

City of Connell

Comprehensive Plan



December 2007

FINAL

City of Connell Comprehensive Plan 2007

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City of Connell**

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**City of Connell
2007 COMPREHENSIVE PLAN UPDATE**

Record of Process & Documents:

1. Local Assistance & Emerging Issues Grants; Department of Community, Trade & Economic Development (CTED), Growth Management; 2007.
2. City-wide Survey notice; April 23, 2007.
3. Preliminary Draft Comprehensive Plan Land Use Map; JD White; April 24, 2007.
4. Call for Amendment Submittals notice; April 26, 2007.
5. Public Participation Program; April 27, 2007.
6. Preliminary Draft Zoning Map; JD White; April 30, 2007.
7. Survey delivery; May 2, 2007.
8. Planning Short Course; hosted by Department of Community, Trade & Economic Development (CTED); May 7, 2007.
9. Survey pick-up; May 9, 2007.
10. Survey results; May 11, 2007.
11. Land Use Capacity Analysis; JD White Project #VAJDW-07-192; April 2007.
12. Land Use Element, Goals & Policies revisions; JD White; April 2007.
13. Planning Commission meeting; May 15, 2007.
14. Public Workshop I notice; May 29, 2007.
15. Planning Commission meeting; June 4, 2007.
16. News article, Franklin County Graphic; June 14, 2007.
17. Public Workshop I; June 20, 2007, including:
 - A. Business Flyer posted
 - B. Displays
 1. Meeting purpose
 2. Plan & Update Fact Sheet
 3. Survey Results
 - C. Meeting program outline
 - D. Presentation talking points
 - E. Revised Draft Comprehensive Plan Land Use Map; JD White.
 - F. Revised Draft Zoning Map; JD White.
18. Planning Commission meeting; July 2, 2007.
19. Revised Draft Zoning Map; July 17, 2007.
20. Draft Maps; Franklin County GIS; August 2, 2007, including:
 - A. Land Use Designations
 - B. Functionally Classified Roads
 - C. Critical Areas

21. Planning Commission meeting; August 6, 2007.
22. Public Workshop II notice; August 13, 2007.
23. Housing Condition Summary; August 17, 2007.
24. Public Workshop II; August 22, 2007, addressing:
 - A. Housing
 - B. Economic Development
 - C. Community Facilities
 - D. Parks & Open Space
 - E. Transportation & Circulation
 - F. Population, including Population Projection to Year 2030.
25. Planning Commission meeting; September 5, 2007.
26. Public Workshop III notice; September 10, 2007.
27. Public Workshop III; September 19, 2007, including:
 - A. Community Facilities
 - B. Parks & Open Space
 - C. Transportation & Circulation
 - D. Employment
 - E. Population
 - F. Natural Areas
 - G. Income
28. Comment letter received; Jim Riddell, Tullamoor; September 19, 2007.
29. Planning Commission meeting; October 1, 2007.
30. **CITY OF CONNELL DRAFT COMPREHENSIVE PLAN**; October 2007.
31. Planning Commission workshop; October 24, 2007.
Note: Records on file of documents listed above.
32. **COMPREHENSIVE PLAN AMENDMENT APPLICATION – BENNETT**
 Reviewed concurrently with 2007 Comprehensive Plan Update
Note: Submittal packet through September 24, 2007 on file.
Record of later correspondence and plan submittals.
STAFF REPORT – Updated October 31, 2007.
33. **OPEN RECORD HEARING**, Planning Commission, November 5, 2007.
34. **CLOSED RECORD HEARING**, City Council, November 19, 2007.
35. Continuation of Closed Record Hearing, Special City Council, November 27, 2007.
36. Continuation of Closed Record Hearing, City Council, December 5, 2007.
37. Response Letter from Department of Community, Trade & Economic Development (CTED), December 11, 2007.
38. Continuation of Closed Record Hearing, City Council, December 17, 2007.
39. **OPEN RECORD HEARING**, City Council, January 22, 2008.
40. **RESOLUTION 2008-01**, January 22, 2008.

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- B. County-wide Planning Policies
- C. Wellhead Protection Plan
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- E. Park and Recreation Plan
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CITY OF CONNELL

COMPREHENSIVE PLAN

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 with periodic updates and an annual review of capital projects.

This Comprehensive Plan will replace the 2004 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 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?

The Comprehensive Plan includes the sections that are required under GMA, including; land use, housing, transportation, utilities, capital facilities, economic development, park and recreation, environmental, and community and public facilities.

The 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 is organized into four chapters and nine appendices. Chapter IV includes the elements of the plan. Each element contains goals, policies, and strategies, which provide guidelines and criteria that set the direction and substance for the community's development.

These elements are directed at 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.

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 an expanding 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, at a recent retreat expanded on this vision to target Connell as “The City of Choice.” The City Staff, through proposed programs and projects and Planning Commission made every effort to integrate the views of the residents, business community and City Council expressed through these events into the plan.

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, and
- 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 initially establish a framework within which the counties' and cities' comprehensive plans were developed and adopted. The Franklin County County-Wide Planning Policies 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.

COMPREHENSIVE PLAN ELEMENTS

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 LOS as property is developed. And 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 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 in the following:

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 enough properly zoned land to serve residential, commercial, industrial, and public facilities growth for the next 20 years.

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.

Strategy 1. Participate in local and regional organizations which focus on attracting new businesses to the area and promoting or marketing existing ones.

Strategy 2. 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.

Strategy 1. 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.

Strategy 2. Allow essential public facilities as a permitted or conditional/special use in the zoning code.

Strategy 3. 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.

Strategy 1. 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 cost effective manner.
- Strategy 1. Through capital facilities planning provide an available supply of land served with city water, sewer, and arterial streets.
- 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. Establish a memorandum of understanding with Franklin County to transfer development review authority for lands within the Connell UGA to the City of Connell.
- Policy 5. 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 6. Encourage the use of previously passed-over parcels within areas characterized by urban growth.
- Policy 7. Discourage extensive amounts of large lot development especially in areas that do not have access to irrigation water.
- Policy 8. New developments are required to be served by public water and sewer.
- Policy 9. Require that state and local permits be processed in a timely and fair manner to ensure predictability.
- Policy 10. Evaluate all annexations based upon their short and long-term fiscal and other impacts on the City.
- Procedures: At a minimum, the following issues should be addressed:
- Preservation of natural neighborhoods and communities;
 - Use of physical boundaries, including but not limited to bodies of water, highways, and land contours;
 - Creation and preservation of logical service areas;
 - Prevention of abnormally irregular boundaries;
 - Transition of services such as public safety, parks and recreation, transportation and utilities; and
 - The City's ability to provide a full range of urban services to the area.
- Policy 11. To receive city-provided urban services, areas should annex or commit to annexation.

Goal 4. Create a well designed and aesthetically pleasing city.

- Policy 1. Place multi-family residential developments next to arterial streets, along public transportation routes, or near commercially designated areas.
- Policy 2. Locate new high-density residential development so that residents will have access to parks and recreational amenities.
 - Strategy 1. Encourage and support adequate pedestrian connections between neighborhoods and parks and recreational amenities, and neighborhoods and commercial services.
- Policy 3. Gradually transition from one type of use to another through zoning and/or the use of development and design standards.
 - Strategy 1. Ensure that industrial and commercial land uses are contained within carefully delineated areas with appropriate setbacks, landscaping buffers, and lighting.
 - Strategy 2. Discourage residential and other incompatible uses adjacent to airports through appropriate zoning and land use designations and by compliance with WSDOT Aviation regulations.
- Policy 4. Ensure adequate buffering between land use types to assure compatibility.
 - Strategy 1. Develop landscape buffering and setback requirements for land use types to ensure adequate buffering between land use types.
- Policy 5. Ensure that new development is consistent with established design standards.
 - Strategy 1. Consider creating design standards that include a tree-planting program.
 - Strategy 2. Consider enhancing the existing sign ordinance and storm drainage requirements.
 - Strategy 3. Improve City entry features to support a positive feeling on entering the community.
 - Strategy 4. Enforce on-street parking and visual screening codes.
 - Strategy 5. Develop a strategy for improving the appearance of Main Street.

Goal 5. Maintain the unique character of the city.

- Policy 1. Maintain or improve the integrity and livability of established neighborhoods.
- Policy 2. Establish a harmonious relationship between the natural and developed environment.
 - Strategy 1. 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.

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 are used to describe the relationships of future development on the land use map.

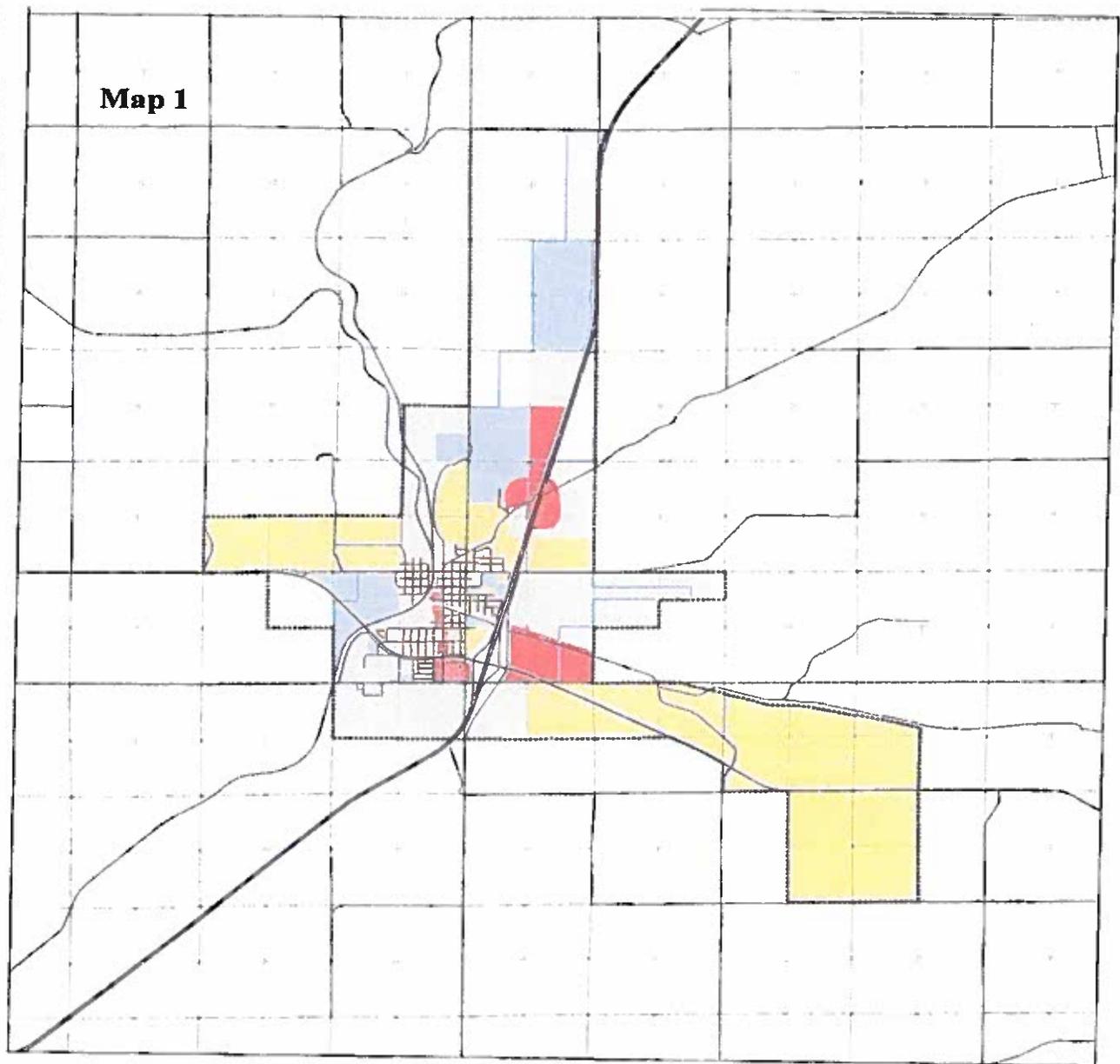
- a. **Residential (R)** - The **(R)** category includes single and multifamily residential uses with an average unit density range of 3 to 5 dwelling units per acre for single family and 15 to 18 for multifamily development.
- b. **Commercial (C)** - The **(C)** category includes a variety of retail, 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.
- c. **Industrial (I)** - The **(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.
- d. **Public (P)** - The **(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 and the K-12 school complex. Examples of proposed public uses include the new wastewater treatment facility and 2,048 inmate medium hybrid and medium security prison.
- e. **Agriculture (A)** - The **(A)** category is utilized as a "holding" zone, transitional area. These areas will be converted to industrial as needed, and as services are extended.

Overview - The current Connell UGA is approximately 11 square miles in area. Specific areas are described in the Development Potential section. Land use acreage totals are given in Table 1.

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 430 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.

Manufacturing, warehousing and many varied light industrial business activities sites are provided within five I nodes totaling 5 square miles. The Railroad Industrial Node extends northerly, on either side of the railroad right-of-way through town, within the Esquatzel Coulee to the northerly city, limits. The Agri-Business Industrial Node lies southerly of SR-260 and includes the Lamb-Weston and Americold facilities. The East Industrial Node lies east of SR-395, includes the area around the old sewage treatment facility and extends east to the Connell Airport and surrounding area.



Map 1



- | | | |
|---|--|--|
| <ul style="list-style-type: none"> Section Numbers Section-center Symbols Section-corner Monuments Quarter-section Monuments Townships Section Lines Quarter-section Lines Half-section Lines | <ul style="list-style-type: none"> Road Names Franklin County Urban Growth Areas City Limits Parcel Boundaries Roadways DOT Active Rightway | <ul style="list-style-type: none"> Drill Closed Contingencies, PWS 320r Agriculture Commercial Industrial Public Residential |
|---|--|--|

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Comprehensive Plan Update, 2007
COMPREHENSIVE LAND USE
 City of Connell, Washington

City of Connell, Washington
 Planning Department
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Development Potential

- a. **Residential** - The vicinity both north and south of N. Columbia Ave, west of SR-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 SR 395 and on the City of Connell "farm" located within the proposed UGA boundary easterly of SR 395 and north 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. East Ash 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 Ash Street to Hemlock 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 Washtucna Coulee commercial node is situated east of the SR-395/SR-260 interchange and is currently undeveloped. However, the extension of a municipal water transmission line into the node, the proximity of main sewer lines and the immediate access to state highways has enhanced the vicinity for both freeway commercial and general commercial development during the planning period of this comprehensive plan.

The Lind Road commercial node is situated east and west of N. Columbia Ave. at SR-395. N. Ford Avenue will extend north between N. Columbia Avenue and Muse Roads providing arterial access to north Connell. The proposed Lind Road/N. Columbia Ave Interchange will also 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 are being constructed on a 100-acre site located north of the of the existing corrections center. The facility consists of 665,299 gross square feet in 25 buildings and will provide housing for an additional 2,048 minimum and medium hybrid facility inmates. The expansion will require approximately 500-600 additional employees to operate the facility by its 2008 completion.

Additional capacity to the city's sewage treatment facility, an appropriately sized and located water reservoir, water and sewer transmission and trunk lines, and N. Ford Street will need to be constructed to accommodate the prison expansion. Additional water rights will need to be secured. Providing the necessary infrastructure to serve the new Correction Facility is the responsibility of the Department of Corrections. However, ongoing maintenance and operation will need to be a negotiated contract.

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. An overview and summary follows and the full report is included as Appendix J.

OVERVIEW OF ANALYSIS

JD White, a division of BERGER/ABAM Engineers Inc. (JDW) was retained to conduct an analysis of the employment and housing for the City of Connell and determine whether there is sufficient capacity to accommodate the growth anticipated over the 20-year planning period to 2025.

For this analysis, draft urban land use designations and zones were identified for all lands within the City limits, and capacity analysis assumptions were developed in collaboration with City staff.

SUMMARY OF FINDINGS

Employment

- 5,435 new industrial jobs could be created on land currently available or land proposed to be designated for industrial development (2,030 light industrial and 3,405 heavy industrial).
- 1,460 new commercial jobs could be created on land currently available or land proposed to be designated for commercial development.
- 6,895 new jobs could be accommodated under the proposed comprehensive plan and zoning designations.
- 80% of the new jobs would be in the industrial sector and 20% would be in the commercial sector.
- 10,020 jobs are projected when considering existing employment plus forecasted employment.
 - 2,430 total light industrial jobs
 - 5,440 total heavy industrial jobs
 - 2,150 total commercial jobs

This figure excludes employment on public facilities (i.e., schools and prison). The total can be revised if actual employment figures are known and taken into account for existing businesses.

Population and Housing

- RR (Residential, Rural Density): There currently is no land zoned Rural Density.
- RL (Residential, Low Density): 5 dwelling units per acre (DU/ net ac) assumed. A projected population increase of 18,354 or 5,665 households could be accommodated.
- RMS (Residential, Manufactured Home Subdivision): 1 manufactured home per parcel. A projected population increase of 6 or 2 households.
- RM (Residential, Medium Density): 6-7 DU/net ac assumed. A projected population increase of 615 or 192 households.
- RMD (Residential, Mixed Dwelling): 7 DU/net ac assumed. A projected population increase of 227 or 70 households.
- RH (Residential, High Density): 18 DU/net ac assumed. A projected population increase of 117 or 36 households.
- RMP (Residential, Mobile Home Park): A projected population increase of 32 or 10 households.
- The City of Connell has an available residential capacity to accommodate 19,351 new residents.

*Source: JD White Project #VAJDW-07-192.

Building on the initial capacity analysis data, further refinements were developed, including:

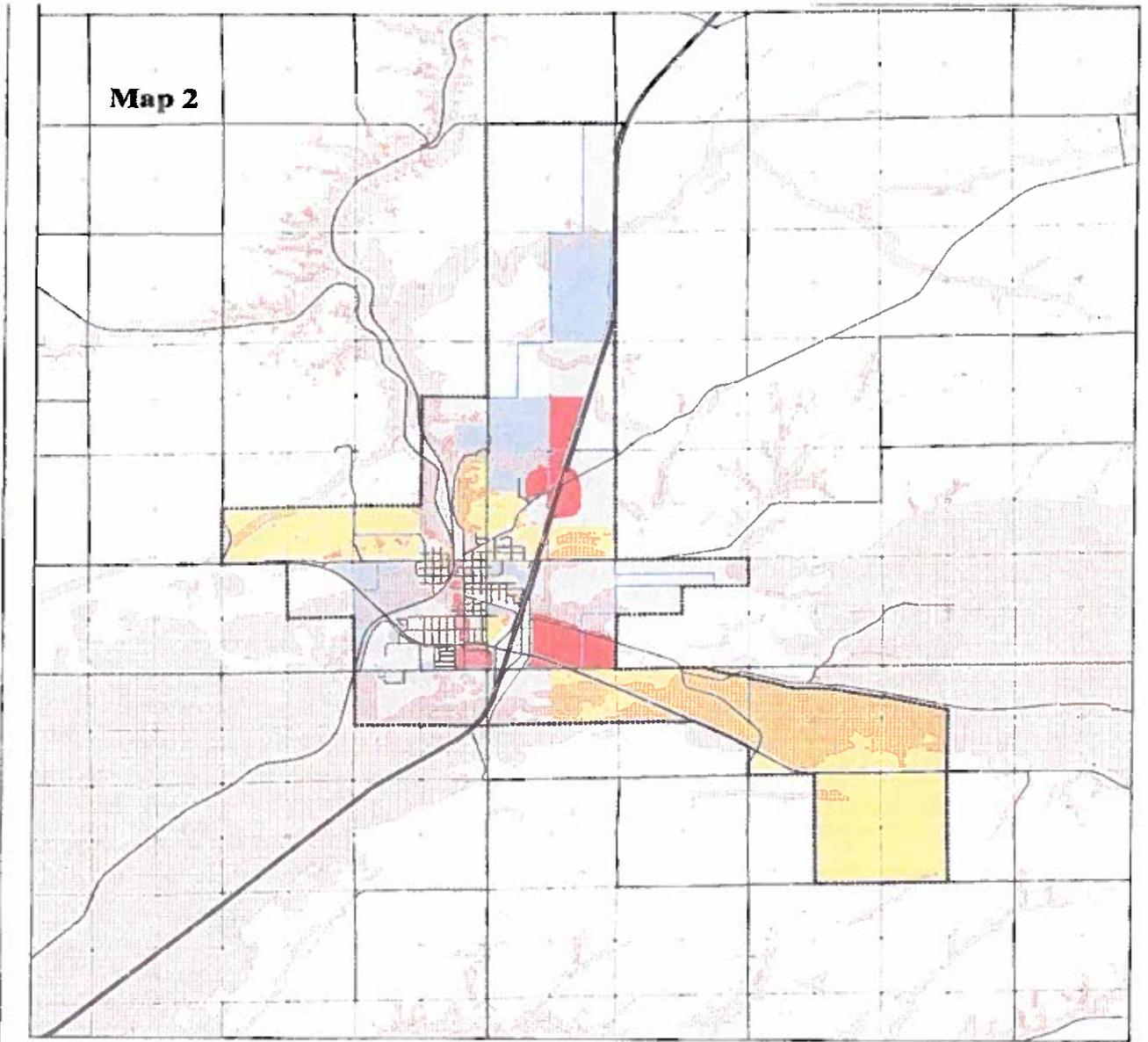
- Population projections were generated, using established County allocation numbers.
- Appropriate Comprehensive Plan land use designations were considered in order to correlate with present zoning, actual use, and the ability to provide services.
- Mapping revisions and corrections were performed by Franklin County GIS.
- Non-Buildable topography limitations, mostly slope and flood areas, were considered in order to document and visualize available lands. Totals are referenced in Table 1 below and correlate with Non-Buildable Lands Overlay map (Map 2).
- Residential locations are shown (Map 3). Density ranges reflect JD White study, as well as current housing and projected densities of approved preliminary subdivision and planned unit development plans. These ranges include 3 to 5 dwelling units per acre for single family and 15 to 18 for multifamily development.

**Table 1. Land Use Categories, Acreage Totals
 Connell Comprehensive Plan, 2007 Plan**

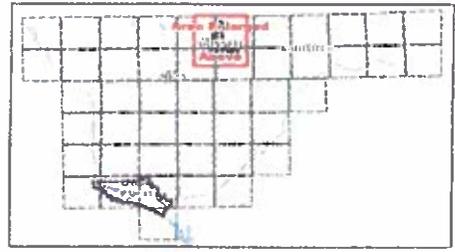
Land Use Code	Incorporated Area		Unincorporated Area		Total Area	
	Total Area	Non-critical Area	Total Area	Non-critical Area	Total Area	Non-critical Area
AGRICULTURE	225.378	192.56	970.805	838.378	1,196.18	1,030.94
COMMERCIAL	297.436	227.853	133.37	108.55	430.80	336.40
INDUSTRIAL	1,040.19	714.304	807.52	548.38	1847.71	1,262.69
PUBLIC	813.526	638.696	76.654	69.137	890.18	707.83
RESIDENTIAL	<u>1,962.94</u>	<u>1,297.60</u>	<u>999.10</u>	<u>571.49</u>	<u>2962.04</u>	<u>1,869.09</u>
ALL	4,339.48	3,071.01	2,987.44	2,135.93	7,326.92	5,206.95

* Source: Franklin County GIS, August 2007.

Acreage totals correspond with Non-Buildable Lands overlay map.



Map 2

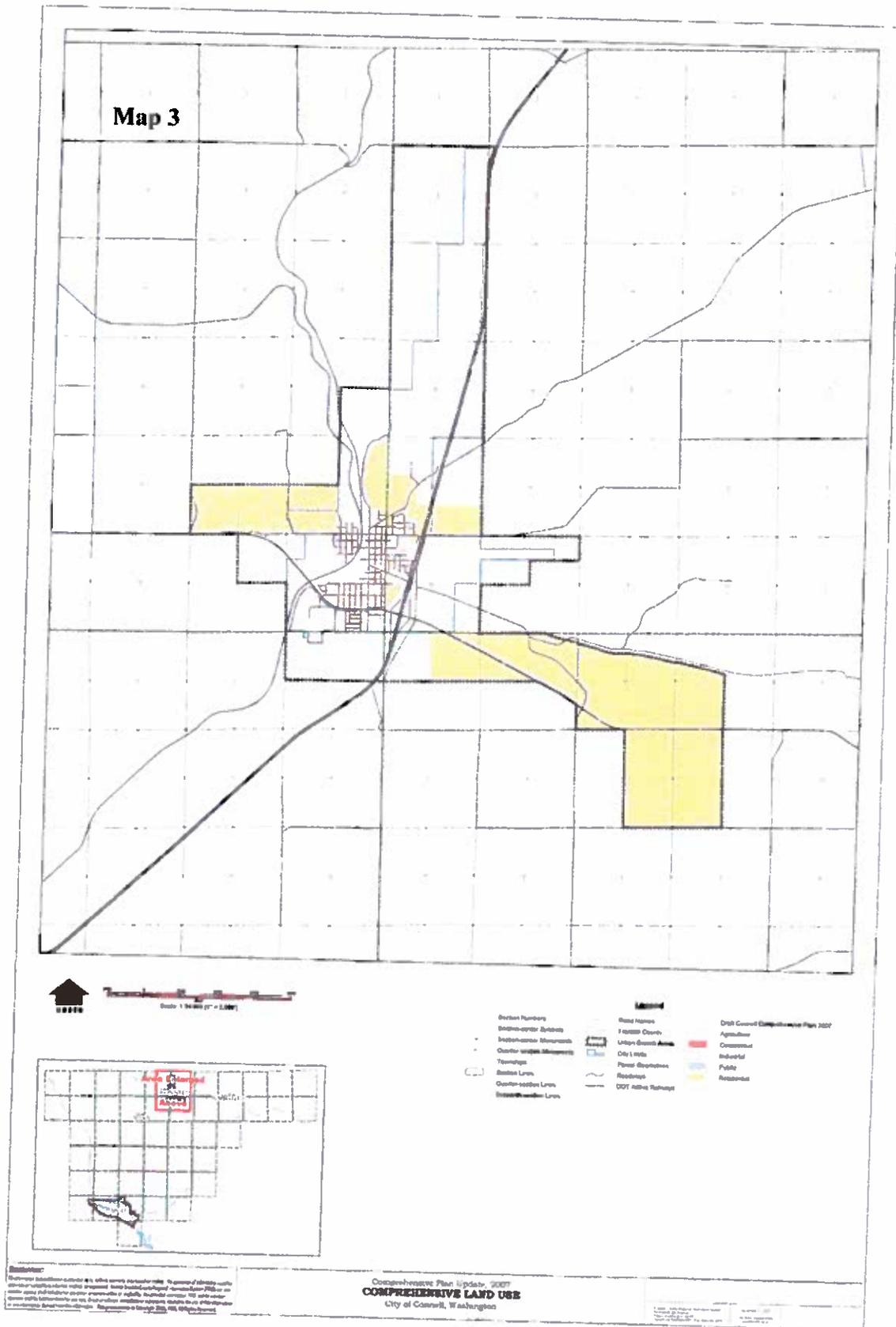


- Legend**
- Station Number
 - Section/Quarter Symbols
 - Section/Quarter Measurements
 - Quarter-section Measurements
 - Townships
 - Section Lines
 - Quarter-section Lines
 - Subquarter-section Lines
 - Road History
 - Priority County
 - Urban Growth Area
 - City Limits
 - Parcel Boundaries
 - Roadways
 - DOT Active Roadways
 - Non-Buildable Areas
 - City of Connell Comprehensive Plan (2007)
 - Agriculture
 - Commercial
 - Industrial
 - Public
 - Residential

Disclaimer:
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Comprehensive Plan Update, 2007
NON-BUILDABLE LANDS
 City of Connell, Washington

DATE: 10/20/07
 BY: [Name]
 TITLE: [Title]



EMPLOYMENT ELEMENT

Total employment in the community can be generalized in five categories; agri-business, oil products, government services, professional office and retail services. The three largest employers are Lamb Weston; the North Franklin School District, followed by the Coyote Ridge Correction Center.

POPULATION ELEMENT

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 population of Connell has grown erratically since 1920 when it had 311 residents. By 1939 the city had grown 3.2 percent. The growth rate increased steadily until it reached its high, a 94.8 percent increase between 1950 and 1960 and a population of 906. Between 1970 and 1980 the population increased to 1,981.

Table 2. Decennial Population

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

During the early 90's the city's population was fairly stable until the Coyote Ridge Correction facility opened for inmates in 1993 and by 1999 the population increased by 795 residents or 40% to 2,800.

Table 3. Connell Population

Year	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Population	2,015	2,040	2,375	2,640	2,690	2,634	2,750	2,780	2,800	2,956	2,970	3,100	3,190

County allocation numbers provide the medium population estimate baseline. High, medium and low population estimates were projected for the years 2005, 2007, 2009, 2010, 2013, 2014, 2015, 2020, 2025, and 2030, which are shown on the following table. The high population estimates are based upon an annual 3% growth rate. The medium population estimates are based upon an annual 2% growth rate. The low population estimates are based upon an annual 1% growth rate.

Historically Connell has based its Land Use demand on a medium population growth rate. However, with the advent of the new Correction Facility and population growth numbers from the Office of Financial Management (OFM) Connell finds itself in having to base its land use demand on the high population growth rate plus known growth factors related to the Correction Facility. The population projection is consistent with state and county allocations.

Table 4.

**City of Connell
 Population Projections
 (Revised) August 22, 2007**

Year	2005	2007	2009**	2010	2013	2014***	2015	2020	2025	2030
High	3,246	3,441	5,253	5,411	5,912	6,536	6,734	7,744	7,976	9,172
Medium	3,091	3,205*	5,253	5358	5,685	6,309	6,435	7,078	7,785	8,563
Low	2,942	3,000	5,253		5,411	6,035	6,095	6,399	6,718	7,054

Minus Prison population (2,648) =

Year	2015	2020	2025	2030
Medium	3,787	4,430	5,137	5,915

* **Real Number (Actual 2007 Population)**

** **Prison population included:**

i.e. Actual 2007 population	3,205
+ Additional inmates	2,048
<hr/>	
= Projected 2009 Population	5,253

*** **Prison employment:**

Additional prison staff:	500
X Percentage living here	40%
X Ave. No. per household	3.12
<hr/>	
Additive factor in 2014	624

Assumptions from 2009 baseline:

<u>High</u>	<u>Medium</u>	<u>Low</u>
3% growth per yr from 2009 to 2013 Add prison employment*** to 2014	2% growth per yr from 2009 to 2013 Add prison employment*** to 2014	1% growth per yr from 2009 to 2013 Add prison employment*** to 2014
3% growth per yr from 2014 to 2020	2% growth per yr from 2014 to 2020	1% growth per yr from 2014 to 2020
3% growth per 5 yrs beyond	2% growth per 5 yrs beyond	1% growth per 5 yrs beyond

According to OFM's Publication Forecasting Division, Franklin County is the only county in the State to substantially exceed their high growth projections. In 2005, the City of Connell was notified that the State would be locating a new minimum hybrid and medium custody facility in Connell. The new population numbers are based on the City capturing 40% of the new employees, which has historically been the percentage that has lived in the community. The population in 2009 and 2014 are adjusted for the known numbers of individuals that will be either incarcerated or working at the new correction facility.

Given the fact that, according to a September 21, 2007 memo to County and City Officials from the Office of Financial Management, Franklin County has exceeded this high forecast population by 15.86%, it is anticipated that the new population numbers once the correction facility is opened and staff is hired will continue to significantly exceed the high projection that have been established by OFM for the County. It is not at all unrealistic to assume that the City of Connell will also exceed their projected high population of 7,744 in 2020. The high growth rate is projected based on a 3% growth rate and 40% of the potential correction facility employees living within the community.

As the population grows, resulting in more commercial and social activities becoming 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 has recognized that much of its growth will be dependent on two major sectors of the economy. The first is agri business and the second is public due primarily to the location of the new correction facility which when completed in December 2008 will have a total of approximately 700 employees. At that time it will surpass Lamb Weston as the City's largest employer.

In light of these facts, Connell has worked with land owners to assure that there would be adequate land available for industrial development that could conceivably involve very large facility footprints. In addition, the correction facility also involves a large footprint of over 100 acres and they strongly encourage a buffer around the site which restricts residential, but does lend itself to light industrial and warehousing as well as correction's related activities.

Being rural in nature, the community still has the opportunity to have relatively large parcels available for development. As an example, not long ago an interested company contacted the City regarding placing a plant within the community that would have required 2000 acres but would also have employed over 2000 people. Most inquiries are not that large but 100 to 200 acres is relatively common. 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 soon to be constructed 1.2 million gallon water reservoir.

Historically the City of Connell has utilized the agricultural zone as a holding zone pending development pressures. There is currently 192.56 acres of agriculture zoning within the City limits. The majority of this, if not all, will be converted to industrial as needed.

There is currently 227.853 acres of commercial. This covers the gamut from mom and pop stores to major truck stop/hotel combination.

There is 714.304 acres of Industrial land 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 is 638.696 developable acres in the public use category. This includes significant acreages that are State facilities, including both 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 is 1,297.60 acres of residential designated 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.

Based on available land, various residential densities/uses, the JD White study reported: "The City of Connell has an available residential capacity to accommodate 19,351 new residents." (See Page 19).

Even at the lowest residential density range, if it is assumed that the average number of dwelling units is three per acre for single family housing, that would mean that there is currently enough acreage in residential to accommodate 3893 single family dwellings with a population, based on 3.12 people per household, of 12,145. This number significantly exceeds the population projections for the planning horizon of 2030.

It must be noted that these single-family housing calculations do not factor in the higher densities provided by multi-family use, which are factored in to available residential capacity as generated by the JD White study. In addition, evidence points to higher densities being more efficient and economical for provision of services and utilities.

Locations of residential land use are mapped (Map 3). Residential densities of various uses are listed and described in the Land Use Capacity Analysis / Residential Density section. This information serves to show how and where the allocated population can be accommodated. It further directs coordination with other plan elements for provision of adequate services and infrastructure to accompany the anticipated population, and assures consistency.

NATURAL AREAS ELEMENT

Hydrogeology

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 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 about elevation 250 to 300 feet. 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.

Ground water in the unconfined aquifer is inferred to move in generally 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 vicinity generally appear to be unsaturated.

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 2005 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 Washington State Growth Management Act 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.

Natural Areas Goals & Policies

Goal 1. Preserve the environment when possible.

Policy 1. Protect wildlife habitats in designed open space and wetlands areas.

Strategy 1. Base the protection methodology on the size, location, and vulnerability of the wildlife habitat and species.

Strategy 2. Acquire and protect key significant wildlife habitat areas.

Strategy 3. Ensure the preservation of a variety of habitat types, sizes and locations.

Strategy 5. Inventory, classify, designate, and adopt regulations that will preserve and protect wetlands with no net loss of this resource.

Policy 2. Preserve natural drainage ways.

Strategy 1. Promote public awareness of the natural drainage ways, their role in the area, and the importance of maintaining natural drainage systems.

Strategy 2. Establish standards for the retention, recharge, and treatment of stormwater runoff channeled from impervious surfaces.

Strategy 3. Subsequent development within the flood hazard areas of the city should be regulated in accordance with the National Flood Insurance Program.

Strategy 4. Coordinate with the Army Corps of Engineers, US Bureau of Reclamation and BNSF RR to ensure maintenance of the flood ways.

Policy 3. Regulate development in geologically hazardous areas.

Strategy 1. Require engineering, architectural, or geo-technical investigations and certifications for approval of development permits or authorizations to proceed in hazardous areas.

Policy 4. Prevent isolation of communities of endangered, threatened or sensitive species.

Policy 5. Protect surface water and groundwater supplies.

Strategy 1. Restrict development that significantly degrades or depletes surface waters or groundwater.

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. - To 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 and highways.
- 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 Table 15 of the Wellhead Protection Plan. Additional land should be purchased around Well No. 8.

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. To date, the original study has been adequate for the community's needs. With the construction of the new prison, updating of that study will need to occur. However, the policies outlined in this Comprehensive Plan probably will not change.

The GMA also provides that the housing element must address encouragement for 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. The housing goals, polices and strategies are listed in the following:

Housing Goals and Policies

Goal 1. - Preserve and enhance established neighborhoods where it's 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.
 - Strategy 1. 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.

- Strategy 1. Consider mitigating impacts of new multi-family residential developments on single-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.
- Strategy 2. Consider requiring a minimum lot size for multifamily residential housing, except duplexes and tri-plexes that is three times the prevailing lot size in any adjacent single-family zoned areas.
- Strategy 3. 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.
- 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. Allow high density residential to locate in established residential areas only when they will not detract from the existing character of the neighborhood.
- Strategy 1. Consider limiting multifamily housing to a scale compatible with the surrounding structures in established neighborhoods.
- 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. Accommodate the potential need for housing while avoiding a market perception of a shortage of land available for residential development.
- Strategy 1. Make provisions to house the forecasted increase in population during the planning period.

- Strategy 2 Consider encouraging the development of residences above businesses in commercial districts, either as a permitted use or by conditional use permit.

- 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.

- Policy 5. Allow accessory residential units and duplexes in residential zones, upon approval of a conditional use permit.

- Strategy 1 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 parking areas and driveways.

- Strategy 2 Allow property owners to integrate an accessory dwelling unit into a single-family home or garage.

Goal 4. - Promote a variety of residential densities and housing types.

- Policy 1. Encourage opportunities for home ownership through the availability of a variety of housing types.
 - Strategy 1 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.

- Policy 2. Encourage different residential types.
 - Strategy 1 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.

 - Strategy 2 Permit retirement homes as a conditional use in multi-family residential zones.

Existing Housing Inventory

a. **Housing Type Mix**

A field survey of Connell residential dwellings, completed in October of 2007, verified the following housing unit numbers by type of housing: 386 site-built homes, 251 manufactured homes and 216 multi-family units. The validated housing count is used as the basis of all housing number calculations in this document.

b. **Housing Count (as of October 2007)**

- 251 Manufactured Homes = 29% of the housing
- 386 Site-Built = 45% of the housing
- 216 Multifamily Units = 25% of the housing
- 853 Total Housing Structures

The October 2007 housing mix is 29% manufactured, 45% site-built, and 25% multi-family housing. This mix provides adequate opportunity for affordable housing.

c. **Physical Condition of Housing (as of June 2000)**

To determine the physical condition of housing in the city, an exterior evaluation was made of all housing units. To obtain a set of standards, a number of condition codes were used in the survey, as follows:

- 0 - No deficiencies or defects noted
- 1 - Routine maintenance recommended
- 2 - Minor defects; Rehabilitation recommended
- 3 - Major defects; Rehabilitation may not be feasible
- 4 - Near total deficiency or serious defects; Rehabilitation not recommended

Code 1 designates the need of normal routine maintenance such as painting.

Code 2 normally indicates re-roofing (i.e. new shingles).

Codes 3 and 4 indicate one or more obvious defects from the exterior; lacking foundation, in need of a complete new roof, windows (winterizations), or siding.

The City of Connell lies within three (3) Census Tract Block Groups. Block Group One lies south of the main railroad lines. Block Group Two is north of the main railroad lines and Block group Three is generally the remainder of the UGA. The following table describes the physical condition of housing within the respective block group. The City's privately owned housing stock is in generally good condition and is in little need of rehabilitation.

Table 5
- PHYSICAL CONDITION OF HOUSING BY BLOCK GROUP

CONDITION CODE	0	1	2	3	4
CT 208, Block Group 1	38%	24%	32%	6%	1%
CT 208, Block Group 2	66%	22%	14%	5%	2%
CT 208, Block Group 3	73%	27%	0%	0%	0%

**Housing Condition:
 City of Connell
 August 17, 2007**

Total Units: 520*	Category					
	*Duplex+ 18 Units Ave. Size 1922'	%	MH 114 Units Ave. Size 1578'	%	Single-family 388 Units Ave. Size 1350'	%
Condition:						
Good					2	1%
Avg	6	33%	38	33%	68	18%
Fair/Avg	4	22%	42	37%	221	57%
Fair	8	44%	32	28%	82	21%
Poor			2	2%	15	4%

Note: Condition ratings and square footage determined by individual parcel entries on Franklin County records.

** Not all records were available, including multi-family not shown in totals.*

Forecasted Housing Need

Based upon the population projection for 2014, which includes all of the inmates and a 40% capture rate for correction employees, the City would need an additional 624 dwelling units made up of single family and multi-family dwellings. It should be noted that this is a conservative estimate as the construction of the correction facility is ahead of schedule and both inmates and employees could well be in place by late 2009. Conceivably the 2014 population projection could occur four years earlier because of the unique nature of the community and the major metropolitan area to the South, these numbers will need to be adjusted yearly until such time as the community returns to a more historic growth rate.

INCOME ELEMENT

The following tables were obtained from Census 2000 Summary File 3 and describe the household income by owner or renter status and the poverty status by household and age of householder. It is noted that approximately 16% of the households and 20% of the city's population live at or below the poverty level. The low and moderate income levels are such that the City, as of the 2000 census, is now an eligible Community Development Block Grant recipient at 51% of the population classified as low to moderate income.

Table 6
Source of Household Income in 1999
by Specific Source

	Households with Source	Mean from Source
Earnings	680	\$39,866
Wage or Salary	664	\$36,975
Self Employment	99	\$25,835
Interest, Dividends, or Net Rental	188	\$9,739
Social Security	172	\$10,658
Supplement Security (SSI)	25	\$4,608
Public Assistance	50	\$2,288
Retirement	85	\$11,381
Other Type	132	\$6,516

Table 7
HOUSEHOLD INCOME IN 1999 BY TENURE

	Total	Owner Occupied	Renter Occupied
Total Units	763	541	222
Less than \$5,000	29	14	15
\$5,000 to \$9,999	53	16	37
\$10,000 to \$14,999	59	40	19
\$15,000 to \$19,999	64	31	33
\$20,000 to \$24,999	38	18	20
\$25,000 to \$34,999	139	97	42
\$35,000 to \$49,999	133	103	30
\$50,000 to \$74,999	164	143	21
\$75,000 to \$99,999	47	45	2
\$100,000 to \$149,999	24	21	3
\$150,000 or more	13	13	0
Median Household Income	\$34,962	\$39,735	\$22,679
Mean Household Income	\$42,935	\$49,971	\$25,790

Table 8
POVERTY STATUS IN 1999 OF HOUSEHOLDS
BY HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER

	Household with Income in 1999 below Poverty Level Poverty						Households with Income in 1999 at or above Poverty Level				
	Total	All Ages No. Pct	Under 25	25 to 64	45 to 64	65 & Over	All Ages	Under 25	25 to 44	45 to 64	65 & Over
Total Households	789	126 16.0	21	69	21	15	663	40	247	257	119
Family Households	610	97 15.9	13	66	13	5	513	28	206	226	53
Marr-Cpl Family Hholds	464	47 10.1	2	39	4	2	417	18	169	181	49
Other Fam Hholds (No Spouse):	146	50 34.2	11	27	9	3	96	10	37	45	4
Male Hholder, No Wife	53	20 37.7	2	15	3	0	33	3	11	19	0
Female Hholder, NoHusband	93	30 32.3	9	12	6	3	63	7	26	26	4
Nonfamily Hholds	179	29 16.2	8	3	8	10	150	12	41	31	66
Male Hholder	83	14 16.9	6	0	2	6	69	7	32	17	13
Female Hholder	96	15 15.6	2	3	6	4	81	5	9	14	53

Table 9
POVERTY LEVEL

	Population with Income in 1999 below Poverty Level					Population with Income in 1999 at or above Poverty Level				
	Total	All Ages No. Pct.	Under 65	65 to 74	75 & Over	Mean Income Deficit	All Ages	Under 65	65 to 74	75 & Over
Total in Poverty Universe	2,400	468 19.5	451	11	6	\$2,371	1,932	1,772	90	70
In Married-Couple Families	1,694	233 13.8	229	4	0	\$1,533	1,461	1,377	57	27
In Other Family	470	179 38.1	176	0	3	\$2,080	291	281	4	6
Male Hholder, No Wife	186	80 43.0	80	0	0	\$1,929	106	106	0	0
Female Hholder, No Husband	284	99 34.9	96	0	3	\$2,204	185	175	4	6
Unrelated Individuals	236	56 23.7	46	7	3	\$6,784	180	114	29	37
										36

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.

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.
- 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 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 4. Combine access points to arterials to the greatest extent practical.
- Strategy 1. Create and adopt commercial and industrial development standards that will include requirements for building bulk, heights, setbacks,

landscaping, floor area ratios, open spaces, and development incentives.

- Policy 5. Require that commercial and industrial development provide adequate services and public amenities.
- Policy 6. Limit commercial development to areas where adequate facilities and services exist or can be provided at the time of development.
- Policy 7. 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.
 - Strategy 1. Collaborate with local downtown development association and business owners to develop a historic district.
 - Strategy 2. 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 to those areas large enough to be economically viable.
- 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.
- 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.

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.

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 Office of Community, Trade and Economic Development, working to enhance and promote sustainable economic vitality, provides management support to CERB.

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

The new Coyote Ridge Correction Center will require an expansion of the fire station at Elm and Columbia Avenue.

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.
 - Strategy 1. 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 provides full K-12 educational opportunities, including; an elementary, junior high, high school, alternative high school and Camp Outlook, a juvenile boot camp within Connell. The North Franklin School District additionally provides elementary education in Mesa and Basin City.

The North Franklin School District adopted a School Facility Study and Survey in 1997, which describes the long-range facility improvement plan for the school district.

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.
- Policy 3. Require that residential developments have a location for buses to stop and a turning radius on cul-de-sacs that can 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.

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 population. Specific requirements are defined further in Park LOS standards (page 67) and City of Connell Parks & Recreation Comprehensive Plan.

This element is referenced to the City of Connell Comprehensive Parks and Recreation Plan, as amended.

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.
- Policy 2. Provide a range of programs and facilities for year round recreational choices.
- Policy 3. Develop a system of trails and paths that interconnect local and regional destinations.
 - Strategy 1. Provide trails for walking, bicycling, hiking, jogging, and horseback riding.
 - Strategy 2. Establish trails that are harmonious and compatible with existing natural features.

Open Space Goals and Policies

Open space areas 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 2. - 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.
 - Strategy 1. Provide buffers for sensitive areas.

Park System

The city currently provides five developed city parks, ranging in type from tot lot to neighborhood, community and special use, totaling 16.01 acres overall. By the year 2010 an additional .6 acres of Tot Lot and Neighborhood Park will be needed. The existing and needed park and recreational facilities are described in the Connell Comprehensive Parks and Recreation Plan.

Funding Mechanisms

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

Project Development

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

Table 10 - COMMUNITY FACILITIES CAPITAL IMPROVEMENT PLAN

PROJECT	ESTIMATED COST
Park Renovation	\$15,000/yr
Playground Equipment	\$15,000/yr

PUBLIC FACILITIES 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 public facilities serving the jurisdiction. Specifically, the element includes electrical, domestic water, storm and sanitary sewer systems, street, highways, sidewalks, street lighting systems, and traffic signals.

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 the Big Bend Rural Electrical Association serve 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.

Electrical Goals and Policies

Goal 1. - Coordinate development of electrical services within the Urban Growth Area.

Policy 1. 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.

Strategy 1. Require utility companies to obtain permits prior to construction.

Policy 2. The siting of electrical substations should include sufficient setbacks from existing and proposed uses to reduce conflicts.

Strategy 1. Maintain consistency between the electrical utility plans and the comprehensive plan.

Policy 3. Ensure the compatibility of utility installations and development with adjacent land uses.

Strategy 1. Encourage all new utility distribution and service lines serving new subdivisions and developments to be located underground.

Strategy 2. 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.

Strategy 3. Require shared trenches for new public and private utility lines.

Strategy 4. Ensure that substation sites are screened and landscaped to provide buffers between them and any adjoining dissimilar uses.

Policy 4. The city should encourage the implementation and use of alternative energy sources within the city.

WATER SYSTEM ELEMENT

This section of the public facilities element is referenced to the City of Connell Water System Plan, as amended.

1. Background and Inventory

a. Municipal Wells

Connell depends entirely on ground water for its source of potable water. The city has seven operating wells, numbered 1 through 6 and 8. Well No. 7 was abandoned several years ago. Well Nos. 1 and 2 are located about 150 feet apart. All other wells are separated by at least one-quarter of a mile.

Well Nos. 4, 5, 6, and 8 are the primary wells used to supply the system. Well No. 3 draws air, resulting in an effective operation of 12 hours per day. Well Nos. 1 and 2 are used only during emergencies. Well Nos. 3 and 6 are used during high demand periods. All of the wells are located in buildings with concrete floors and controlled access, except Well No.1, which is in an old wooded structure. All wells are metered except for Well Nos. 1 and 2. The city additionally acquired two additional wells with the purchase of the Connell Farm.

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. The city has two water storage reservoirs with a capacity of 3.06 and 0.50 million gallons, based on normal operating levels. The larger reservoir is located on a hill approximately $\frac{3}{4}$ mile northeast of the city center. The smaller reservoir is located on a hill northwest of the city. The City has recently completed construction of a 75,000 gallon reservoir east of the City to serve development in that part of town. In addition, a new 1.2 million gallon reservoir is under construction to serve the prison and industrial development to the north.

2. Water Rights

The city's has a combined water right with seven 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 which total 1,686 acre feet of water. The city is currently converting 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. The City has also recently entered into an agreement to obtain an additional 1500 acre feet of water rights.

3. Wellhead Protection Plan

In June 1996, the City of Connell received a Wellhead Protection Plan prepared by Shannon and Wilson at the bequest of 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.

4. Capital Investment Needed to Maintain LOS Standards for Current Population

The City of Connell's water system currently meets 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.

5. Capital Purchases needed to Meet Forecast Demand

In May 2007, 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.

6. Fire Insurance Rating

The Washington State Survey and Rating Bureau formerly gave the city a fire rating of nine (9). Recommendations have been made for improvements to increase fire safety, and the City has adopted more stringent requirements given by International Fire Code. This rating is currently being reviewed and steps are being taken to improve this rating.

Water Goals and Policies

Goal 1. - Provide an adequate supply of high quality domestic water to residential, commercial, and industrial users.

Policy 1. Encourage water conservation through a variety of programs and incentives for residential and commercial users.

Strategy 2. Determine the acceptable level of service for the domestic water system by the fire flow requirements established in the comprehensive water plan.

Policy 2. Require that new residential, commercial, or industrial development provide own site infrastructure water system design to meet the city's comprehensive water plan, and municipal and fire district standards.

Strategy 1. Require that minimum fire flow standards be consistent with Washington State standards for residential, commercial, and industrial neighborhoods.

Strategy 2. Maintain full metering.

Policy 3. Develop new water sources, transmission, and storage close to the areas of growth as the city expands.

Project Development

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

The expansion of the Coyote Ridge Corrections Center will require an appropriately sized and located water reservoir, water transmission lines, booster pump station, and additional water rights will be needed to be secured.

WASTEWATER DISPOSAL ELEMENT

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

System

The city's current wastewater treatment system is described as aerated lagoon stabilization with effluent storage during the non-growing season, effluent disinfection through chlorination, and irrigation of a non-food crop irrigation program, with alfalfa as the most likely crop during the growing season. 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 SR 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 lagoon are operated in either parallel or series operation. Surface aerators are distributed over the lagoons with a total of approximately 80 hp in aeration. The aerated lagoons, including dikes, consume approximately 3-acres.

The effluent storage ponds are 29-acre in area and include a 12-foot-deep, HDPE-lined, two-pond storage system. Disinfection is accomplished through a chlorine injection system, chlorine contact chamber, and chlorine storage facilities. Approximately 90 acres of land are initially proposed for irrigation and several different irrigation system configurations can be utilized. The subject property has historically been farmed and is well suited for crop irrigation.

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. There are also two 8-inch steel gravity lines, which pass under the Esquatzel Coulee. The average daily flow is 0.552 mgd or approximately 380 gpm.

- a. Trunkline A serves the northeast portion of the city, the Central Business District, and the Coyote Ridge Prison. This portion of the system contains approximately 8,600 lineal feet of 8-inch collector sewers. This sewer line is a 12-inch interceptor.
- b. Trunkline 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. Trunkline B carries all the flow for the entire system.

- c. Trunkline 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. Trunklines 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.

Wastewater 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.

Strategy 1. 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.

Strategy 1. Ensure that personnel are adequately certified in the operation and maintenance of the wastewater treatment facility.

Project Development

Sewer facilities projects identified for improvement during the next 20-year period are described in the City of Connell Sewer Facilities Plan.

The expansion of the Coyote Ridge Corrections Center will require additional capacity to the city's sewage treatment facility including additional ponds, irrigation capacity, additional lift station capacity, a prison flow meter, and a wastewater screen.

Funding Mechanisms

There are several state and federal funding opportunities available to local jurisdictions for the improvement of water and sewer projects. However, the program emphasis changes periodically and it's difficult for a small city to keep abreast of the funding opportunities. At the current time Connell should become familiar with 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.

Table 11 - PUBLIC FACILITIES - CAPITAL IMPROVEMENT PLAN

PROJECT	ESTIMATED COST
Police Car	\$27,500/yr
Street Sweeper	\$190,000 (7 yr. Lease)
Water Truck	\$90,000 (7 yr. Lease)
Park Mower	\$50,000 (7 yr. Lease)
Building/Structure (well houses)	\$40,000/yr

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. This element is additionally referenced to the City of Connell 1999 Transportation Comprehensive Plan, as amended. In addition, current traffic information is utilized from the Regional Transportation Plan for the Tri-Cities Metropolitan Area and the Benton, Franklin, Walla Walla Regional Transportation Planning Organization 2006-2025.

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. These streets, their classifications, and the number of lanes are described in detail in the City of Connell Transportation Comprehensive Plan.

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.

Streets and Highways

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).

The functional street classification categories are described in Table 26 of the City of Connell 1999 Transportation Comprehensive Plan.

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, Franklin and Walla Walla 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. The following table provides an inventory of state owned transportation facilities in the City of Connell. The 07 and 02 numbers listed in the Functional Classification column are designators for Rural Major Collector and Rural Principal Arterial, respectively. HSS is an acronym for Highways of Statewide Significance.

Table 12 - Inventory of State Owned Transportation Facilities

Jurisdiction	Route Designation	SR MP Enter UGA	SR MP Leave UGA	Functional Class	HSS or Non-HSS	Posted Speed	# Lanes
CONNELL	SR 260	5.06	5.57	07	Non-HSS	55	2
	SR 260	5.57	7.37	07	Non-HSS	45-55	2
	SR 260	7.37	7.53	07	Non-HSS	45	2
	SR 260	7.53	7.65	07	Non-HSS	55	2
	SR 260	7.65	8.07	07	Non-HSS	55-65	2
	SR 395	54.29	55.08	02	HSS	70	4
	SR 395	55.08	59.50	02	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 transit service from the Tri-Cities.

Transportation Demand Management (TDM)

There is no apparent need for TDM in Connell. The level of service analysis provided in the Transportation Element (Appendix H) determined that all City facilities will operate well above the established LOS "C" standard during this planning period.

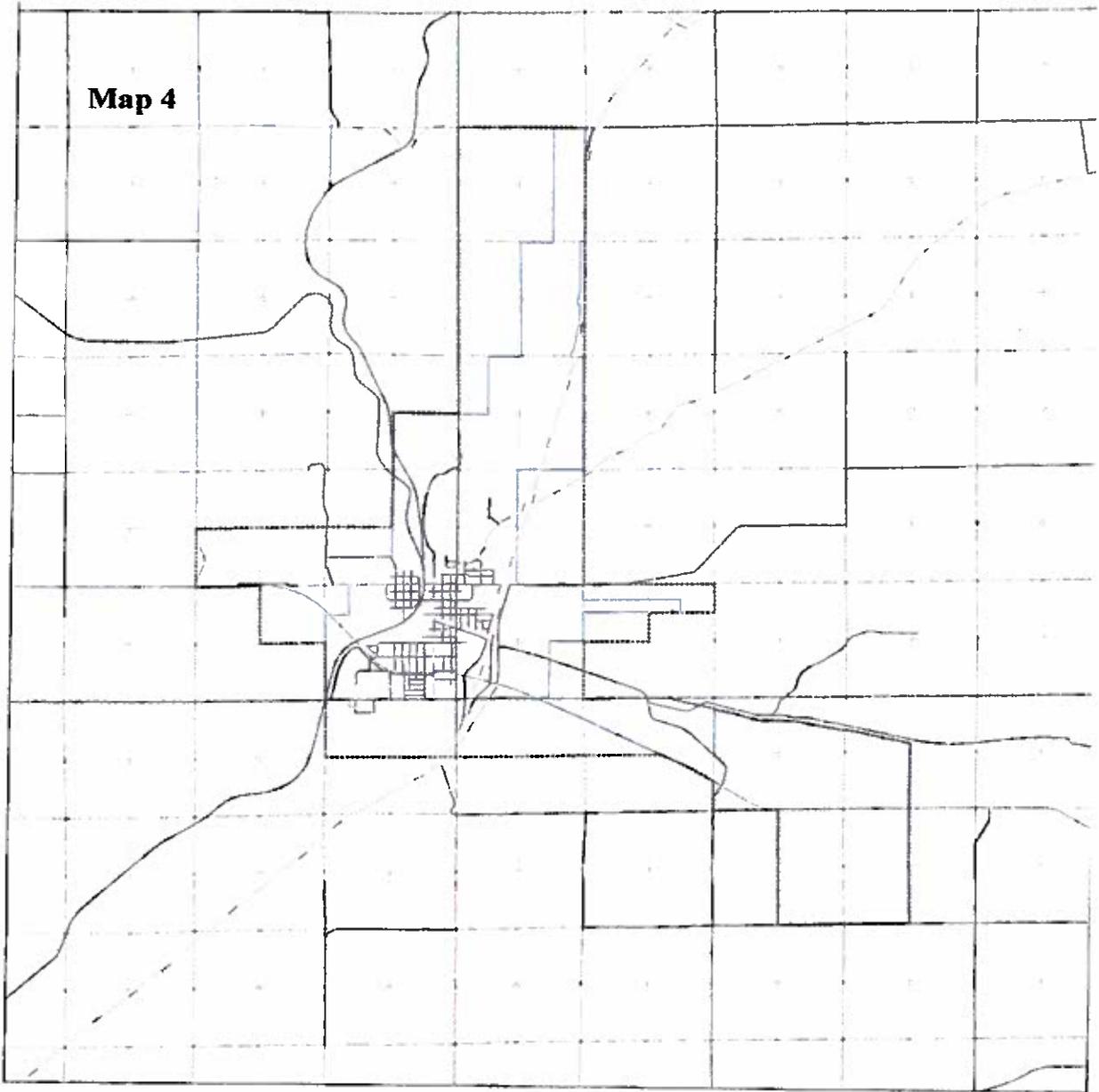
Project Development

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.

The projects listed in Table 42 of the Connell Transportation Plan, are the basis for preparation of the annual 6-Year Street Plan and Capital Improvement Schedule. The 6-Year Street Plan, as amended, is derived from this document and the Transportation Element is additionally referenced to this document. Tables 13 and 14 identify impacts on the state system from local roads.

Page 8-11 through 8-12 of the 2006-2025 Regional Transportation Plan for the Tri-Cities Metropolitan Area & Benton-Franklin-Walla Walla RTPO (RTP) describes future traffic flows anticipated on local arterial streets through year 2025 and the capacity improvements needed to maintain an LOS C or better.

Map 4



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| <p>Section Numbers</p> <ul style="list-style-type: none"> Section-center Symbols Section-center Measurements Quarter-section Measurements Townships Section Lines Quarter-section Lines Section-center Lines | <p>Legend</p> <ul style="list-style-type: none"> Road Names Franklin County Urban Growth Areas City Limits Placed Communities DOT Active Right-of-Way | <p>Roadways by Federal Functional System</p> <ul style="list-style-type: none"> US Rural Principal Arterial - Other US Rural Major Collector US Rural Minor Collector US Rural Local Access US Unimproved / Private Roadway |
|--|--|---|

Disclaimer:
 All information is provided as a guide only. It is not intended to be used as a legal document. The City of Connell, Washington, is not responsible for any errors or omissions in this information. The user assumes all liability for any use of this information.

Traffic counts taken on June 2, 2002 & April 2007 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; referenced to Tables 8.2 & 8.3 of the RTP.

Street	Location	Road Class	2007 AWV	LOS	2017 AWV	LOS	2027 AWV	LOS
North Columbia Avenue	S of Coyote Ridge	8	726	A	802	A	877	A
North Columbia Avenue	N of East Davis Street	8	875	A	966	A	1,057	A
East Clark Street	E of South Columbia Avenue	9	1,055	A	1,166	A	1,275	A
West Clark Street	W of South Columbia Avenue	8	995	A	1,099	A	1,202	A
South Columbia Avenue	S of Clark Street	7	2,418	A	2,671	A	2,922	A
West Elm Street	W of South Columbia	9	467	A	515	A	564	A
South Columbia Avenue	N of SR 260	7	4,219	A	4,660	A	5,097	A
South Columbia Avenue	S of SR 260	7	524	A	579	A	634	A

A 1% annual increase in traffic was assumed.

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

Traffic Volumes and Levels of Service							
State Route	Location	2007 ADT	LOS	2017 ADT	LOS	2027 ADT	LOS
SR 260	W of SR 395	4,021	B	4,901	C	5,858	C
SR 260	E of SR 395	850	A	1,036	A	1,238	A
SR 395	S of SR 260	9,495	A	11,574	A	13,832	A
SR 395	N of SR 260	7,618	A	9,286	A	11,098	A

A 2% annual increase in traffic was assumed.

Street	Location	Road Class	AVG WEEKDAY VOLUME	AVG DAILY TRAFFIC	PEAK HOURLY TRIPS
North Columbia Avenue	S of Coyote Ridge	8	878	672	99
West Clark Street	W of South Columbia Avenue	8	1082	892	136
West Adams Street	W of Columbia Avenue	9	863	628	158
North Columbia Avenue	N of SR 260	8	3643	3257	339

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).

Year	Forecasted Revenue	M&O Costs	Project Revenue	Project Costs	Ending Balance
2006 – 2015	\$2,081,791	\$1,602,979	\$478,812	\$708,000	-\$229,188
2016 – 2025	\$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.

With the completion of the new prison, there will be a need to construct an interchange at Highway 395 and North Columbia Avenue. The City is currently working with the Washington State Department of Transportation on the design and with the U.S. Bureau of Reclamation in obtaining right-of-ways and easements. Routine maintenance and resurfacing will be necessary for both SR260 and Highway 395 as scheduled by the Washington State Department of Transportation (WSDOT).

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.

The expansion of the Coyote Ridge Correction Center will require the construction of N. Ford Street to serve the facility. The construction of an interchange at SR 395 and North Columbia Avenue is additionally proposed to adequately facilitate access for the completed 2,048 inmate prison. New development such as the prison is typically beyond the capacity of a small city to site without financial assistance for the necessary infrastructure improvements from state and/or federal agencies.

The project listings in the following table are described as financially constrained in the 2006-2025 Regional Transportation Plan for the Tri-Cities Metropolitan Area & Benton-Franklin-Walla Walla RTP (RTP). This means that the city cannot realistically anticipate funding during this 20-year planning period for the construction of these cited transportation projects.

The city proposes \$1.3 million of constrained transportation projects and \$20 million of planning projects without an identified funding source.

The city provided the following list of short, medium and long-term projects, including planning projects with no identified funding source.

Table 17– 2006-2025 Transportation Project List	
Project	Project Cost
Connell 2006-2015 Projects	
West Adams Street – Columbia Avenue to Junior High: Reconstruction	\$708,000
Total Project Cost 2006-2015	\$708,000
Connell 2016-2025 Projects	
East Birch Street – North Columbia Avenue to Pioneer Park	\$598,000
Total Project Cost 2016-2025	\$598,000
Connell 2006-2025 Projects	
Connell Interchange	\$15,000,000
Hwy 260 Pedestrian Crossing	\$360,000
Old Railway ROW path – Columbia Avenue to Ford Ave: Construction of pedestrian/bicycle path	\$25,000
North Ephrata – Clark Street to North Columbia: Reconstruction and widening	\$120,000
Date Street Sidewalk – South Columbia to Burke Street: Construct Sidewalk on both sides of street	\$62,000
East Clark Street Sidewalk – Columbia Avenue to Ford Avenue: Construct sidewalk both sides of street	\$165,000
West Davis Phase 1 – Second Street to Third Street: Reconstruction	\$118,000
West Davis Phase 2 – Third to Fourth Street: Reconstruction	\$107,000
West Davis Phase 3 – Fourth Street to Fifth Street: Reconstruction	\$105,000
South Burke Avenue – East Ash to East Birch: Resurface Roadway	\$149,000
South Burke Avenue Phase 2 – East Elm to East Gum: Resurface roadway, curb and gutter	\$160,000
South Sixth Street Extension – Clark street to Elm St: New construction of road and bridge over railway & Esquatzel Coulee	\$2,750,000
Ford Avenue Bike Path Extension – Clark street to North Columbia Avenue: Construction and extension of pedestrian/bicycle path	\$184,000
Ford Street Extension – Clark to North Columbia: New Construction	\$220,000
Hawthorn Street Project – South Fifth to South Columbia: Reconstruction, curb and gutter	\$310,000
North Burke Avenue – Clark Street to Borah Street: Reconstruction	\$168,000
TOTAL	\$20,003,000

Revenue Sources

Revenues generated for the above transportation-related projects originate from a number of federal, state, and local sources that are listed in the Transportation Plan (Appendix H). 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

a. 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)].

b. County Wide Planning Policies

Countywide planning policies 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.

c. Connell's 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.

TRANSPORTATION ELEMENT

Goals & Policies

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.

Strategy 1. Payment of mitigation fees is considered concurrency.

Strategy 2. 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.

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, businesses, and industry.
- Strategy 1. Maintain an annually updated listing of prioritized road improvement needs based on the Transportation Element.
- Strategy 2. 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.
- Strategy 1. 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 15. Upgrade at-grade railroad crossings to provide rubber or concrete crossing materials.

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. 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.

Strategy 1. Determine where bicycle and pedestrian routes should be designated and encourage their construction and use.

Strategy 2. Link schools, parks, sport and commercial areas, and other public and semi-public facilities with pedestrian and bicycle facilities.

Strategy 3. Develop a linkage system in areas where sidewalks are intermittent or non-existent.

Strategy 4. Replace old, substandard sidewalks as funding permits.

Strategy 5. Provide wheelchair ramps and other aids to enhance safe mobility for the handicapped.

Strategy 6. Provide illumination at potentially hazardous street crossings.

Strategy 7. Sign and delineate designated bike routes.

Strategy 8. Purchase and install bicycle racks at the park, and at other high-use areas.

Policy 2. Develop 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 within the urban growth area.

- 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.

- Strategy 1. 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 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:

Strategy 1. Monitoring the overall effectiveness of the Transportation Element; and

Strategy 2. 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, to meet access needs to the City's existing and proposed parks, playgrounds, and open spaces.

Strategy 1. 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 RTPO, 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 SR 395 and SR 260.

Strategy 1. 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:

- 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.

Strategy 1. 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 20 years and a twenty-year financing plan for capital facilities for 2007 through 2026.

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.

Capital Facilities Goals & Policies

The Capital Facilities Plan will affect decision making to achieve community goals, as defined in the Connell 'Vision Statement' and the community survey. 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. Provide capital improvement funds to correct existing deficiencies, to replace worn out or obsolete facilities, and to accommodate desired growth.
 - Strategy 1. Proposed capital improvement projects will be evaluated and prioritized by the following criteria:
 - a. Financial feasibility;
 - b. The purpose of the project; elimination of capacity deficits, elimination of public hazards, or city needs based on projected growth patterns.
 - c. The type of project; new development or redevelopment; and
 - d. Plans of other state and local agencies.
- Policy 2. 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.
- Policy 3. Require that developers bear a fair share of facility improvement costs required for their developments.
 - Strategy 1. Establish impact fees that are sufficient to address the fair share of improvement costs required by new development.
- Policy 4. Manage fiscal resources to support the provision of needed capital improvements.
 - Strategy 1. Adopt an annual capital budget and a ten-year capital improvement program.
 - Strategy 2. Manage debt within the city charter limits on general obligation debt (15% of assessed value).
 - Strategy 3. Actively work to secure grants or private funds when available to finance capital improvements.

- Policy 5. Coordinate land use decisions and a schedule of capital improvements with financial resources.
- Strategy 1. Require that the city and/or developers provide public facilities and services concurrent with the impact of development.
- Strategy 2. Support and encourage the joint development and use of cultural and community facilities.
- Strategy 3. 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;
- 3.0 acres of Neighborhood Park per 1,000 population;
- 6.0 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.

Inventory and Analysis

All cost estimates are presented in the year 2007 dollars as determined by the city administration. 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 2027 and revenues from all sources that have been identified are shown in Table 18.

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 2027 and revenues from all sources that have been identified are shown in Table 18.

d. Community Facilities

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.

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 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 SR-395 at SR-260 and for forecasted residential development on private land east of SR-260 and west of SR-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 18 shows the expected revenues available to the city to finance transportation capital improvements for the years 2007 through 2027. Table 18 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 2008 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 18. – Projected Revenues

YEAR	WATER	STREETS	SEWER	COMMUNITY FACILITIES
2008	\$ 1,264,572	\$ 212,500	\$ 474,050	\$ 120,000
2009 - 2013	\$ 6,760,300	\$ 1,162,649	\$ 2,698,878	\$ 1,060,457
2014 -2018	\$ 7,634,502	\$ 1,312,345	\$ 3,041,767	\$ 692,844
2019 - 2023	\$ 8,637,738	\$ 1,484,798	\$ 3,441,480	\$ 783,889
2024 – 2027	\$ 7,720,548	\$ 1,327,136	\$ 3,076,050	\$ 700,653
TOTAL	\$ 32,017,661	\$ 5,499,429	\$ 12,732,224	\$ 3,357,843

This element presents a financing plan for 2008 and in five-year increments for capital facilities (2009 to 2027) and the community’s plan to finance development of city infrastructure for the planning period.

Appendices Referenced

Appendix A	Capital Improvement Schedule Resolution
Appendix B	County-wide Planning Policies
Appendix C	Wellhead Protection Plan
Appendix D	Housing Study
Appendix E	Park & Recreation Plan
Appendix F	Water Facility Plan
Appendix G	Wastewater Facility Plan
Appendix H	Transportation Plan
Appendix I	Connell Downtown Plan
Appendix J	Land Use Capacity Analysis

