years and a twenty-year financing plan for capital facilities for 2019 through 2038.

The Capital Facilities Element is used to coordinate physical and fiscal planning. The comprehensive plan is written to be realistic and the plan elements intended to establish an achievable whole. The Capital Facilities Element will provide financing priorities that will extend beyond a single year's budget. This will allow projects to be scheduled in logical order regarding community priorities. The identification of funding sources will help in the prioritization of needs and allow tradeoffs between projects being evaluated.

The first year of the capital facilities program described in this element will be converted into the annual capital budget. The annual capital budget is a financial commitment. The remaining program will provide long term planning. The Capital Facilities Plan will be revised and extended annually to reflect changing circumstances. The plan deals with large expenses with a life expectancy of more than 10 years that are non-recurring, and may require financing over many years. Smaller scale projects and improvements will be addressed in the annual capital budget as they occur. A project can include design, engineering, permitting, environmental analysis, land acquisition, construction, major maintenance, site improvements, energy conservation, landscaping, initial furnishings, and equipment.

Inventory and Analysis

The following considerations were used informally in developing the listing of proposed projects: economic (financial); feasibility; consistency; and impacts on health, safety and the environment.

The public facilities necessary for existing and future expansions have been identified in other elements of this comprehensive plan. The elements of the comprehensive plan have been modified through the process of developing a capital facility plan to ensure financial feasibility. The other elements of the plan describe the location and capacity of the facilities presently existing and analyze the future needs for these facilities.

The capital improvements needed to satisfy future development and to maintain adopted levels of service are identified and listed in a resolution adopted annually by the city council. The adopted resolution describes each of the capital improvement projects needed to correct existing deficiencies or address projected needs, and estimates the total project costs. The year indicates when the projects must be completed to maintain the level of service standards for the respective facilities. Capital improvement projects have been identified for transportation, wastewater, water, and community facility improvements.

Future Needs and Alternatives

The Capital Facilities Plan will be developed based on the following analyses: current revenue sources, financial resources, capital facilities policies, and the method of addressing shortfalls.

Revenue Sources

a. Transportation

The City receives revenues for transportation projects from several funding sources including; federal monies through competitive grants and direct allocation; state per capita revenues and competitive grants, and local improvement districts (LID) for specific approved transportation projects assessed to benefiting properties. Revenues that have been identified are referenced in (Table 16) and discussed in the Financially Constrained projects section.

b. Water

The City charges new water customers a one-time cost of providing the water source, storage, treatment, and transmission lines to their property for connection to the water system. The city describes the unit cost as the assessment fee. The purpose for the assessment fee is to pay for capital improvements to the water system, including the replacement of worn-out facilities and the construction of new or up-graded facilities. The accumulative water assessment fees, based upon the forecasted number of dwelling units through the year 2038 and revenues from all sources that have been identified are shown in **Table 14**.

c. Sewer

The City charges new sewer customers a one-time unit cost of providing the sewer line to convey the influent to the treatment site, together with the sewage treatment facilities. The City describes the unit cost as an assessment fee. The purpose for the assessment fee is to pay for improvements to the sewer system including the replacement of worn-out facilities and the construction of new or up-graded facilities. The accumulative sewer assessment fees, based upon the forecasted number of dwelling units through the year 2038 and revenues from all sources that have been identified are shown in **Table 14**.

d. Community Facilities

Improvements to, or replacements of municipal buildings utilized for the provision of general services such as a city hall; community center or police station would be funded from the city's general fund or grant, bond, or combination thereof. The fire station, including an ambulance bay, may be funded from impact fees collected within designated benefit areas, if appropriate mechanisms are put into place.

Financial Resources

To ensure that the City is using the most effective means of collecting revenue considering the various sources of funding currently available, the City should periodically review the impact and appropriateness of their financial system, as financial regulations, available mechanisms, and market conditions are subject to change. Several kinds of financing are available for different projects. The basic types are: debt financing, local multi-purpose levies, local single-purpose levies, local no-levy financing mechanisms, state grants and loans, and federal grants and loans.

Capital Facilities Goals & Policies

The Capital Facilities Plan will affect decision making to achieve community goals, as defined in the Connell 'Vision Statement' (page 4) and throughout this plan. The Capital Facilities goals, policies, and strategies are listed as follows:

Goal 1. Ensure that the elements of the comprehensive plan are fiscally achievable.	
Policy 1	<p>Provide capital improvement funds to correct existing deficiencies, to replace worn out or obsolete facilities, and to accommodate predicted growth.</p> <p><u>Strategy:</u></p> <p>A. Proposed capital improvement projects will be evaluated and prioritized by the following criteria:</p> <ol style="list-style-type: none"> 1) Financial feasibility; The purpose of the project; elimination of capacity deficits, elimination of public hazards, or city needs based on projected growth patterns. 2) The type of project; new development or redevelopment; and 3) Plans of other state and local agencies
Policy 2	<p>Maintain an up-to-date 10-year schedule of capital improvement projects. Capital improvements with costs less than \$10,000 should be reviewed for inclusion in the Capital Improvement Program and the annual capital budget.</p>
Policy 3	<p>Require that developers bear a fair share of facility improvement costs required for their developments.</p> <p><u>Strategy:</u></p> <p>A. Establish impact fees that are sufficient to address the fair share of improvement costs required by new development.</p>
Policy 4	<p>Manage fiscal resources to support the provision of needed capital improvements.</p> <p><u>Strategies:</u></p> <ol style="list-style-type: none"> A. Adopt an annual capital budget and a ten-year capital improvement program. B. Manage debt within the city charter limits on general obligation debt (15% of assessed value). C. Actively work to secure grants or private funds when available to finance capital improvements.
Policy 5	<p>Coordinate land use decisions and schedule of capital improvements with financial resources.</p> <p><u>Strategies:</u></p> <ol style="list-style-type: none"> A. Require that the city and/or developers provide public facilities and services concurrent with the impact of development. B. Support and encourage the joint development and use of cultural and community facilities. C. Emphasize capital improvement projects that promote the conservation, preservation or revitalization of local residential, commercial and industrial areas.

Goal 2. Establish and maintain the following LOS standards.

Municipal Water: Per Water System Plan

Sanitary Sewer: Per Waste Water Facility Plan

Parks & Open Space:

0.5 acres of Tot Lot per 1,000 population;
3 acres of Neighborhood Park per 1,000 population;
6 acres of Community Park per 1,000 population.

Traffic Circulation:

Major Arterial: LOS C during peak hour traffic.
State Highway: LOS C
Collectors and Local Streets: City accepted design standards.

Drainage:

Drainage Control Devices: 25-year, 24-hour event Stormwater Management Systems: Retain on-site the runoff from 25-year, 24-hour storm at peak discharge rates. Development will be regulated to ensure that its post-development runoff to city systems does not exceed the predevelopment discharge value or rate. This limitation will ensure the LOS of the existing stormwater system is not compromised.

Solid Waste: Consistent with the Solid Waste Plan.

Schools: Ensure that adequate space is available for future school sites in the city.

Additional Capital Facilities Policies

To project revenues and expenditures for capital facilities realistically, the City must consider not only current revenue and expenditures, but also how current policies influence decisions about funding and expenditures for the future. These current funding policies were considered in creating the goals and policies given in the other sections of the comprehensive plan and were the basis for the development of various funding scenarios.

Local goals and policies described in the elements of this plan are used to guide the location and timing of development. As the City interacts with the surrounding communities, the planned capacity of public facilities operated by other jurisdictions must also be considered when making development decisions. Coordination with other entities is important to facilitate not only the best location for public facilities but also the best timing for their establishment.

Levels of service standards are an indicator of the extent or quality of service provided by a facility related to the operational characteristics of the facility. They summarize existing or desired public service conditions. To establish level of service standards the City made quality of service decisions. The types of public services for which the city had adopted level of service standards, will be improved to

accommodate the impacts of development and maintain existing service in a timely manner with new development.

Levels of service influence the timing and location of development by clarifying which locations have excess capacity that may easily support new development. They also delay new development until providing the needed public facilities in some areas is feasible. To avoid over extending public facilities, the provision of public facilities may be phased over time to ensure that new development and projected public revenues keep pace with public planning.

The Urban Growth Area boundary was selected to ensure that urban services could be provided for potential commercial and industrial development along the east and west sides of US-395 at SR-260 and for forecasted residential development on private land east of SR-260 and west of US-395. The selection was based on environmental constraints, probable locations where urban density development will occur, the plans of current residents, and existing infrastructure and services. New and existing development requiring urban services will be located in the UGA.

Methods of Addressing Shortfalls

The City has identified options for dealing with funding shortfalls and how these options will be exercised. The city cannot finance all proposed facility projects. When evaluating a particular project identified as having shortfall, the City can consider the following options; increase revenue, decrease level of service standards, decrease the cost of the facility, or decrease the demand for the public service or facility.

Capital Facilities Program

The Capital Facilities program will be based upon financial assumptions, projected revenues, projected expenditures, operating expenses, and future needs.

Financial Assumptions

The following assumptions were made regarding operating and marketing conditions in Connell's future for the development of the Capital Facilities Program.

- The City will continue to use its current fund accounting system for financial affairs.
- Due to inflation the cost of running the city government will continue to increase.
- Public investment in capital facilities is a primary tool of local government to support and encourage economic growth.
- Having a consistent and reliable revenue source to fund capital expenditures is desirable.
- New revenue sources, including new taxes, will be needed to continue to maintain city services and facilities.
- Capital investments will be needed to maintain, repair, and rehabilitate outdated portions of the city's current infrastructure and to accommodate future growth.
- A comprehensive approach to review, consider, and evaluate capital funding requests is needed to aid decision-makers and the citizenry in understanding the capital needs of the city.

Projected Revenues

Table 14 shows the expected revenues available to the city to finance transportation capital improvements for the years 2007 through 2027. **Table 14** also shows revenue amounts for water and

sewer that are additionally projected through the year 2027, based upon collectable assessments or impact fees. These amounts are represented in year 2007 dollars.

Operating Expenses

In addition to the costs associated with providing new capital facilities, the city will also incur increases in annual operating and maintenance costs. These recurring expenses increase as new facilities are added to the city system and also have to be maintained. The largest costs come from expansions that require maintenance of mechanical fixtures, personnel costs and utility costs.

Sometimes the feasibility of various improvements requires an alteration of the land use scenarios and the timing for that development. Much of the state owned property is anticipated to develop later due to the relatively high cost of extending necessary services to that area.

This section discusses the plan for future financing of public facilities and services in the city. The timing of development, and the provision of services are key components of this planning process.

The 'Vision Statement' and information gathered from the public in the community survey were used, along with the inventory and analysis to create the capital facilities plan. The plan includes a strategy for achievement of the city's goals while taking into consideration existing conditions. The goals, policies, and strategies provide guidelines for the future of Connell.

Plan Implementation and Monitoring

The capital projects listed in each of the plan elements are shown in **Appendix A**, the 20-Year Capital Improvement Schedule adopted by resolution, and intended to provide timing, location, projected cost, and revenue. The schedule is projected to be economically feasible within the target revenues discussed in the Inventory and Analysis section of this element.

The adopted resolution lists the capital improvement projects by facility type, shows the projects needed to correct existing deficiencies and provides estimates of project costs by year. Currently, no projects are known that need to correct an existing deficiency where existing conditions are below level of service standards being adopted in this comprehensive plan. Projects that exceed available target revenues are not included. As additional revenues become available, these projects will be incorporated in the schedule for implementation.

This element is adjusted annually. Projected revenues for fiscal years past the current year are listed by plan element and shown as a lump sum. Capital projects will be identified in greater detail in subsequent years. Top priority will be given to projects that correct existing deficiencies, followed by those required for facility replacement, and then those needed for future growth.

This element will be reviewed annually and amended to verify that fiscal resources are available to provide public facilities needed to support adopted LOS standards and measurable objectives. The annual review will be the responsibility of the Mayor and City Administrator.

Table 15. Projected Revenues

Timeframe	Streets	Water	Sewer
2019-2023	\$1,386,138	\$9,146,620	\$5,392,412
2024-2028	\$1,530,898	\$10,593,149	\$6,560,694
2029-2033	\$1,690,235	\$12,268,445	\$7,982,088
2034-2037	\$1,866,156	\$14,208,688	\$9,711,430
TOTAL	\$6,697,927	\$47,890,470	\$30,602,123

This element presents a financing plan for 2018 and in five-year increments for capital facilities (2019 to 2038) and the community’s plan to finance development of city infrastructure for the planning period.

List of Referenced Appendices

Appendix A	Capital Improvement Plan
Appendix B	Franklin County County-Wide Planning Policies (updated 2019)
Appendix C	Transportation Improvement Plan (TIP)
Appendix D	Housing Study (1992) <i>Prepared by: Northwest Regional Facilitators</i>
Appendix E	City of Connell Parks & Recreation Comprehensive Plan (2014)
Appendix F	City of Connell Water System Plan (2016) <i>Prepared by: Anderson Perry & Associates, Inc.</i> <i>Includes Wellhead Protection Plan</i>
Appendix G	Wastewater Facility Plan (1998) <i>Prepared by: Anderson Perry & Associates, Inc.</i>
Appendix H	Downtown Design Plan (1996)
Appendix I	Land Use Capacity Analysis (2007)
Appendix J	Street Inventory

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GLOSSARY

Adequate Public Facilities: Facilities, which have the capacity to serve development without decreasing levels of service below locally established minimums.

Affordable Housing: Residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income.

Agricultural Land: Land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock and land that has long term commercial significance for agricultural production. (RCW 36.70A.030)

Available Public Facilities: Facilities or services that are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development. (WAC 365-195-210)

Best Management Practices: Physical, structural, or managerial practices, which have gained general acceptance for their ability to prevent or reduce environmental impacts.

Buffer: An area contiguous with a critical area that is required for the integrity, maintenance, function, and stability of the critical area.

Buffer Strip: Open spaces, landscaped areas, fences, walls, berms, or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances.

Capacity: The measure of the ability to provide a level of service by a public facility.

Capital Improvement: Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Capital Facility: A capital facility is a physical structure owned or operated by a government entity that provides or supports a public service.

Capital Facilities Plan: A plan of capital projects, for a six or longer time period, with estimated costs and proposed methods of financing that is updated annually.

Carrying Capacity: The level of development density or use an environment is able to support without suffering undesirable or irreversible degradation.

Cluster Development: A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, individual or jointly owned open space, and preservation of environmentally sensitive areas.

Commercial Uses: Activities within land areas, which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Community Facilities: Facilities used by the community as a whole, such as recreational facilities, schools, libraries, medical care facilities, police, and fire stations.

Complete Street: A road that is designed to be accessible for drivers, bicyclists, transit vehicles and riders, freight, emergency service providers and pedestrians of all ages and abilities. The complete street policy focuses not just on changing individual roads, but on changing the decision-making process so that all users are considered during the planning, designing, building and operation of all roadways.

Complete streets infrastructure: Features that contribute to a safe, convenient and comfortable travel experience for users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals; signage; street furniture; bicycle parking facilities; traffic calming devices such as rotary circles, traffic bumps and surface treatments such as paving blocks, textured asphalt and concrete, narrow vehicle lanes and raised medians.

Comprehensive Land Use Plan, Comprehensive Plan, or Plan: A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to the Growth Management Act. (RCW 36.70A.030)

Concurrency: Concurrency describes the situation in which adequate facilities are available when impacts of development occur, or within a specified time thereafter. Generally concurrency is defined as the financial commitment to complete improvements or strategies within six years of development, unless otherwise noted.

Conservation: Improving the efficiency of energy use; using less energy to produce the same product.

Consistency: No feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Contiguous Development: Development of areas immediately adjacent to one another. (WAC 365-195-210)

Coordination: Consultation and cooperation among jurisdictions.

Coulee: A landform characterized by a deep ravine or drainage zone, formed by glacial drainage.

Covenant: Private restrictions on land regulating land use activities or development aspects.

Critical Areas: Include the following areas and ecosystems: (a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Cultural Preservation: The preservation of objects, buildings, sites, and places that are important to a culture and included in the overall historic preservation program.

Critical Areas Ordinance (CAO): The purpose of the critical areas ordinance is to protect the functions and values of ecologically sensitive areas while allowing for reasonable use of private property, through the application of best available science; implement the GMA and the natural environment goals of the Comprehensive Plan; and protect the public from injury and loss due to slope failures, erosion, seismic events, volcanic eruptions, or flooding.

Cultural Resources: Are elements of the physical environment that are evidence of human activity and occupation. Cultural resources include: (a) historic resources which are elements of the built environment typically 50 years of age and older, and may be buildings, structures, sites, objects, and districts; (b) archaeological resources consist of remains of the human environment at or below the ground surface such as habitation sites; and (c) traditional cultural properties consist of places or sites of human activities which are of significance to the traditions or ceremonies of a culture. Traditional cultural properties do not necessarily have a manmade component and may consist of an entirely natural setting.

Cumulative Financial Impact: The collective costs associated with a government decision or action that affects the acquisition, development, operation, or service of a parcel of land and the buildings upon a parcel of land.

Density: A measure of the intensity of development, generally expressed in terms of acres per dwelling units. Can also be expressed in terms of population density [i.e., people per acre]. Useful for establishing a balance between potential local service use and service capacities.

Development Regulations: The controls placed on development or land uses by the city, including, but not limited to, zoning ordinance, critical areas ordinances, all portions of a shoreline master program other than goals and policies approved or adopted under RCW 90.58, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances.

Distribution Lines: The most commonly found type of power line use to deliver power from substation to homes or businesses.

Domestic Water System: Any system providing a supply of potable water for the intended use of a development, which is deemed adequate pursuant to RCW 19.27.097.

Economic Diversity: The wide spectrum of business enterprises and industries. Diversity minimizes the risk of economic slowdown by basing growth on a wide range of business enterprises.

Economic Development: The process of creating wealth through the mobilizations of human, financial, capital, physical, and natural resources to generate marketable goods and services.

Electrical Transmission Lines: The lines that transfer electricity between power sources and substations.

Erosion: The wearing away of the earth's surface as a result of the movement of wind, water, or ice.

Erosion Hazard Areas: Those areas that because of natural characteristics, including vegetative cover, soil texture, slope gradient, and rainfall patterns, or human-induced changes to such characteristics, are vulnerable to erosion.

Essential Public Facilities: Essential public facilities include those facilities that are typically difficult to site, such as: airports; state education facilities; state or regional transportation facilities; state and local correctional facilities; solid waste handling and disposal facilities; and in-patient facilities including substance abuse facilities, mental health facilities, group homes and other health facilities.

Facilities: The physical structure or structures in which a service is provided.

Fair Share Basis: The developer pays only for the impacts or provides only for the facilities and service needs created as direct result of the development.

Financial Commitment: Sources of public or private funds or combinations thereof have been identified which will be sufficient to finance capital facilities necessary to support development and that there is assurance that such funds will be timely put to that end.

Fire Flow: The amount of water volume needed to provide fire suppression. Adequate fire flows are based on industry standards, typically measured in gallons per minute (gpm). Continuous fire flow volumes and pressures are necessary to ensure public safety. Fire flow volume is in addition to the requirements to the water system for domestic demand.

Fiscal Impact: The fiscal costs and constraints of implementing policies or regulations.

Fish and Wildlife Habitat Areas: Those areas identified as being of critical importance to maintenance of fish, wildlife, and plant species, including: areas with which endangered, threatened, and sensitive species have a primary association; habitats and species of local importance; naturally occurring ponds and their submerged aquatic beds that provide fish or wildlife habitat; waters of the state; lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity, or private organization.

Flood Hazard Areas: Areas of land located in floodplains, which are subject to a one percent or greater chance of flooding in any given year.

Functional Classification: A designation assigning categories to transportation facilities based on a facility's role in the overall transportation system, such as arterial or collector.

Geographical Information System (GIS): A computer based information system that stores data for specified landmass. Information can be retrieved in several formats that include computer generated maps, reports, etc.

Geologically Hazardous Areas: Means areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goal: The long-term end toward which programs or activities are ultimately directed.

Geothermal: Power generated from heat energy derived from hot rock, hot water, or steam in the earth's surface.

Greenbelt: A predominately open area that may be cultivated or maintained in a natural state surrounding development or used as a buffer or buffer strip between land uses.

Groundwater: All waters that exist beneath the land surface or beneath the bed of any stream, lake or reservoir, or other body of surface water within the boundaries of this state, whatever may be the geological formation or structure in which such water stands or flows, percolates or otherwise moves. There is a recognized distinction between natural groundwater and artificially stored groundwater. (RCW 90.44.035)

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Growth Management Act: The Growth Management Act as enacted in 1990 and amended by the State of Washington (RCW 36.70A).

Habitat: The sum total of all the environmental factors of a specific place that is occupied by an organism, a population or a community.

Hazardous Areas: Areas subject to geologic hazards or flood hazards.

Historic Resources: Those historic or cultural properties or items that fall under jurisdiction of the DAHP.

Home Occupation: Any activity carried out for gain by a resident, conducted as an accessory use in the resident's dwelling unit.

Household: All persons who occupy a housing unit which is intended as separate living quarters and having direct access from the outside of the building or through a common hall. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements. (U.S. Department of Commerce, Bureau of the Census)

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development. Impact fee does not include a reasonable permit or application fee.

Implementation: Carrying out or fulfilling plans and proposals. In planning this usually takes the form of development regulations, including, but not limited to, zoning, and performance standards.

Impervious Surface: The area of a lot that is covered by impervious surfaces, measured by percentage. Any non-verticle surface artificially covered or hardened so as to prevent or impede the percolation of water into the soil mantle including, but not limited to, roof tops, swimming pools, paved or graveled roads and walkways or parking areas, but excluding landscaping and surface water retention/ detention facilities.

Important Aquifer Recharge Areas: Areas, which have been prioritized as being of significant value for purposes of recharging groundwater.

Industrial Uses: The activities predominately connected with manufacturing, assembly, processing, or storage of products.

Infill: The development of housing or other buildings in vacant sites in an already developed area.

Infrastructure: Facilities and services needed to sustain industry, residential, and commercial activities. Infrastructure may include, but not be limited to, water and sewer lines, streets, and communication lines. From an Economic Development perspective, infrastructure also includes environmentally safe siting, an adequately trained labor force, and a transport network that includes an adequate commercial transportation system of roadways, rail system, and air freight.

Intensity: A measure of land uses activity based on density, use, mass, size and impact.

Kilovolt: The electrical unit of power, which equals 1000 volts.

Kilowatt (Kw): The electrical unit of power, which equals 1000 watts.

Kilowatt Hour (KWh): A basic unit of electrical energy, which equals one kilowatt of power applied for one hour.

Landfill: A solid waste facility or part of a facility for the permanent disposal of solid wastes in or on the land. This includes sanitary landfill; balefill; land spreading disposal facility, or a hazardous waste, problem waste, special waste facility; or a hazardous waste, problem waste, special waste, wood waste, limited purpose or inert and demolition waste landfill.

Landslide Hazard Areas: Areas, which are potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors.

Level of Service (LOS): An indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Load: The amount of electric power delivered or required at a given time on a system.

May: Implies an optional or discretionary choice.

Manufactured Housing: A manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

Median Income: The income level which divides the income distribution into two equal parts, one having incomes above the median and the other having incomes below the median. For households and families, the median income is based on the distribution of the total number of units including those with no income. (U.S. Department of Commerce, Bureau of the Census)

Megawatt (MW): The electric unit of power, which equals one million watts or one thousand kilowatts.

Mobile Home: A single portable manufactured housing unit, or a combination of two or more such units connected on-site, that is:

- a. Designed to be used for living, sleeping, sanitation, cooking, and eating purposes by one family only and containing independent kitchen, sanitary, and sleeping facilities.
- b. Designed so that each housing unit can be transported on its own chassis.
- c. Placed on a temporary or semi-permanent foundations.
- d. Is over 32 feet in length and over eight feet in width.

Multi-Family Housing: A structure containing two or more joined dwelling units

Multimodal: Two or more modes or methods of transportation. Examples of transportation modes include: bicycling, driving an automobile, walking, bus transit or rail.

Native Vegetation: Vegetation comprised of plant species that are indigenous to the area.

Natural Resource Lands: Agricultural, forest, and mineral resource lands which have long-term commercial significance.

Nonpoint Source Pollution: Pollution that enters a water body from diffuse origins on the watershed and does not result from discernible, confined, or discrete conveyances.

Non-Motorized Transportation: Any mode of transportation that utilizes a power source other than a motor. Primarily, non-motorized modes include walking (pedestrian), horseback riding (equestrian), and bicycling.

Open Space: Underdeveloped land that serves a functional role in the life of the community. This term is subdivided into the following:

- a. Pastoral or recreational open space areas that serve active or passive recreation needs, e.g. federal, state, regional and local parks, forests, historic sites, etc.
- b. Utilitarian open space are those areas not suitable for residential or other development due to the existence of hazardous and/or environmentally sensitive conditions, e.g., critical areas, airport flight zones, well fields, etc. This category is sometimes referred to as “health and safety” open space.
- c. Corridor or linear open space are areas through which people travel, and which may also serve an aesthetic or leisure purpose. For example, an interstate highway may connect Point A to Point B, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.

Permit: Any building permit, variance, conditional use permit, or shoreline substantial development permit, shoreline variance or shoreline conditional use permit.

Planning Period: The 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policy: The way in which programs and activities are conducted to achieve an identified goal.

Public Facilities: Include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. These physical structures are owned or operated by a government entity, which provides or supports a public service.

Public Services: Include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Public Water System: Any system of water supply intended or used for human consumption or other domestic uses, including source, treatment, storage, transmission, and distribution facilities where water is being furnished to any community, collection, or number of individuals, but excluding a water system serving one single family residence. (WAC 248-54)

Resource Lands: Resource lands mean those lands designated by the County which are to be protected from urban growth encroachments and incompatible land uses. Resource lands include all lands designated as Commercial Forest, and Range, Agricultural Lands of Long-Term Commercial Significance, and Mineral Resource Lands.

Regional Transportation Plan: Means the transportation plan for the regionally designated transportation system, which is produced by the Regional Transportation Planning Organization.

Renewable Energy: Nondepletable resources such as sunlight, wind, hydropower. Depletable sources of energy include fossil fuels such as oil, coal, natural gas, and nuclear and geothermal energy.

Right-of-Way: Land that the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Riparian: Of, on, or pertaining to the lands situated along banks of a river, stream, or lake.

Rural Lands: Areas outside Urban Growth areas, which are not designated as Resource Lands. Areas with rural lands allow low to moderate densities that can be supported and sustained without urban services.

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial or industrial waste.

Seismic Hazard Area: Areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction.

Shall: Means a directive or requirement

Should: An optional or discretionary requirement.

Shrub-Steppe: Vegetation consisting of one or more layers of perennial grass with a discontinuous overstory layer of shrubs. Shrub- steppe historically dominated the landscape in eastern Washington.

Single-Family Housing: As used in this plan, a single-family unit is a detached housing unit designed for occupancy by not more than one household.

Site Development Standards: A variety of standards applied to site development that can include, among others, principles for placement of buildings on site, provision of open space, access roads, drainage facilities, lighting, parking and landscaping.

Substation: An electric power station which serves as a control and transfer point on an electrical transmission system. Substations route and control electrical power flow, transform voltage levels, and serve as delivery points to individual customers.

Surface Waters: Streams, rivers, ponds, lakes, or other waters designated as “waters of the state” by the Washington Department of Natural Resources. (WAC 222-16-030)

Transfer of Development Rights: Transfer of development rights are the conveyance of development rights to another parcel of land where restrictions places on development of the original parcel prevent its previously allowed development. Transfer of development rights are usually associated in a program which involves sending and receiving zones.

Urban Growth: Refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. “**Characterized by urban growth**” refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Growth Area: Means those areas designated by a county or an incorporated city and approved by the County, in which urban growth is encouraged, pursuant to RCW 36.70A.110. Urban growth areas are suitable and desirable for urban densities as determined by the sponsoring jurisdiction’s ability to provide urban services.

Urban Governmental Services: Include those governmental services historically and typically delivered by cities, include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non-urban areas.

Utilities: Facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services, water, for the collection and treatment of stormwater, and for the disposal of sewage. Utilities are

supplied by a combination of general purpose local governments as well as private and community based organizations.

Vacant/Underdeveloped Lands: May suggest the following: (a) a site which has not been developed with either buildings or capital facility improvements, or has a building improvement value of less than \$500 [vacant land]; (b) a site within an existing urbanized area that may have capital facilities available to the site creating infill development; (c) a site which is occupied by a use consistent with the zoning but contains enough land to be further subdivided without needing a rezone (partially-used); and (d) a site which has been developed with both a structure and capital facilities and is zoned for more intensive use than that which occupies the site (under-utilized).

Visioning: A process of citizen involvement to create values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Water Right: A usufractory (use) right to a beneficial use of a reasonable quantity of public water for a beneficial purpose during a certain period of time occurring at a certain place. There are generally two types of water rights: surface water rights and groundwater rights.

Wetland: Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland to mitigate conversion of wetlands, if permitted by the county or city.

Will: A directive or requirement.

Zoning: The demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses zones (commercial, industrial, residential) and the location, bulk, height, shape, and coverage of structures within each zone.

Appendix A

Purpose

The State of Washington Growth Management Act (GMA) requires cities to include a six-year capital improvement plan (CIP) in their comprehensive plans. The objective is that the six-year plan should align with the city's budget and also coordinate with a longer-range Capital Facilities Plan (CFP) which includes twenty-years of projects. Both plans must include estimated costs and proposed financing methods.

For this document, the following definition of a capital improvement project is used:

A Capital Improvement Project is a major, non-routine expenditure for property acquisition, new construction, or improvement to existing buildings, facilities, land, or infrastructure with an estimated useful life of five or more years, and a total cost of \$25,000 or more.

Generally speaking, capital facilities are those services and facilities such as storm and wastewater systems, domestic water systems, street cleaning services, fire and police protection services, public transit services. These facilities and services have a Level of Service (LOS) associated with them, as identified in the Capital Facilities Element of this plan.

In addition to the items listed above, Connell chooses to include municipal buildings, and very expensive vehicles (such as vector trucks) in capital facilities planning. In addition, it is important to note that the electrical providers and the North Franklin School District perform their own capital facilities planning. The city also excludes irrigation systems and city-owned equipment such as computers and air-conditioning units from the CIP.

The City Budget and Finance Forecasts

The City of Connell operates on an annual budget. The budgeting process includes public outreach and opportunities for public comment. The city's budget book describes fund sources and uses within the city, and provides revenue projections.

Key funds that are listed below as sources for project funding include:

*General Fund – 001
General Reserve -002
Street Fund -101
Hotel/ Motel -104
Capital Fund - 300
Water Fund – 401*

*Waste water Fund -402
Solid Waste Fund – 403
Water Emergency Fund -404
Waste Water Emergency Fund -406
Drinking Water State Revolving Fund -414*

These funds are described in detail, with projections for revenues / planned expenditures for the budget time span (two-years) in the city's budget document, which is updated annually.

Grant, Loans, and State/ Federal Funding

The following summarizes typical funding sources via grant and loan programs at the local, state or federal level:

CERB (Community Economic Revitalization Board): CERB provides funding to local governments and federally-recognized tribes for public infrastructure which supports private business growth and expansion. Eligible projects include domestic and industrial water, storm water, wastewater, public buildings, telecommunications, and port facilities.

Department of Ecology Grants: The Washington State Department of Ecology offers grants on an annual basis for projects that improve and protect water quality, including stormwater facilities and activities. Grants are awarded based on funding availability.

Economic Development Administration (EDA): The EDA is an agency in the United States Department of Commerce that provides grants and technical assistance in order to generate new employment, help retain existing jobs and stimulate industrial and commercial growth through a variety of investment programs. EDA funding is administered locally through the Benton-Franklin Council of Governments, under the Comprehensive Economic Development Strategy (CEDS) process. CEDS is a local planning process designed to create employment opportunities, improve local conditions, foster more stable and diversified local economies, and provide a mechanism for guiding and coordinating the efforts of local organizations and individuals concerned with the economic development of this area.

HAEIF (Hanford Area Economic Investment Fund): HAEIF was established by the Washington State Legislature in 1991 to finance projects to expand and diversify the economy and decrease dependence on U.S. Department of Energy operations in the Tri-Cities region. HAEIF has a Public Loan Program for municipal entities, as well as a Grant Program for governmental entities in Benton and Franklin Counties for projects that focus on creating primary jobs and that encourage new development and business expansion in targeted industry sectors that diversify the economy in Benton and Franklin Counties.

Other Federal Grants: Congressional transportation funding appropriations and other federal grant sources may be available to the city; future grant funding is highly volatile and dependent upon actions taken by Congress.

PWTF (Public Works Trust Fund): A program administered by the Public Works Board where low-interests loans and technical assistance is provided to local governments in Washington for public works projects, such as waste and water systems, streets roads and bridges, and solid-waste and recycling programs.

RCO (Recreation and Conservation Office): The State Recreation and Conservation Office (RCO) manages a number of different grants for recreation projects, such as the Washington Wildlife Recreation Program (WWRP), Recreational Trails Program (RTP), and Youth Athletic Facilities (YAF).

SRF (State Revolving Fund): The Drinking Water State Revolving Fund (DWSRF) makes funds available to drinking water systems to pay for infrastructure improvements. This loan program is funded through federal and state money and subject to state laws and additional federal regulations.

STP (Surface Transportation Program): This is a program of the Federal Highway Administration, and one of several federal funding sources created by the Intermodal Surface Transportation Efficiency Act to finance transportation projects. STP funds are the most “flexible” funding source since they may be used on transit projects, bicycle and pedestrian, safety, traffic monitoring and management, planning, and the development of management systems, as well as more traditional road or bridge projects. A local match of 13.5 percent is required. For pedestrian and bike facilities, a 20 percent local match is required.

- STP-E: Surface Transportation program – Enhancement
- STP-U: Surface Transportation program –Urban
- STP-UL: Surface Transportation program – Urban, Large Area

TIB (Transportation Improvement Board): The Washington State Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout Washington to enhance the movement of people, goods, and services. TIB is an independent state agency, created by the Legislature, which distributes and manages street construction and maintenance grants. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax.

UAP (Urban Arterial Program): The Washington State Transportation Improvement Board manages UAP grants. The purpose of the UAP Program is to provide financial assistance to local agencies to improve the state’s arterial street system by increasing capacity, reducing accident rates, correcting structural deficiencies, and providing adequate widths. The UAP receives eight percent of the gas tax revenue. Funded projects must be listed in the City’s six-year Capital Improvement Plan.

Additional Funding Sources

The following summarizes additional funding sources that are included in the following tables:

General Obligation Bonds: General obligation bonds issued by local governments are secured by a pledge of the taxing district’s property tax authority. General obligation bonds have been the traditional form of financing for capital projects such as land acquisition, park development, and transportation projects that are owned and operated by government. There are two basic kinds of general obligation bonds: First, limited tax general obligation bonds (also called LTGO bonds, councilmanic bonds or non-voted debt) which may be issued by a vote of the legislative body. The other type, unlimited tax general obligation bonds (UTGO bonds or voted debt), must be approved by voters.

Interlocal Agreements and Partnerships: Partnerships and interlocals are important to Connell. Partnering with other local jurisdictions and local agencies (with and without financial agreements or components) ensure that projects and programs can take place. Some examples include partnerships with the local school district, Franklin County, and Port of Pasco.

Impact Fees: Impact fees are one-time charges assessed by local governments against a new development project to help pay for new or expanded public facilities that will directly address the increased demand created by that development. Impact fees may only be used for capital facilities that are reasonably related to the new development, will directly benefit the new development, and will also serve the community at large (in other words, impact fees may not be used to pay for private facilities that solely benefit the development). At this time, Connell does not collect any impact fees.

Greater Connell Visitor Center

The Visitor Center will be located in the abandoned railway property on Columbia Ave, between East Ash and East Birch. The center will provide; a meeting room, bathrooms, visitor center, and a small office area. An electric vehicle charging station was constructed at this site. Eventually a walking/bike path will connect the visitor center to the Heritage Park on one end and the Pioneer park on the other (timing and budget TBD).

Funding Sources:

Port of Pasco (grant)	\$325,000
Klindoworth Family (land donation)	\$88,000 (Approx. donated value)
City Land Purchase & Utilities	\$40,000

Funding Uses:

Land acquisition	\$108,000
Building construction	\$325,000
Furnishings, landscaping, etc	\$35,000
Misc.	\$5,000

Total project cost: \$473,000 (approximate)

Target Completion Date: Fall 2020

North Columbia Ave Water & Sewer Replacement Project

The city will install a new sewer main and replace the water main from N. Columbia Industrial to N. Chelan

Funding Sources:

City of Connell	\$560,000
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Funding Uses:

Construction	\$505,000
Design Engineering	\$45,000
Construction Engineering	\$10,000

Total project cost: \$560,000

Target Completion Date: June 2018

South Side Water Mains Improvements

This project is listed as a 2018 Strategic Project in the region's Comprehensive Economic Development Strategy (CEDS) document.

The lines serving Lamb Weston will be improved.

Funding Sources:

City of Connell	\$340,000
TBD (funding gap)	

Total Project cost: \$1,363,000

Target Completion Date: Undetermined

Country Estates sewer project

Country Estates is a development near Stiker Park, where grinder pumps and old sewer lines will be removed, and replace or retrofitted by a new lift station and a new gravity station to treat the sewer.

Funding Sources:

Washington State
Public Works Board Loan: \$1,200,000

Raceway water line

Approximately 5,200 feet of water line will need to be extended for the proposed raceway property to be developed with city services.

Funding Sources:

Developer 100%

Total Project cost: To be determined

Target Completion Date: Undetermined at this time

Fire Department Capital Improvement/Equipment Replacement Schedule

<i>Item</i>	<i>2019 -2023</i>	<i>2024-2028</i>	<i>2029-2033</i>	<i>2034-2038</i>
Vehicles				
Command 201 (Replace 2020, again in 2035)	\$15,000	\$0	\$0	\$15,000
Engine - 2011 (Replace 2025)	\$0	\$300,000	\$0	\$0
Ladder - 2021 (Replace 2035)(Used)	\$0	\$0	\$0	\$300,000
Small Tools & Equipment				
Personal Protective Equipment	\$40,000	\$40,000	\$40,000	\$40,000
SCBA's and Air Bottles	\$18,000	\$6,000	\$6,000	\$18,000
Portable Radios	\$0	\$5,000	\$0	\$5,000
Fire Hose	\$15,000	\$15,000	\$0	\$15,000
Hand Tools, Both apparatus	\$2,000	\$3,000	\$4,000	\$3,000
Infrared Camera	\$0	\$10,000	\$0	\$0
Gas Meters	\$0	\$3,000	\$0	\$6,000
TOTAL (2017 DOLLARS)	\$90,000	\$382,000	\$50,000	\$402,000

Police Department Capital Improvement / Equipment Replacement Schedule

<i>Item</i>	<i>2019-2023</i>	<i>2024-2028</i>	<i>2029-2033</i>	<i>2034-2038</i>
Vehicles				
Patrol Vehicle #1 (Vehicle, Emergency Equip, MDT)	\$40,000	\$45,000	\$50,000	
Patrol Vehicle #2 (Vehicle, Emergency Equip, MDT)	\$40,000	\$45,000		\$50,000
Patrol Vehicle #3 (Vehicle, Emergency Equip, MDT)	\$40,000	\$45,000		\$50,000
Patrol Vehicle #4 (Vehicle, Emergency Equip, MDT)	\$45,000		\$45,000	\$50,000
Patrol Vehicle #5 (Vehicle, Emergency Equip, MDT)	\$45,000		\$45,000	\$50,000
Patrol Vehicle #6 (Vehicle, Emergency Equip, MDT)		\$45,000	\$45,000	\$50,000
Patrol Vehicle #7 (Vehicle, Emergency Equip, MDT)		\$45,000	\$45,000	
Small Tools & Equipment				
Firearms			\$15,000	
Misc. Equipment	\$5,000	\$5,000	\$5,000	\$5,000
Portable Radios			\$50,000	
Total (2018 Dollars)	\$215,000	\$230,000	\$300,000	\$225,000

Public Works (Streets) Capital Improvement / Equipment Replacement Schedule

<i>Item</i>	<i>2019-2023</i>	<i>2024-2028</i>	<i>2029-2033</i>	<i>2034-2038</i>
Vehicles				
2002 F-350 Super Cab (33%)				
2019 F-250 (33%)		\$7,000	\$7,000	
2019 F-250 (33%)		\$7,000	\$7,000	
2019 F-250 (33%)		\$8,000	\$8,000	
2009 F-250 (33%)	\$7,000	\$7,000		
2012 F-250 (33%)	\$7,000	\$7,000		
2013 Ford Explorer (33%)		\$7,000	\$7,000	
2014 Chev 3/4 ton (33%)		\$7,500	\$7,500	
2000 Chev 6500 Dump Truck (33%)			\$14,000	
Heavy Equipment				
2017 JD 310 Backhoe (33%)			\$40,000	
2014 JD Mini Excavator (33%)		\$10,000	\$30,000	
2007 Sterling Water Truck		\$20,000	\$10,000	
Street Sweeper (a year)		\$10,000	\$20,000	
Additional Items				
Utility Trailer (33%)		\$10,000		
Air Compressor and Jack Hammer (33%)	\$8,000			\$10,000
Misc. Tools and Equipment	\$5,000	\$5,000	\$5,000	\$5,000
Pavement Marking	\$75,000	\$75,000	\$75,000	\$75,000
Street Sealcoating	\$375,000	\$375,000	\$375,000	\$375,000
TOTAL (2018 DOLLARS)	\$477,000	\$545,500	\$605,500	\$475,000

Public Works (Water) Capital Improvement / Equipment Replacement Schedule

<i>Item</i>	<i>2019-2023</i>	<i>2024-2028</i>	<i>2029-2033</i>	<i>2034-2038</i>
Well Equipment Replacement				
Well No. 3				
Well No. 4		\$15,000		
Well No. 5				\$15,000
Well No. 6				
Well No. 8			\$20,000	
Well No. 9	\$50,000			\$20,000
Well No. 10		\$20,000		
Vehicles				
2002 F-350 (33%)				
2019 F-250 (33%)		\$7,000	\$7,000	
2019 F-250 (33%)		\$7,000	\$7,000	
2019 F-250 (33%)		\$8,000	\$8,000	
2009 F-250 (33%)	\$7,000	\$7,000		
2012 F-250 (33%)	\$7,000	\$7,000		
2013 Ford Explorer (33%)		\$7,000	\$7,000	
2014 Chev 3/4 ton (33%)		\$7,500	\$7,500	

2000 Chev 6500 Dump Truck (33%)			\$14,000	
Additional Items				
2017 JD 310 Backhoe (33%)			\$40,000	
2014 JD Mini Excavator (33%)			\$30,000	
Air Compressor and Jack Hammer (33%)	\$8,000			\$10,000
Utility Trailer (33%)		\$10,000		
Misc. Tools and Equipment	\$5,000	\$5,000	\$5,000	\$5,000
0.5 MG Reservoir Recoating			\$30,000	
3.0 MG Reservoir Roofing Replacement	\$85,000			
3.0 MG Reservoir Recoating			\$50,000	
Pumphouse, Wells 9 & 10	\$30,000			
Wellhouse Replacement, Wells 4 & 6		\$40,000		
Waterline Replacement, 3,000 LF/Period @\$65/LF	\$195,000	\$195,000	\$195,000	\$195,000
TOTAL (2018 DOLLARS)	\$387,000	\$335,500	\$420,500	\$245,000

Public Works (Waste Water) Capital Improvement / Equipment Replacement Schedule

<i>Item</i>	<i>2019-2023</i>	<i>2024-2028</i>	<i>2029-2033</i>	<i>2034-2038</i>
Vehicles				
2002 F-350 Super Cab (33%)				
2019 F-250 (33%)		\$7,000	\$7,000	
2019 F-250 (33%)		\$7,000	\$7,000	
2019 F-250 (33%)		\$8,000	\$8,000	
2009 F-250 (33%)	\$7,000	\$7,000		
2012 F-250 (33%)	\$7,000	\$7,000		
2013 Ford Explorer (33%)		\$7,000	\$7,000	
2014 Chev 3/4 ton (33%)		\$7,500	\$7,500	
2000 Chev 6500 Dump Truck (33%)			\$14,000	
Heavy Equipment				
2017 JD 310 Backhoe (33%)			\$40,000	
2014 JD Mini Excavator (33%)			\$30,000	
Additional Items				
Utility Trailer (33%)		\$10,000		
Air Compressor and Jack Hammer (33%)	\$8,000			\$10,000
Misc. Tools and Equipment	\$5,000	\$5,000	\$5,000	\$5,000
Equipment Repair/Replacement	\$50,000	\$50,000	\$50,000	\$50,000
TOTAL (2018 DOLLARS)	\$77,000	\$115,500	\$175,500	\$65,000

Parks and Recreation

The city's most recent Capital Improvement Plan (financial plan) for parkland development and improvements is included on the final page of the Parks & Recreation Comprehensive Plan (Appendix E to this document), and covers a twenty-year period from 2011 through 2031.

Appendix B

Franklin County's County-Wide Planning Policies

Per Board of County Commissioners' Resolution 2019-312 (October 22, 2019).

I. Policies to Implement RCW 36.70A.020

1. The Comprehensive Plans of Franklin County and each of its cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following:
 - A. **Urban Growth:** Encourage development in urban areas where adequate public facilities exist or can be provided in a cost efficient manner.
 - B. **Reduce Sprawl:** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
 - C. **Transportation:** Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with the comprehensive plans of Franklin County, the Cities of Pasco, Mesa, Connell and Kahlotus, the Washington Department of Transportation (WSDOT), and the Benton-Franklin Council of Governments.
 - D. **Housing:** Encourage the availability of affordable housing to all economic segments of the Franklin County population and promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
 - E. **Economic Development:** Encourage economic development consistent with the adopted comprehensive plans. Promote economic opportunity for all residents of the county, especially for unemployed and for disadvantaged persons and encourage growth in areas experiencing insufficient economic growth.
 - F. **Property Rights:** Private property rights shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
 - G. **Permits:** Applications for permits should be processed in a timely and fair manner to ensure predictability, and through a process which provides for integrated and consolidated review.
 - H. **Natural Resource Industries:** Maintain and enhance natural resource based industries including: productive agriculture (cultivation and grazing), fisheries and mineral industries. Encourage the improvement of productive agricultural lands and discourage incompatible uses.
 - I. **Open Space and Recreation:** Encourage the retention of Retain useful open space and enhance development of recreational opportunities, conserve critical fish and wildlife habitat, increase public access to natural resource lands and water, and develop parks and recreation facilities.
 - J. **Environment:** Protect the environment and enhance the region's high quality of life, including air and water quality, and the availability of water for all uses, including potable domestic requirements.

- K. **Citizen Participation and Coordination:** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- L. **Public Facilities and Services:** Ensure that those public facilities and services necessary to support development shall be adequate to serve development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- M. **Historic Preservation:** Identify and encourage the preservation of land sites and structures that have historical or archaeological significance.

II. Policies to Implement RCW 36.70A.110 relating to the establishment of Urban Growth Areas

1. Each city within Franklin County is included within a designated urban growth area (UGA).
2. Designated UGAs should include an amount of undeveloped area to adequately accommodate forecasted growth and development for the next 20 years. The size of the UGA should reflect the Comprehensive Plans of each municipality which identifies the amount of land needed to accommodate community and essential public facilities, housing, commercial and industrial activities, and enough land to prevent inflation of land costs due to market fluctuations and limited land supplies. Further, the size of UGAs should consider the provision of open space, locations for parks and recreation, and protection of Critical Areas as well as natural barriers to development.
3. Designated urban growth areas should include those portions of the county already characterized by urban growth and having existing public infrastructure, public facilities and service capacities to serve existing and future growth.
4. Designated urban growth areas should include those areas that are within the recognized utility service areas of each city.
5. The size of urban growth areas will vary due to regional settings and should be adequate to promote-viable economic development strategies, promote choices in housing accommodations and ensure adequate lands are available for associated open spaces and public purposes.
6. Population projections used for designating urban growth areas will be based upon information provided by the Office of Financial Management (OFM). Use of the "mid" series as provided by OFM is preferred, but the Counties and Cities may determine to use different estimates ("high" or low") based on coordination and mutual agreement. A period of twenty years is the typical planning period.
7. The County shall, in consultation with the cities, propose a population allocation for the purposes of updating Comprehensive Plan documents, based upon the most recent ratio of population distribution as provided by the published OFM intercensal population estimates. The combined population figures for each municipality and the County must total the State's population forecast for Franklin County. The allocation shall be reconsidered during the periodic review required by RCW 36.70A.130. The County, in consultation with the Cities, may review growth projections and allocations between update cycles when circumstances have changed, (for example, actual growth rates or permitting varies from the predicted patterns, or when OFM provides a new set of projections for GMA planning).

8. Municipalities should limit the extension of water and sewer service to area within each jurisdiction's urban growth area.
9. Final development approval will continue to reside with the County for areas outside of City limits.
10. Applications for amendments or changes to the UGA may only be submitted by the County or a municipality within the County in even-numbered years prior to the deadline established for the year's docketing process (with intervals coinciding with the required periodic update of the comprehensive plan). When a city or the county proposes to alter a UGA, it is the responsibility of the proponent to provide confirmation (through studies, reports, and adopted plans) that all of the requirements above have been met, as well as provide a land capacity analysis (guided by WAC 365-196-325) , and SEPA documentation.
11. Within Urban Growth Areas, urban uses shall be concentrated in and adjacent to existing urban services, or where they are shown on a Capital Improvement Plan to be available within six years.
12. The extension of a UGA into an area of Agricultural Lands of Long-Term Commercial Significance (or any Resource lands) is not allowed. Lands with no existing commercial agriculture use or production should be considered for UGA expansion prior to the addition of lands with existing commercial agriculture. However, the availability of water rights may also factor into the selection of lands to be included into UGAs, and the availability of water rights shall be factored in for consideration of approval.
13. When requesting UGA expansions, Cities shall demonstrate the ability for in-fill development to occur in existing low-density areas within the City's UGA to avoid leap-frog development patterns.
14. All policies within each jurisdiction's and Franklin County's Comprehensive Plans shall be modified to be consistent with adopted Countywide Policies.

III. Policies for promotion of contiguous and orderly development and the provision of urban services to such development [RCW 36.70A.210 (3)b]

15. Joint county/city standards shall be established for development within each individual urban growth boundary, but beyond corporate limits of cities. It is in the public interest that joint standards be developed to preclude the creation of development patterns without municipal utilities and substandard infrastructure and property division that would burden the public with unnecessary costs to correct or compromise the ability of the UGA to accommodate the municipality's 20-year population forecast. These standards should include:
 - A. Street locations, both major and secondary;
 - B. Street right-of-way widths;
 - C. Street improvement widths;
 - D. Street improvement standards;
 - E. Lots and blocks including special lot reservation system when public sewer concurrency cannot be provided;
 - F. Curbs and gutters;
 - G. Sidewalks for secondary streets;

- H. Road construction standards;
- I. Cul-de-sac, location and dimensions;
- J. Storm drainage facilities, quantity, quality and discharge locations;
- K. Street lights, conduit, fixtures, locations;
- L. Sewer, septic regulations, private sewer, dry sewer facilities;
- M. Water, pipe sizes, locations, fire flows, uniform codes;
- N. All building requirements;
- O. Subdivision and platting requirements including density, parks and open space;
- P. Collection and use of development impact fees as appropriate;
- Q. Mobile home and manufactured home regulations as appropriate;
- R. Zoning standards;

16. The availability of the full range of urban governmental services will be subject to the annexation policies of the adjacent municipality.

The timing of utility extensions into the urban growth area should be consistent with the adopted comprehensive plan and capital facilities plan of the adjacent municipality.

IV. Policies for siting public facilities of a county-wide or state-wide nature, including transportation facilities of a statewide significance as defined in RCW 47.06.140 [RCW 36.70A.210(3)c]

17. When an appropriate issue arises, the county and cities within, along with participation from the public, shall cooperate in a process to site essential public facilities of regional and statewide importance. The objective of the process shall be to ensure that such facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the region or county.
18. No local comprehensive plan or development regulations will preclude the siting of essential public facilities, but standards may be generated to ensure that reasonable compatibility with other land uses can be achieved.

V. Policies for county-wide transportation facilities and strategies [RCW 36.70A.210(3)d]

19. Maintain active county-city participation in the Benton Franklin Council of Governments in order to facilitate city, county, and state coordination in planning regional transportation facilities and infrastructure improvements to serve essential public facilities including Port District facilities and properties.
20. Comprehensive plans shall include, where applicable, the master plans of identified major transportation facilities such as airports, railroads, major freight terminals, and public transit and policies to ensure that they are reasonably accommodated and compatible with future surrounding land uses, in order to ensure the protection of regional transportation assets.

VI. Policies that consider the need for affordable housing for all economic segments of the population and parameters for its distribution [RCW 36.70A.210(3)e]

21. The housing element of each comprehensive plan shall:
 - A. Address the manner and the extent that demand from all segments of the housing market will be met.
 - B. Assess the ability to provide sufficient land, infrastructure and services to each housing segment including but not limited to, government assisted housing for low income families, manufactured housing, multi-family housing, migrant agricultural worker housing, and group homes. All segments of the housing market must be accommodated in appropriate numbers.
22. Individual plans should encourage regeneration of existing housing inventories.
23. To the extent possible each plan should promote the construction of affordable housing, particularly for low and moderate income segments of the population.
24. Consideration should be given to the provision of diversity in housing types to accommodate elderly, physically challenged, mentally impaired, and the special needs of the population, i.e. congregate care facilities.
25. Comprehensive plans shall consider the effects of public improvement development costs on housing, including impact fees. Allowance for exemption from impact fees for projects, which enhance housing for low and moderate income householders, should be considered.
26. Each community is encouraged to provide its fair share of housing affordable to low and moderate income households by promoting a balanced mix of diverse housing types.
27. Consideration should be given to implementing innovative regulatory strategies, which provide incentives for developers to provide housing affordable to low and moderate income households in order to avoid socioeconomic segregation.

VII. Policies for joint county and city planning within urban growth areas [RCW 36.70A.210(3)f]

28. City and county planning efforts will be coordinated within urban growth areas.
29. The county and each city shall jointly develop and implement development, land division and building standards, and coordinate permit procedures for the review and permitting of new subdivisions within Urban Growth Areas.

VIII. Policies for county-wide economic development and employment [RCW 36.70A.210(3)g]

30. The comprehensive plan of the county and each city shall promote employment and economic opportunity for all citizens.
31. The County and all municipalities will participate in creating a County-wide economic strategy.
32. The provision of utilities and other supporting urban governmental services to commercial and industrial areas should be coordinated and assigned a high priority by utility purveyors and service providers.

IX. Policies for the analysis of fiscal impacts [RCW 36.70A.210(3)h]

33. Construction design and placement standards for roads, intersections and streets (with provisions for storm water conveyance), sewer, water and lighting infrastructure, should be determined based upon an analysis which identifies the most appropriate public expenditure over extended periods of time. Utilities should be incorporated into such analysis.
34. If communities consider the imposition of impact fees said fees should be established on the basis of identifiable development impacts.
35. Capital Improvement Plans and Land Use Plans shall include fiscal analyses which identify the most cost effective uses of regional and local public services.
36. Support the development of public schools in areas where utilities are present or can be extended, is financially supportable at urban densities, where the extension of public infrastructure will protect health and safety, and the school locations are consistent with the analysis recommended by WAC 365-196-425(3)(b).

Appendix C

2020-2025 Transportation Project List (TIP)

(per Resolution 2019-03)

Project	Start Year (initial phase)	Project Cost
<p>Street Preservation Program (overlays, seals, etc.)</p> <p>A Pavement Preservation program consists primarily of three components: preventive maintenance, minor rehabilitation (nonstructural), and some routine maintenance activities. The program benefits the city by enhancing pavement performance, ensuring cost-effectiveness, extending pavement life, reducing user delays, and providing improved safety and mobility.</p>	2020	\$35,000
<p>W. Clark Street chip seal – <i>Columbia Ave. to SR 260</i></p> <p>W. Clark Street is in need of an asphaltic surface treatment commonly known as Chip Seal (Bituminous Surface Treatment) which keeps water from penetrating the road structure on paved surfaces, fills in cracks, etc. This is commonly used in areas with lower levels of traffic volumes, and is cost-effective.</p>	2022	\$250,000
<p>E. Clark Street reconstruction, drainage curbs, gutters and sidewalk (both sides) – <i>Columbia Ave to Ford Ave</i></p> <p>The addition of new drainage facilities, curbs, gutters and sidewalks on E. Clark Street addresses environmental and non-motorized transportation needs. The road is also in need of reconstruction.</p>	2020	\$1,800,000
<p>S. 5th Street reconstruction, drainage, curbs and gutters - <i>Hawthorne to Juniper</i></p> <p>The addition of new drainage facilities, curbs, gutters and sidewalks on S. 5th Street addresses environmental and non-motorized transportation needs. The road is also in need of reconstruction.</p>	2020	\$750,000
<p>Connell Rail Interchange: Relocate current switch yard to new location, improving mobility and access – <i>MP 110.45 to MP 112.55</i></p> <p>See the Economic Development Element of this plan for more details on how this project addresses specific needs in the City and Region.</p>	2020	\$24,100,000
<p>Old Railroad ROW path, east side: Construction of a pedestrian / bicycle path – <i>Columbia Ave to Chelan Ave</i></p> <p>The construction of a pedestrian and bicycle path will provide connectivity for non-motorized transportation and further the city's "Complete Street" objectives.</p>	2020	\$200,000
<p>Hawthorne Street reconstruction, curbs, gutters and sidewalk (one side) – <i>S. Columbia Ave to S 5th Street</i></p>	2021	\$800,000

Hawthorne Street needs to be reconstructed as the useful life of the present facility is near the end. Additionally, the addition of new drainage facilities, curbs, gutters and sidewalks will address environmental and non-motorized transportation needs.		
Ford Ave. Bike Path Extension: construction and extension of pedestrian / bicycle path – <i>Clark Street to N. Columbia Ave</i> The construction of a pedestrian and bicycle path will provide connectivity for non-motorized transportation and further the city’s “Complete Street” objectives.	2021	\$350,000
Old Railroad ROW path: construction of pedestrian/ bicycle path – <i>East Side, Columbia Ave to Chelan Ave.</i> The construction of a pedestrian and bicycle path will provide connectivity for non-motorized transportation and further the city’s “Complete Street” objectives.	2022	\$200,000
Old Railroad ROW path: construction of pedestrian/ bicycle path – <i>West Side, Columbia Ave to Adams St.</i> The construction of a pedestrian and bicycle path will provide connectivity for non-motorized transportation and further the city’s “Complete Street” objectives.	2022	\$100,000
South Sixth Street Extension: new construction of road and bridge over railway and the Esquatzel Coulee – <i>Clark Street to Elm Street</i> The S. Sixth Street Extension will connect two parts of the city that are not currently directly accessible to one another. This project will reduce the vehicle miles traveled in the city, connect existing transportation networks, and improve non-motorized transportation options in the City.	2022	\$3,500,000
Old Town Re-Construction – Phase 1: N 3rd, 4th, 5th & Franklin: Reconstruct, drainage, curbs, gutters, and sidewalk (one side) – <i>100 Block of North 3rd to 200 Block of N. 5th</i> The addition of new drainage facilities, curbs, gutters and sidewalks in the “Old Town – Phase 1” area addresses environmental and non-motorized transportation needs. The roads are also in need of reconstruction.	2021	\$1,300,000
Old Town Re-Construction – Phase 2: N 3rd, 4th, 5th & Borah: Reconstruct, drainage, curbs, gutters, and sidewalk (one side) – <i>200 North 3rd to 300 N. 5th</i> The addition of new drainage facilities, curbs, gutters and sidewalks in the “Old Town – Phase 2” area addresses environmental and non-motorized transportation needs. The roads are also in need of reconstruction.	2023	\$1,800,000
S. Burke (600 Block) reconstruction with drainage, curbs, gutters and sidewalk (one side) – <i>Fir Street to Elm Street</i> The addition of new drainage facilities, curbs, gutters and sidewalks on the 600 block of South Burke addresses environmental and non-motorized transportation needs. The road is also in need of reconstruction.	2022	\$420,000
N. Burke Ave Reconstruction: reconstruction, curbs, gutters, sidewalk (one side) - <i>E. Adams St. to E. Franklin St.</i> The addition of new drainage facilities, curbs, gutters and sidewalks on the	2024	\$250,000

portion of North Burke from E. Adams St. to E. Franklin St. addresses environmental and non-motorized transportation needs. The road is also in need of reconstruction.		
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For additional information and funding details, see the adopting resolution.

Appendix J

Street Inventory

Source: City of Connell - 2016 TIB Small City Street Inventory Segment Data

<i>Street</i>	<i>Termini</i>	<i>Segment Length</i>	<i>Travel Lanes</i>	<i>Pavement Width</i>	<i>Roadway Surface</i>	<i>PCR Score</i>	<i>Rating Status</i>
11TH AVE N	CLARK PL W to DAVIS ST W	0.05	2	40	ACP	90	Good
11TH AVE N	CLARK ST W to CLARK PL W	0.03	2	40	ACP	90	Good
11TH AVE N	DAVIS ST W to EDISON ST W	0.05	2	40	ACP	90	Good
11TH AVE N	EDISON ST W to FULTON ST W	0.05	2	40	ACP	90	Good
11TH AVE N	FULTON ST W to GRANT ST W	0.05	2	40	ACP	90	Good
11TH AVE N	GRANT ST W to NORTH END	0.03	2	40	ACP	90	Good
1ST AVE S	ELM ST to FIR ST	0.1	2	34	ACP	64	Fair
1ST AVE S	FIR ST to GUM ST	0.1	2	34	ACP	64	Fair
2ND AVE N	ADAMS ST to FRANKLIN ST	0.06	1	12	Gravel	0	Not Rated
2ND AVE N	BORAH ST to ADAMS ST	0.06	1	10	Gravel	0	Not Rated
2ND AVE N	CLARK ST to BORAH ST	0.06	1	10	Gravel	0	Not Rated
2ND AVE N	DAVIS ST to CLARK ST	0.06	1	8	Gravel	0	Not Rated
2ND AVE S	ELM ST to FIR ST	0.1	2	34	ACP	64	Fair
2ND AVE S	FIR ST to GUM ST	0.1	2	34	ACP	64	Fair
3RD AVE N	2ND AVE to FRANKLIN ST	0.04	2	20	ACP	90	Good
3RD AVE N	BORAH ST to ADAMS ST	0.06	2	20	ACP	81	Good
3RD AVE N	CLARK ST to BORAH ST	0.06	2	20	ACP	64	Fair
3RD AVE N	DAVIS ST to END OF RD S	0.06	2	30	ACP	90	Good
3RD AVE N	END OF RD N to DAVIS ST	0.06	2	30	ACP	90	Good
3RD AVE S	ELM ST to FIR ST	0.1	2	34	ACP	68	Fair
3RD AVE S	FIR ST to GUM ST	0.1	2	34	ACP	64	Fair
4TH AVE N	ADAMS ST to FRANKLIN ST	0.06	2	27	ACP	52	Fair
4TH AVE N	BORAH ST to ADAMS ST	0.06	2	27	ACP	64	Fair
4TH AVE N	CLARK ST to BORAH ST	0.06	2	27	ACP	64	Fair
4TH AVE N	DAVIS ST to CLARK ST	0.06	2	29	ACP	86	Good
4TH AVE N	END OF RD to DAVIS ST	0.06	2	29	ACP	81	Good
4TH AVE N	FRANKLIN ST to END OF RD	0.02	2	27	ACP	44	Poor
4TH AVE S	ELM ST to FIR ST	0.1	2	34	ACP	64	Fair

<i>Street</i>	<i>Termini</i>	<i>Segment Length</i>	<i>Travel Lanes</i>	<i>Pavement Width</i>	<i>Roadway Surface</i>	<i>PCR Score</i>	<i>Rating Status</i>
4TH AVE S	FIR ST to GUM ST	0.1	2	34	ACP	52	Fair
5TH AVE N	ACP to DAVIS ST	0.06	2	29	ACP	81	Good
5TH AVE N	ADAMS ST to FRANKLIN ST	0.06	2	26	ACP	77	Good
5TH AVE N	BORAH ST to ADAMS ST	0.06	2	26	ACP	68	Fair
5TH AVE N	CLARK ST to BORAH ST	0.06	2	26	ACP	44	Poor
5TH AVE N	DAVIS ST to CLARK ST	0.06	2	29	ACP	81	Good
5TH AVE N	FRANKLIN ST to END OF RD	0.02	1	12	Gravel	0	Not Rated
5TH AVE N	NORTH C/L to ACP	0.11	1	10	Gravel	0	Not Rated
5TH AVE S	ELM ST to FIR ST	0.1	2	34	ACP	64	Fair
5TH AVE S	FIR ST to END OR RD	0.1	2	34	ACP	64	Fair
5TH AVE S	HAWTHORN ST to JUNIPER ST	0.19	2	24	ACP	52	Fair
6TH AVE S	ELM PL W to FIR PL W	0.06	2	40	ACP	77	Good
6TH AVE S	ELM ST W to ELM PL W	0.03	2	40	ACP	77	Good
6TH AVE S	FIR PL W to FIR ST W	0.03	2	40	ACP	81	Good
ADAMS ST E	ALMIRA AVE to BURKE AVE	0.06	2	63	ACP	68	Fair
ADAMS ST E	BURKE AVE to CHELAN MAT	0.04	2	20	ACP	90	Good
ADAMS ST E	COLUMBIA AVE to ALMIRA AVE	0.06	2	63	ACP	63	Fair
ADAMS ST W	2ND AVE to COLUMBIA AVE	0.11	2	28	ACP	95	Excellent
ADAMS ST W	3RD AVE to 2ND AVE	0.06	2	30	ACP	100	Excellent
ADAMS ST W	4TH AVE to 3RD AVE	0.06	2	30	ACP	95	Excellent
ADAMS ST W	5TH AVE to 4TH AVE	0.06	2	30	ACP	95	Excellent
ADAMS ST W	SCHOOL to 5TH AVE	0.09	2	30	ACP	95	Excellent
AIRPORT LN	NORDHEIM RD to EAST C/L	0.27	2	18	Gravel	0	Not Rated
ALMIRA AVE N	ACP to COLUMBIA AVE	0.05	2	20	ACP	81	Good
ALMIRA AVE N	ADAMS ST to FRANKLIN ST	0.07	2	63	ACP	59	Fair
ALMIRA AVE N	BORAH ST to ADAMS ST	0.07	2	63	ACP	68	Fair
ALMIRA AVE N	CLARK ST to BORAH ST	0.07	2	63	ACP	77	Good
ALMIRA AVE N	COLUMBIA AVE to DAVIS ST	0.02	2	40	ACP	77	Good
ALMIRA AVE N	DAVIS ST to CLARK ST	0.08	2	40	ACP	68	Fair
ALMIRA AVE N	FULTON ST to ACP	0.05	1	10	Gravel	0	Not Rated
ALMIRA AVE S	ASH ST to END OF RD S	0.03	2	38	ACP	81	Good
ALMIRA AVE S	BIRCH ST to CEDAR ST	0.04	2	40	ACP	72	Good
ALMIRA AVE S	CEDAR ST to DATE ST	0.06	2	40	ACP	72	Good
ALMIRA AVE S	DATE ST to ELM ST	0.04	2	40	ACP	72	Good
ALMIRA AVE S	END OF RD N to ASH ST	0.03	2	38	ACP	81	Good

<i>Street</i>	<i>Termini</i>	<i>Segment Length</i>	<i>Travel Lanes</i>	<i>Pavement Width</i>	<i>Roadway Surface</i>	<i>PCR Score</i>	<i>Rating Status</i>
ALMIRA AVE S	FIR to GUM	0.1	2	40	ACP	86	Good
ASH ST E	ALMIRA AVE to BURKE AVE	0.06	2	40	ACP	72	Good
ASH ST E	BURKE AVE to CHELAN AVE	0.06	2	40	ACP	72	Good
ASH ST E	CHELAN AVE to DAYTON AVE	0.06	2	40	ACP	86	Good
ASH ST E	COLUMBIA AVE to ALMIRA AVE	0.06	2	40	ACP	81	Good
ASH ST E	DAYTON AVE to EPHRATA AVE	0.06	2	40	ACP	64	Fair
ASH ST E	EPHRATA AVE to FORD AVE	0.11	2	40	ACP	72	Good
ASH ST W	GRAVEL to COLUMBIA AVE	0.01	2	40	ACP	86	Good
BEECH PL E	BEECH ST to FORD AVE	0.1	2	40	ACP	81	Good
BEECH ST E	BEECH PL to FORD AVE	0.05	2	40	ACP	72	Good
BEECH ST E	EPHRATA AVE to BEECH PL	0.05	2	40	ACP	72	Good
BIRCH ST	ALMIRA AVE to BURKE AVE	0.07	2	52	ACP	52	Fair
BIRCH ST	BURKE AVE to CHELAN AVE	0.08	2	52	ACP	52	Fair
BIRCH ST	CHELAN AVE to END OF RD	0.06	2	52	ACP	52	Fair
BIRCH ST	COLUMBIA AVE to ALMIRA AVE	0.07	2	52	ACP	52	Fair
BORAH ST E	ALMIRA AVE to BURKE AVE	0.06	2	40	ACP	77	Good
BORAH ST E	BURKE AVE to END OF RD	0.06	2	40	ACP	77	Good
BORAH ST E	COLUMBIA AVE to ALMIRA AVE	0.06	2	65	ACP	68	Fair
BORAH ST W	3RD AVE to 2ND AVE	0.06	2	20	ACP	80	Good
BORAH ST W	4TH AVE to 3RD AVE	0.06	2	24	ACP	72	Good
BORAH ST W	5TH AVE to 4TH AVE	0.06	2	24	ACP	90	Good
BORAH ST W	END OF RD to COLUMBIA AVE	0.03	2	65	ACP	81	Good
BURKE AVE N	ADAMS ST to FRANKLIN ST	0.08	1	10	Gravel	0	Not Rated
BURKE AVE N	BORAH ST to ADAMS ST	0.08	2	40	ACP	63	Fair
BURKE AVE N	CLARK ST to BORAH ST	0.08	2	40	ACP	63	Fair
BURKE AVE N	DAVIS ST to CLARK ST	0.08	2	40	ACP	68	Fair
BURKE AVE S	ASH ST to END OF RD	0.05	2	40	ACP	72	Good
BURKE AVE S	BIRCH ST to CEDAR ST	0.02	2	40	ACP	72	Good
BURKE AVE S	CEDAR ST to DATE ST	0.06	2	40	ACP	68	Fair
BURKE AVE S	DATE ST to ELM ST	0.04	2	40	ACP	63	Fair
BURKE AVE S	ELM ST to FIR ST	0.1	2	40	ACP	63	Fair
BURKE AVE S	FIR ST to GUM ST	0.1	2	40	ACP	90	Good
BURKE AVE S	FRANKLIN ST to ASH ST	0.05	2	40	ACP	63	Fair
BURKE AVE S	HAWTHORN ST to END OF RD	0.04	2	40	ACP	86	Good
CEDAR ST E	ALIMRA AVE to BURKE AVE	0.06	2	40	ACP	68	Fair

<i>Street</i>	<i>Termini</i>	<i>Segment Length</i>	<i>Travel Lanes</i>	<i>Pavement Width</i>	<i>Roadway Surface</i>	<i>PCR Score</i>	<i>Rating Status</i>
CEDAR ST E	COLUMBIA AVE to ALIMRA AVE	0.06	2	40	ACP	68	Fair
CEDAR ST W	END OF RD to COLUMBIA AVE	0.04	2	40	Gravel	0	Not Rated
CEMETERY RD	CLARK ST W to NORTH C/L	0.5	2	20	ACP	81	Good
CHELAN AVE N	CHURCH to FULTON ST N	0.07	2	51	ACP	90	Good
CHELAN AVE N	COLUMBIA AVE to FULTON ST	0.02	2	40	ACP	77	Good
CHELAN AVE N	DAVIS ST to CLARK ST	0.08	2	40	ACP	81	Good
CHELAN AVE N	EDISON ST to DAVIS ST	0.04	2	36	ACP	72	Good
CHELAN AVE N	END OF RD to CHURCH	0.04	1	9	ACP	32	Poor
CHELAN AVE N	FULTON ST to EDISON ST	0.06	2	40	ACP	77	Good
CHELAN AVE N	FULTON ST N to COLUMBIA AVE	0.02	2	24	ACP	77	Good
CHELAN AVE S	ASH ST to BIRCH ST	0.1	2	40	ACP	72	Good
CHELAN AVE S	FRANKLIN ST to ASH ST	0.05	2	40	ACP	72	Good
CHELAN MAT	ADAMS ST to FRANKLIN ST	0.06	2	40	ACP	52	Fair
CLARK PL N	11TH AVE N to END OF RD W	0.03	2	38	ACP	90	Good
CLARK PL N	DAVIS ST W to 11TH AVE N	0.12	2	38	ACP	90	Good
CLARK ST E	ADAMS ST to DAYTON AVE	0.07	2	50	ACP	72	Good
CLARK ST E	ALMIRA AVE to BURKE AVE	0.06	2	50	ACP	81	Good
CLARK ST E	BURKE AVE to CHELAN AVE	0.09	2	50	ACP	72	Good
CLARK ST E	CHELAN ST to ADAMS ST	0.06	2	50	ACP	72	Good
CLARK ST E	COLUMBIA AVE to ALMIRA AVE	0.06	2	50	ACP	81	Good
CLARK ST E	DAYTON AVE to EPHRATA AVE	0.09	2	50	ACP	72	Good
CLARK ST E	EPHRATA AVE to FORD AVE	0.05	2	59	ACP	81	Good
CLARK ST W	11TH AVE N to 5TH AVE	0.4	2	30	ACP	86	Good
CLARK ST W	2ND AVE N to COLUMBIA AVE	0.09	2	26	ACP	81	Good
CLARK ST W	3RD AVE to 2ND AVE	0.06	2	30	ACP	86	Good
CLARK ST W	4TH AVE to 3RD AVE	0.06	2	30	ACP	86	Good
CLARK ST W	5TH AVE to 4TH AVE	0.06	2	30	ACP	86	Good
CLARK ST W	CEMETERY RD to 11TH AVE N	0.4	2	30	ACP	86	Good
CLARK ST W	SR 260 to CEMETERY RD	0.27	2	26	ACP	72	Good
COLUMBIA AVE	ADAMS ST to FRANKLIN ST	0.06	3	56	ACP	90	Good
COLUMBIA AVE	ALMIRA AVE to ALMIRA AVE	0.06	2	30	ACP	90	Good
COLUMBIA AVE	ALMIRA AVE to COLUMBIA IND AVE	0.06	2	30	ACP	90	Good
COLUMBIA AVE	ASH ST to BIRCH ST	0.06	3	56	ACP	90	Good
COLUMBIA AVE	BIRCH ST to CEDAR ST	0.06	3	56	ACP	90	Good
COLUMBIA AVE	BORAH ST to ADAMS ST	0.06	3	56	ACP	90	Good

<i>Street</i>	<i>Termini</i>	<i>Segment Length</i>	<i>Travel Lanes</i>	<i>Pavement Width</i>	<i>Roadway Surface</i>	<i>PCR Score</i>	<i>Rating Status</i>
COLUMBIA AVE	CEDAR ST to DATE ST	0.06	3	56	ACP	90	Good
COLUMBIA AVE	CHELAN AVE to EPHRATA AVE N	0.42	2	30	ACP	90	Good
COLUMBIA AVE	CHELAN AVE to ALMIRA AVE	0.08	2	30	ACP	90	Good
COLUMBIA AVE	CHELAN AVE to CHELAN AVE	0.06	2	30	ACP	90	Good
COLUMBIA AVE	CLARK ST to BORAH ST	0.06	3	56	ACP	90	Good
COLUMBIA AVE	COLUMBIA IND AVE to CLARK ST	0.04	3	56	ACP	90	Good
COLUMBIA AVE	DATE ST to ELM ST	0.09	3	56	ACP	90	Good
COLUMBIA AVE	EAST C/L to SOUTH C/L	0.14	2	24	ACP	81	Good
COLUMBIA AVE	ELM ST to FIR ST	0.09	3	56	ACP	90	Good
COLUMBIA AVE	EPHRATA AVE N to EAST C/L	0.23	2	30	ACP	90	Good
COLUMBIA AVE	FIR ST to GUM ST	0.09	3	56	ACP	90	Good
COLUMBIA AVE	FRANKLIN ST to ASH ST	0.06	3	56	ACP	90	Good
COLUMBIA AVE	GUM ST W to SR 260	0.01	3	30	ACP	90	Good
COLUMBIA AVE	HAWTHORN ST to JUNIPER ST W	0.13	2	27	ACP	77	Good
COLUMBIA AVE	SR 260 to HAWTHORN ST	0.05	2	27	ACP	77	Good
COLUMBIA IND AVE	ACP to EDISON ST	0.19	2	28	ACP	81	Good
COLUMBIA IND AVE	EDISON ST to COLUMBIA AVE	0.09	2	28	ACP	81	Good
COLUMBIA IND AVE	NORTH C/L to ACP	1.1	2	18	Gravel	0	Not Rated
CURRY RD	NORDHEIM RD to EAST C/L	0.17	2	20	ACP	86	Good
DATE ST E	ALMIRA AVE to BURKE AVE	0.06	2	40	ACP	72	Good
DATE ST E	BURKE AVE to END OF RD	0.04	2	40	ACP	72	Good
DATE ST E	COLUMBIA AVE to ALMIRA AVE	0.06	2	40	ACP	77	Good
DATE ST E	END OF RD to COLUMBIA AVE	0.02	2	40	ACP	90	Good
DAVIS ST E	ALMIRA AVE to BURKE ST	0.07	2	40	ACP	100	Excellent
DAVIS ST E	BURKE ST to END ACP	0.04	2	40	ACP	100	Excellent
DAVIS ST E	CHELAN ST to DAYTON ST	0.09	2	40	ACP	81	Good
DAVIS ST E	DAYTON ST to EPHRATA ST	0.09	2	40	ACP	81	Good
DAVIS ST E	END ACP to CHELAN AVE	0.06	2	36	Gravel	0	Not Rated
DAVIS ST W	11TH AVE N to CLARK PL N	0.07	2	38	ACP	90	Good
DAVIS ST W	3RD AVE N to 2ND AVE N	0.04	2	23	ACP	90	Good
DAVIS ST W	4TH AVE N to 3RD AVE N	0.06	2	23	ACP	81	Good
DAVIS ST W	5TH AVE N to 4TH AVE N	0.06	2	23	ACP	90	Good
DAVIS ST W	END OF RD W to 11TH AVE N	0.03	2	38	ACP	90	Good
DAYTON AVE N	DAVIS ST to CLARK ST	0.08	2	40	ACP	86	Good
DAYTON AVE N	EDISON ST to DAVIS ST	0.05	2	40	ACP	86	Good

<i>Street</i>	<i>Termini</i>	<i>Segment Length</i>	<i>Travel Lanes</i>	<i>Pavement Width</i>	<i>Roadway Surface</i>	<i>PCR Score</i>	<i>Rating Status</i>
DAYTON AVE N	FULTON ST to EDISON ST	0.05	2	40	ACP	81	Good
DAYTON AVE S	ASH ST to END OF RD	0.09	2	40	ACP	64	Fair
DAYTON AVE S	FRANKLIN ST to ASH ST	0.1	2	40	ACP	72	Good
EAGLE CREST	NORDNEIM RD to SR 260	0.28	2	36	ACP	90	Good
EDISON ST E	CHELAN AVE to DAYTON AVE	0.1	2	40	ACP	77	Good
EDISON ST E	COLUMBIA IND AVE to END OF RD	0.06	2	24	Gravel	0	Not Rated
EDISON ST E	DAYTON AVE to EPHRATA AVE	0.1	2	40	ACP	72	Good
EDISON ST W	11TH AVE N to END OF RD E	0.09	2	38	ACP	90	Good
EDISON ST W	END OF RD W to 11TH AVE N	0.03	2	38	ACP	90	Good
ELM PL W	END OF RD to FIR ST W	0.03	2	34	ACP	81	Good
ELM PL W	FIR ST W to 6TH ST S	0.08	2	34	ACP	77	Good
ELM ST E	ALMIRA ST S to BURKE AVE S	0.07	2	40	ACP	59	Fair
ELM ST E	BURKE AVE to END OF RD	0.14	2	40	ACP	81	Good
ELM ST E	COLUMBIA AVE to ALMIRA ST S	0.07	2	40	ACP	86	Good
ELM ST W	1ST AVE S to COLUMBIA AVE	0.07	2	31	ACP	86	Good
ELM ST W	2ND AVE S to 1ST AVE S	0.06	2	31	ACP	86	Good
ELM ST W	3RD AVE S to 2ND AVE S	0.06	2	31	ACP	86	Good
ELM ST W	4TH AVE S to 3RD AVE S	0.06	2	31	ACP	86	Good
ELM ST W	5TH AVE S to 4TH AVE S	0.06	2	31	ACP	86	Good
ELM ST W	6TH AVE S to 5TH AVE S	0.13	2	31	ACP	90	Good
EPHRATA AVE N	CLARK ST to DAVIS ST	0.06	2	40	ACP	81	Good
EPHRATA AVE N	COLUMBIA AVE to PRISON	0.04	2	30	ACP	77	Good
EPHRATA AVE N	EDISON ST to DAVIS ST	0.04	2	40	ACP	81	Good
EPHRATA AVE N	GRAVEL to EDISON ST	0.02	2	40	ACP	72	Good
EPHRATA AVE S	ASH ST to BEECH ST	0.05	2	40	ACP	72	Good
EPHRATA AVE S	BEECH ST to END OF RD	0.06	2	40	ACP	68	Fair
EPHRATA AVE S	FRANKLIN ST to ASH ST	0.05	2	40	ACP	72	Good
FIR PL W	ELM ST W ELM PL W to 6TH ST S	0.12	2	34	ACP	72	Good
FIR ST W	1ST ST S to COLUMBIA AVE	0.07	2	36	ACP	81	Good
FIR ST W	2ND ST S to 1ST ST S	0.06	2	36	ACP	64	Fair
FIR ST W	3RD ST S to 2ND ST S	0.06	2	36	ACP	72	Good
FIR ST W	4TH ST S to 3RD ST S	0.06	2	36	ACP	72	Good
FIR ST W	5TH ST S to 4TH ST S	0.06	2	36	ACP	68	Fair
FIR ST W	6TH ST S to 5TH ST S	0.11	2	36	ACP	64	Fair
FIR ST W	ALMIRA AVE S to BURKE AVE S	0.06	2	36	ACP	86	Good

<i>Street</i>	<i>Termini</i>	<i>Segment Length</i>	<i>Travel Lanes</i>	<i>Pavement Width</i>	<i>Roadway Surface</i>	<i>PCR Score</i>	<i>Rating Status</i>
FIR ST W	BURKE AVE S to END OF RD	0.02	2	36	ACP	86	Good
FIR ST W	COLUMBIA AVE to ALMIRA AVE S	0.07	2	36	ACP	81	Good
FIR ST W	HAWTHORN ST to GUM ST	0.06	2	32	ACP	86	Good
FIR ST W	SR 260 to HAWTHORN ST	0.02	2	32	ACP	52	Fair
FIR ST W	SR 260 to 6TH ST S	0.04	2	30	ACP	64	Fair
FORD AVE N	ACP to ACP SECTION CHANGE	0.49	2	20	Gravel	0	Not Rated
FORD AVE N	ACP SECTION CHANGE to NORTH C/L	0.24	1	10	Gravel	0	Not Rated
FORD AVE N	CLARK ST to END OF RD	0.08	2	32	ACP	53	Fair
FORD AVE N	SOUTH C/L to ACP	0.64	2	20	ACP	90	Good
FORD AVE S	ASH ST to BEECH ST	0.06	2	40	ACP	64	Fair
FORD AVE S	BEECH PL to END OF RD	0.02	2	40	ACP	68	Fair
FORD AVE S	BEECH ST to BEECH PL	0.08	2	40	ACP	68	Fair
FRANKLIN ST E	ALMIRA AVE to BURKE AVE	0.06	2	40	ACP	77	Good
FRANKLIN ST E	BURKE AVE to CHELAN MAT	0.04	2	40	ACP	77	Good
FRANKLIN ST E	CHELAN AVE to DAYTON AVE	0.06	2	40	ACP	68	Fair
FRANKLIN ST E	CHELAN MAT to CHELAN AVE	0.04	2	40	ACP	77	Good
FRANKLIN ST E	COLUMBIA AVE to ALMIRA AVE	0.06	2	65	ACP	68	Fair
FRANKLIN ST E	DAYTON AVE to EPHRATA AVE	0.06	2	40	ACP	63	Fair
FRANKLIN ST E	EPHRATA AVE to END OF RD	0.11	2	40	ACP	63	Fair
FRANKLIN ST W	4TH AVE N to 3RD AVE N	0.06	2	20	ACP	80	Good
FRANKLIN ST W	5TH AVE N to 4TH AVE N	0.06	2	20	ACP	80	Good
FRANKLIN ST W	END OF RD to 5TH AVE N	0.03	2	20	ACP	80	Good
FULTON ST E	ALMIRA AVE to CHELAN AVE	0.06	2	30	Gravel	0	Not Rated
FULTON ST E	CHELAN AVE to DAYTON AVE	0.11	2	40	ACP	81	Good
FULTON ST W	11TH AVE N to END OF RD E	0.09	2	38	ACP	90	Good
FULTON ST W	END OF RD W to 11TH AVE N	0.03	2	38	ACP	90	Good
GRANT ST W	11TH AVE N to END OF RD E	0.09	2	38	ACP	90	Good
GRANT ST W	END OF RD W to 11TH AVE N	0.03	2	38	ACP	90	Good
GUM ST W	1ST ST S to COLUMBIA AVE	0.07	2	31	ACP	48	Poor
GUM ST W	2ND ST S to 1ST ST S	0.06	2	31	ACP	64	Fair
GUM ST W	3RD ST S to 2ND ST S	0.06	2	31	ACP	64	Fair
GUM ST W	4TH AVE S to 3RD ST S	0.06	2	31	ACP	64	Fair
GUM ST W	ALMIRA AVE S to BURKE AVE S	0.06	2	26	ACP	90	Good
GUM ST W	BURKE AVE S to END OF RD	0.02	2	26	ACP	90	Good
GUM ST W	COLUMBIA AVE to ALMIRA AVE S	0.07	2	26	ACP	90	Good

<i>Street</i>	<i>Termini</i>	<i>Segment Length</i>	<i>Travel Lanes</i>	<i>Pavement Width</i>	<i>Roadway Surface</i>	<i>PCR Score</i>	<i>Rating Status</i>
GUM ST W	END OF RD to 4TH AVE S	0.02	2	30	ACP	72	Good
GUM ST W	FIR ST to HAWTHORN ST	0.08	2	28	ACP	77	Good
GUM ST W	GRAVEL to FIR ST	0.09	2	28	ACP	77	Good
HAWTHORNE W	5TH AVE S to COLUMBIA AVE	0.32	2	25	ACP	81	Good
HAWTHORNE W	ACP to FIR ST	0.1	2	25	ACP	48	Poor
HAWTHORNE W	BURKE AVE S to END OF RD	0.04	2	40	ACP	90	Good
HAWTHORNE W	COLUMBIA AVE to BURKE AVE S	0.09	2	40	ACP	90	Good
HAWTHORNE W	FIR ST to GUM ST	0.1	2	25	ACP	72	Good
HAWTHORNE W	GUM ST to 5TH AVE S	0.08	2	25	ACP	81	Good
HAWTHORNE W	WEST C/L to ACP	0.47	2	24	Gravel	0	Not Rated
JUNIPER ST W	5TH AVE S to COLUMBIA AVE	0.32	2	28	ACP	86	Good
JUNIPER ST W	END OR RD to 5TH AVE S	0.11	2	28	ACP	86	Good
NORDHEIM RD	CORNER to AIRPORT LN	0.55	2	22	ACP	44	Poor
NORDHEIM RD	CURRY RD to CORNER	0.55	2	26	ACP	86	Good
NORDHEIM RD	EAGLE CREST to SR 260	0.07	2	27	ACP	81	Good
NORDHEIM RD	SOUTH C/L to EAGLE CREST	0.07	2	27	ACP	90	Good
NORDHEIM RD	SR 260 to CURRY RD	0.31	2	28	ACP	72	Good