

RESOLUTION

09 731

BEFORE THE BOARD OF COMMISSIONERS OF BENTON COUNTY, WASHINGTON
IN THE MATTER OF COUNTY PLANNING RE: AMENDMENT TO THE BENTON COUNTY
COMPREHENSIVE PLAN. FILE NO. CPA 09-06, APPLICANT: BENTON COUNTY
PLANNING STAFF.

WHEREAS, on June 22, 1998, the Benton County Board of Commissioners adopted the Benton County Comprehensive Plan; and,

WHEREAS, Washington State Planning law requires continuing review and evaluation of the Comprehensive Plan pursuant to RCW 36.70A.130(2)(a); and,

WHEREAS, Benton County provides for annual Comprehensive Plan Amendments in BCC 16.14; and,

WHEREAS, the Benton County Planning Commission did conduct a public hearing on July 14, 2008, at 7:00 p.m., in the Planning Annex, 1002 Dudley Avenue, Prosser, WA 99350, to review and receive written and oral testimony with reference to the proposed Comprehensive Plan Amendment (CPA) 09-06, staff edits to amend text in regard to the completion of the Finley Intertie in Chapter Five, the Rural Element; and related map edits on the transportation maps in Chapter Eight, the Transportation Element, and,

WHEREAS, the Benton County Planning Commission at the conclusion of its public hearing conducted on July 14th, 2009, voted to recommend approval of CPA 09-06 to the Board of Commissioners, and,

WHEREAS the Planning Commission recommendation was forwarded to the Board of Commissioners on September 23, 2009, and the legal notification was published on September 10, 2009; and copies of the notice mailed to those interested parties as noted in the file maintained in the Planning Department, and,

WHEREAS, the Board of County Commissioners did conduct their own public hearings on September 28, 2009, at 9:05 a.m. in the Commissioner's Meeting Room, Third Floor, Courthouse, Prosser WA 99350; and,

WHEREAS, the "housekeeping edit" nature of the proposal does not require review under RCW 43.21C (SEPA); and,

WHEREAS, the Board finds that proper legal notification, public hearing and review have been made; and,

WHEREAS, after consideration of the above mentioned request and after reviewing the Planning Commission record, staff analysis and memos, and all written and oral comments submitted at the public hearing, the Board of County Commissioners find it

necessary and appropriate to amend text in regard to the completion of the Finley Intertie in Chapter Five, the Rural Element; and related map edits on the transportation maps in Chapter Eight, the Transportation Element, as proposed in CPA 09-06, and it appears to be in the public's best interest to approve the request; NOW THEREFORE,

BE IT RESOLVED that the Board of County Commissioners hereby amends the Comprehensive Plan to include the Staff proposed edits in Chapter Five and Chapter Eight, as set forth in CPA 09-06 File, Exhibits 2 and 3, attached.

Dated this 2 day of November 2009

Chairman of the Board


Member


Member
Constituting the Board of County
Commissioners of Benton County
Washington

Attest.....
Clerk of the Board

Michael Shuttleworth/smw
cc: Prosecuting Attorney's Office

The current population within the Kennewick–Finley Rural Planning Area is approximately 7,578 people. Finley is a stable community, with a surprisingly high percentage (76%) of residents having lived in the community more than 10 years⁶. The housing supply numbers 2,526 units and is a mixture of old and new manufactured and site built homes, with manufactured homes predominating⁷. The average density is one dwelling unit per 5.7 acres. The average household size is 3.0 persons.

Infrastructure

School Facilities

Sixty–five percent of the Kennewick–Finley Planning area reside in the Finley School District #52. The current population in the district is 4,925 residents in 1,641 households. The Finley School District operates three schools serving 1,030 students. The Riverview High School located on Lemon Drive, serves grades 9–12. Finley Middle School accommodates grades 7 and 8, and is located on Game Farm Road. The Finley Elementary School houses the Kindergarten through sixth grade, and is located on Cougar Road, off Nine Canyon Road. To further ease crowding, the district has plans to build an additional 14,000 square feet at the Middle School site.

Transportation Facilities

Major transportation infrastructure within the Kennewick–Finley Rural Planning Area consists principally of the Highway SR–397 and the Burlington Northern (B.N.) railroad

line, which parallel each other in a narrow corridor extending from the Kennewick City limits in the northwest through the Finley rural area. ~~where SR–397 ends just south of its intersection with Finley Road.~~ South of Finley Road the railroad line trends south and west to follow the Columbia River shoreline to the coast.

The SR–397/B.N. corridor is intersected at various points by east–west aligned arterial roads including 10th Street, and Haney, Finley, and Bowles Roads, which serve the collectors and neighborhood streets to and within the interior of Finley. The SR–397/B.N. corridor is the only

<p>Top 4 Issues/Desired Improvements</p> <ul style="list-style-type: none">road improvementsordinance to clean up trashcontrol/limit growthwater/sewer improvements <p>Kennewick-Finley Survey Respondents</p>

direct ingress and egress to rural Finley. It is virtually the only truck route.

Due to the recent and projected increased industrial activity in South Finley, and the overall increase in regional rail traffic, to which B.N. ~~is~~ **has responded**ing to by adding an additional line parallel to the existing track in Finley, both truck and rail traffic along the SR–397/B.N. corridor are expected to increase significantly within the next decade.

The close proximity of the railroad line to SR–397, and the intersection of the corridor by a narrow arterial at less than perpendicular angles on

⁶ Benton County Rural Survey 1993

⁷ 1,540 units/or 61%

sharply elevated railroad crossings, restricts "sight" distances, and leaves little room for crossing vehicles to "queue" up outside of the traffic lanes. These factors, coupled with the fact that much of the truck and rail transport is carrying toxic chemicals and by-products, makes the corridor inadequate and potentially problematic relative to safety. ~~and emergency access/egress within Finley. An incident involving any combination of collision, derailment, chemical spill, or fire which would block the SR-397 corridor to emergency response and citizen evacuation could have potentially catastrophic results.~~

~~The county is currently engaged in a public process to identify a second arterial route into Finley on the landward side of the railroad corridor. This route would connect to I-82 to the southwest. Such a route could serve to decrease the volume of truck traffic using SR-397, and provide an alternate route for emergency situations.~~

~~However, a second route will not solve~~ ~~†~~The safety problems inherent to the existing roadway geometry of the SR-397/B.N. corridor. ~~This~~ must be addressed by Washington State Department of Transportation.

A recently constructed road development serving the Finley area extends SR 397 west and connects to I-82 at the Locust Grove Exit. At a cost of \$21 million, the "Intertie" stretches 11 miles through the remote areas of Benton County connecting to the several businesses along the river in Finley. The road is constructed to WSDOT standards with two 12 foot lanes and six foot

shoulders. In the more urban area of Finley, a center turn lane has been added and an overpass constructed at the Burlington Northern railroad crossing at Riek and Piert Roads.

This new route, SR 397, provides an alternate truck route for industrial and farm-to-market truck traffic to the Finley and south Kennewick industrial and agricultural areas, relieves traffic congestion in Kennewick by bypassing the populated Tri-Cities area, and also serves as a secondary access/emergency route for the residents of Finley. In 2009, the road extension was assumed by the state highway system.

~~In addition to necessity for a second arterial route into south Finley, †~~The Citizen's Rural Advisory Committee requested that several road links in north and west Finley area be completed for routine circulation and emergency access purposes. These, and ~~potential routes for a the newly constructed second Finley access route SR 397~~ are shown on the "Transportation Map" for the Finley Planning Region, Figure Map 8-3.

Barge facilities for waterborne transportation exist in south Finley as part of the existing infrastructure serving industry.

Existing Land Use

The Kennewick-Finley Rural Planning Area encompasses approximately 15,506 acres, or 53% percent of the Finley Planning Region.

Land uses consist of irrigated agriculture; including livestock, rural residential use, minor acreages of

BENTON COUNTY STATE OF WASHINGTON TRANSPORTATION MAP

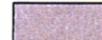
Existing and Proposed Facilities

-- COVERAGE KEY --

EXISTING

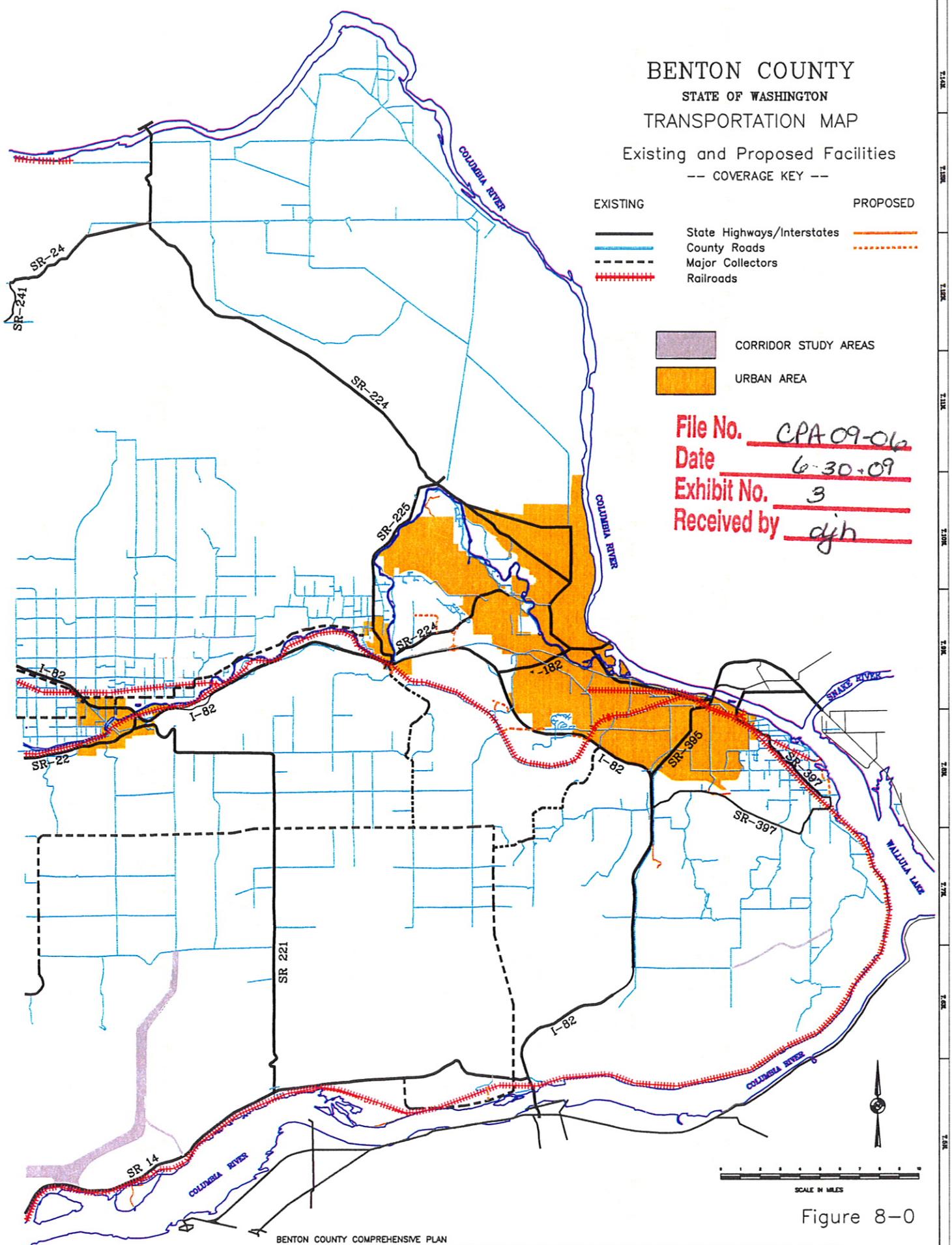
PROPOSED

-  State Highways/Interstates
-  County Roads
-  Major Collectors
-  Railroads

 CORRIDOR STUDY AREAS

 URBAN AREA

File No. CPA 09-06
 Date 6-30-09
 Exhibit No. 3
 Received by djh



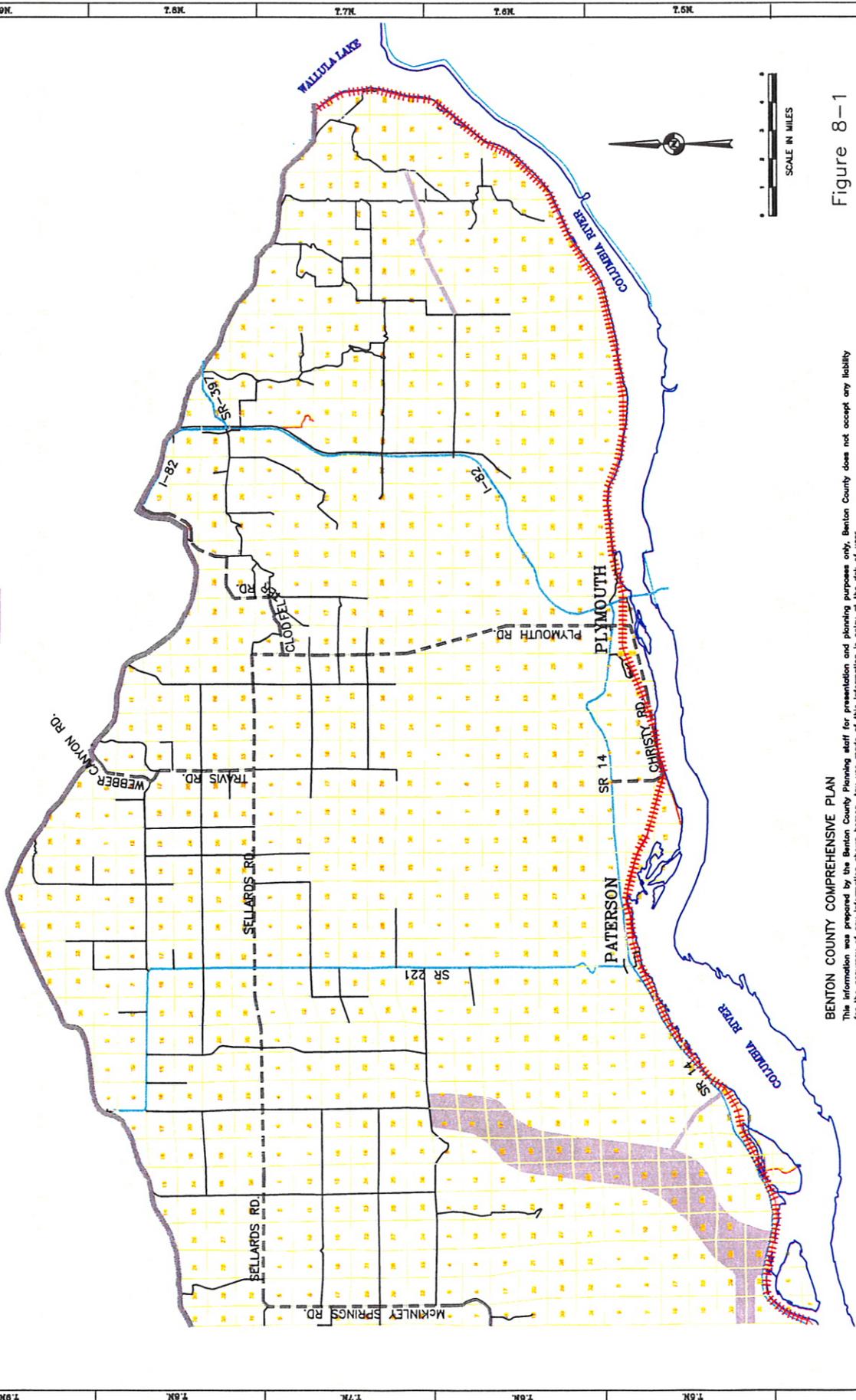
BENTON COUNTY COMPREHENSIVE PLAN

This information was prepared by the Benton County Planning staff for presentation and planning purposes only. Benton County does not accept any liability for the accuracy of any information shown herein. Any use made of this information is solely at the risk of the user.

Figure 8-0

BENTON COUNTY STATE OF WASHINGTON HORSEHEAVEN PLANNING REGION TRANSPORTATION MAP

- | | |
|------------|------------|
| (Existing) | (Proposed) |
| | |
| | |
| | |
| | |
- State Highways/Interstates
County Roads
Major Collectors
Railroads
- Corridor Study Area



BENTON COUNTY COMPREHENSIVE PLAN
This information was prepared by the Benton County Planning staff for presentation and planning purposes only. Benton County does not accept any liability for the accuracy of any information shown herein. Any use made of this information is solely at the risk of user.

Figure 8-1

BENTON COUNTY

STATE OF WASHINGTON

FINLEY PLANNING REGION

TRANSPORTATION MAP

- | | | | |
|---|----------------------------|---|---------------|
| (Existing) | | (Proposed) | |
|  | State Highways/Interstates |  | |
|  | County Roads | | |
|  | Major Collectors | | |
|  | Railroads | | |
| | |  | Barge Portage |

T.8N.

T.9N.

T.7N.

T.8N.

T.9N.

T.7N.

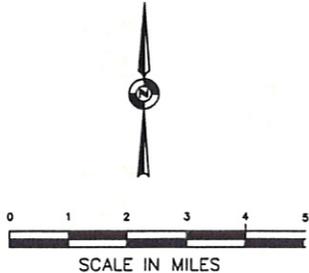
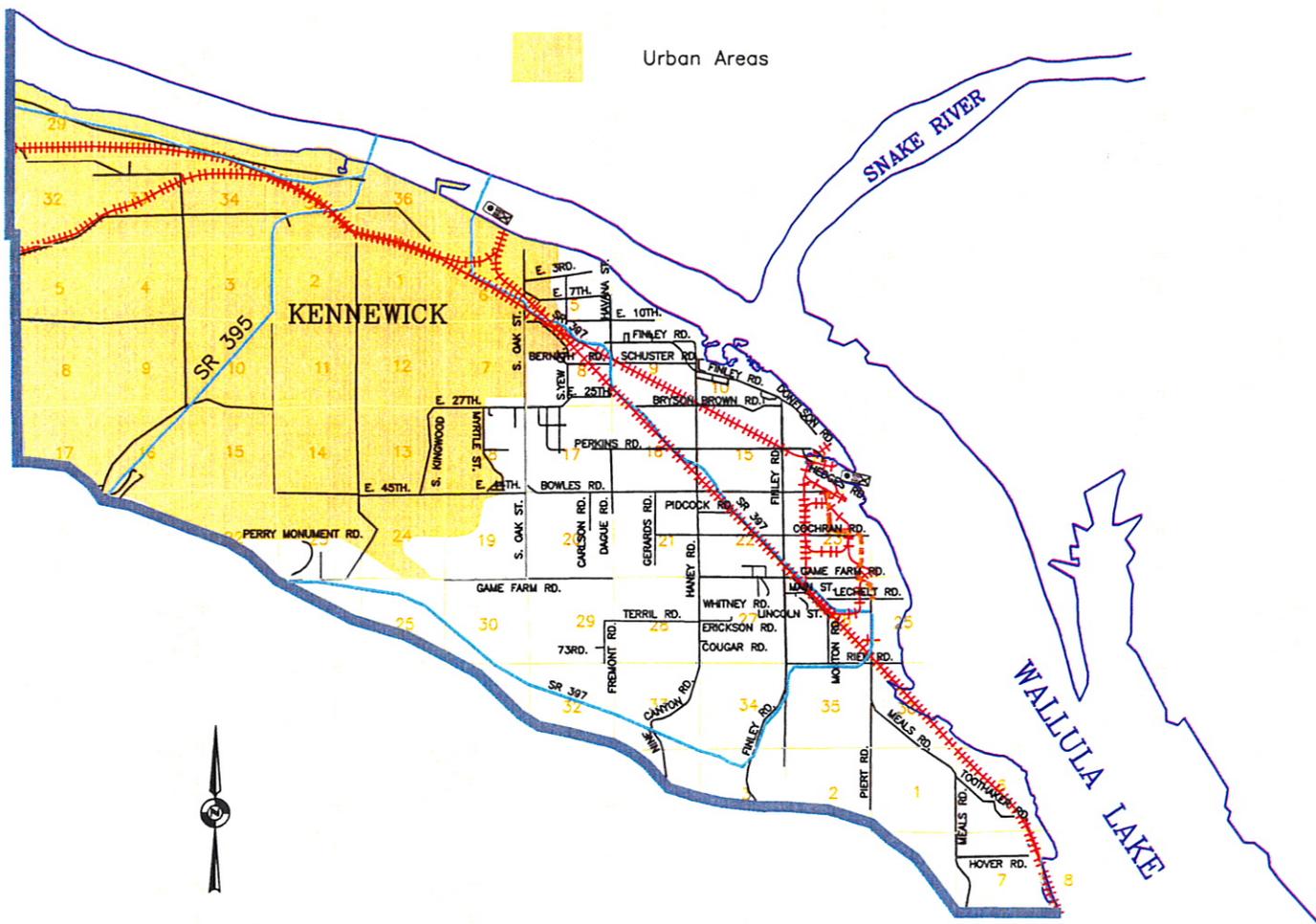


Figure 8-3

BENTON COUNTY COMPREHENSIVE PLAN

This information was prepared by the Benton County Planning staff for presentation and planning purposes only. Benton County does not accept any liability for the accuracy of any information shown hereon. Any use made of this information is solely at the risk of user.