CITY OF PROSSER

COMPREHENSIVE PLAN

Adopted: April 10, 2018

ACKNOWLEDGMENTS

The City of Prosser Planning Staff would like to thank the following people for their contributions to the creation of this Comprehensive Plan:

The Citizens of Prosser

The Prosser City Council
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Daniel Gore
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Students of Prosser High School

Benton County Planning Department .

Ethan Stuckmayer

.

Greetings,

I am proud to be the Mayor of Prosser and prouder still to live, work, and recreate here. Prosser is more than a city, it is a family made up of business, Industry, tourists, and residents. This document represents the culmination of nearly 2 years of planning and thought and will be the guide for Prosser's growth for decades to come. It thoughtfully balances the needs, wishes, and requirements to successfully manage growth while protecting the character and cultural assets that we all love.

I would like to commend City of Prosser staff, partners, and elected officials who helped assemble this plan. I would especially like to thank the Prosser High School students and citizens that participated in the process.

I look forward to Prosser's continued growth and success.

Randy Taylor

Mayor of Prosser

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For ease of use, the Prosser Comprehensive Plan has been organized by topic into nine chapters. Each chapter can be viewed as a separate document and includes an introduction to the topic, background information, and a set of goals and policies that will guide the City in its decision making process as it strives to achieve its goal of ***providing dependable service to a safe, sustainable community of businesses, families, and neighbors with integrity, accountability and stewardship.***

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INTRODUCTION

INTRODUCTION

The City of Prosser Comprehensive Plan, is a legislative planning document that identifies the city's vision, goals, and policies relative to such matters as population, housing, streets, and resource use which is governed by the Washington State Growth Management Act. The Comprehensive plan is a guide and blueprint for growth and development over the next two decades.

The City of Prosser Planning Department created a Comprehensive Plan Development Team which was tasked with engaging the public in the update of the Comprehensive Plan. Planning staff used public meetings, surveys, and interviews to solicit input from the public during the process.

WHAT IS A COMPREHENSIVE PLAN?

The comprehensive plan is the centerpiece of local planning and articulates a series of goals, objectives, policies, actions, and standards that are intended to guide day-to-day decisions be elected officials and local government staff.

Comprehensive planning is a process that determines community goals and aspirations in terms of community development. The outcome of comprehensive planning is the Comprehensive Plan which dictates public policy in terms of transportation, utilities, land use, recreation, and housing. Comprehensive plans typically encompass large geographical areas, a broad range of topics, and cover a long-term time horizon, usually 20 years.

HISTORY

Prosser was long home to Native Americans who lived and fished along the river. They called the area "Tap tut", meaning rapids.

Colonel William Farrand Prosser first surveyed the area in 1879, then claimed homestead in 1882. The Northern Pacific Railroad laid tracks through the area two years later. A town plat was filed by Colonel Prosser in 1885, and in 1886 he was elected Yakima County Auditor. He moved to North Yakima to attend to these duties, and never returned to the town that he founded.

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Lewis Hinzerling built a flour mill at Prosser falls in 1887, encouraging further settlement of the area. The first irrigation canal was completed in 1893 by the Prosser Falls Land and Irrigation Company. Prosser was officially incorporated in 1899 with a population of 229 people.

In 1905, Benton County was carved out of the eastern portions of Yakima and Klickitat Counties. The new town of Prosser was chosen as county seat. In 1907 a power plant was added and began delivering electricity to the town. The following year, a new high school was built, followed a year later by a telephone exchange. In 1910 the city received a grant from the Andrew Carnegie for a public library.

Throughout the 1910s and 1920s various companies drilled in this area for oil and natural gas. There were no large findings and the Great Depression put an end to exploration.

On November 5, 1912, Benton County voters held a referendum to move the county seat from Prosser to either Kennewick or Benton City. Intense rivalry and war of words between Benton City, Kennewick, and Prosser preceded the vote. Despite getting a majority of the vote, Kennewick did not receive 60 percent of the vote as required by law. To date, Prosser remains the county seat.

In 1919, Washington State College (later WSU) established the Irrigation Experiment Station at Prosser. The program's mandate is to study the problems faced by farmers, orchardists, and ranchers in the dry central part of the state. The station originally employed scientists from the college in Pullman, who partnered with scientists from the Washington State Department of Agriculture (WSDA) and the United States Department of Agriculture (USDA). The station is still currently in use, and offers a number of agricultural education programs.

Prosser at one point had three newspapers, which were consolidated in the 1920s into the Prosser Record-Bulletin, and a permanent courthouse was built in 1926. The Benton County Historical Museum was dedicated in 1968.

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In more recent years, Prosser's location on a major river (the Yakima) and highway access has encouraged a growing wine business and associated tourist industry. Several Prosser wineries are located within the Yakima Valley appellation.

PUBLIC PARTICIPATION

The Comprehensive Plan Update Process included several public participation components. Planning staff conducted surveys, visioning forums, public hearings, and an open-door policy with which the public could share their ideas.

Throughout the process the various drafts of the plan have been posted online. Paid advertisements in the local paper were also used to notify the public and seek their input.

FUTURE GENERATIONS

The development team recognized that the Comprehensive Plan would significantly impact upcoming generations of young people. Staff believed it was important to compile input of younger generations who will be working, recreating, and raising families in Prosser. Thanks to the support of the Prosser School District, Planning staff was able to work directly in classrooms to host a Visioning Workshop. This visioning workshop included a background of basic planning principles, the function of a Comprehensive Plan, and the value of public input. Students worked in groups to identify goals, policies, and services which were important to them.

Approximately 60 Prosser High School students participated in the two-day, in-class visioning workshop.

The goals and policies that were identified as most important to the students are incorporated throughout this document and called out as featured text. These range from their desire to see more affordable housing options, to services and employment opportunities that currently do not exist.

INTRODUCTION

City of Prosser

CHAPTER 1

LAND USE

CHAPTER 1

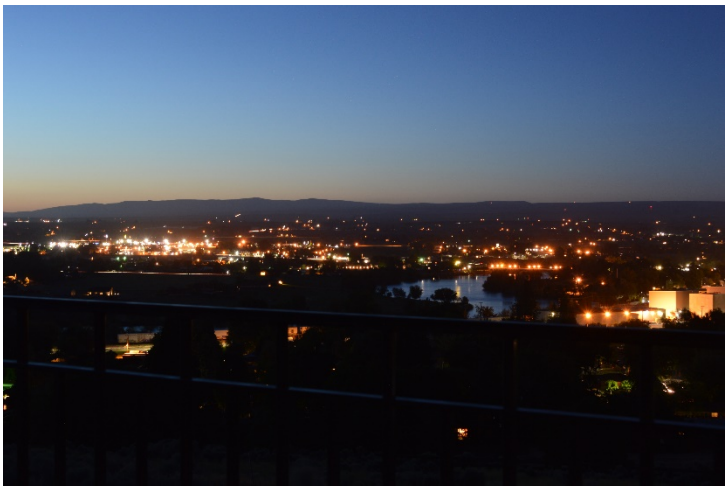
LAND USE

INTRODUCTION

One of the fundamental purposes of Prosser's Comprehensive Plan is to anticipate, guide, and plan for the future. The location, acreage, and appropriate mix of land use types is crucial to Prosser's ability to provide a healthy and livable community for its current and future residents and to accommodate growth.

The Land Use Chapter of the Comprehensive Plan addresses the general pattern of land use within Prosser and provides a framework for the city's overall development. The goal of this Land Use Chapter is to set forth policies that guide the implementation of the City of Prosser's land use plan over the 20 year planning period.

The Land Use chapter includes information about the city's anticipated population and employment growth over the next 20 years, land use goals and policies related to Prosser's strategy to appropriately accommodate this growth, and a map of planned land uses within the City's Urban Growth Area. This map indicates the area within which various types of activities are expected to occur. Prosser designates five categories of land uses to be described and located on the land use map: residential lands, steep-slope residential lands, commercial lands, industrial lands, and public lands. It ensures an appropriate mix of land uses are available to support the city's economic goals, provide services to residents and businesses, and offer a variety of opportunities for citizens to live well.



CHAPTER 1

LAND USE

CURRENT CONDITIONS AND FUTURE PROJECTIONS

Prosser has experienced continued and sustained growth over the past few decades. According to the Office of Financial Management, in 1970 the City's population was 2,954, but has since doubled to a population of 5,940 in 2016. The growth rate in the City is slightly lower than that of Benton County or the State of Washington since 2000.

TABLE LU-1. HISTORICAL POPULATION CHANGE.

	PROSSER		BENTON COUNTY		WASHINGTON	
	POPULATION	CHANGE	POPULATION	CHANGE	POPULATION	CHANGE
1950	2,636	-	51,370	-	2,378,963	-
1960	2,763	5%	62,070	21%	2,853,214	20%
1970	2,954	7%	67,540	9%	3,413,250	20%
1980	4,049	37%	109,444	62%	4,132,353	21%
1990	4,476	11%	112,560	3%	4,866,663	18%
2000	4,838	8%	142,475	27%	5,894,143	21%
2010	5,714	18%	175,177	23%	6,724,540	14%
2016	5,940	4%	190,500	9%	7,183,705	7%

US Census

The Growth Management Act requires that cities adopt 20-year population projections and make plans on how to accommodate these new residents. Benton County uses population estimates from the Office of Financial Management and then allocates a portion of the expected growth to individual jurisdictions. Under this model, Benton County projects that City of Prosser will add 2,467 new residents over 20 years and have a total population of 8,407 people in the year 2037.

To ensure that there is enough available land to accommodate these nearly 2,500 residents, the City has inventoried existing land use conditions to assess if expansion of city boundaries is necessary.

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LAND USE

INVENTORY OF EXISTING CONDITIONS

In order to fully plan for Prosser's future, it is important to first understand the existing conditions of the City. An analysis of these conditions for each land use type has been conducted to serve as baseline information and to summarize community characteristics that inform the City policies outlined in this chapter.

RESIDENTIAL LANDS

The City of Prosser has two Comprehensive Plan designations that guide the location and type of residential development. These two designations, Residential and Steep Slope Residential lands, make up the largest portion of land designation in the plan.

Residential lands encompass the most acreage in the City of Prosser. There are 1140 acres of Residential lands within the City limits and an additional 1031 acres in the previous Urban Growth Area. The City of Prosser has reduced those residential lands within the UGA by 400 acres to reflect more accurately its needs based on population projections. Residential acres within the UGA are now 631 acres.

The Prosser Development Code further separates Residential lands into six different zones with differing density and development standards: 1) RL – Low Density; 2) RM – Medium Density; 3) RH – High Density; 4) UR – Urban Residential; 5) RMHP – Residential Manufactured Home Park; 6) RMS – Residential Manufactured Home Subdivision.

Steep Slope Residential lands are reserved for residential development on or near the hills along the southern border of the City. The designation differs from traditional Residential lands in that it restricts the number of dwelling units allowed per acre in an attempt to preserve the hillsides as natural and cultural assets for the residents of Prosser, as well as protect critical areas.

COMMERCIAL LANDS

The City of Prosser has one Comprehensive Plan designation that guides the location and type of commercial development. This designation makes up 421 acres of land

Of the 421 acres of Commercial land, 192 acres are located outside the City limits within the Urban Growth Boundary. The Prosser Development Code further separates Commercial lands into six different zones with differing intensity and development standards: 1) CT – Commercial Thoroughfare; 2) CN – Commercial Neighborhood; 3) CG – Commercial General; 4) CD – Commercial Downtown; 5) CP – Commercial Professional; 6) AT – Agri-Tourism.

INDUSTRIAL LANDS

The City of Prosser has one Comprehensive Plan designation that guides the location and type of industrial development.

The Prosser Development Code separates Industrial lands into four different zones with differing intensity and development standards: 1) IL – Light Industrial; 2) A – Agri-Business; 3) IH – Heavy Industrial; 4) AT – Agri-Tourism.

PUBLIC LANDS

The City of Prosser has one Comprehensive Plan designation that guides the location and type of public facilities. The Prosser Development Code includes the PF – Public Facilities zone to separate these uses.

CHAPTER 1

LAND USE

LAND USE GOALS AND POLICIES

GOAL LU-1: Support and improve a vibrant community comprised of quality housing, attractive open spaces, prosperous commercial districts, and diverse industrial uses.

Policy LU-1.1. Ensure compatibility with adjacent land uses. The following should be considered prior to land use decisions:

- Type of land use of new development should be compatible with existing developments.
- Land uses which generate high traffic volumes should have ready access to appropriate transportation connections.
- Land uses along highways and major streets should consider noise, air quality, visual, and other unique environmental conditions which occur in these areas.
- Development should be sensitive to natural features of the site.

Policy LU-1.2. Orient buildings to enhance views and respond to natural topography.

Policy LU-1.3. Create livability through provision of recreation facilities, attractive common areas, clear building accessibility, adequate parking, and public walkways.

Policy LU-1.4. Encourage the preservation of agricultural land outside the City through cooperative planning efforts with Benton County and through City annexation policies.

Policy LU-1.5. Permit agricultural production as an interim use on properties suitable for agricultural uses

within the City Limits and Urban Growth Area while such use is viable and beneficial as a buffer from more intense uses until such time the area is appropriate for more urban uses.

GOAL LU-2: Create an orderly, well-designed, and aesthetically pleasing city.

Policy LU-2.1. Place multi-family residential developments next to arterial streets, along public transportation routes, or on the periphery of commercially designated areas.

Policy LU-2.2. Work closely with nearby cities and Benton County to coordinate land use plans.

Policy LU-2.3. Enhance existing design requirements for residential and commercial development.

Policy LU-2.4. Create design requirements for industrial developments including provisions that mitigate "blank wall blight", noise, pollution, and other adverse impacts on adjacent properties.

Policy LU-2.5. Locate new residential development so that residents will have access to walking and bicycle trails and public transit.

Policy LU-2.6. Ensure adequate buffering between land use types.

Policy LU-2.7. Allow flexibility in site design to promote safety, livability and preservation of natural features.

Policy LU-2.8. Improve gateways that signify entry to the city that are inviting and visually appealing to both residents and visitors.

Policy LU-2.9. Establish new gateways to commercial and industrial districts that clearly delineate a

visitor's arrival and define districts and planned areas.

GOAL LU-3: Maintain the existing rural character of the urban growth area until such time it is appropriate for annexation and more urban uses.

Policy LU-3.1. Promote land use measures that protect and conserve existing farm and agricultural land in Prosser's Urban Growth Area.

Policy LU-3.2. Work with Benton County to create policies that prevent the premature residential development of agricultural land within the UGA.

GOAL LU-4: Establish land use patterns that balance development and provide for diverse uses.

Policy LU-4.1. Encourage infill of undeveloped and underdeveloped properties within the city limits in order to make more efficient use of available utilities and manage growth.

Policy LU-4.2. Provide an efficient and orderly array of land uses at intensities appropriate for different areas.

Policy LU-4.3. Adopt zoning and development ordinances that are consistent with the goals and policies of the Comprehensive Plan and the Land Use Map.

Policy LU-4.4. Require future development to be consistent with the following land use designations and the Land Use Map:

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LAND USE

COMPREHENSIVE PLAN DESIGNATION	DESCRIPTION	CORRESPONDING ZONES
Residential (R)	The R designation includes all lands designated for residential uses excluding Steep Slope Residential (SSR), including but not limited to single-family, multi-family, and manufactured dwellings. Actual allowed density depends on the underlying zoning of a parcel.	**RL** – Low Density **RM** – Medium Density **RH** – High Density **UR** – Urban Residential **RMHP** – Residential Manufactured Home Park **RMS** – Residential Manufactured Home Subdivision
Steep Slope Residential (SSR)	The SSR designation is applied to a large undeveloped area along the southern boundary of the City. These lands were previously classified as Urban Reserve lands, however in an effort to more clearly define allowed uses in the zone, and protecting critical areas, the SSR designation was created. The goal of this designation is to protect steep slope critical areas from development that would degrade its physical character and require costly infrastructure investments. In cases where the natural features of a parcel would reasonably accommodate an increase in density, rezoning to allow for a higher concentration of dwelling units may be allowed. In cases where the natural features may limit the ability to reasonably accommodate development on a portion of the parcel, clustering development within the unconstrained portions of the parcel may be allowed. Clustering must provide protections for that portion of the parcel which was constrained	**SSR** – Steep Slope Residential
Commercial (C)	The C designation 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.	**CT** – Commercial Thoroughfare **CN** – Commercial Neighborhood **CG** – Commercial General **CD** – Commercial Downtown **CP** – Commercial Professional **AT** – Agri-Tourism
Industrial (I)	The I designation includes a variety of industrial manufacturing assembly, food processing, warehousing and distribution uses. Also included are in this designation are the Prosser Airport and uses involving the sale of retail and wholesale products manufactured on- site, and a variety of research and development uses for science or agribusiness related activities.	**IL** – Light Industrial **A** – Agri-Business **IH** – Heavy Industrial **AT** – Agri-Tourism
Public Lands (P)	The P designation 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 county office buildings, K-12 school properties, parks, and state and federal lands. Lands which are no longer used or intended for public use may be rezoned a Commercial, Residential, or Industrial zone provided the zone is in conformance with the surrounding uses.	**PF** – Public Facility **All other zones**

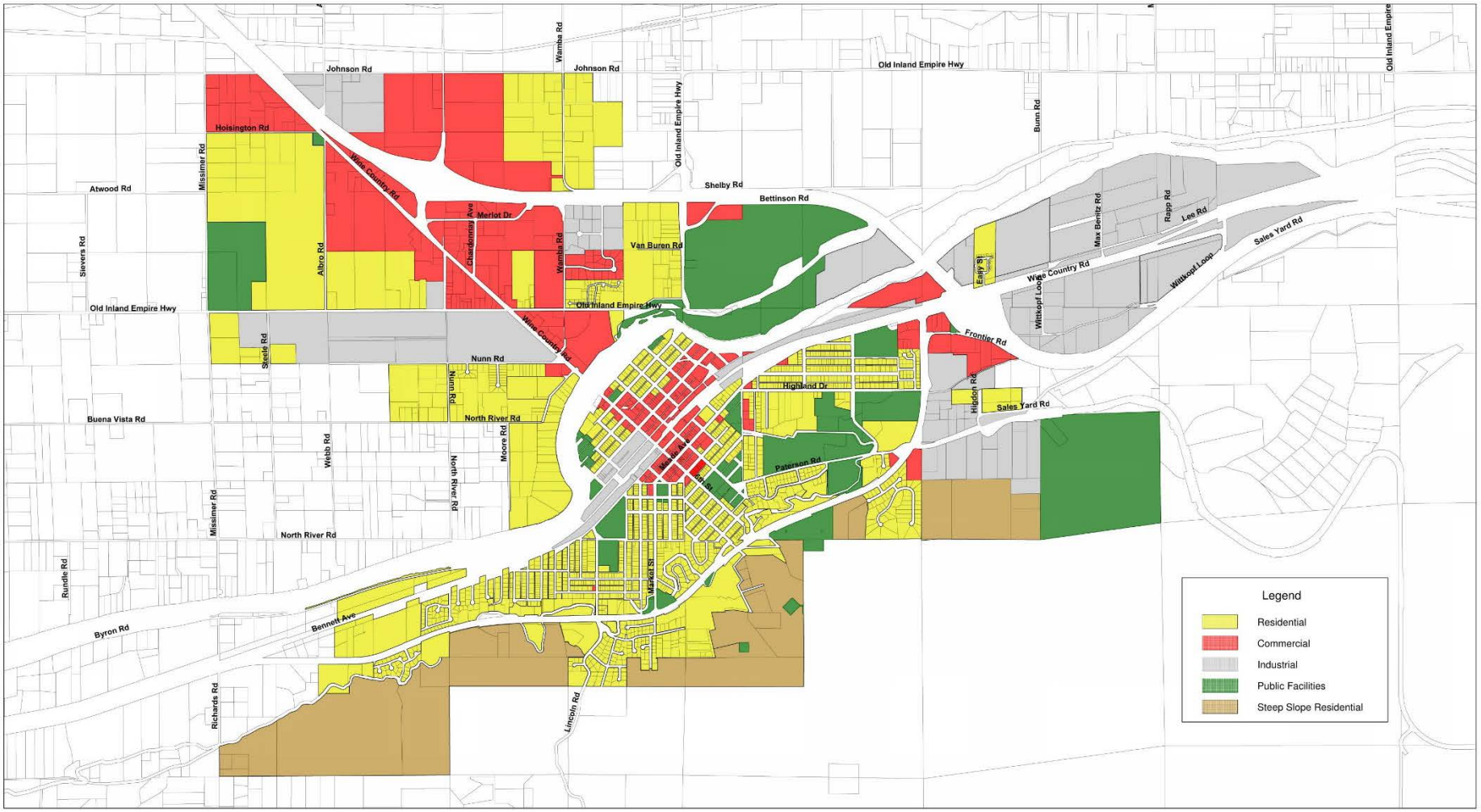
Policy LU-4.5. Provide adequate, well-located areas for public lands and facilities that are appropriate for the needed use while minimizing impacts to surrounding uses.

Policy LU-4.6. Plan for adequate residential, commercial, and industrial lands to meet the needs of a growing population.

Policy LU-4.7. Allow specific areas within the Steep Slope Residential designation of this plan to be zoned as another residential zone provided that appropriate studies, including any required critical area studies, are conducted to demonstrate that:

- The area will be developed within the following five years;
- The development can be efficiently served by city services;
- The planned development does not adversely impact any critical areas within or adjacent to the site and the constraints imposed by such areas;
- Potential adverse impacts associated with the development are appropriately mitigated, and
- The planned development appropriately conserves open space amenities provided by the developer.

FIGURE LU-1. CITY OF PROSSER COMPREHENSIVE PLAN MAP.



MAP DATE: 5/2/17

GOAL LU-5: Preserve and create new open spaces that protect critical areas to ensure a healthy and sustainable environment that also serve as an opportunity for citizens to experience nature.

Policy LU-5.1.	Steep Slope areas shall be given special consideration in site design by both the developer and local regulations.
Policy LU-5.2.	Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
Policy LU-5.3.	Use the best available science in all aspects of managing critical areas including developing regulations, delineating critical areas, identifying functions and values, and recommending strategies to protect their functions and values.
Policy LU-5.4.	Establish a formula for determining open space dedications for types of developments while protecting private property owners.

GOAL LU-6: Encourage future growth to take place in coordination with existing and planned infrastructure investments.

Policy LU-6.1.	Focus growth into areas that currently have adequate capital facilities to absorb new development. Plan for the extension of appropriate infrastructure into areas identified for future development.
Policy LU-6.2.	Utilize highway and road system improvements to assist in managing and directing growth.

GOAL LU-7: Plan for and protect appropriate sites to meet the diverse commercial needs of the community while maximizing the opportunity of the community to serve as a regional commercial center and to accommodate tourism-related commercial uses.

Policy LU-7.1.	Focus commercial growth in the historic downtown district and Vintner's Gateway

Policy LU-7.2.	Establish appropriate zoning categories to create harmony between similar commercial uses.
Policy LU-7.3.	Avoid rezoning commercial sites to less intense commercial zones where appropriate.
Policy LU-7.4.	Promote the clustering of commercial developments.
Policy LU-7.5.	Encourage the design of commercial structures along major thoroughfares to be atheistically pleasing.
Policy LU-7.6.	Allow Agri-tourism zoning in Commercial designations provided that the primary uses are Commercial and any Industrial or Residential uses are subordinate and unlikely to impact any surrounding Commercial uses.

GOAL LU-8: Plan for and protect sites appropriate for industrial uses that meet the economic and employment needs of the community.

Policy LU-8.1.	Attract new industrial development to the East Prosser Industrial Area.
Policy LU-8.2.	Encourage industrial development to locate in areas currently zoned industrial and to areas with good access to transportation networks.
Policy LU-8.3.	Provide buffers to mitigate adverse impacts on surrounding residential/commercial areas.
Policy LU-8.4.	Promote the clustering of industrial development.
Policy Lu-8.5.	Ensure the supply of large industrial parcels are adequate to accommodate a variety of industrial activities.

Policy Lu-8.6. Allow Agri-tourism zoning in Industrial designations provided that the primary uses are Industrial and any Commercial or Residential uses are subordinate and unlikely to impact any surrounding Industrial uses.

GOAL LU-9: Provide the Prosser Airport with reasonable protection from airspace obstructions, incompatible land uses, and nuisance complaints that could restrict operations.

Policy LU-9.1. Keep residential land underlying the air approach east and west of the runway to a low density and intensity. Commercial uses, that attract significant numbers of people, should be discouraged.

Policy LU-9.2. Plan land use around the airport with potential noise problems in mind. Open space uses are most desirable, such as, parks, cemeteries, golf courses, etc. Commercial uses consistent with the land use map are appropriate provided appropriate noise installation measures are incorporated into the construction of new buildings. Industrial uses are appropriate if located in a planned park. Low-density residential use with sound-reduction would be appropriate.

Policy LU-9.3. Plan industrial site development in the airport area keeping in mind the needs and operations of the airport.

Policy LU-9.4. Direct any lighting in the vicinity of the airport downward and avoid excessive glare that could pose a hazard to night air navigation.

FIGURE LU-2. CITY OF PROSSER COMMERCIAL LAND USE DESIGNATIONS.

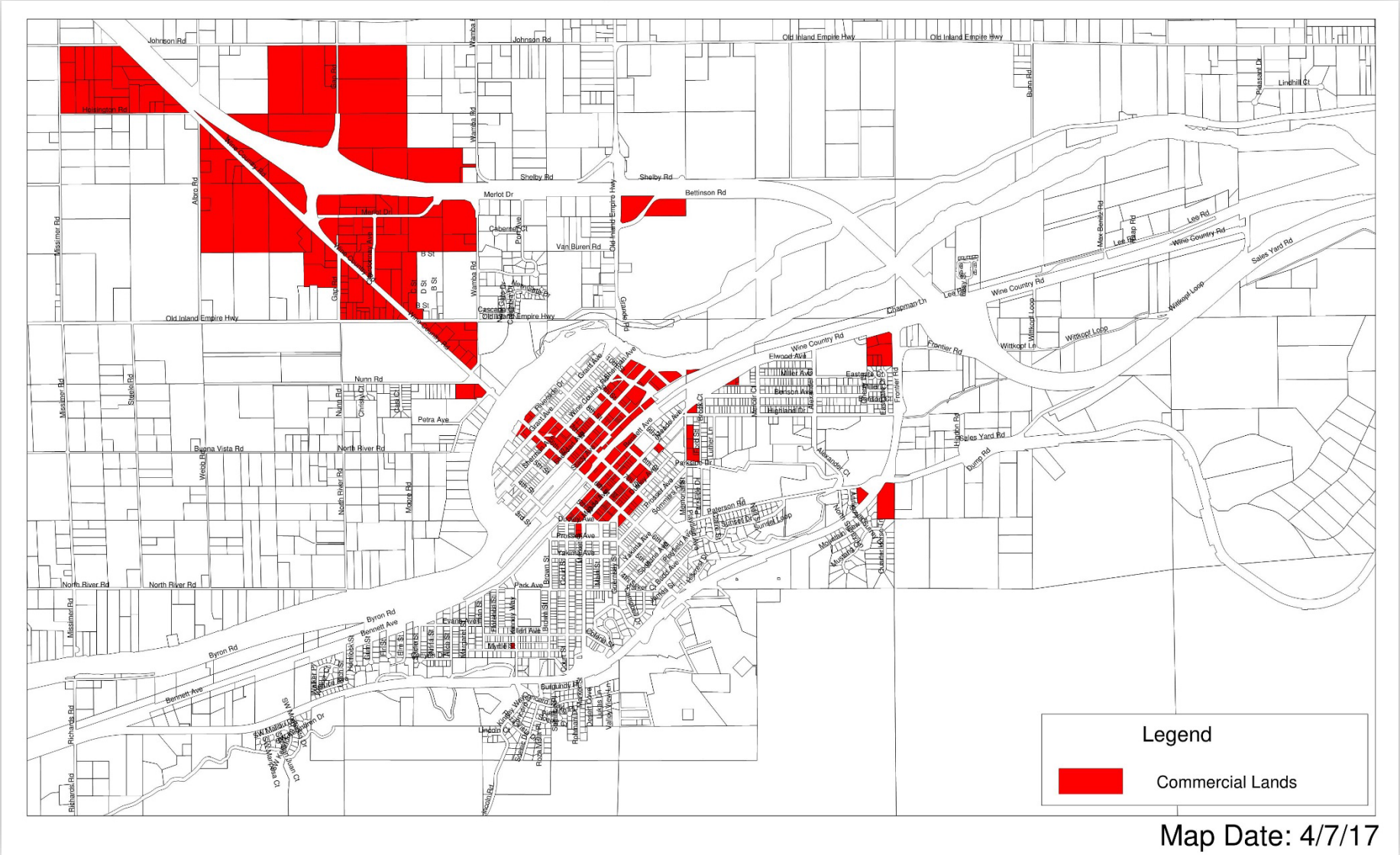


FIGURE LU-3. CITY OF PROSSER INDUSTRIAL LAND USE DESIGNATIONS.

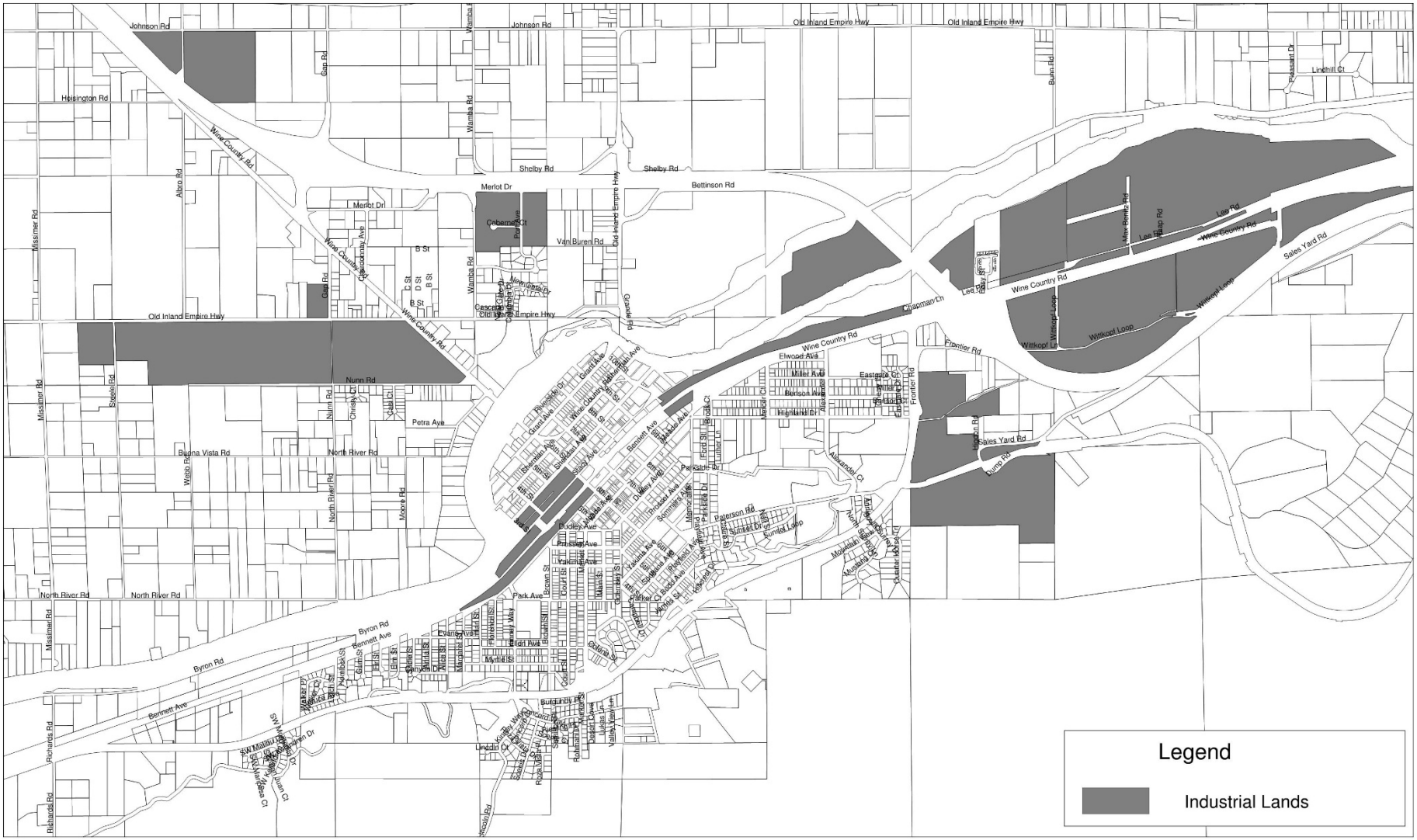


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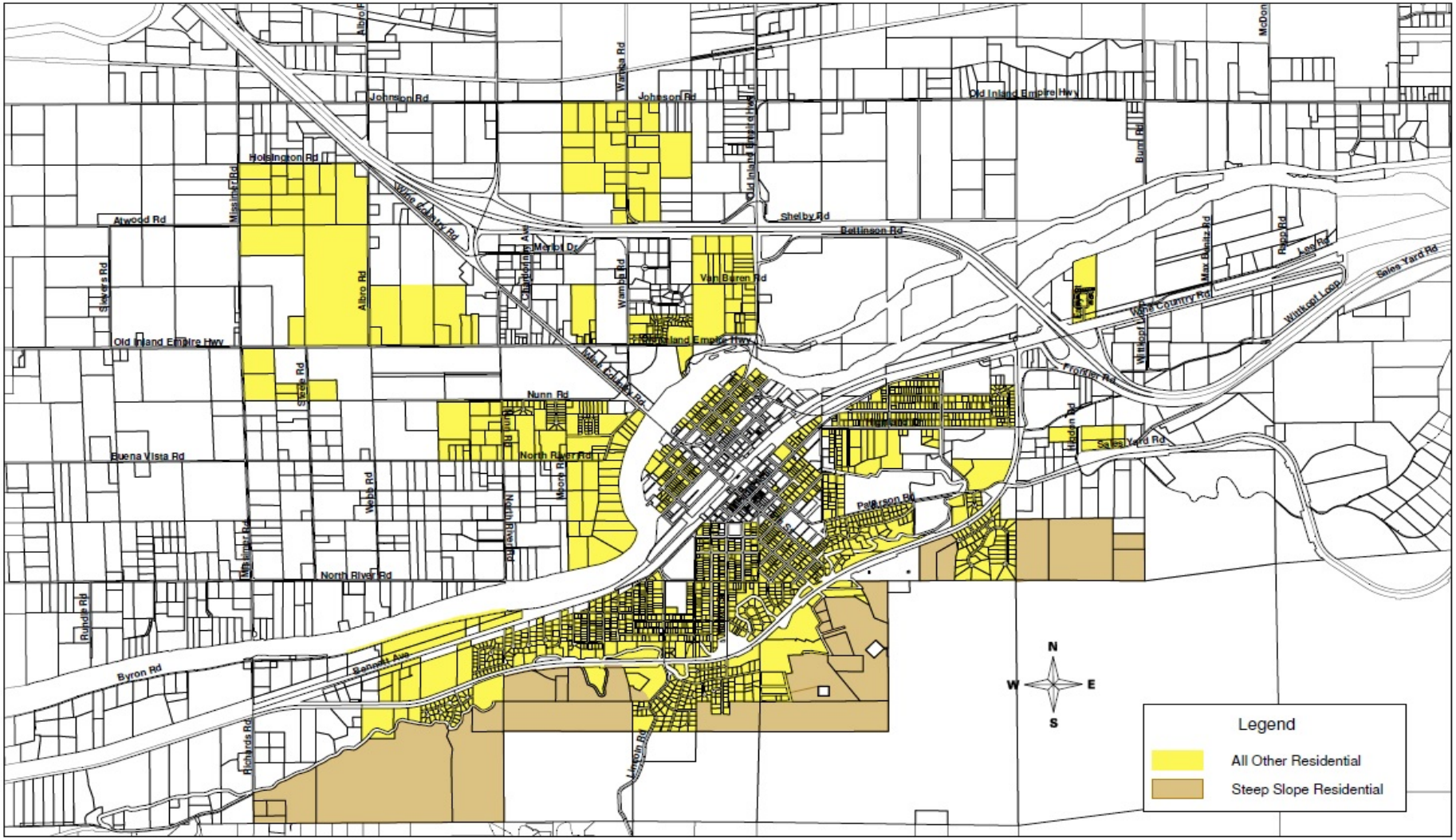
FIGURE LU-4. CITY OF PROSSER RESIDENTIAL LAND USE DESIGNATIONS.



CITY OF PROSSER - STEEP SLOPE RESIDENTIAL / ALL OTHER RESIDENTIAL

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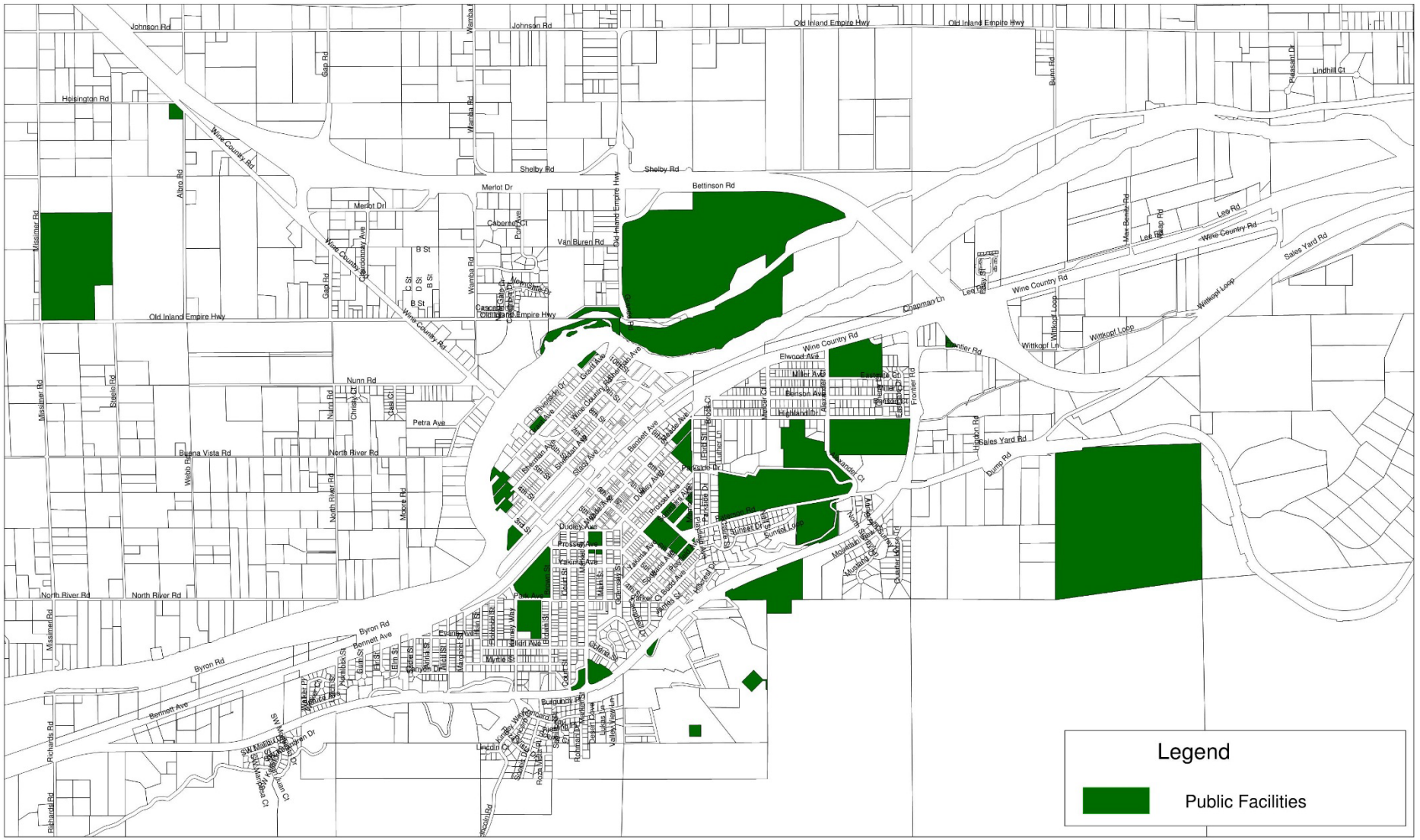
FIGURE LU-5. CITY OF PROSSER PUBLIC FACILITIES LAND USE DESIGNATIONS.



Map Date: 4/7/17

CHAPTER 2

ENVIRONMENT

CHAPTER 2

ENVIRONMENT

INTRODUCTION

Prosser is home to many unique topographical and ecological assets that significantly contribute to the City's culture, identity, and economy. The Yakima River and its floodplains, the rolling Horse Heaven Hills, and the many other natural resources provide a variety of ecosystem services that benefit citizens and wildlife alike. The City recognizes that there exists a link between a healthy environment and overall quality of life. Therefore, it is important to not only protect and preserve the environment, but to allow for its enjoyment and use by current and future generations.

As the growth of the City threatens to impact these natural resources, the City of Prosser is dedicated to implementing policies that integrate environmental protection into the development process. The following goals and policies reinforce Prosser's commitment to protecting, enhancing, and preserving natural resources in sustainable and meaningful ways.

ENVIRONMENT GOALS AND POLICIES

GOAL E-1: Preserve and protect the natural environment ensuring natural resources are available for the use and enjoyment of future generations.

Best available science is science that applies valid scientific methods consisting of research conducted by qualified individuals using documented methodologies that lead to verifiable results and conclusions.

Policy E-1.1. Use the best available science in all aspects of planning and permitting, mitigation, delineation, and developing regulations.

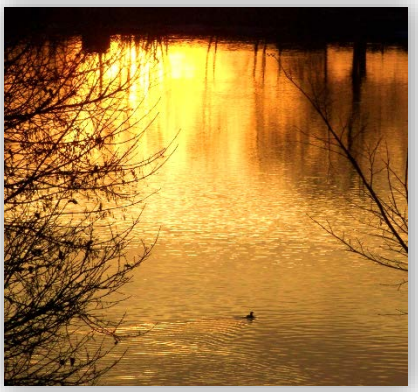
Policy E-1.2. Protect wildlife habitats as designated open space and wetland areas.

Policy E-1.3. Acquire and protect key significant wildlife habitat areas.

Policy E-1.4. Ensure the preservation of a variety of habitat types, sizes and locations.

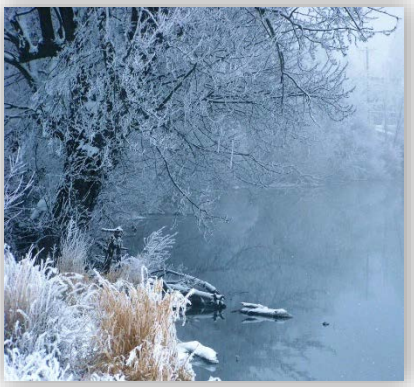
Policy E-1.5. Regulate any impacts or disturbances of wetlands and wetlands vegetation and the surrounding buffer.

Policy E-1.6. Designate and conserve the following areas as fish and wildlife critical areas:



- Areas which have a primary association with state or federally designated endangered, threatened, and sensitive species;
- Habitats of local importance including, but not limited to, areas designated as priority habitat by the Department of Fish and Wildlife;
- Naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat, including those artificial ponds intentionally created from dry areas in order to mitigate impacts to ponds;

- Waters of the state, including lakes, rivers, ponds, streams, inland waters, underground waters, salt waters and all other surface waters and watercourses within the jurisdiction of the state of Washington;



- Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity;
- State natural area preserves and natural resource conservation areas; and
- Land essential for preserving connections between habitat blocks and open spaces.

Policy E-1.7. Identify natural drainage ways and educate the public on their roles in importance in the area.

Policy E-1.8.	Regulate development within the frequently flooded critical areas or other flood hazard areas of the city in accordance with the national Flood Insurance Program.
PolicyE-1.9.	Designate as “Geologically hazardous” critical areas, areas that may not be suited to development consistent with public health, safety or environmental standards because of their susceptibility to erosion, sliding, earthquake, or other geological events.

GOAL E-2: Mitigate adverse environmental impacts.

Policy E-2.1.	Require the mitigation of impacts from development adjacent to critical areas.
Policy E-2.2.	Encourage the creation and maintenance of non-regulated wetland areas.
Policy E-2.3.	Establish regulations that require engineering, architectural, or geo-technical investigations and certifications of approval of development permits or authorizations to proceed in hazardous areas.
Policy E-2.4	Identify and designate as "Aquifer recharge critical areas" lands that, due to the presence of certain soils, geology, and surface water, act to recharge ground water by percolation.
Strategy E-2.5.	In aquifer recharge critical areas restrict development (except for City wells) that significantly degrades or depletes surface waters or groundwater.

HILLSIDE AND RIDGELINE PRESERVATION

The backdrop of Prosser is the Horse Heaven Hills to the south. The scenic hillside and ridgeline is a cultural asset that should be protected and preserved from development which could detract from its natural beauty and ecological function.

GOAL E-3 Protect the hillside and ridgeline as a cultural resource that should be preserved for future generations.

Policy E-3.1. Work with Benton County to establish hillside and ridgeline protection in areas that are beyond the City Limits and Urban Growth Boundary yet visually and culturally impact Prosser and its citizens.

Policy E-3.2. Protect the views and features that are unique to the Prosser area.

Policy E-3.3. Plan for the acquisition of the undeveloped ridgelines and hillsides surrounding the City of Prosser to preserve them from development that will fundamentally change the landscape and natural features of the area.

Policy E-3.4. Create a conservation plan for the managed use of the hillside.

Goal E-4: Support the conservation-designated Natural Resource areas in the Prosser area.

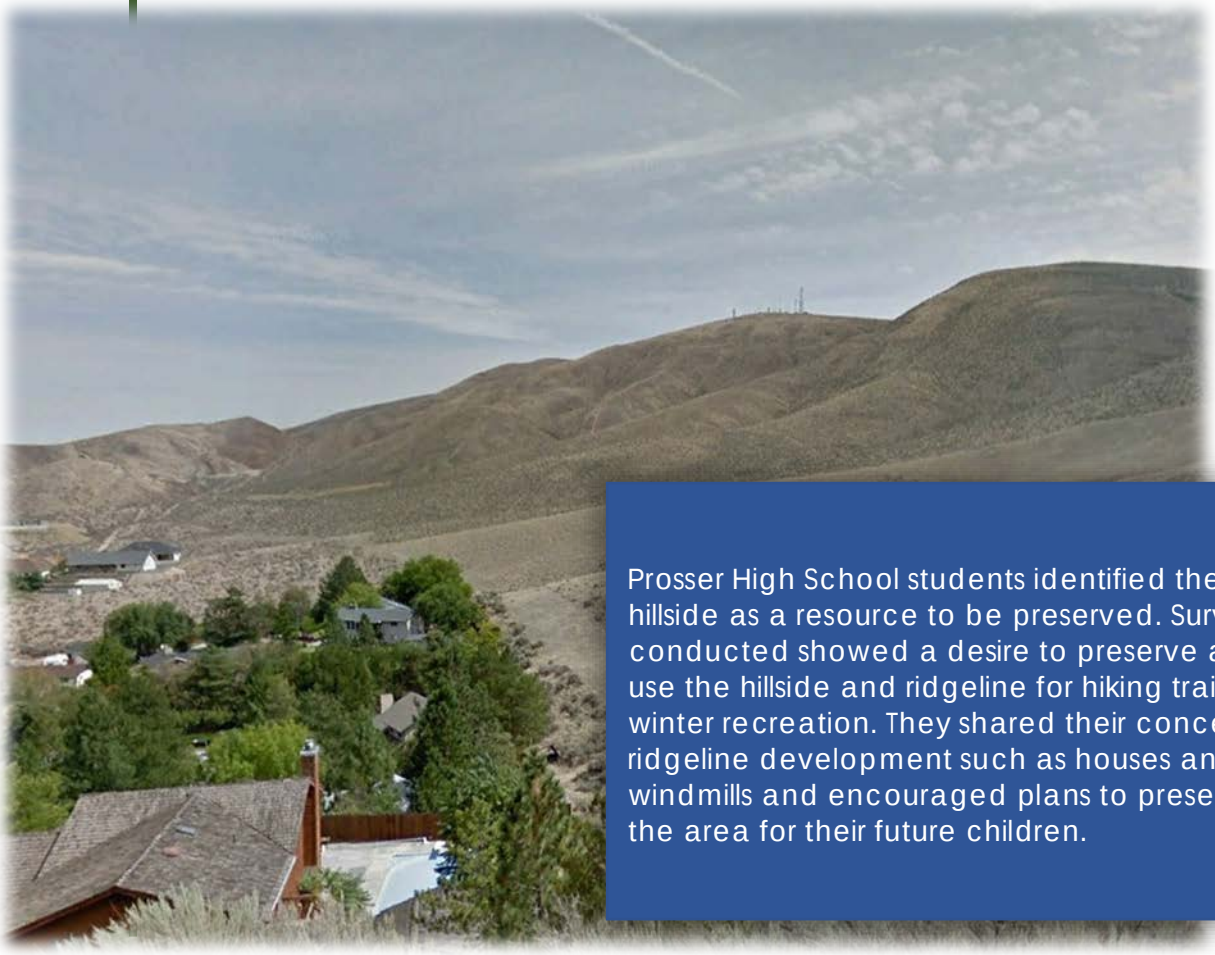
Policy E-4.1. Recognize that natural resource lands, are essential for the long-term viability of the City of Prosser.

Policy E-4.2. Support the designation of natural resource areas in the County comprehensive plan and avoid actions that may result in converting

agricultural lands to non-agricultural related uses.

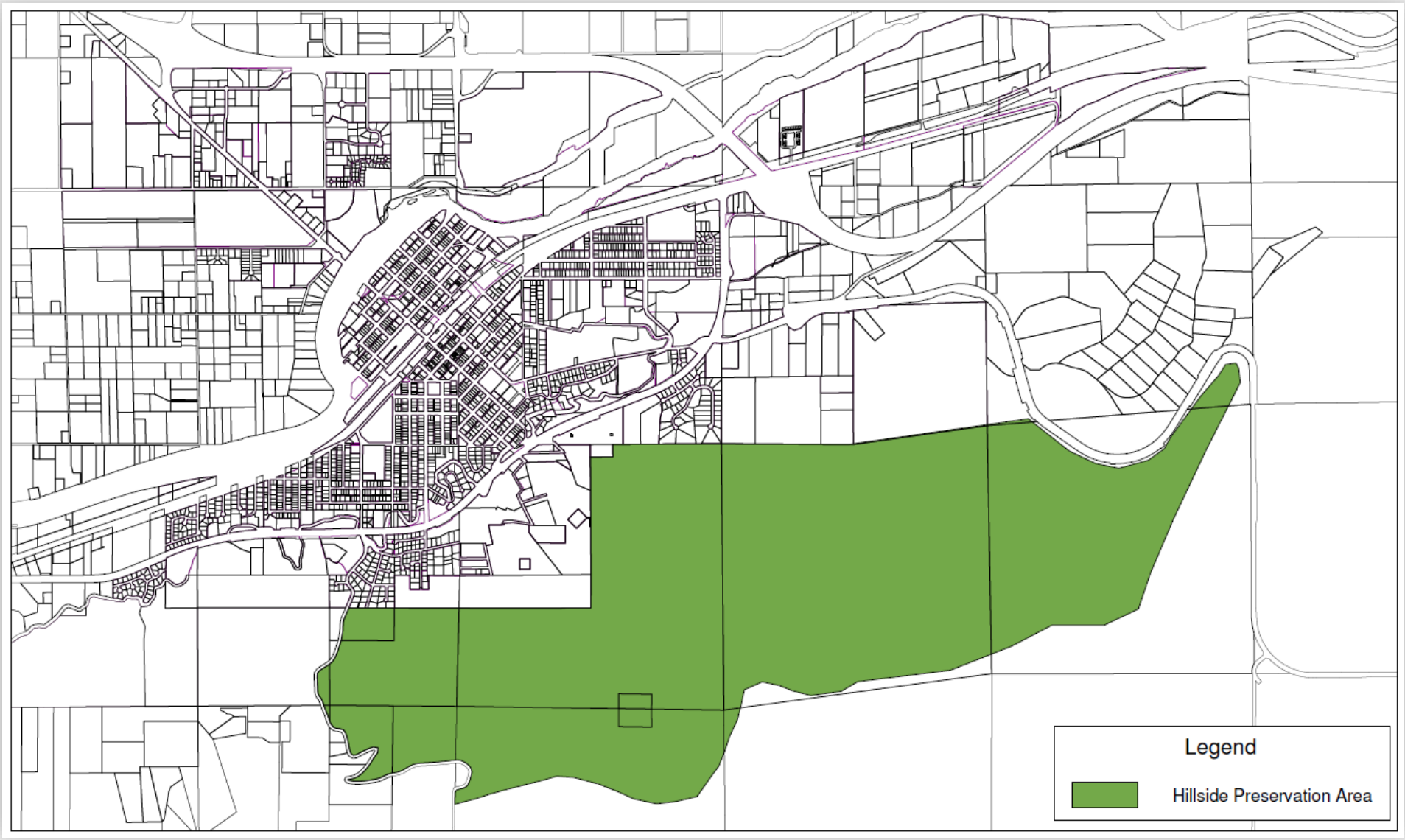
Policy E-4.3. Require that all plats, short plats, development permits, and building permits issued for development activities on, or within five hundred feet of, lands designated as mineral resource lands, contain a notice that the subject property is within or near designated agricultural lands, or mineral resource lands on which a variety of commercial activities may occur that are not compatible with residential development.

The Hillside is generally considered to be that area south of Prosser City limits between Lincoln Grade and State Route 221. See Figure E-1.



Prosser High School students identified the hillside as a resource to be preserved. Surveys conducted showed a desire to preserve and use the hillside and ridgeline for hiking trails and winter recreation. They shared their concern for ridgeline development such as houses and windmills and encouraged plans to preserve the area for their future children.

FIGURE E-1. HILLSIDE PRESERVATION AREA.



CHAPTER 2

ENVIRONMENT

SHORELINE MANAGEMENT GOALS AND POLICIES

The City of Prosser (City) recognizes the intent of the voters and the legislature of the State of Washington in adopting the "Shoreline Management Act of 1971" (SMA) and adopts by reference the finding that the shorelines of the state are among the most valuable and fragile of its natural resources and that there is great concern throughout the state relating to their utilization, protection, restoration, and preservation. In addition, it finds that ever-increasing pressures of additional uses are being placed on the shorelines necessitating increased coordination in the management and development of the shorelines of the state.

The SMA's paramount objectives are to protect and restore the valuable natural resources that shorelines represent and to plan for and foster all "reasonable and appropriate uses" that are dependent upon a waterfront location or that offer opportunities for the public to enjoy the state's shorelines. With this clear mandate, the provisions of the SMA established a planning and regulatory program which is initiated at the local level under state guidance.

This cooperative effort balances local and state-wide interests in the management and development of shoreline areas. Local governments are required to plan for shoreline development by developing local shoreline master programs (SMPs). They are also required to regulate such development through a shoreline permit system for substantial development projects.

Local government actions are monitored by the State of Washington Department of Ecology (Ecology), which approves new or amended SMPs, reviews substantial development permits, and approves conditional-use permits and variances. The master program is essentially a shoreline comprehensive plan and regulations with a distinct orientation toward shoreline areas and customized to local circumstances. Collectively, the local master programs comprise the State Shoreline Master Program.

The City developed and adopted its first shoreline master program with the help of a citizen advisory group in 1973. The Master Program was subsequently amended several times during the intervening years. For the current comprehensive update, the City has conducted a comprehensive inventory of the natural characteristics, present land uses,

and patterns of ownership along the City's shoreline that provides a substantial information base for understanding ecological functions and other considerations for the update of this Master Program. The City, with the involvement of its local citizens, agencies, and interested parties, has developed this Shoreline Master Program to serve as both a planning guide and resource for specific regulations pertaining to development and use of the shorelines in City of Prosser. Included is a description of the goals, objectives, policies, environment designations, use regulations, and provisions for administration, including variances and conditional uses.

Prosser shorelines consist of the Yakima River shoreline. This includes floodways, land within 200 feet of the ordinary high water mark (OHWM) of the waterways; floodplains up to 200 feet from the floodway edge; and associated wetlands. The City has chosen to include the minimum shoreline jurisdiction required according to the State law (RCW 90.58.030).

Goal SH-1: Ensure appropriate conservation and development of the City of Prosser's shorelines by allowing those uses which are water-dependent, as well as other development which provides an opportunity for a substantial number of people to enjoy the shorelines. This should be done in a manner which will achieve an orderly balance of shoreline uses that improves the quality of the environment.

Policy SH-1.1.	Ensure that all uses and developments do not result in a net loss of shoreline ecological functions.
Policy SH-1.2.	Accommodate water-dependent and associated water-related uses that are the highest priority for shorelines unless protection of the existing natural resource values of such areas precludes such uses.
Policy SH-1.3.	Accommodate water-related and water-enjoyment uses that are compatible with ecological protection and restoration objectives as the second highest priority.
Policy SH-1.4.	Limit non-water-oriented uses to those locations where access to the water is not practical or where the non-water-oriented use contributes to the objectives of the SMA in

providing ecological restoration and public access.

Policy SH-1.5. Reserve the shoreline areas for uses which allow optimal uses for future generations by recognition of potential long-term benefits to the public, and discouragement of short-term gain or convenience.

Policy SH-1.6. Provide site development performance standards and other appropriate criteria to developers indicating acceptable standards to be achieved.

Policy SH-1.7. Allow multiple uses of shoreline areas where integration of compatible uses or activities is feasible.

Policy SH-1.9. Allow uses, on a specified interim basis, which are not shoreline related, if not permanent and if not requiring permanent modifications of natural shorelines.

Policy SH-1.10. Respect private property owner's rights when drafting development regulations for use of the shorelines.

Goal SH-2: Give priority to those industrial, commercial, and recreational developments that are particularly dependent on their location on the City of Prosser's shoreline. Encourage development that will provide the public with an opportunity to enjoy the shorelines. No net loss of ecological function is envisioned in the implementation of this goal.

Policy SH-2.1. Minimize the adverse effects of new commercial, industrial, and recreational development upon the physical environment and natural processes, through careful siting and design.

Policy SH-2.2. Locate commercial and industrial development as infill in areas already developed as a first priority, so long as such

areas have not reached their functional capacity.

Policy SH-2.3. Locate new commercial, industrial, and recreational activities in areas with existing public services as a second priority.

Policy SH-2.4. Provide for effective flood protection for the City of Prosser.

Goal SH-3: Develop safe, convenient, and diversified shoreline circulation systems to assure efficient movement of goods and people with minimum disruptions to the shoreline environment and minimum conflict between the different users.

Policy SH-3.1. Locate and design major circulation systems well away from the shoreline, except for necessary crossings, so that natural shorelines remain substantially unmodified.

Policy SH-3.2. Encourage existing corridors for transportation facilities along shorelines to better accommodate public access to the shoreline and provide safe overcrossings to shoreline public access facilities.

Policy SH-3.3. Encourage joint uses of any necessary roads.

Policy SH-3.4. Encourage alternate modes of transportation, such as pedestrian and bicycle to the shoreline.

Goal SH-4: Assure protection, preservation, and restoration of City of Prosser's, fragile and scenic nonrenewable resources, while encouraging the best management practices to assure no net loss of shoreline ecological functions.

Policy SH-4.1. Existing natural resources should be conserved through regulatory and non-regulatory means that may include:

- Implementation of the Comprehensive Plan, local development regulations, and state, tribal, and federal programs;
- Regulation of development within the shoreline jurisdiction;
- Ecologically sound design;
- Restoration programs; and
- Education programs.

Policy SH-4.2. Provide for the use of shoreline and floodplain-related resources without harming other natural systems or the overall quality of the natural environment.

Policy SH-4.3. Effectively manage natural features and resources as well as scenic vistas, parkways, and habitats of rare or endangered species.

Policy SH-4.4. Preserve the scenic and aesthetic qualities of shorelines, floodplains, and vistas.

Policy SH-4.5. Provide for restoration of degraded ecological functions through appropriate regulations, including emphasis on non-water-dependent uses and as part of publicly-funded facilities.

Goal SH-5: Ensure safe, convenient, and diversified access for the public to the publicly-owned shorelines of the City of Prosser and assure that the intrusions created by public access will recognize the rights of private property owners, and will not adversely affect fragile natural areas.

Policy SH-5.1. Provide public access consistent with the existing character of the shoreline and with consideration of opportunities and constraints for physical and visual access, as well as consideration of ecological functions and public safety.

Policy SH-5.2. Make Public access to and along the water's edge available throughout publicly-owned shoreline areas, although direct physical access to the water's edge may be restricted to protect shoreline ecological values.

Policy SH-5.3. Future developments and redevelopments shall not adversely affect existing public access, and should provide new opportunities for the public to reach, touch, and enjoy the water's edge.

Policy SH-5.4. Public access should be located, designed, developed, and maintained in a manner that enhances the natural environment.

Policy SH-5.5. Purchase, or otherwise make available to the public, shoreline properties if their value for public use merits such action.

Policy SH-5.6. Existing highway and railroad corridors along shorelines should better accommodate public access to the shoreline and provide safe overcrossings to shoreline public access facilities.

Policy SH-5.7. Coordinate shoreline public access with local, state, and federal agencies.

Policy SH-5.8. Respect and protect the enjoyment of private rights in shoreline property when considering public access development.

Goal SH-6: Provide additional opportunities for diverse forms of public recreation and improvement of present facilities.

Policy SH-6.1. Identify, obtain, preserve, and protect areas with high values for recreation.

Policy SH-6.2. Consider allowing recreational uses as part of private development where compatible with other uses and activities.

Policy SH-6.3. Provide a balanced choice of recreational opportunities, including those requirements of the elderly and the physically challenged.

Policy SH-6.4. Cultivate innovative and cooperative techniques among public agencies and private persons or groups which increase and diversify recreation opportunities.

Policy SH-6.5. Allow compatible recreational uses including bicycle and foot-paths in transportation and utility corridors where feasible.

Policy SH-6.6. Locate, design, and operate recreation facilities in a manner consistent with the purpose of the environment designation in which they are located so that no net loss of shoreline ecological functions or ecosystem-wide processes result.

Policy SH-6.7. Coordinate with local, state, and federal agencies so that shoreline recreational developments are consistent with the City and Regional Parks Recreation, Open Space and Trails Plan.

Goal SH-7: Protect, preserve, and encourage restoration of those sites and areas on the shoreline which have significant historical, cultural, educational, or scientific value.

Policy SH-7.1. Identify historic, cultural, and archaeological resources within the shoreline in cooperation with federal, state, local, and tribal agencies.

Policy SH-7.2. Plan for preservation of significant historic, scientific, and educational areas of the shoreline while providing for public use and enjoyment of such areas.

Policy SH-7.3. Preserve for the public benefit, with opportunity for appropriate public utilization,

significant historic, scientific, and educational areas of the shoreline.

Policy SH-7.4. Ensure that the review and construction of development permits includes professional assessment of historic, cultural, and archaeological resources and that such resources are preserved or conserved in compliance with applicable laws.

Goal SH-8: Minimize flood hazards to human life and to property while enhancing the ecological processes of the shoreline.

Policy SH-8.1. Manage flood protection through implementation of the City's Comprehensive Plan, stormwater regulations, and the regional flood hazard control plans for the Yakima River.

Policy SH-8.2. Protect existing development and restore floodplain and channel migration functions to the extent feasible.

Policy SH-8.3. Integrate bioengineering and/or soft engineering approaches where feasible into local and regional flood control measures, infrastructure, and related capital improvement projects.

Policy SH-8.4. Prohibit development within the floodplains associated with the City's shorelines that would individually or cumulatively result in an increase to the risk of flood damage while preserving the rights of individual property owners.

Policy SH-8.5. Support measures to increase the natural functions of floodplains including flood storage, off-channel habitat, associated wetlands, and buffers of native vegetation.

NATURAL RESOURCE AREAS

Goal NR-1: Support the conservation designated Natural Resource areas in the Prosser area.

Policy NR-1.1. Recognize that natural resources, defined as agricultural lands, or mineral resource lands, are essential for the long term viability of the City of Prosser.

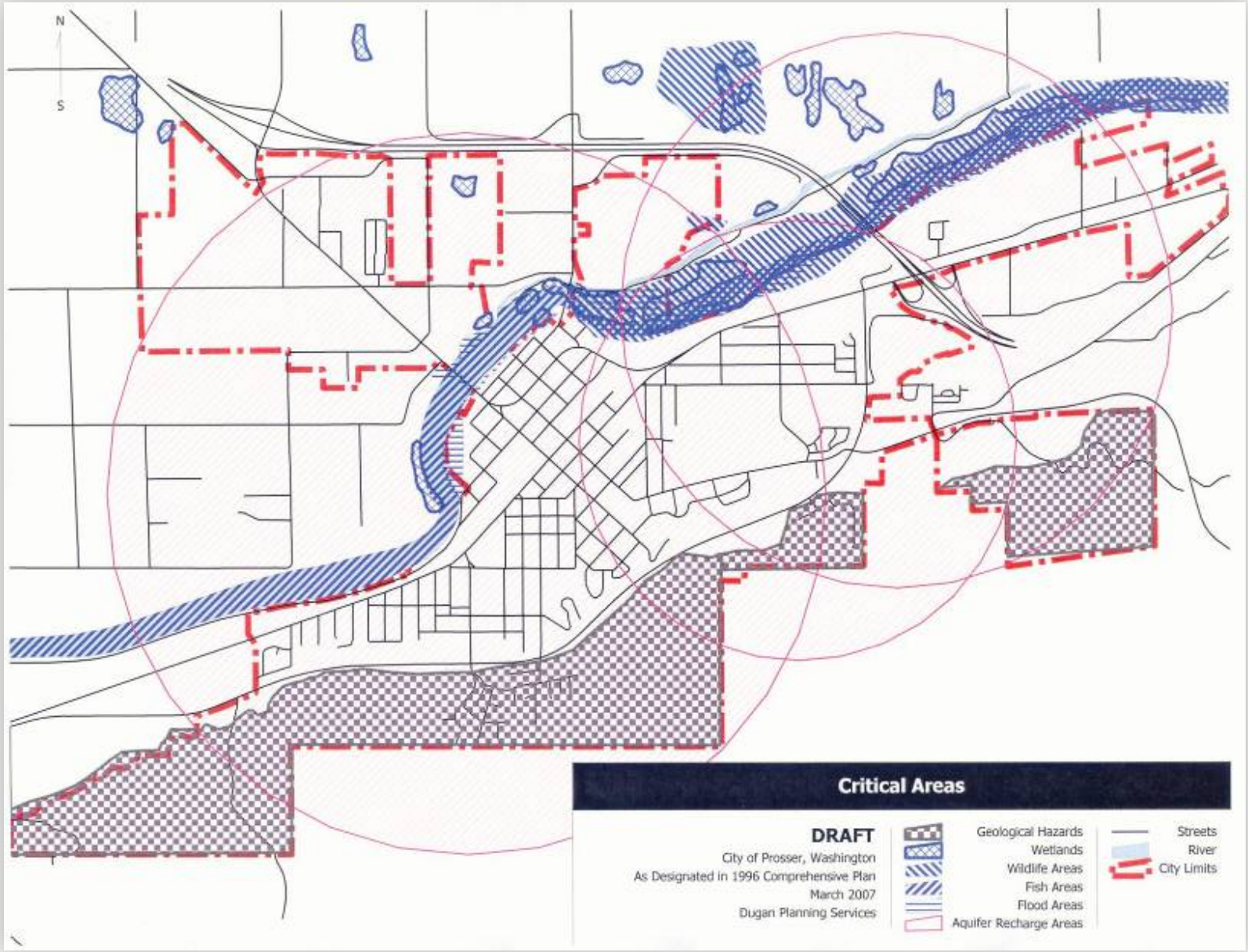
Policy NR-1.2. Support the designation of natural resource areas in the County comprehensive plan and avoid actions that may assist in converting agricultural lands to non-agricultural related uses.

STORM AND SURFACE WATER MANAGEMENT

Goal SW-1: Manage storm and surface water flows in a manner that reduces potential contamination to aquifers and surface water bodies.

Policy SW-1.1.	The City should consider developing and implementing a Stormwater Management Program (SWMP) as needs change.
Policy SW-1.2.	Design the SWMP to reduce the discharge of any pollutants to the Maximum Extent Practicable (MEP), by applying All Known, Available, and Reasonable methods of prevention, control and Treatment (AKART) prior to discharge.
Policy SW-1.3.	Implement a public participation program as part of the SWMP.
Policy SW-1.4.	Detect and eliminate illicit discharges.
Policy SW-1.5.	Review development proposals to reduce discharges of pollutants from the development to the Maximum Extent Practicable (MEP), by applying All Known, Available, and Reasonable methods of prevention, control and Treatment (AKART) prior to discharge.

FIGURE E-2: MAP OF GENERALIZED CRITICAL AREAS



CHAPTER 3

HOUSING

CHAPTER 3

HOUSING

INTRODUCTION

The City of Prosser's population is expected to surpass 8,400 people by 2037. The housing element will help Prosser accommodate this growth by planning for the housing needs of the community. The goals and policies of this element are designed to protect and enhance existing neighborhoods, plan for and create new residential neighborhoods, and provide all residents across the economic spectrum safe, high-quality, and affordable housing.

During the update of this Plan, the City of Prosser eliminated the density categorizations of residential land use designations recognizing them as barriers to Multi-family and mixed uses. Traditional density separations have adversely impacted communities as a whole by concentrating poverty.

CHAPTER 3

HOUSING

ANALYSIS OF HOUSING NEEDS

The primary source of information regarding housing is the US Census, which is taken every 10 years. The latest available Census information is for the year 2010. Because this information is somewhat out of date, information from other sources was consulted for this analysis. These other data sources include the Department of Housing and Urban Development, Washington Office of Financial Management, Benton County Assessor's Office, and the City of Prosser. To assess the City of Prosser's housing needs, it is important to first understand the existing housing conditions in the city.

INVENTORY AND ANALYSIS OF EXISTING HOUSING CONDITIONS

From 2000 to 2010, Prosser's population grew by 876 people, or 18%, from 4,838 to 5,714 people. By comparison, the total population of Benton County increased by 23% during this period. Prosser grew at a much slower rate between 1990 and 2000, 8%, while Benton County's population grew at faster rate over the same period, 26.5%.

FIGURE H-1. HISTORICAL POPULATION CHANGE.

	PROSSER		BENTON COUNTY		WASHINGTON	
	POPULATION	CHANGE	POPULATION	CHANGE	POPULATION	CHANGE
1950	2,636	-	51,370	-	2,378,963	-
1960	2,763	5%	62,070	21%	2,853,214	20%
1970	2,954	7%	67,540	9%	3,413,250	20%
1980	4,049	37%	109,444	62%	4,132,353	21%
1990	4,476	11%	112,560	3%	4,866,663	18%
2000	4,838	8%	142,475	27%	5,894,143	21%
2010	5,714	18%	175,177	23%	6,724,540	14%
2016	5,940	4%	190,500	9%	7,183,705	7%

US Census

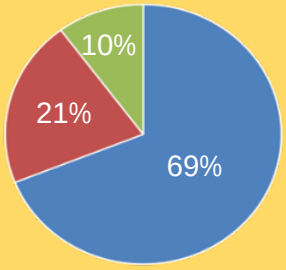
According to the Office of Financial Management, there were 2,220 dwelling units to accommodate the 5,940 residents of the City in 2016. Of these units, 60% were owner occupied, a lower percentage than that of either Benton County or the State of Washington.

FIGURE H-2. HOUSEHOLDS BY TENURE.

	PROSSER		BENTON COUNTY		WASHINGTON	
	HOUSEHOLDS	PERCENT	HOUSEHOLDS	PERCENT	HOUSEHOLDS	PERCENT
Owner-Occupied	1,339	60.3%	--	67.5%	--	62%
Renter-Occupied	881	39.7%	--	32.5%	--	38%
Total	**2,220**	**100%**	--	**100%**	--	--

OFFICE OF FINANCIAL MANAGEMENT/CITY DATA

HOUSING MIX



Single Family
Two Units or more
Mobile Home Units

Prosser's current housing mix mainly consists of single-family dwellings – 69% of Prosser's housing units are detached single-family structures.

FIGURE H-3. HOUSING MIX.

	NUMBER OF STRUCTURES	PERCENTAGE OF TOTAL
Single Family	1,531	69%
Mobile Home Units	226	10%
Two Units or more	463	21%
Total	**2,220**	**100%**

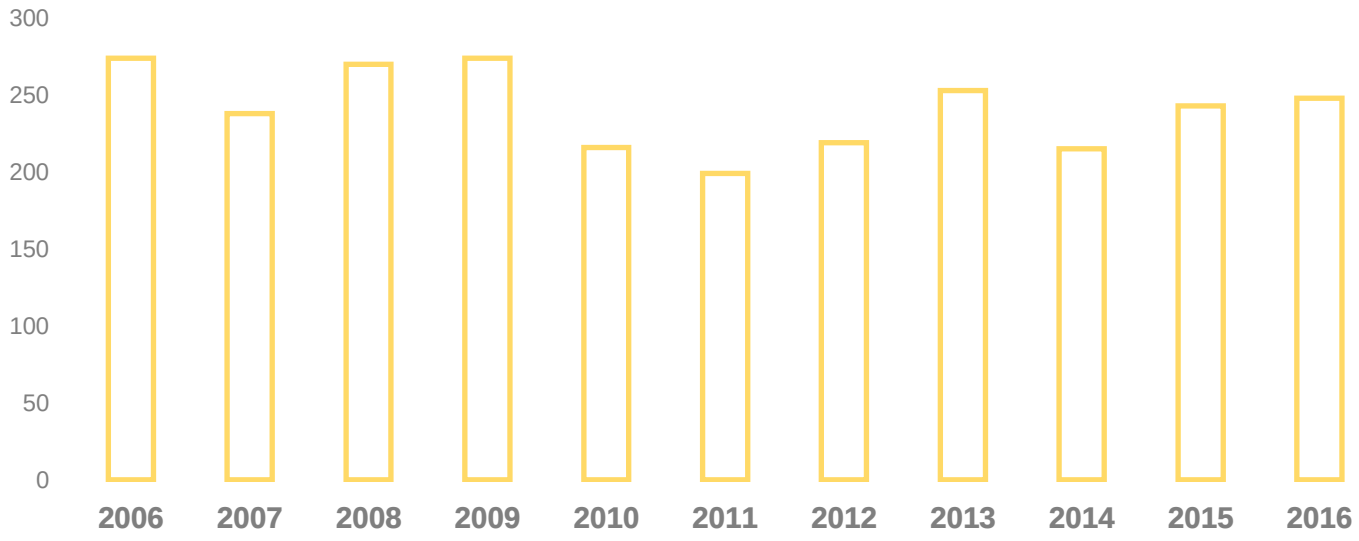
CITY OF PROSSER, OFFICE OF FINANCIAL MANAGEMENT

Prosser has seen sustained growth in the number of residential units. Since 2006, there have been 2,649 building permits for residential units approved. The growth has grown even faster in recent years. In 2016 the city approved the most building permits in the 10-year span.

CHAPTER 3

HOUSING

FIGURE H-4. BUILDING PERMITS.



2.68

The average household size in Prosser. A higher ratio than the State and County.

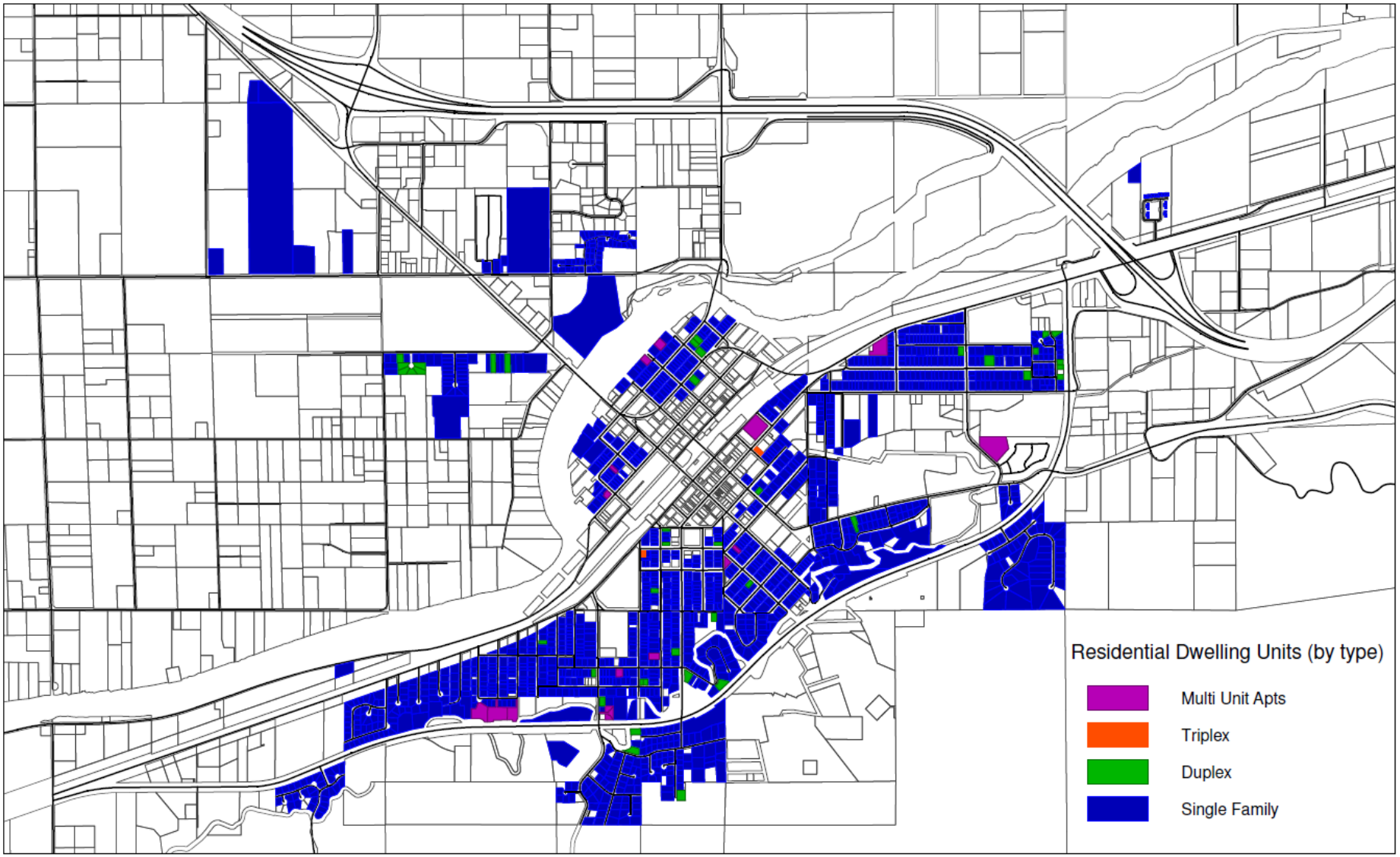
The average household size in the City of Prosser has decreased since the 2010 Census when it was 2.8 persons per household. In 2016, the average household size in the city was 2.68 persons. By comparison, Benton County's average household size has also decreased over this time period from 2.7 to 2.66, where the State average has remained consistent at 2.5.

Median gross rent in 2015: $499

Average single family home cost 2015: $245,804

Median year apartment built: 1971

FIGURE H-5. LOCATION OF HOUSING.



CHAPTER 3

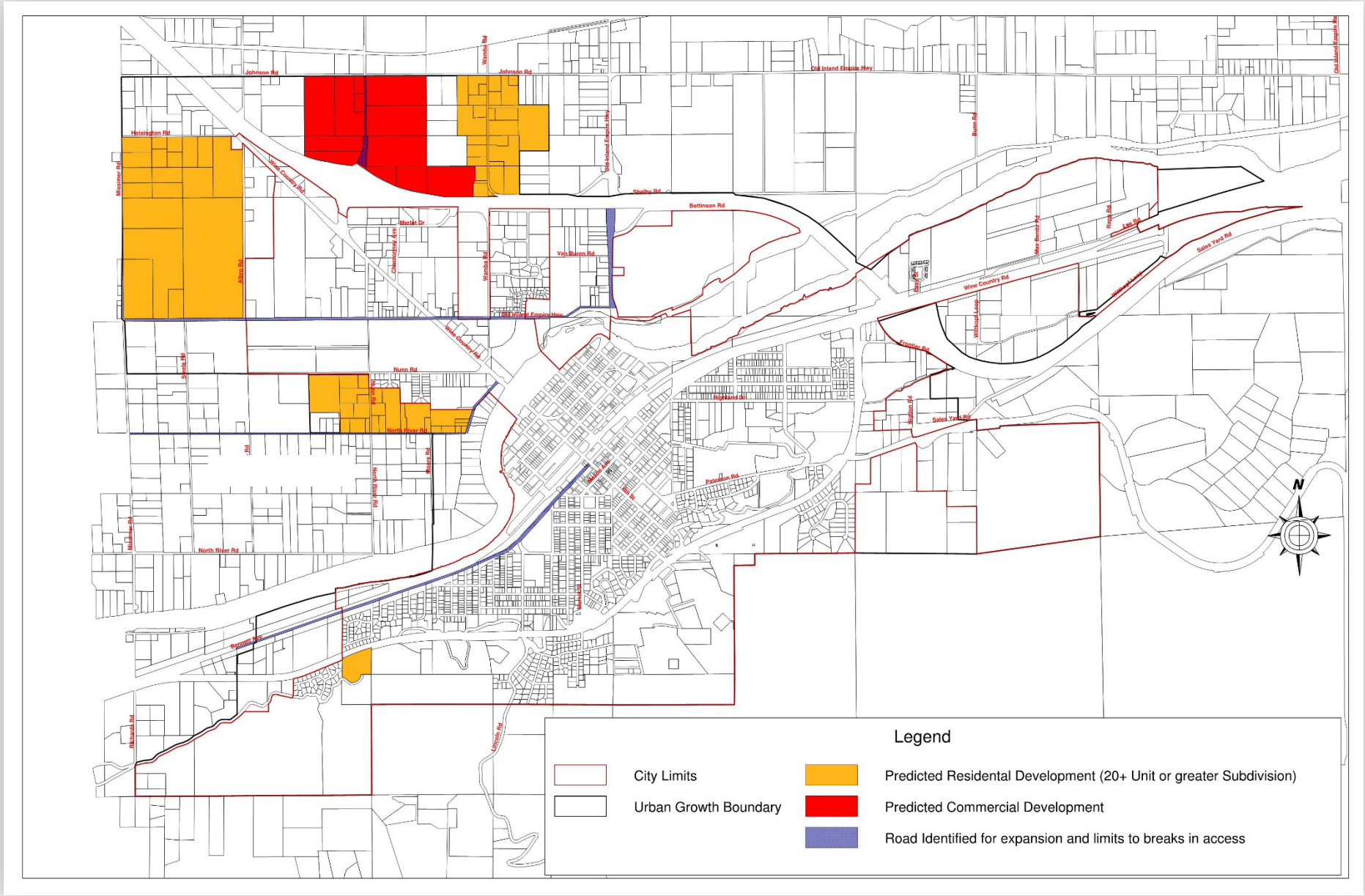
HOUSING

FUTURE HOUSING NEEDS

The State of Washington's Growth Management Act (1998), mandates that cities should continuously plan for future growth. The Office of Financial Management projects each Washington city's population growth over a 20-year period. The Office projects the City of Prosser will grow by 2,467 residents to a total population of 8,407 people by the year 2037.

Using current and historical housing characteristics such as household size and mix, it is calculated that 922 new housing units will be needed to accommodate this new population. Based on average lot-size calculations, these 900 housing units will require 473 acres of land. The City of Prosser currently has 884 acres of residential land available for development, a 411-acre surplus. The City of Prosser is well suited to accommodate its growth in the indicated future growth areas Figure H-6.

FIGURE H-6. CITY OF PROSSER FUTURE GROWTH AREAS.



CHAPTER 3

HOUSING

HOUSING GOALS AND POLICIES

GOAL H-1: Promote access to safe, high-quality affordable housing that accommodates citizen's needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

Policy H-1.1. Minimize adverse environmental impacts by buffering residential areas from conflicting uses.

Policy H-1.2. Promote neighborhood quality and security by protecting residential areas from undesirable activities through enforcement of adopted City codes.

Policy H-1.3. Residential development, including mobile home parks, should follow the principles and standards of the City's Zoning Ordinance and the Shoreline Management Master Program.

GOAL H-2: Promote reinvestment in existing neighborhoods.

Policy H-2.1. Promote investments in infrastructure to achieve neighborhood improvement through City-initiated neighborhood enhancement activities.

Policy H-2.2. Promote the maintenance, repair, and rehabilitation of the City's existing housing stock. Pursue financial incentives and funding for housing improvement programs, especially for low-income households.

GOAL H-3: Ensure that housing is compatible in quality, design, and intensity with surrounding land uses, traffic patterns, public facilities and environmentally sensitive features.

Policy H-3.1. Identify, reinforce, and protect the character of existing residential neighborhoods.

Policy H-3.2.	Locate High Density Residential within a reasonable distance of schools, employment centers, and transportation systems, and provide urban services, including water, sewer, utilities, drainage, emergency services, and garbage disposal deemed necessary to high-density residential development.
Policy H-3.3.	Require Multi-family development to have direct access to adequate streets.
Policy H-3.4.	Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.
Policy H-3.5.	Use flexible design standards in multi-family development to mitigate impacts on less intense adjoining land uses.
Policy H-3.6.	Require that multi-family residential development bear the burden of mitigating impacts to existing residential neighborhoods.
Policy H-3.7.	Require residential developers to provide adequate buffering from adjoining agricultural, commercial, or industrial uses.

GOAL H-4: Ensure that there is an adequate supply of affordable housing for all segments of the population.

Policy H-4.1.	Explore all available federal, state and local programs and private options for financing affordable and special needs housing.
Policy H-4.2.	Allocate land for residential development reasonably scaled to reflect projected demand.

Overwhelmingly, Prosser High School students indicated their desire to see a variety of affordable housing options for both single-family and multi-family units.

Policy H-4.3. Evaluate the effect of impact fees on the affordability of housing before establishing such impact fees.

Policy H-4.4. Allow for a variety of housing types to facilitate home ownership.

Policy H-4.5. Encourage residential uses that support increased densities, while maintaining the single-family character of existing neighborhoods, such as duplexes, multi-generational housing, and cottage housing.

Policy H-4.6. Encourage higher density single-family neighborhoods near commercial centers and other facilities/services to encourage pedestrian, rather than vehicular circulation.

Policy H-4.7. Adopt an affordable housing incentive program in compliance with State of Washington's RCW 36.70A.540.

GOAL H-5: Encourage a variety of residential densities located in areas that maximize connectivity to jobs, goods and services, and recreation.

Policy H-5.1. Encourage housing opportunities for people with special housing needs. These homes are best located in residential areas that are near supportive community services, recreational and commercial facilities.

Policy H-5.2. Enhance the appearance of and maintain public spaces in residential areas.

Policy H-5.3. Provide incentives and employee strategies that protect critical areas from residential development.

Policy H-5.4.	Apply zoning in and around economic corridors that blend housing and commercial development.
Policy H-5.5.	Create opportunities for housing developments to be easily accessible from both vehicle and bike/ped transportation corridors.
Policy H-5.6.	Create a new Mixed Residential (MXR) Zone that will allow for a variety of housing types within the same zone. Mixes should include Single Family and Multi-family dwelling units.

GOAL H-6: Establish density levels and the ability to up-zone in areas that provide adequate connectivity and services to accommodate the increase in density.

Policy H-6.1. Establish the following density levels;

Zone	Density	Dwelling Unit Type
Residential Low Density	1-4 units per acre	Single Family
Residential Medium Density	5-9 units per acre	Single Family Duplex Tri Plex 4 Plex
Residential High Density	10-25 units per acre	Multi-family Condo's
Residential Manufactured Home Subdivision	6-9 units per acre	Manufactured Single Family
Residential Manufactured Home Park (Mobile Home Park)	5-7 units per acre	Manufactured

Policy H-6.2. Ensure compatibility with existing neighborhoods through the use of setbacks and landscaping buffers.

Policy H-6.3. Housing Incentive Programs may increase density in order to address housing needs and incentivize inclusionary housing.

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CHAPTER 4

TRANSPORTATION

CHAPTER 4

TRANSPORTATION

INTRODUCTION

For the foreseeable future, private automobiles will continue to carry the majority of daily trips in the City of Prosser. However, more residents are choosing to live in walkable neighborhoods near their place of work and using a variety of transportation modes. The City of Prosser strives to provide readily accessible transportation alternatives through partnerships with public transportation agencies and private developers.

The City of Prosser maintains a six-year Transportation Improvement Plan (STIP) which details the most critical road needs and identifies funding sources. The City of Prosser has formed a Transportation Benefit District (TBD) which is used to fund road repairs and maintenance. Additionally, the City's Capital Facilities Plan (CFP) categorizes long-term transportation and facilities improvements necessary to accommodate projected population increases. The CFP also analyzes existing financial capabilities and the probability of alternative funding sources. Due to significant shortfalls in State and Federal funding allocations, the City of Prosser relies heavily on developer funding of transportation infrastructure projects necessary to meet Washington Concurrency laws.

TRANSPORTATION GOALS AND POLICIES

GOAL T-1: Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.

Policy T-1.1.	Adopt a Transportation Systems Plan (TSP) that classifies existing street networks by minimum acceptable levels of services and identifies transportation projects that are necessary to accommodate future growth.
Policy T-1.2.	Establish a minimum level of adequacy for transportation facilities throughout the City through the use of consistent and uniform standards.
Policy T-1.3.	Focus efforts to address the transportation needs of mobility-disadvantaged groups, such as the elderly, disabled, low and

moderate income, and youth.

Policy T-1.4. Classify city streets according to their function, so that needed mobility capacity may be preserved, and planned street improvements will be consistent with those functions.

Policy T-1.5. Seek control of parcels of land that may be needed in the future for any transportation purpose as the opportunity arises.

Policy T-1.6. Minimize the number of driveways on arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions.

Policy T-1.7. Maintain a truck route system to provide access to commercial and industrial land uses and reduce the impacts to neighborhoods and local streets.

Policy T-1.8. Plan for the growing use of alternative transportation modes and adapt to changes in personal automobile technologies, including alternative fuel source and autonomous vehicles.

GOAL T-2: To provide a local transportation system that is coordinated and consistent with the regional transportation network.

Policy T-2.1. Work actively and cooperatively with other jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that support the city's Comprehensive Plan.

Policy T-2.2. Facilitate effective use of the transportation system through coordination of transportation facilities and services for all types of motorized and non-motorized transportation throughout the county.

Policy T-2.3. Support local and regional public transportation agencies in providing service to Prosser and connectivity to nearby communities.

Policy T-2.4 Work with other transportation planning organizations to consider changes to the transportation network that incorporates designs that maximize efficiency.

GOAL T-3: Distribute transportation costs and benefits equitably; and provide for consistency and fairness in establishing priorities for transportation expenditures.

Policy T-3.1. Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations through equitable investments throughout the City, including potential catch-up investment for areas in need as necessary.

Policy T-3.2 Establish clear and objective criteria for evaluating costs to public benefit when considering transportation system improvements.

What is Transportation Concurrency? The Washington State Growth Management Act requires cities to ensure that transportation programs, projects and services needed to serve growth are regionally coordinated, and are in place either when new development occurs or within six years.

Policy T-3.3. Petition decision making bodies to consider Prosser's transportation improvement prioritization system.

Policy T-3.4. Actively seek local, state, and federal funding and other grants for the development and enhancement of bike/pedestrian facilities, freeways, arterials, and traffic control systems.

GOAL T-4: Ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development.

Policy T-4.1.	Ensure that the transportation network adequately serves existing and projected land use growth allocations
Policy T-4.2.	Establish, and update as necessary, level of service standards for all modes.
Policy T-4.3:	Maintain adopted level of service standards so that conditions do not degrade below the standards with the addition of the new developments.
Policy T-4.4.	Design arterials and streets to fit the intended character of the areas through which they pass.

GOAL T-5: Recognize bicycle and pedestrian movement as basic means of circulation and to assure adequate accommodation of bicyclists and pedestrians in all transportation policies and facilities.

Policy T-5.1.	Create a bike/pedestrian Master Plan to inventory current and proposed bike/pedestrian connections and to guide development of future active transportation connections throughout the City.
Policy T-5.2.	Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.
Policy T-5.3.	Improve the opportunities for pedestrians and bicyclists to safely cross streets at intersections and designated mid-block locations.

Policy T-5.4.	Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.

GOAL T-6: Develop and support a public transit system and regional transportation strategies that address the special needs of the transportation disadvantaged and provide increased mobility options and access for all.

Policy T-6.1.	Offer a public transportation system that conveniently serves residents and workers within Prosser and offers easy connection to regional destinations.
Policy T-6.2.	Work with transit providers to maintain and expand frequent and reliable transit service in Prosser to support community needs.
Policy T-6.3.	Work cooperatively with public transportation agencies to development access management agreements for transit routes within the city.
Policy T-6.4.	Identify, dedicate, and preserve necessary right-of-way for transit facilities including bump-outs, bus stops, turn lanes, etc.

CHAPTER 4

TRANSPORTATION

FIGURE T-1. PROSSER NON-MOTORIZED TRANSPORTATION LEVELS OF SERVICE.

LOS	Description
Sidewalks	Sidewalks on both sides of arterials and collectors, crosswalks every 600 feet where feasible.
Bicycle	Network of bicycle lanes available to provide alternative modes of transportation along arterials, collectors, and roads connecting significant residential developments to commercial hubs.

FIGURE T-1.1 ROADWAY MOTOR VEHICLE LEVELS OF SERVICE.

LOS	Description
A - Free flow	Free flow. Low volumes and no delays
B - Reasonably free flow	Stable flow. Speeds restricted by travel conditions, minor delays. Presence of other users in the traffic stream
C - Stable flow	Stable flow. Speeds and maneuverability reduced somewhat by higher volumes.
D - Approaching unstable flow	Stable flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability.
E - Unstable flow	Unstable flow. Low speeds, considerable delay, volume at or near capacity. Freedom to maneuver is extremely difficult.
F - Forced or breakdown flow	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.

FIGURE T-1.2 TWO WAY STOP CONTROLLED INTERSECTION LOS APPLIED.

LOS	Control Delay-Seconds
A	**< 10.0**
B	**> 10.0 and < 15.0**
C	**> 15.0 and < 25.0**
D	**> 25.0 and < 35.0**
E	**> 35.0 and < 50.0**
F	**> 50.0**

FIGURE T-1.3 FOUR WAY STOP CONTROLLED INTERSECTION LOS APPLIED.

LOS	Control Delay-Seconds
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

FIGURE T-1.4 PROSSER LOS SPECIFIC ROADWAYS APPLIED.

LOS Specific Roadways	
Residential roads that serve single family dwelling units (excludes Multi-family)	LOS B
Wine Country Road	LOS C
Historic Downtown to include intersections	LOS F
All Other Roads (excluding State and Federal highways)	LOS C
All intersections on arterials	LOS C

TRANSPORTATION BENEFIT DISTRICT

The City of Prosser formed a Transportation Benefit District in 2009, pursuant to the authority of RCW Chapter 36.73. The purpose of the Transportation Benefit District (TBD) is to pay for transportation improvements identified in statewide, regional, or local transportation improvement programs. The City of Prosser's transportation improvement program, to be funded by the Prosser Transportation Benefit District, is set forth in the Capital Facilities Plan. This local improvement program is in addition to the other programs identified in the Capital Facilities Plan. The TBD funds will be used to finance the projects listed in the Capital Facilities Plan. The TBD funds may be used as a match in order to obtain grants, loans, or other financing in

order to complete identified and listed improvements.

The following goals and policies are found in Land Use Chapter 1 and are duplicated here as they are appropriate in both chapters.

GOAL LU-9: Provide the Prosser Airport with reasonable protection from airspace obstructions, incompatible land uses, and nuisance complaints that could restrict operations.

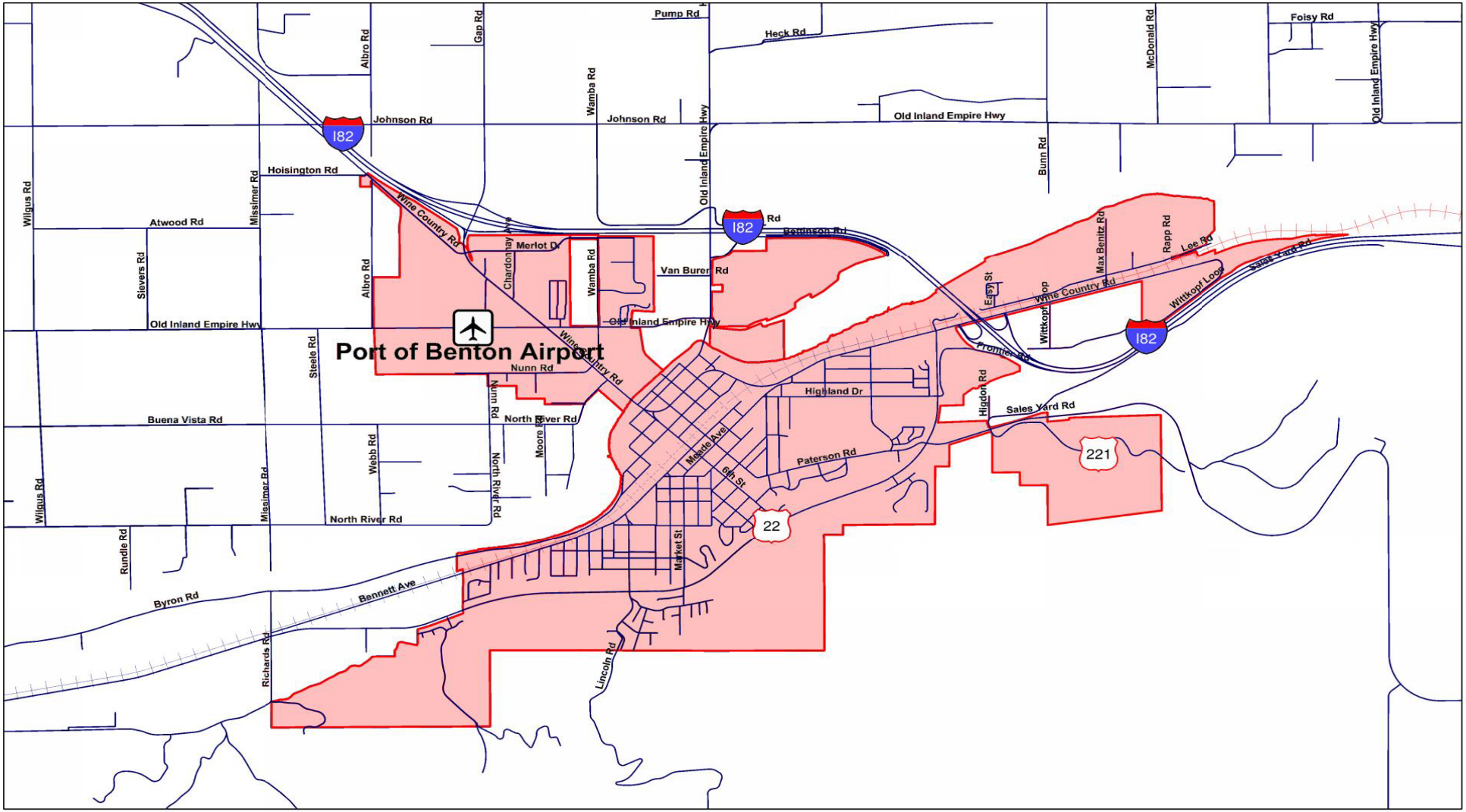
Policy LU-9.1. Keep residential land underlying the air approach east and west of the runway to a low density and intensity. Commercial uses, that attract significant numbers of people, should be discouraged.

Policy LU-9.2. Plan land use around the airport with potential noise problems in mind. Open space uses are most desirable, such as, parks, cemeteries, golf courses, etc. Commercial uses consistent with the land use map are appropriate provided appropriate noise installation measures are incorporated into the construction of new buildings. Industrial uses are appropriate if located in a planned park. Low-density residential use with sound-reduction would be appropriate.

Policy LU-9.3. Plan industrial site development in the airport area keeping in mind the needs and operations of the airport.

Policy LU-9.4. Direct any lighting in the vicinity of the airport downward and avoid excessive glare that could pose a hazard to night air navigation.

FIGURE T-2. CITY OF PROSSER TRANSPORTATION FACILITIES.



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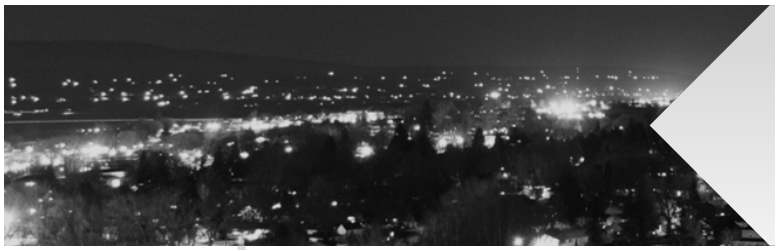
CHAPTER 5

UTILITIES



CHAPTER 5

UTILITIES

INTRODUCTION

High-quality dependable public services, like clean water and reliable sewer, are essential to Prosser's future success. Cost-effective and dependable services improve quality of life of residents and make Prosser a more attractive place to do business. The Growth Management Act requires communities to plan for utilities to ensure that there is an adequate level of services in place to meet community needs over time.

Development depends on the availability and adequacy of necessary facilities and services to support growth. However, for a variety of reasons there may be some services that are not distributed equitably across the city. As growth and development occurs, existing facilities will need to be upgraded or expanded, and new facilities will be needed. The goals and policies in this chapter guide the equitable, efficient, and adaptive approaches that are needed to provide high-quality facilities and services to all residents of Prosser, including those in future generations.

The City of Prosser already provides some facilities and services within the city limits such as water, sewer, irrigation, garbage, police, and street service. Additional utility services like, natural gas, propane, electric, and a variety of telecommunications are provided by private vendors in accordance with franchise agreements with the City of Prosser.

Over the course of the 20-year planning period, the City plans to continue to work with service providers to maintain existing infrastructure and invest in expanded or new facilities to support planned growth and the development patterns that are called for in the Land Use Element and Capital Facilities Plan.

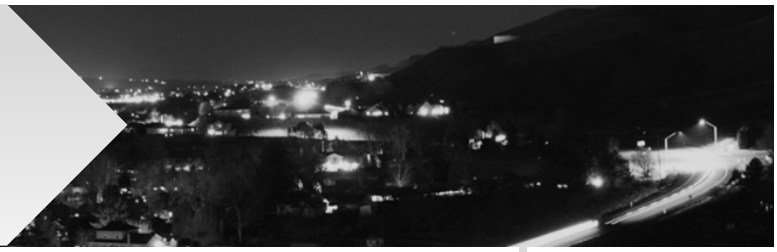


FIGURE U-1. PUBLIC UTILITY AND SERVICE PROVIDERS

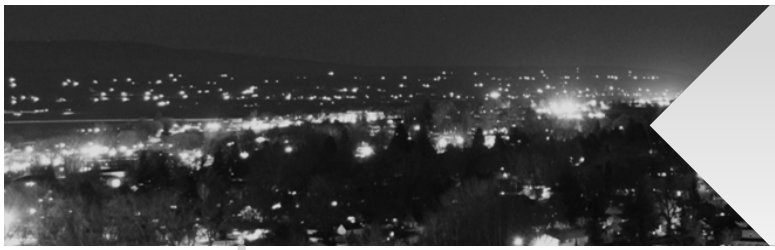
TYPE	PROVIDER
Provided by City	
Water	City of Prosser Public Works Department
Storm/Wastewater	City of Prosser Public Works Department
Sewer	City of Prosser Public Works Department
Irrigation	City of Prosser Public Works Department
Streets	City of Prosser Public Works Department
Police	City of Prosser Police Department
Solid Waste	Basin Disposal Incorporated (Contracted Service)
Provided by Other Entities	
Natural Gas	Cascade Natural Gas
Propane	Amerigas, RE Powell, Bleyhl Farm Services
Electric	Benton Rural Electric Association, Benton Public Utility District
Phone	CenturyLink
Cable	Charter
Satellite	Dish Network, DirecTV
Internet	Charter, Centurylink, Benton Rural Electric Association
Cellular	All Major Carriers
Fire Protection	West Benton Fire and Rescue
Library	Mid-Columbia Libraries
Museums	Prosser Museum Association
Schools	Prosser School District
Hospitals	Prosser Memorial Hospital
Highway	Washington State Department of Transportation
Railroad	Burlington Northern Santa Fe

CITY OF PROSSER

FIGURE U-2. PUBLIC UTILITY LEVELS OF SERVICE

Irrigation Water	
Water availability	36 inches per acre per year delivered via a pressurized system
Potable Water	
Water availability	353 gallons per Equivalent Residential Unit (ERU) as contained in Prosser's current WSP
Sanitary Sewer	
Maximum Month Flow	174 gallons per capita day
Peak Hydraulic or Peak Instantaneous Flow	226 gallons per capita day
Storm Water Management	
Storm System Design	Greater of 25 year, 24 hour or 25 year 3-hour duration SCS Type 1A Storm

CITY OF PROSSER



UTILIITIES AND SERVICES GOALS AND POLICIES

GOAL U-1: Provide utilities concurrently with a growing population to meet the safety, utility, transportation, educational, and cultural needs of residents.

Policy U-1.1. Review and update when necessary, written level of service standards on an annual basis for each type of public facility or utility service and provide capital improvements to achieve and maintain such standards for existing and future development.

Policy U-1.2. Explore potential opportunity for the City of Prosser to expand its own Irrigation Utility in order to provide pressurized irrigation and expand services to all areas of the city.

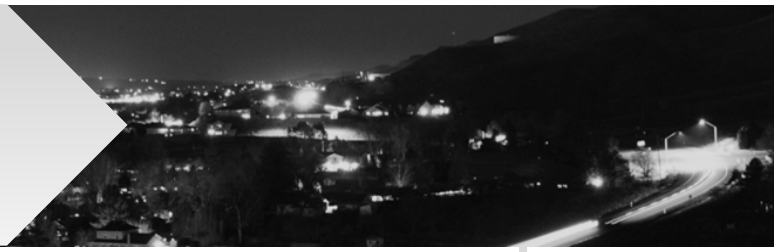
GOAL U-2: Collaborate with regional partners to provide essential public services in an equitable and practical manner.

Policy U-2.1. Consider water, sewer, irrigation, power, gas, waste management, and communications as essential public services.

Policy U-2.2. Recognize communication and high-speed data transmission as essential utility services that should be included in all expansions of city services.

Policy U-2.3. Develop essential public facilities in a timely and orderly manner, and arraigned efficiently as to not adversely affect the safety, health, and welfare of the citizens residing in surrounding areas.

Policy U-2.4. Establish a dig once policy to ensure that utilities are installed at the time of construction, replacement, or repair.

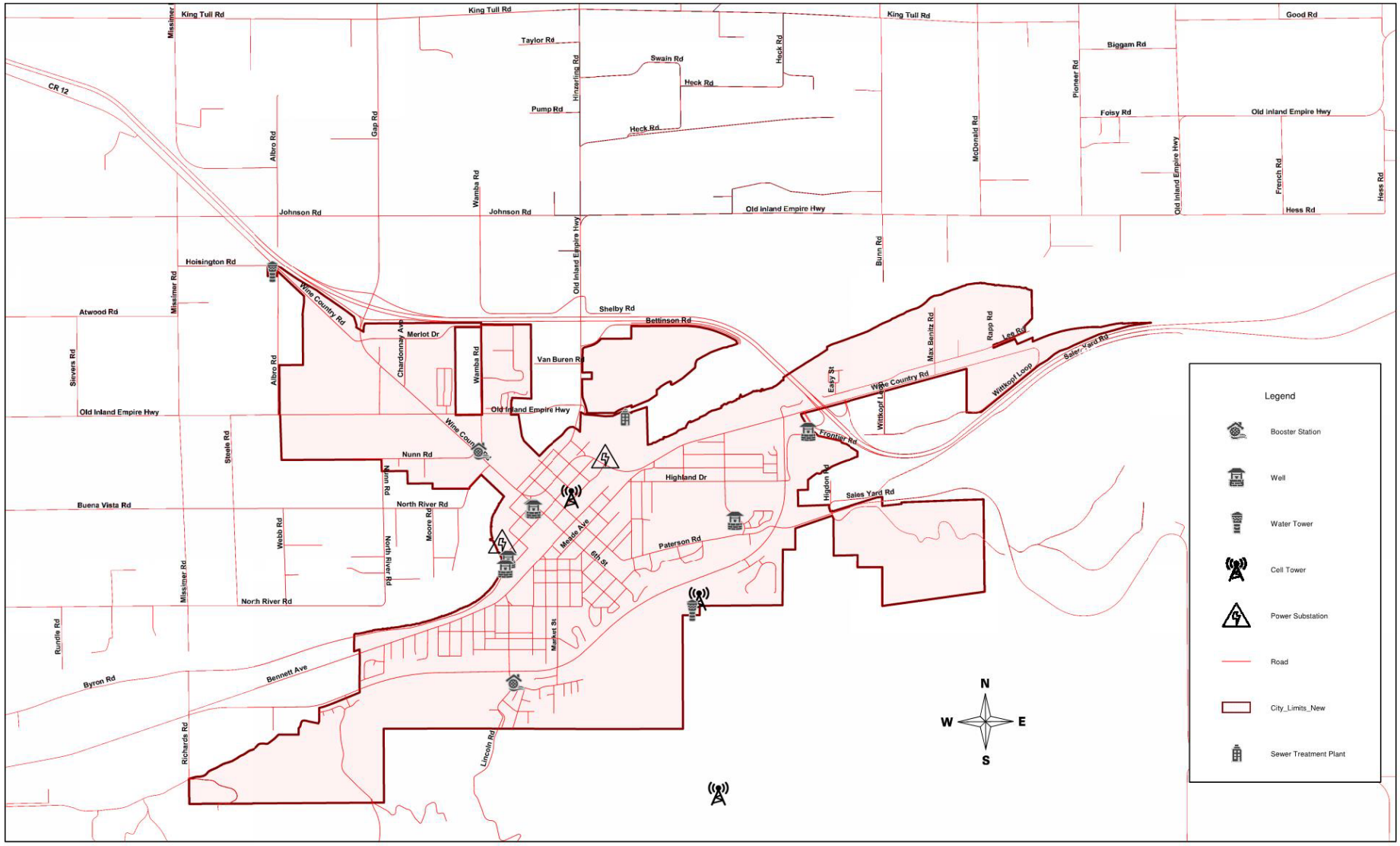


GOAL U-3: Ensure that planned public facilities are financially feasible.

Policy U-3.1. Identify and pursue all practical and equitable ways to fund the capital improvement projects necessary to serve existing and future development.

Policy U-3.2. Ensure that private development pay for some or all of the cost of capital improvements or new facilities that are deemed necessary by reason of their respective impact on levels of service.

FIGURE U-3. CITY OF PROSSER UTILITIES.



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CHAPTER 6

ECONOMIC DEVELOPMENT & TOURISM

CHAPTER 6
ECONOMIC DEVELOPMENT & TOURISM

INTRODUCTION

The City of Prosser was founded and thrived based on a strong agricultural industry. Today you will find the same strong agricultural base with the added economic drivers of a growing population and commercial and tourism services and amenities.

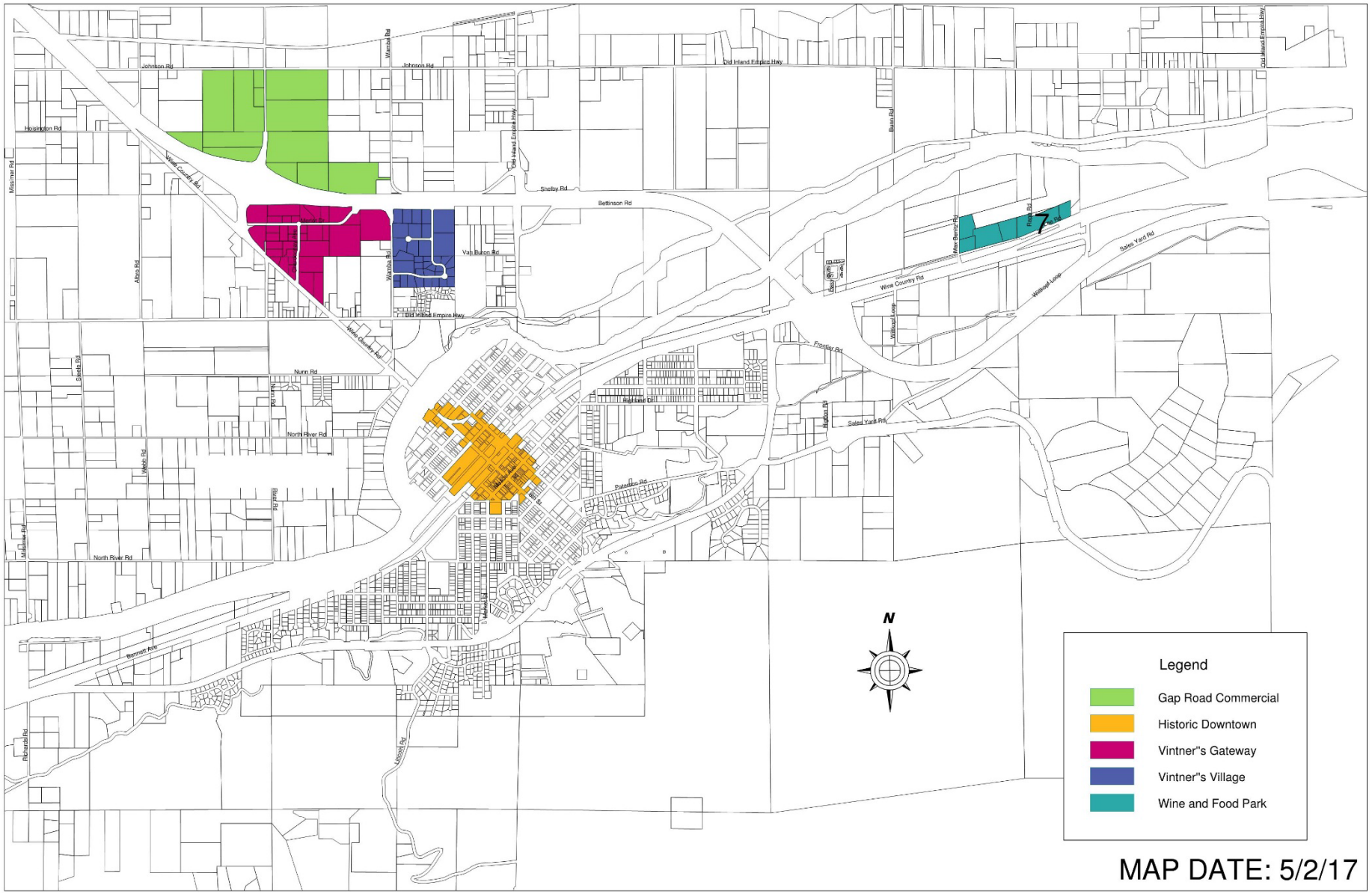
Prosser has developed five specific and unique commercial districts. Each of these districts have different needs, goals, and marketing strategies. The City of Prosser has worked closely with districts to ensure that ordinances and regulations are designed to meet the district needs and when necessary modified to reflect change.

Prosser Industrial development is comprised of a multitude of large agriculture processing facilities as well as wine production and fabrication. Industrial development continues to expand through the addition of new facilities as well as the expansion of existing ones.

Prosser's Commercial areas consist of a historic downtown and a north commercial area. Tourism is enhanced with a cluster of wineries located at Vintners Village and Prosser Wine & Food Park. Visitors and residents enjoy a variety of commercial services that include many locally owned businesses and services.

Prosser is home to many events that draw visitors to the area. Good weather and small town charm add to a sense of community.

FIGURE ED-1. PROSSER DISTRICT MAP



CHAPTER 6
ECONOMIC DEVELOPMENT & TOURISM

ECONOMIC DEVELOPMENT GOALS AND POLICIES

GOAL ED-1: Build a strong and diverse economy that provides employment and financial base to support public services and maintain community livability.

Policy ED-1.1.	Invest in education, housing, and other areas that support the development of a skilled local workforce that meets the hiring needs of business and industry.
Policy ED-1.2.	Help to make local businesses be more competitive by evaluating and addressing some of their key needs and concerns.
Policy ED-1.3.	Actively recruit new industrial and commercial business to Prosser.
Policy ED-1.4.	Increase the number of jobs for local residents and reduce the need for residents to commute long distances to work.

GOAL ED-2: Cultivate a commercial and industrial environment that generates, facilitates and sustains economic development.

Policy ED-2.1.	Actively coordinate with local and regional government and economic agencies to develop and implement countywide and shared economic development policies.
Policy ED-2.2.	Strive to provide an efficient, streamlined, timely, predictable and customer-focused permit processes.
Policy ED-2.3.	Seek the input of local businesses and carefully consider the economic impacts of proposed programs, regulations and decisions related to implementing the community's comprehensive plan.
Policy ED-2.4.	Facilitate economic development through public/private partnerships where appropriate.

Policy ED-2.5. Recognize and consider the economic and environmental impacts of proposed legislative actions prior to adoption.

GOAL ED-3: Generate opportunities for agricultural businesses to flourish in Prosser's tourism economy.

Policy ED-3.1. Promote agricultural enterprises as a component of Prosser's economic development program.

Policy ED-3.2. Encourage and promote Prosser's agricultural tourism provisions as economically viable alternatives to large-scale agriculture and farming.

Policy ED-3.3. Promote local businesses and locally-produced goods and services.

GOAL ED-4: Promote the vitality of Prosser's different economic centers and provide for their unique infrastructure needs.

Policy ED-4.1. Anticipate needs and coordinate city infrastructure investments with economic development opportunities.

Policy ED-4.2. Emphasize economic development of downtown and north Prosser as separate economic centers and retail destinations with different needs.

GOAL ED-5: Strengthen Prosser's position as a tourism hub for the region.

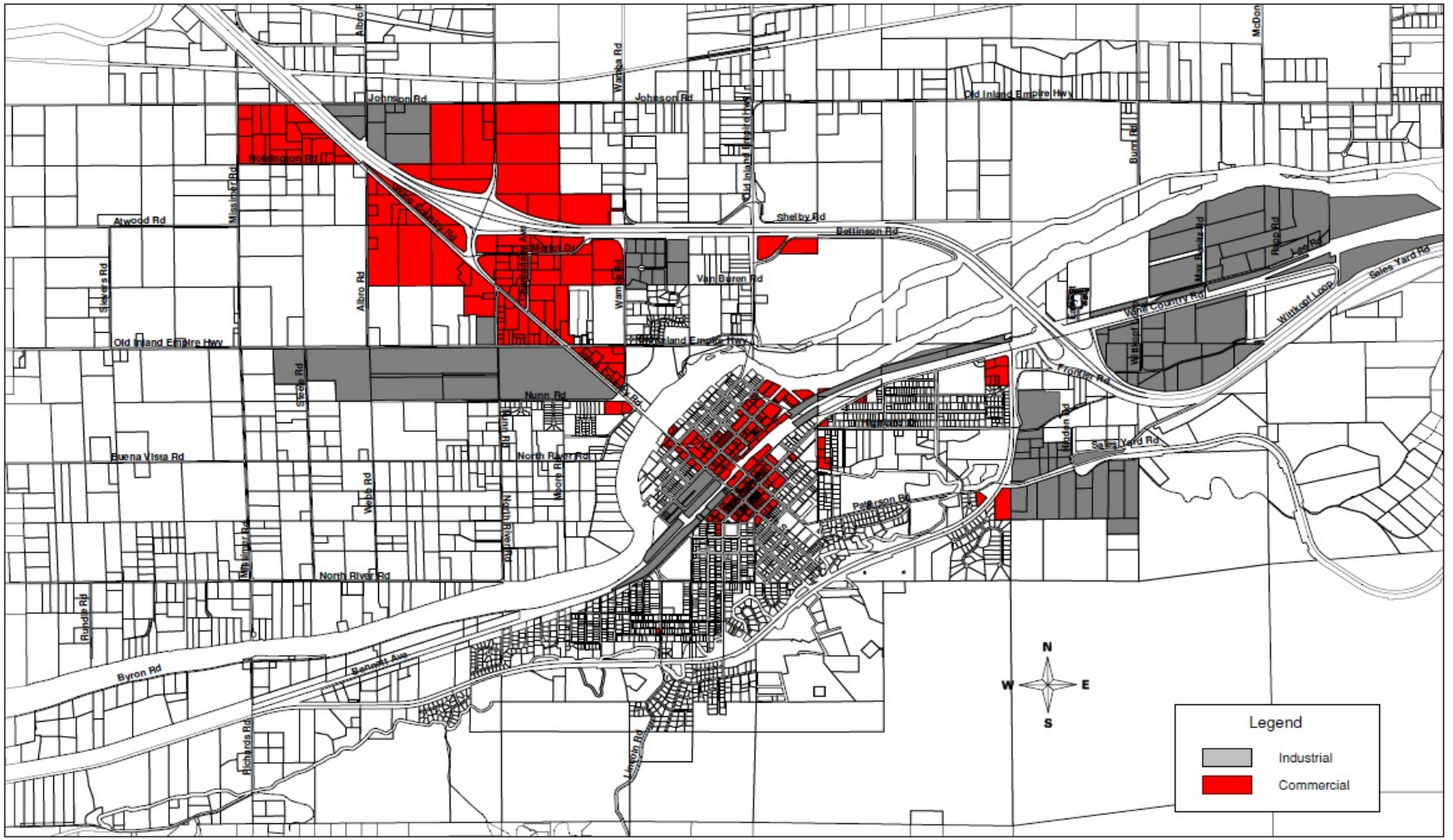
Policy ED-5.1. Ensure that visitors to Prosser are welcomed in the community and provided with a unique and memorable experience.

Policy ED-5.2. Create travel routes and wayfinding signage systems that assist visitors in locating tourist-related destinations.

Policy ED-5.3. Develop attractive welcome signs and message centers at entry points to the City that promote Prosser's events and tourist related industries.

Policy ED-5.4. Recognize city and private sector investments in amenities like arts and culture, open space and recreational facilities, and high-quality urban design as assets in the city's economic-development strategy.

FIGURE ED-2. INVENTORY OF COMMERCIAL AND INDUSTRIAL LANDS.



CITY OF PROSSER - COMMERCIAL/INDUSTRIAL

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CHAPTER 7

HISTORIC DOWNTOWN

CHAPTER 7
HISTORIC DOWNTOWN

INTRODUCTION

The City of Prosser has a rich and diverse history. Our historic downtown is the visual representation of our community's heritage. Historic preservation and heritage tourism encourage forward-thinking economic development practices that will ensure this community asset and legacy can be passed on to future generations.

Organized efforts to preserve locally significant historic and cultural resources allow our community to recognize and protect its past, while simultaneously planning for future development and growth. Preservation planning, or a lack thereof, can have a significant impact not only on aesthetic appearance, but on the unique sense of place that exists in Historic Downtown Prosser.

OVERVIEW OF HISTORIC DOWNTOWN

Historic Downtown Prosser is comprised of an area that encompasses the downtown core. This core contains historic turn of the century buildings that still operate as retail and service space today. Wider sidewalks, period architecture, and landmark buildings are clustered together and provide a unified theme and historic feel.

Landmarks include a historic post office, the Princess Theater, and a courthouse that serves as the Benton County Seat. Short blocks and smaller retail spaces provide a pedestrian friendly environment.

FIGURE HD-1. HISTORIC DOWNTOWN PROSSER AREA.

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CHAPTER 7
HISTORIC DOWNTOWN

HISTORIC DOWNTOWN GOALS AND POLICIES

GOAL HD-1: Preserve the cultural, commercial, and architectural heritage of Downtown Prosser.

Policy HD-1.1. Encourage façade improvements that do not detract from the architectural features of historic buildings.

Policy HD-1.2. Promote the maintenance, renovation, and reuse of downtown buildings with strong functional, historic, or visual appeal.

Policy HD-1.3. Recognize that the Historic Downtown is a unique commercial district that has different infrastructure, zoning, and regulatory needs.

Policy HD-1.4. Connect the Historic Downtown with consistent physical elements to reinforce its definition and sense of place.

Policy HD-1.5. Encourage beautification projects that highlight and promote Prosser's history.

GOAL HD-2: Ensure adequate connectivity within the Historic Downtown to support a vibrant commercial district that attracts visitors and promotes economic growth.

Policy HD-2.1. Create public parking lots in the periphery of the Historic Downtown zone to accommodate employees and visitors.

Policy HD-2.2. Invest in street scape improvements such as wider sidewalks, landscaping, pedestrian oriented signage, gathering spaces, and public art that encourages people to recreate in the downtown.

Policy HD-2.3. Develop a pedestrian-oriented downtown where people are encouraged to circulate on foot.

GOAL HD-3: Revitalize Historic Downtown Prosser to serve as a hub for civic, festive, and commercial activity.

Policy HD-3.1. Create open space assembly areas that allow for community gatherings year-round.

Policy HD-3.2. Coordinate with organizations that actively promote downtown businesses, culture, and other activities or points of interest within the Historic Downtown.

Policy HD-3.3. Establish attractive entries to the Historic Downtown at key entrances through a variety of methods to include gateway signs, public art, or other aesthetically pleasing landscape features.

Policy HD-3.4. Place utilities underground in order to create attractive skylines.

Policy HD-3.5. Consider redesigns of the Downtown that provide visitors with unobstructed views of storefronts and gathering spaces.

Policy HD-3.6 Create unique spaces through the use of art and other creative changes to traditional designs.

Policy HD-3.7	Encourage restoration or renovation of Historic Buildings in order to preserve their historic character.
Policy HD-3.8	Encourage the development of empty lots into commercial spaces that add to the overall interest in the Downtown.

GOAL HD-4: Create a commercial environment that is comprised primarily of locally owned businesses.

Policy HD-4.1.	Preserve small downtown lot sizes and zero lot line buildings.
Policy HD-4.2.	Provide incentives to achieve a mix of compact development that includes residential and commercial spaces.
Policy HD-4.3.	The types of uses which attract pedestrians, such as cafe seating and small-scale merchandise displays, should be encouraged to extend out onto sidewalks where there is adequate building setback and sidewalk width to ensure that the uses do not impede pedestrian circulation, safety and compliance with the Americans with Disability Act.

CHAPTER 8

PARKS & RECREATION

CHAPTER 8

PARKS & RECREATION

INTRODUCTION

Quality parks and recreation services foster economic benefits and promote tourism. Environmentally, they provide green infrastructure and help manage climate change. Socially, they revitalize communities, create safer neighborhoods, help children learn and grow, improve public and environmental health, and support smart growth. Culturally, open space and program services can nurture a sense of place in the community, and provide opportunities to engage the public of diverse backgrounds. The City of Prosser manages 21.15 acres of parks and over 140 acres of open space. Parks and natural areas give life and beauty to the city and are essential assets that connect people to place, self and others. The following policies ensure this legacy is preserved for all of Prosser's citizens and future generations and that the City will adequately plan for and strive to increase parks and recreational facilities as the City grows.

PARKS AND RECREATION GOALS AND POLICIES

Goal PR-1: Provide safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities and contribute to the health and well-being of all residents.

Policy PR-1.1. Provide a range of programs and facilities for year-round recreational choices.

Policy PR-1.2. Consider the varied cultural and demographic needs of the community in park and recreational facility design and promote public involvement in all aspects of park and recreation planning.

Policy PR-1.3. Plan and develop new parks and recreation programs based on current and anticipated community needs.

Policy PR-1.4. Plan for adequate neighborhood parks to serve future residents of the planned residential areas north of the river.

Policy PR-1.5. Plan a new, fully-developed regional park that provides a variety of sporting and event space for festivals and other community and tourist related events.

Policy PR-1.6. Initiate studies to determine the feasibility of using the Spray Fields for a community park that would both serve the recreational needs of the community and provide economic development opportunities.

Policy PR-1.7. Plan for the expansion of the Prosser Aquatic Center to include additional pools and amenities.

Policy PR-1.8. Co-locate recreational programming and services in existing facilities in order maximize efficient use of the space.

Policy PR-1.9. Seek funding for new parks and recreation facilities through a variety of sources and consider innovative strategies for the provision of new facilities.

Policy PR-1.10. Provide recreational amenities and equipment that accommodate the unique needs of physically challenged individuals.

Goal PR-2: Develop a system of trails and paths that interconnects local and regional destinations.

Policy PR-2.1. Coordinate the planning and improvement of trails with corridor improvements.

Policy PR-2.2. Site new recreational facilities near residential developments or along trail systems to ensure the facilities are easily accessible to its users.

Policy PR-2.3. Consider opportunities for pedestrian and trail connections in any future subdivision of land and require appropriate dedication of such trails and pedestrian connections.

Policy PR-2.4. Prioritize trail access and connections in site plan review.

Policy PR-2.5. Pursue easements that would improve public access to the Yakima riverfront.

Policy PR-2.6. Continue to pursue the development of riverfront trails, especially the potential trail extending west of Farrand Park.

Goal PR-3: Utilize Prosser's unique topographical and ecological environments to offer citizens the opportunity to connect with nature.

Policy PR-3.1. Plan for the acquisition of the undeveloped ridgeline and hillside surrounding the City of Prosser to preserve them from development and provide for active recreational uses.

Policy PR-3.2. Encourage dedications to the City of hillside parcels in exchange for development bonuses.

Policy PR-3.3. Hillside areas shall be given special consideration in site design by both the developer and local regulations.

Policy PR-3.4. Enhance existing riverfront facilities to allow for increased access to the river.

Goal PR-4: Preserve and expand parklands and facilities to ensure the long-term viability of the park system.

Policy PR-4.1. Identify a process and criteria for the prioritization of park improvement projects and emphasizes creative and flexible financing strategies.

Policy PR-4.2. Evaluate opportunities to acquire and/or develop lands declared as surplus by other public agencies, or offered as donation by private owners.

Policy PR-4.3. Promote public-private partnerships that expand community recreational programs, provide open space, and enhance the quality of life for residents.

Policy PR-4.4. Consider developing zoning incentives or fee-in-lieu programs that allow development to contribute towards creating open space, parks, and recreational opportunities.

FIGURE PR-1. CITY OF PROSSER PARKS.

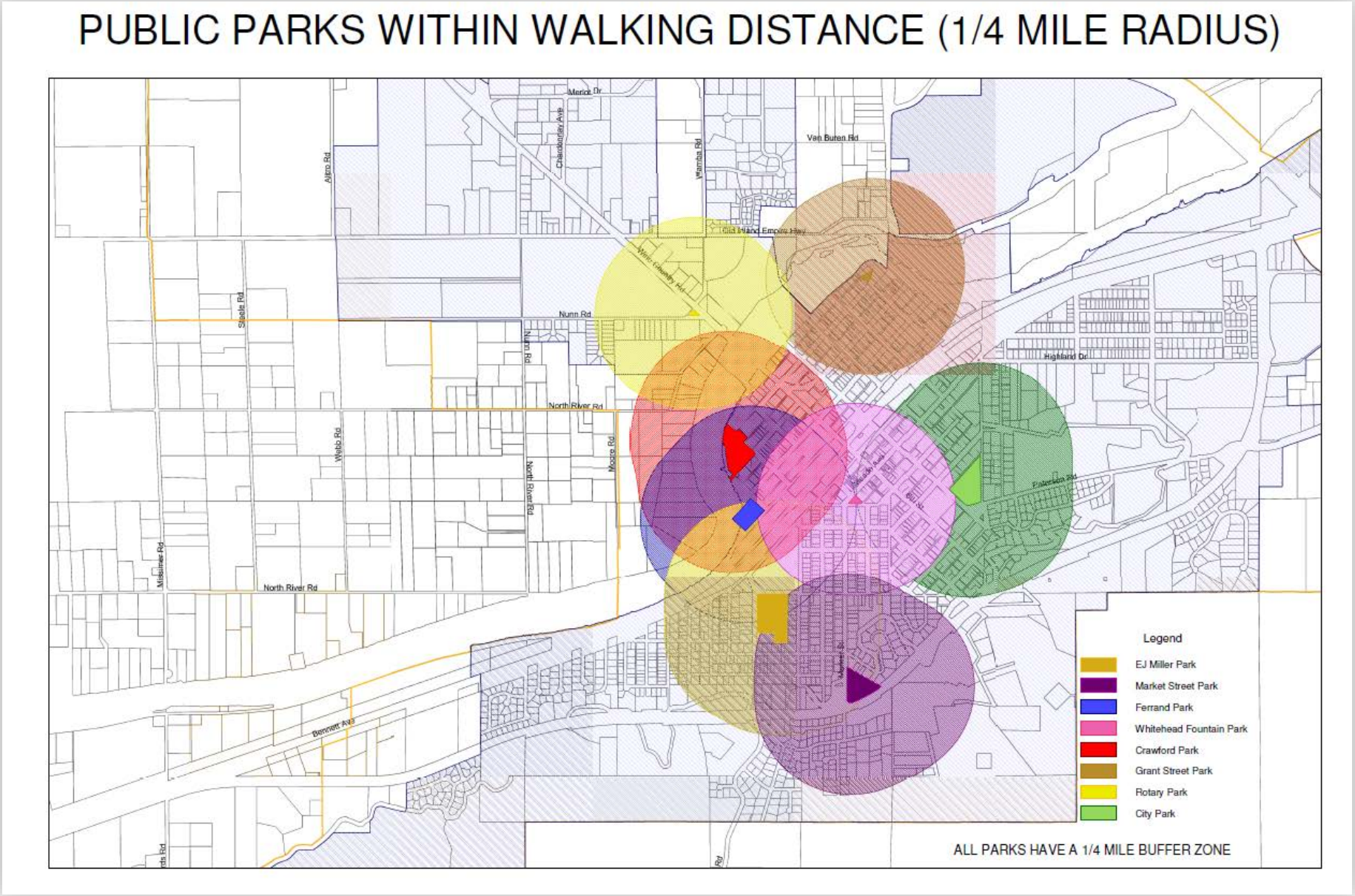
PARK NAME	SIZE (ACRES)
City Park	4.18
EJ Miller Park	6.03
Grant Street Park	0.728
Crawford Park	4.88
Farrand Park	1.16
Market Street Park	2.25
6th and Sherman Park	0.48
Rotary Park	0.17
Depot Square	1.27
TOTAL	**21.148 Acres**

CITY OF PROSSER

FIGURE PR-2. PARKS LEVEL OF SERVICE

Parks	
Local	4.5 Acres per 1,000 residents
Open Space/Wildlife Habitat	250 Acres per 1,000 residents

FIGURE PR-3. CITY OF PROSSER PUBLIC PARKS WITHIN WALKING DISTANCE.



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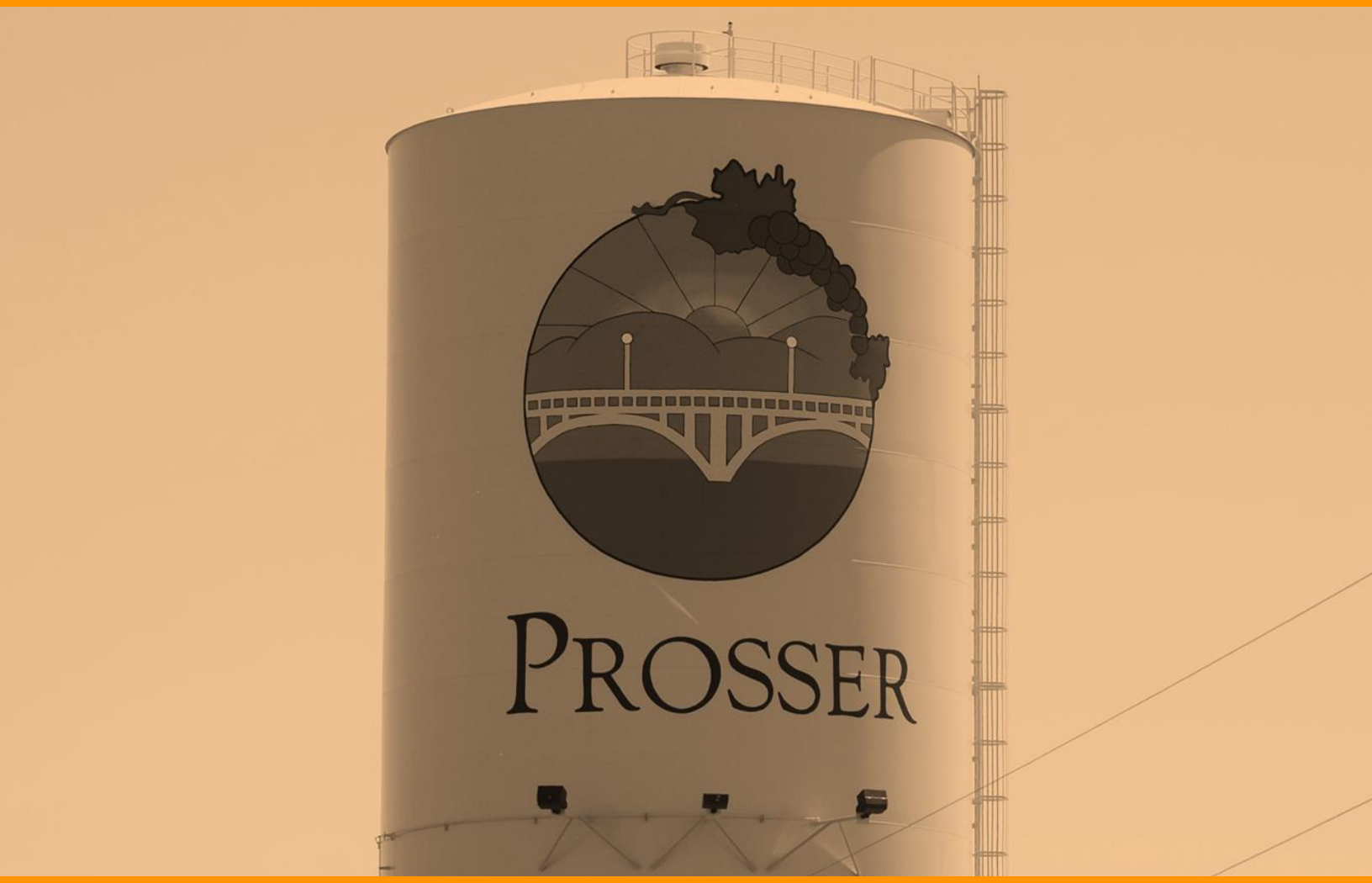
CHAPTER 9

CAPITAL FACILITIES



CHAPTER 9

CAPITAL FACILITIES

INTRODUCTION

The City's Capital Facilities Plan (CFP) provides a comprehensive project list and schedule guiding the investment of city resources in infrastructure. In addition to this chapter, the Capital Facilities Plan on file with the City Clerk dated April 10th, 2018 is hereby adopted by reference as if fully set forth. These resources are made up of local revenues as well as State and Federal grants. The CFP identifies those projects which have secured funding as well as a list of projects which have not yet been funded. The projects included have largely been identified through other planning efforts which are all incorporated into the City's Comprehensive Plan. The reader is referred to these other referenced plans for additional detail concerning projects.

The Capital Facilities Plan or Element consists of two parts. The first part presents policies to guide the development of capital facilities with the continued development of the community. This first part includes policies to reassess the comprehensive plan if probable funding falls short of meeting identified needs. The second part describes the planned capital facilities development program to meet the community's need with identifiable resources.

The second part includes:

- An inventory of existing facilities,
- An identification of the facilities needed (and their general location), to support the comprehensive plan, including the facilities necessary to serve the UGA,
- A long-range financial strategy to finance the facilities needed to support the plan, and
- A six-year capital facility development program known as the Capital Improvement Program (CIP).

The Capital Facilities Plan is an element that is updated annually during the budget process. This chapter only references the Capital Facilities Plan.

The Capital Facilities Plan (CFP) goals and policies assist in achieving stated goals and ensuring adequate resources are available to provide uninterrupted service to the residents of Prosser.

SERVICES

Services covered in the CFP include but are not limited to the following;

- Water
- Sewer
- Irrigation
- Power
- Roads
- Telecommunications
- Police
- Parks & Recreation

LEVELS OF SERVICE

FIGURE U-2. PUBLIC UTILITY LEVELS OF SERVICE

Irrigation Water	
Water availability	36 inches per acre per year delivered via a pressurized system
Potable Water	
Water availability	353 gallons per Equivalent Residential Unit (ERU) as contained in Prosser's current WSP
Sanitary Sewer	
Maximum Month Flow	174 gallons per capita day
Peak Hydraulic or Peak Instantaneous Flow	226 gallons per capita day
Storm Water Management	
Storm System Design	Greater of 25 year, 24 hour or 25 year 3-hour duration SCS Type 1A Storm

FIGURE T-1. PROSSER NON-MOTORIZED TRANSPORTATION LEVELS OF SERVICE.

LOS	Description
Sidewalks	Sidewalks on both sides of arterials and collectors, crosswalks every 600 feet where feasible.
Bicycle	Network of bicycle lanes available to provide alternative modes of transportation along arterials, collectors, and roads connecting significant residential developments to commercial hubs.

FIGURE T-1.1 ROADWAY MOTOR VEHICLE LEVELS OF SERVICE.

LOS	Description
A - Free flow	Free flow. Low volumes and no delays
B - Reasonably free flow	Stable flow. Speeds restricted by travel conditions, minor delays. Presence of other users in the traffic stream
C - Stable flow	Stable flow. Speeds and maneuverability reduced somewhat by higher volumes.
D - Approaching unstable flow	Stable flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability.
E - Unstable flow	Unstable flow. Low speeds, considerable delay, volume at or near capacity. Freedom to maneuver is extremely difficult.
F - Forced or breakdown flow	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.

FIGURE T-1.2 TWO WAY STOP CONTROLLED INTERSECTION LOS APPLIED.

LOS	Control Delay-Seconds
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

FIGURE T-1.3 FOUR WAY STOP CONTROLLED INTERSECTION LOS APPLIED.

LOS	Control Delay-Seconds
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

FIGURE T-1.4 PROSSER LOS SPECIFIC ROADWAYS APPLIED.

LOS Specific Roadways	
Residential roads that serve single family dwelling units (excludes Multi-family)	LOS B
Wine Country Road	LOS C
Historic Downtown to include all intersections	LOS F
All Other Roads (excluding State and Federal highways)	LOS C
All intersections on arterials	LOS C

CHAPTER 9

CAPITAL FACILITIES

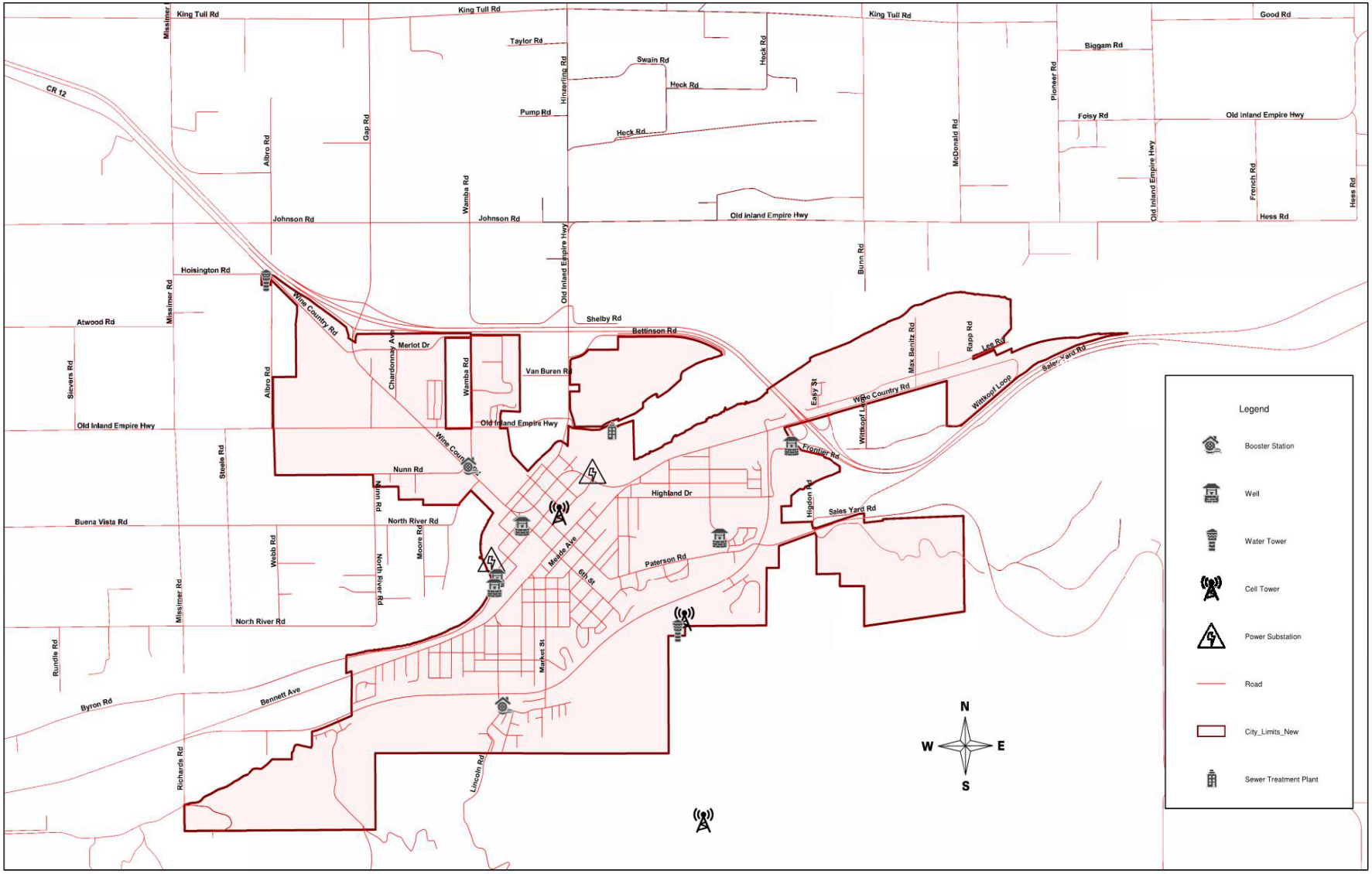
FINANCING

The State Department of Commerce, which is the agency responsible for oversight of local government comprehensive planning, recommends that capital facilities plan's cover a 20-year planning horizon. Because capital projects are often very expensive, financing often requires multi-year commitments of financial resources. Therefore, financial planning and implementation of capital facilities may not be effectively carried out on an annual basis and a long-range plan is necessary to assure that funding is available to implement the plan. Thus, development of the Plan is also a tool for effective governmental management.

FUTURE PROJECTS

The City of Prosser continues to experience higher than average growth in commercial and industrial development. Particular attention must be paid to the aging facilities currently used by Police, City Hall, and Public Works. Moving forward the need for additional space and better functionality increases. In order to better serve the needs of the community over the next 20 years Prosser should look at quality investments in its facilities and should further examine the benefits of campus style layouts and designs.

FIGURE CFP-1. CITY OF PROSSER UTILITIES.



MAP DATE 10/12/17

FIGURE CFP-2. CITY OF PROSSER WATER INFRASTRUCTURE.

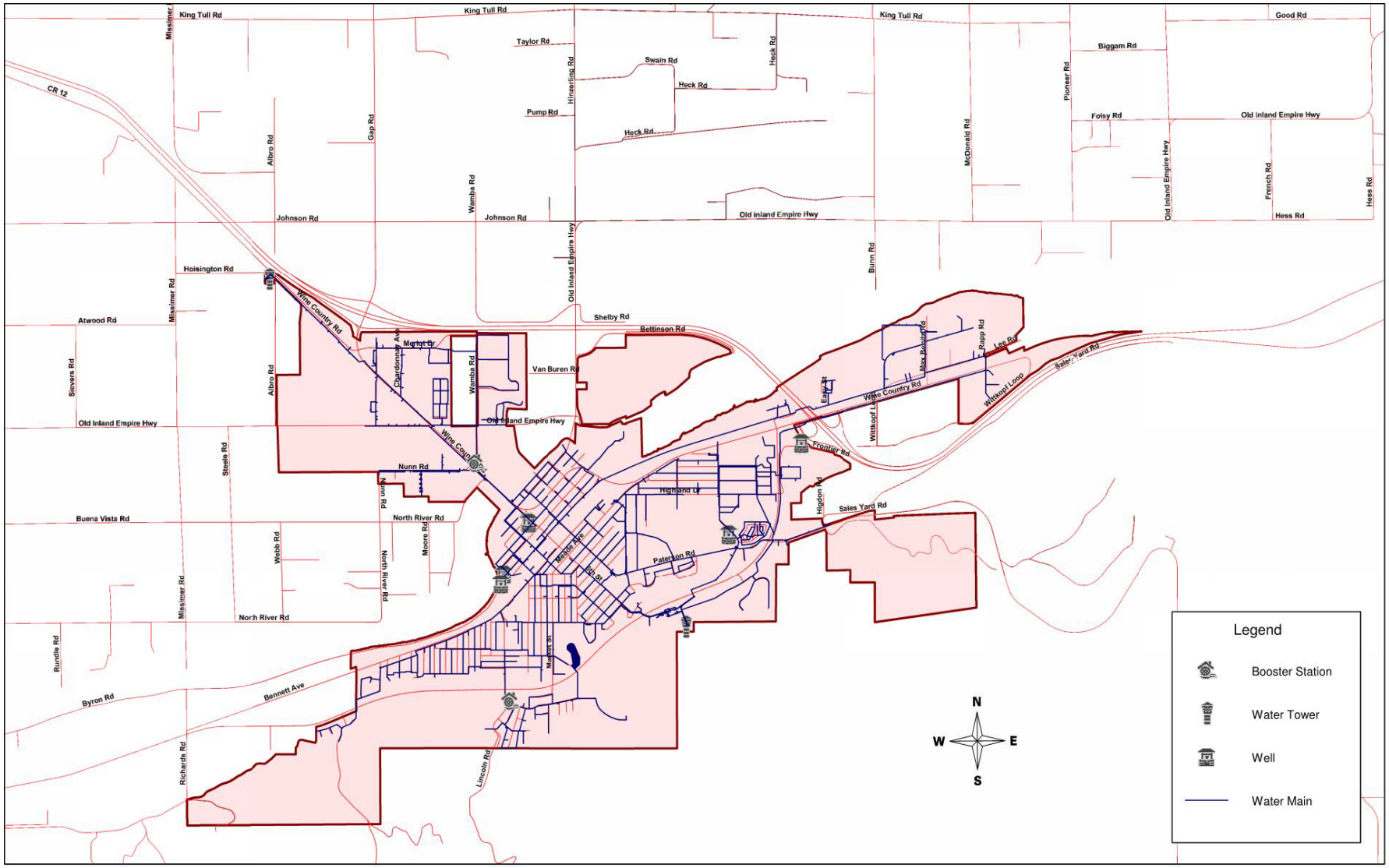


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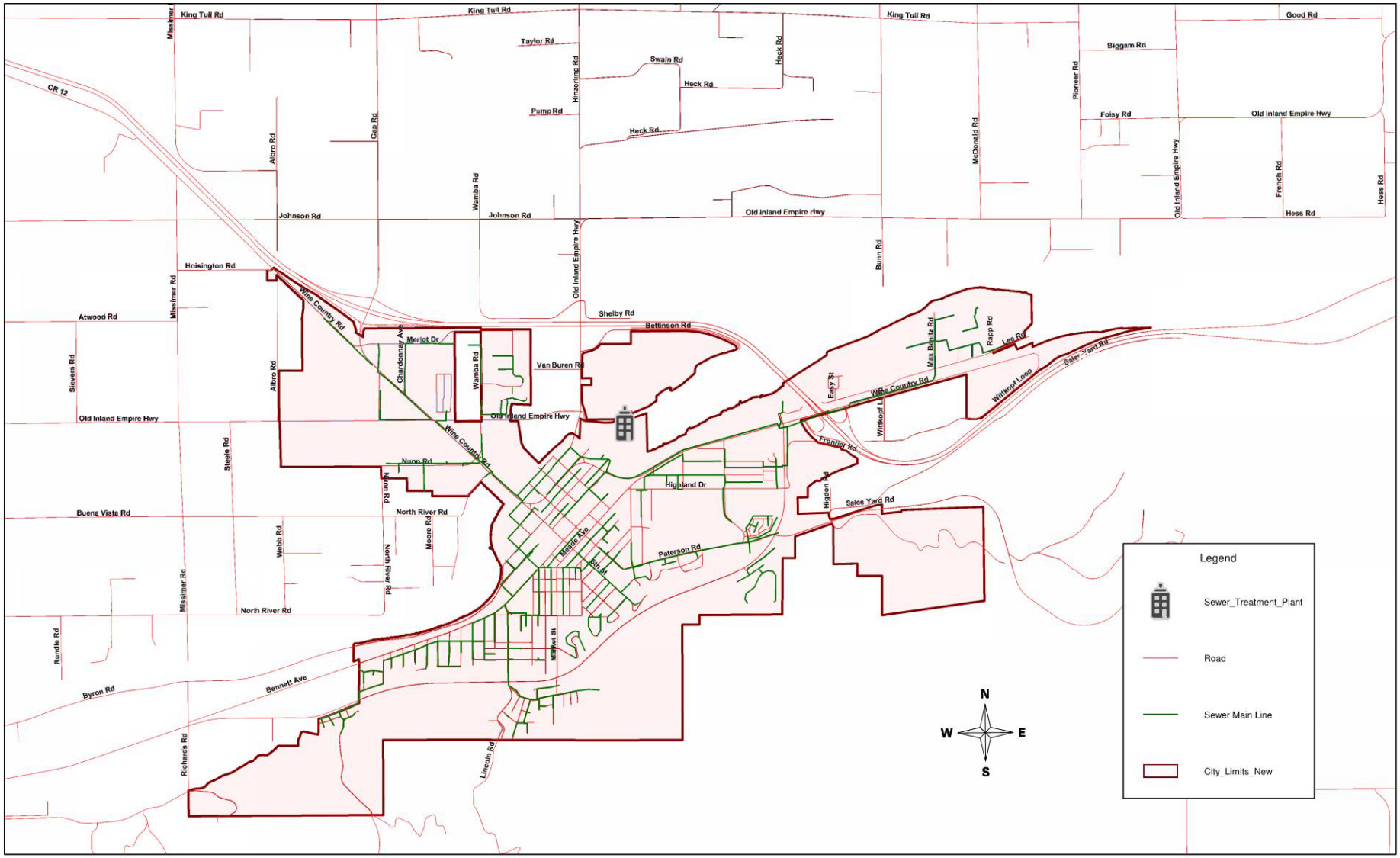
FIGURE CFP-3. CITY OF PROSSER SEWER INFRASTRUCTURE.



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