



AGENDA

Planning Commission

6:30 PM - Thursday, September 18, 2025

Pasco City Hall, Council Chambers & Microsoft Teams Webinar

Page

1. **REMOTE MEETING INSTRUCTIONS** - Individuals, who would like to provide public comment remotely, may continue to do so by filling out the online form via the City's website (www.pasco-wa.gov/publiccomment) to obtain access information to comment. Requests to comment in meetings must be received by 4:00 p.m. on the day of each meeting.

Planning Commission meetings are broadcast live on PSC-TV Channel 191 on Charter/Spectrum Cable in Pasco and Richland and streamed at www.pasco-wa.gov/psctlive and on the City's Facebook page at www.facebook.com/cityofPasco.

2. **CALL TO ORDER**
3. **ROLL CALL**
4. **WELCOME AND ANNOUNCEMENTS**
5. **APPROVAL OF MINUTES**

3 - 5

- (a) **MOTION: I move to approve the minutes from the August 21, 2025 meeting.**

6. **OLD BUSINESS**
7. **PUBLIC HEARINGS**
8. **WORKSHOP**

6 - 24

- (a) **Climate Planning Presentation by Cascadia Consulting Group**

9. **OTHER BUSINESS**
10. **ADJOURNMENT**

11. ADDITIONAL NOTES

- (a) Meetings are broadcast live on PSC-TV Channel 191 on Charter/Spectrum Cable in Pasco and Richland and streamed at www.pasco-wa.gov/psctvlive and on the City's Facebook page at www.facebook.com/cityofPasco.**
- (b) Please Silence Your Cell Phones.**

CALL TO ORDER

City of Pasco Planning Commission meeting was called to order at 6:30 p.m., by Vice Chair Lehrman.

PLEDGE OF ALLEGIANCE

Vice Chair Lehrman led the Pledge of Allegiance.

ROLL CALL

Commissioners Present: Pat Jones, Kim Lehrman, Rob Waites, Rosa Torres, and Jay Hendler, a quorum was declared.

Commissioners Excused: Austin Crawford, Dana Crutchfield, Rachel Teel, Jerry Cochran

Staff Present: C& ED Deputy Director Craig Raymond, CDBG Administrator Kristin Webb, Administrative Assistant II Carmen Patrick

DECLARATIONS

Vice Chair Lehrman asked if there were any Planning Commission members who have a declaration at this time regarding any of the items on the agenda.

❖ No declarations were heard.

Vice Chair Lehrman asked if anyone in the audience objected to any Planning Commission member hearing any of the items on the agenda.

❖ No declarations were heard.

APPROVAL OF MINUTES

Commissioner Jones moved to approval of minutes from the July 17, 2025, meeting, seconded by Commissioner Waites, motion passed unanimously.

OLD BUSINESS

- **2026 Community Development Block Grant (CDBG) Program Allocation and Annual Work Plan-MF#BGAP2025-003**

Staff presented the background and intent of the Community Development Block Grant (CDBG) program, which provides annual grants to support housing, suitable living environments, and economic opportunities for low- to moderate-income residents.

Applications were reviewed against Council goals (quality of life, financial sustainability, transportation, safety, economic vitality, city identity), the 2025–2029 Tri-Cities Consortium Consolidated Plan, and HUD regulations.

Consolidated Plan goals include:

- Affordable Housing: down payment assistance, owner-occupied rehab
- Community & Economic Development: façade improvements, public works, ADA park upgrades, incubator kitchen equipment
- Homeless Interventions/Public Services: YMCA and Arca Tri-Cities

Staff emphasized that all funded activities must meet a CDBG national objective to remain compliant.

Three funding options were presented:

1. Mix of housing, economic development, and public services
2. Housing and economic development only
3. Mix of all three (housing, economic development, public services)

The Commission was reminded they may amend or propose alternatives beyond the three options presented.

Commissioner Jones motioned to remove option 2 from the discussion and continue with options 1 and 3. Seconded by Commissioner Torres, passed unanimously.

Commissioners requested clarification on specific applicants and additional explanation of program purposes. They emphasized the importance of the City funding essential staff positions directly, rather than relying on CDBG grant funds.

Commissioner Jones moved to approve Option 1 for recommendation to City Council. The motion was seconded by Commissioner Hendler. The motion passed 3–2, with Commissioners Jones, Hendler, and Lehrman voting Aye and Commissioners Waites and Torres voting Nay.

- **2026 HOME Investment Partnerships (HOME) Program Allocation and Annual Work Plan-MF#BGAP2025-004**

Staff presented the 2026 HOME Program Work Plan and Allocation. Pasco participates in a HOME Consortium with Kennewick and Richland (established 1996), which makes the cities eligible for federal HOME funds. Each city receives an equal share after a 10% set-aside for program administration (lead agency) and a 15% set-aside for the Community Housing Development Organization (CHDO – currently Habitat for Humanity).

Funding Overview

- Pasco’s estimated entitlement: \$163,000
- Estimated program income: \$100,000 (from repaid down payment assistance)
- Budget includes:
 - \$10,000 for Pasco program administration
 - \$10,000 for one down payment assistance loan (HUD purchase limit currently \$368,000, pending update)
 - \$121,500 Tenant-Based Rental Assistance (administered through CAC for all three cities)
 - \$121,500 for rehabilitation projects (requiring homes to be brought to current code standards)

Staff noted that HOME funds do not require a public hearing.

Commissioners discussed the rules and regulations affiliated with this program. Kristin Webb stated under the City’s Citizen Participation Plan, both the HOME Program and CDBG require public hearings to ensure transparency and keep the public informed. The Planning Commission reviews and recommends actions to City Council, providing additional opportunity for public input. As with the Consolidated Plan, the City engages multiple agencies and stakeholders, and all processes follow HUD regulations.

Commissioner Jones made a motion to approve and forward as proposed from the Planning Commission to the city council. Seconded by Commissioner Hendler, motion passed unanimously.

- **Project Updates presented by Craig Raymond**

- **Transportation System Master Plan, consultant DKS Associates**

The plan is underway, with the consultant focused on data collection and analysis of existing conditions. Due to significant recent development in Pasco, updates are needed since the last study. Public engagement opportunities will be introduced as the project progresses.

- **Regional Climate Planning/GHG Plan**

Pasco, along with neighboring jurisdictions, is participating in a state-mandated regional effort to integrate climate planning and resiliency into comprehensive plan updates. A consultant has been assisting with greenhouse gas analysis, vulnerability assessments, and draft policies. Upcoming presentations include a Planning Commission briefing on February 18 and a community open house on February 23 (6–8 PM at City Hall). Community input has been gathered throughout the process via meetings, surveys, and open houses.

- **Energy Resilience Study, consultant Scott Madden Management Consultants**

The study is complete, and the final report has been received. Elements of the study will be incorporated into the Comprehensive Plan update where appropriate. The full report is available upon request.

PUBLIC HEARINGS

None

WORKSHOP

None

OTHER BUSINESS

None

ADJOURNMENT

Vice Chair Lehrman stated with no other business, I recommend a motion to adjourn.

Commissioner Jones made a motion to adjourn, seconded by Commissioner Waite, motion carried unanimously.

Meeting adjourned at 7:06 pm.

YouTube link to watch full meeting: [Pasco Planning Commission, August 21, 2025](#)

Respectfully submitted,

Carmen Patrick, Administrative Assistant II
Community & Economic Development Department



Tri-Cities Climate Element Policies – DRAFT

September 2025



This work is supported with funding from Washington's Climate Commitment Act (CCA). The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov.

Contents

Guidance for Review – Please Read!	3
Key Questions for Review	3
Adding Input	3
Guide to Policy Tables	3
Draft Climate Element Goals and Policies	5
Regional	5
Overarching	5
Climate Resilience	6
Transportation, Buildings, Energy, and Land Use	6
Water Resources, Ecosystems, Agriculture, and Food Systems	7
Economic Development and Cultural Resources	10
Health & Wellbeing and Emergency Management	11
GHG Emission Reductions	13
Buildings & Energy	13
Transportation, Zoning & Development, and Land Use	15
Waste Management	19

GUIDANCE FOR REVIEW – PLEASE READ!

Key Questions for Review

As you read through the draft policies, please consider the following questions:

- **Strong policies:** Which policies seem particularly strong or effective? What do you like about them?
- **Weak policies:** Do any policies seem weak or unnecessary? Please advise if they should be revised or removed.
- **Missing content:** Are there any major gaps in the policies? Is there something important that's not addressed? Should it be added to an existing policy or developed as a new one?
- **Feasibility:** Could the Tri-Cities Region realistically implement these policies? Please share your thoughts if any are unrealistic, or if wordsmithing is needed to ensure they are actionable.
- **Goals:** The policies are currently organized under goals. Goals are provided at both the sub element level and at the sector level. Please let us know if you like this format, or would you prefer one or the other.
- **Policy language:** Should any policies be reworded for clarity or strength?

Adding Input

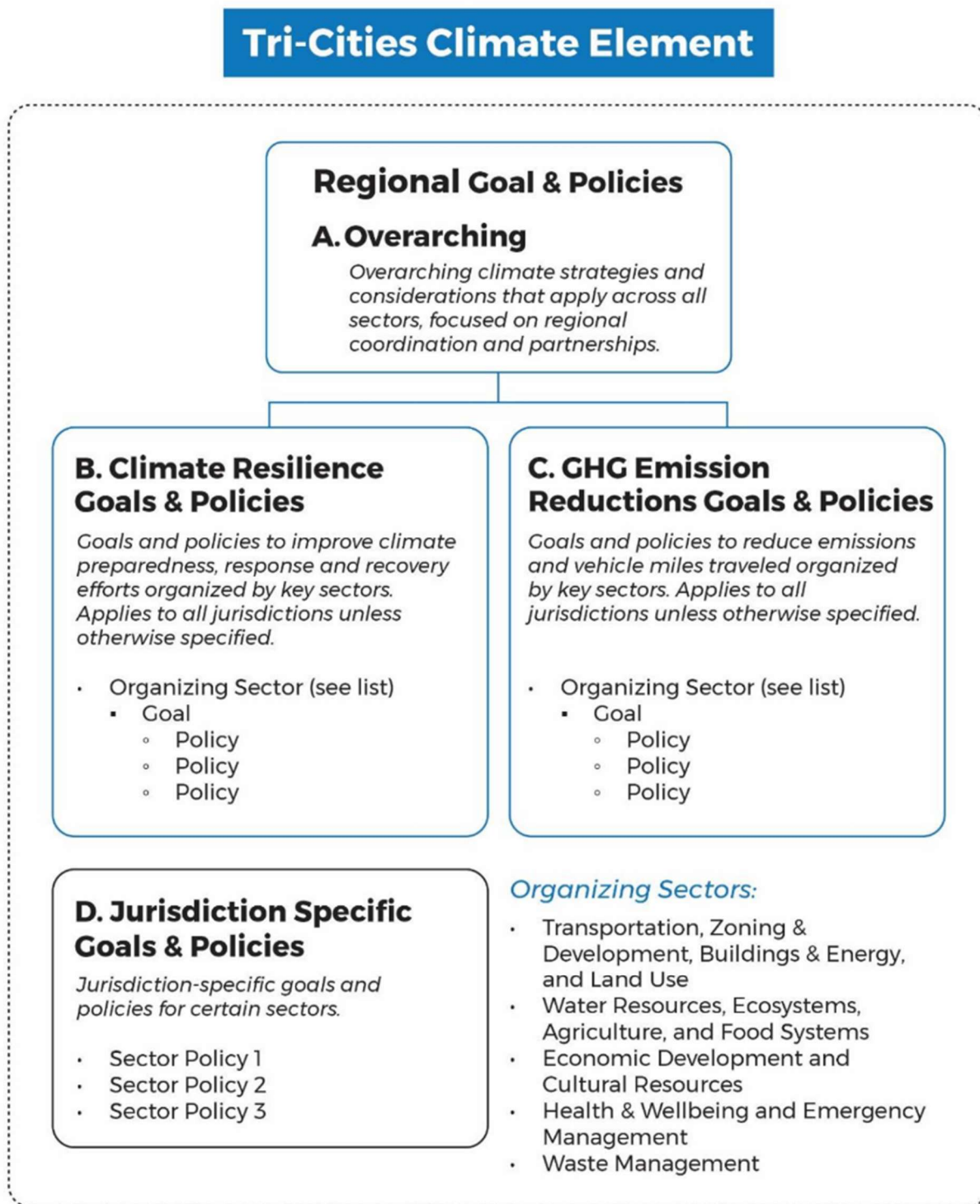
Please **add your feedback** on the draft policies by:

- Using the Word doc “comment” feature
- Adding your notes to the “feedback” column in the draft policies table with your initials or jurisdiction

Guide to Policy Tables

The following pages contain draft the ***Draft Climate Element Goals and Policies*** for the Tri-Cities Region. The draft goals and policies list is organized

by regional draft goals and policies first, followed by Benton County specific policies. See the diagram below:



DRAFT CLIMATE ELEMENT GOALS AND POLICIES

Policies were drafted from existing policies identified in the policy audit and influenced by findings from engagement (Commerce Policy Explorer, CPAT), public meetings, public survey, staff policy workshops) and reports (greenhouse gas (GHG) emissions analysis, vulnerability assessment (VA)). Additional policies were inspired by Commerce Policy Explorer.

Regional

Overarching

Draft CE Goal 1: Integrate climate resilience and GHG emissions reduction into local and regional planning, resource allocation, and strategy to ensure compliance with state guidelines and meaningful alignment with current and future priorities.

Draft Policy		Rationale
CE-1.1: Develop and maintain staff expertise, skills, and capacity to implement Climate Element policies equitably across the region.		Ensuring subject matter experts are available to guide climate resilience work and developing the most effective strategies to address climate change
CE-1.2: Strengthen and invest in regional capacity to track and report on climate resilience and GHG emissions reduction policy implementation across the Tri-Cities area. Develop and maintain shared progress reports, dashboards, and other tools to monitor and communicate progress on climate goals over time.		Discusses staff/government communication and engagement across jurisdictions and implementation of both resilience and climate policies.
CE-1.3: Comprehensive plan policies and implementing development regulations should be consistent with defensible science.		Based on Benton County WFP which was tagged as a policy which was focused on water sector

Draft Policy	Rationale
	policy guidance is useful for a builds community knowledge

Climate Resilience

Draft Overarching Climate Resilience Goal: Build a healthier and more resilient region by preparing for the impacts of climate change, protecting vulnerable communities and natural systems, supporting clean economic development, and strengthening infrastructure, and emergency response.

TRANSPORTATION, BUILDINGS, ENERGY, AND LAND USE

Draft CE Goal 2: Ensure policies and development regulations result in land use patterns and built environments that support and reduce extreme weather and climate-related impacts.

Draft Policy	Rationale
CE-2.1: Support retrofitting homes with low-cost cooling solutions that meet current building standards, for example by exploring partnership and funding opportunities for programs to provide HVAC units and installation to residents most vulnerable to extreme temperature events (e.g., low-income seniors).	Informed by Kennewick Fire District discussion - can be reworded for general support / helping seniors access to cooling units, financial and code barriers.
CE-2.2: Monitor implementation of the state building code and consider whether additional development standards would be helpful to encourage the integration of exterior building features that reduce the impacts of extreme heat and precipitation.	Helps address extreme heat impacts- concerns identifying and survey.
CE-2.3: Encourage local utilities and fire departments to implement wildfire mitigation best practices such as undergrounding and vegetation management in fire-prone areas.	Public meeting priority; specific policy opportunity for consideration noted in the survey. However, may apply to all.

Draft Policy		Rational
CE-2.4: Implement the BFCOG Metropolitan Transportation Plan and Active Transportation Plan as well as multimodal transportation plans developed by the cities and counties to enhance the safety and security of the region's transportation system, improve access for motorized and non-motorized users--especially currently underserved populations--and increase the resilience of the transportation network to climate hazards.		Identified as policy opportunity for community wellbeing section. "Specifically transportation options and disadvantaged communities (disabilities, the elderly)"
CE-2.5: Explore ways to protect transit-users from extreme heat, such as working with Benton Franklin Transit to install shaded bus shelters and considering additional cooling features such as fans or misters.		Identified as policy opportunity for extreme heat section.
CE-2.6: Coordinate with utility providers and partners such as TRIDEC Energy Forward Alliance to encourage expansion of non-emitting infrastructure that provides reliable and affordable power, diversifying sources of energy.		Based on opportunity in comments from CPAT/public

WATER RESOURCES, ECOSYSTEMS, AGRICULTURE, AND FOOD SYSTEMS

Draft CE Goal 3: Protect the viability of the region’s water resources, ecosystems, and agricultural economy by promoting weather and climate-related hazards, while balancing regional water needs and ecosystem health.

Draft Policy		Rational
CE-3.1: Promote sustainable water storage, irrigation, and water practices that help agricultural producers adapt to changing conditions while balancing regional water needs. Consider operational modernization and enhanced water conservation strategies such as those in the Yakima Basin Integrated Plan, and coordinate with conservation and irrigation districts.		Address adaptation measures in face of climate impacts (e.g.
CE-3.2: Promote innovation, investment, and management regimes that address trends for reduced precipitation and increased extreme heat, drought, smoke, and extreme precipitation. This includes supporting research and partnerships on reducing input costs, energy demand, water demand, and greenhouse gas emissions, as well as plant varieties suited to changing weather conditions.		Policy audit: Consider agricultural support carbon capture and soil Policies lack recognition of the impacts have to the local agricultural including crop adaptation; resi

Draft Policy		Rational
		utilities; and protections for our heat/smoke impacts
CE-3.3: Encourage carbon sequestration and conservation of agricultural and open space land through existing programs such as the Open Space Taxation Program and Voluntary Stewardship Program, and consider new multijurisdictional tools such as conservation futures, transfers or purchase of development rights, or other strategies.		Policy audit: Consider agricultural support carbon capture and sequestration capacity of natural environment carbon
CE-3.4: Consider compatible urban and institutional lands for renewable energy infrastructure opportunities. Protect long-term viable agricultural lands and environmentally sensitive lands while allowing least conflict with renewable energy siting.		Policy Audit: Consider policies that support location of compatible agricultural and renewable energy infrastructure
CE-3.5: Preserve or expand natural areas that help control flooding and provide shade, prioritizing projects for locations that frequently flood, have high heat conditions, or have community groups that are lower income or more sensitive to high heat (children, seniors, people with chronic health conditions).		Based on public survey results, by/consistent with SMP policies
CE-3.6: Manage trees and other vegetation in both urban and rural areas to decrease risks from severe wildfires, preserving vegetation where possible and improving ecosystem health and habitat function.		Meets resilience requirements overall air quality and habitat health
CE-3.7: Collaborate with partner agencies and groups to protect aquatic ecosystems and increase their resilience to extreme weather and climate-related impacts such as algal blooms and increased threat of invasive species.		protects regional wetlands, stream corridors from the impacts of climate development that may damage wetlands increases the resilience of the regional ecosystem processes can contribute to resilience
CE-3.8: Protect and enhance resilience of surface and groundwater quantity and quality, recognizing that water resources are essential to the public health, safety and welfare, economic growth, and prosperity of the Tri Cities Region and its jurisdictions, as well as the health of native fish.		Based on opportunity in policy to address water quantity and quality Benton County WR Goal 2 Policy

Draft Policy		Rational
CE-3.9: Coordinate with regional, state, federal, and tribal partners on plans to manage water resources and hydropower generation in the Yakima River Basin and Columbia River Basin. Advocate for long range planning that considers at least 20 years of projected demand, and needs for increased storage capacity given increasing trends in intense precipitation, reduced snowpack, and severe drought.		Based on opportunity in policy review of Yakima Basin Integrated Columbia River System Operations feedback heard during Policy Analysis. Informed by Benton County Water Kennewick Water Comp Plan policies.
CE-3.10: Ensure development regulations conserve water resources and support the Tri-Cities region's ability to have a high quality of life and a vibrant economy in a semi-arid climate. This includes implementing, monitoring, and possibly updating development regulations for water efficient buildings, landscaping, irrigation systems, water systems, and stormwater management.		Based on Benton County Goal to full region and reframed to context
CE-3.11: Allow and incentivize private water management practices that recycle water for uses that require less treatment than drinking water. This could include reclaiming waters used for food processing to irrigate crops or reclaiming greywater to irrigate landscaping or golf courses (greywater is used potable water from sources such as sinks that does not include toilet water).		Informed by Benton County Water Consistent with input heard during engagement.
CE-3.12: Work with the Benton Conservation District to develop acceptable native plant species for new developments and restoration projects, to increase resilience and reduce maintenance costs and demand for irrigation water.		Based on opportunity in policy from engagement efforts.
CE-3.13: Provide outreach or incentive programs to promote the voluntary conservation of water and energy. This could include raising public awareness of best practices such as switching from lawns to drought-tolerant landscaping or working with utilities to explore demand pricing structures that do not unfairly burden low-income households.		Based on West Richland Utilities expanded/adapted for Climate incorporates conservation ideas engagement and staff workshops

Draft Policy		Rational
CE-3.14: Consider developing a comprehensive, local drought resilience strategy that complements state and federal water basin plans and that factors in projected climate impacts and sets action levels for different drought stages.	Based on opportunity in policy review of Yakima Basin Integrated Columbia River System Operational feedback heard during Policy Analysis. Informed by Kennewick Water Supply policies.	

ECONOMIC DEVELOPMENT AND CULTURAL RESOURCES

Draft CE Goal 4: Ensure that the local economy, cultural resources, and cultural traditions are resilient to extreme weather impacts.

Draft Policy		Rational
CE-4.1: Build on existing coordination with Tribal governments to strengthen community resilience and protect cultural resources from climate impacts. This includes supporting tribal efforts to increase knowledge collection and sharing about ways to protect cultural resources and build climate-adaptive systems related to food, health, and the economy.		Identified in policy audit
CE-4.2: Collaborate with community partners to explore ways to expand entry level jobs and career development pathways in low-emission industries that align with the needs and strengths of Tri-Cities communities. Potential partners include local schools, labor unions, the Tri-City Development Council (TRIDEC), chambers of commerce, community-based organizations, and business leaders in light industrial uses and nuclear, solar, and hydropower energy.		Community workshop priorities
CE-4.3: Ensure regional multijurisdictional hazard mitigation plans for Benton and Franklin counties include information about the impacts of extreme weather and climate-related hazards, and mitigation strategies for preparing for and managing post climate disaster hazards to protect community health, economies, and ecosystems.		Integrating climate considerations into emergency planning ensures response, minimizes economic impacts, supports a sustainable recovery, businesses and communities

HEALTH & WELLBEING AND EMERGENCY MANAGEMENT

Draft CE Goal 5: Protect community health and well-being and enhance emergency preparedness, response, and recovery from climate-related hazards, focusing resources on the people and places most at risk to these hazards.

Draft Policy	Rationale
CE-5.1: Ensure critical infrastructure is resilient to natural hazards such as flooding and extreme heat and implement related area-wide and jurisdiction-specific mitigation actions in the regional hazard mitigation plans.	Informed by Benton County HMP West Richland and Richland Flood MAI No. 1. Consistent with engagement.
CE-5.2: Collaborate at the regional, state, and federal levels on updating floodplain maps to reflect best available information and update local development codes as needed to mitigate for impacts of changes in the floodplain over time.	Noted as a gap and a policy opportunity to address precipitation risk in Policy Audit.
CE-5.3: Work with the community and funding partners to raise awareness of and expand programs that provide cooling and warming centers and other types of emergency shelter and resource distribution during extreme weather, focusing on supporting the people who are most at risk.	Climate resilience hubs, a concept from the Directors Network, are everyday community-based purposes than emergency shelters led by community-based groups and promote and offer a reliable place for accessing information and receiving assistance before, during, and after disasters. Washington State's Environmental Justice Office notes that frontline communities prioritize having places for shelter and resources during extreme disaster events.
CE-5.4: Continue to mitigate risk of wildfires in the Wildland-Urban Interface (WUI), consistent with the regional multi-jurisdictional hazard mitigation plans for Benton and Franklin counties. This includes public education for private owners and residents and ensuring wildfire risk	Public meeting priority; Specific policy opportunity for consideration noted in the Policy Audit. How to address across jurisdictions.

Draft Policy		Rationale
reduction strategies are incorporated into public land management practices and local development standards.		
CE-5.5: Expand community outreach and training programs focused on preparedness and response to floods, fire, poor air quality, extreme temperatures, and utility outages, including support for Community Emergency Response Teams (CERT) and Long-Term Recovery Groups (LTRGs).	LTRG or long-term recovery groups are vital wildfire risks	
CE-5.6: Strengthen communication with non-English-speaking communities by continuing to build relationships with local groups and exploring the most effective methods for raising awareness and engaging people on climate issues.	City staff workshop priority; may apply to other groups	
CE-5.7: Recognize that parks support climate resilience by providing public access to cool places such as water or shaded areas, and by providing public gathering places where community members can connect and support each other. Promote equitable access to parks, creating inclusive and connected recreational spaces, and supporting culturally responsive, community-driven park development that reflects local needs and values.	Noted as a consideration and priority in the Summary., Noted as a consideration and priority in the Audit Summary. Aligns with Pasco Parks and Recreation Plan	
CE-5.8: Ensure all residents have access to information about climate impacts and an opportunity to participate in public decision-making processes on plans and the use of public resources to address those impacts. 1) Collaborate with community groups to connect local concerns with regional and statewide efforts and help guide policies, programs, and investments. 2) Seek input from populations that are typically most at-risk to climate impacts such as seniors, children, low-income households, and those with disabilities.	Enhances resilience, enhances equity and justice.	

Draft Policy		Rationale
chronic health conditions. Also seek input from community service providers regarding people who are homeless.		
CE-5.9: Protect the health and well-being of agricultural, construction, recreation, first responders, and other outdoor workers exposed to extreme heat, poor air quality, and other weather-related hazards. Coordinate with the Benton Franklin Health District, the State Department of Labor and Industries, and labor unions to consider strategies such as conducting outreach to employers and workers to promote awareness of worker protection laws and best practices such as scheduling heavy routine outdoor work during cooler times of day and providing breaks and shelter during extreme weather events.		Policy audit finding: Policies lack recognition of impacts have to the local agricultural economic adaptation; resilient power and water utilities outdoor workers to avoid heat/smoke impacts

CHG Emission Reductions

Draft Overarching CHG Emission Reductions Goal: Support clean growth and climate-smart development in the region by reducing greenhouse gas emissions across all sectors, advancing clean energy, and integrating sustainable land use and transportation.

BUILDINGS & ENERGY

Draft CE Goal 6: Improve building performance and energy resilience by reducing energy use, supporting cleaner energy use, and energy-saving upgrades more accessible and affordable.

Draft Policy		Rationale
CE-6.1: Follow state building and energy code development and implementation specific to decarbonization. Educate and support building officials, partners, and staff to integrate energy and building codes for new and remodeled buildings that reduce energy use, expand EV charging infrastructure, and support a variety of energy sources, including renewable sources.		Buildings contribute 23% of Benton County's greenhouse gas emissions. Natural gas alone accounts for 17%. The county has identified a gap in regulations addressing building energy efficiency measures directly closes that gap. Please note that the measure is slightly modified to specify supporting state building codes, rather than requiring net zero greenhouse gas emissions, originally written in the Commerce Menu of Measures.

Draft Policy		Rationale
NOTE: <i>modeled in GHG analysis</i>		
CE-6.2: Enhance energy resilience and reduce energy consumption in existing buildings by: -Supporting public programs that incentivize or encourage energy efficiency retrofits for commercial and residential buildings. -Advancing energy efficiency initiatives across residential, commercial, and municipal sectors, such as weatherization. -Prioritize programs that serve low-income, senior, and historically marginalized communities. NOTE: <i>modeled in GHG analysis</i>		Buildings contributed 23% of Benton County's i 17%, electricity: 4%, others (propane, fuel oil): 2% includes this as an opportunity to improve building performance in vulnerable communities. Retro energy use and emissions. The audit highlighted opportunity across all jurisdictions.
CE-6.3: Promote the use of sustainable building materials to improve energy and environmental performance through: -Incentivized green building certification, -Building code and other development regulations.		Buildings contributed 23% of Benton County's i 17%, electricity: 4%, others (propane, fuel oil): 2% gap in incentives for improving performance in LEED), though we would need to tailor the language local development context. (Note: Cities and co structural and financial incentives (e.g., density credits) to developers to certify projects under a
CE-6.4: Consider creating a regional resource hub of federal, state, county, and local incentives available to residents interested in building electrification, insulation, and weatherization, to improve energy efficiency, resilience, and affordability. Prioritize low- and no-cost home retrofit packages for low-income and marginalized communities.		Combines efforts -i.e. increase knowledge and a incentives/requirements at all levels and integrat equity focused

TRANSPORTATION, ZONING & DEVELOPMENT, AND LAND USE

Draft CE Goal 7: Collaborate regionally to promote transportation and land use patterns that support reductions in emissions Traveled (VMT), aiming to reduce regional VMT by at least 5% below 2022 levels by 2050. City actions may focus on promoting multimodal development. County actions may focus on directing urban growth to cities and future annexation areas, on rural transportation systems, and on managing rural lands to support emissions reduction consistent with policies under

Draft Policy		Rationale
CE-7.1: Implement complementary, mixed-use land use patterns at the neighborhood scale by integrating housing, retail, parks, and schools to support walkability, daily convenience, and reduce reliance on driving.		
CE-7.2: Prioritize infill development through zoning and permitting process, including reducing or minimizing regulatory burdens. Continue to concentrate development in the urban area, minimizing expansion into urban growth areas, by raising maximum building heights to reduce VMT.		On-road vehicles contributed 33% of Benton County's Reducing VMT depends on increasing housing and employment. This policy supports that by accommodating growth in areas and reducing sprawl. Almost half of survey respondents "build denser communities with shorter distances between destinations." Recommended in VMT study.
CE-7.3: Foster higher-density, mixed-use development in urban villages and transit corridors by supporting transit-oriented development and aligning zoning and permitting processes to facilitate compact growth near transit and amenities. <i>NOTE: modeled in GHG analysis</i>		On-road vehicles are 33% of Benton County's GHG emissions. Land use intensity reduces vehicle miles traveled (VMT) by a gap in anti-sprawl policies. Almost half of survey respondents "build denser communities with shorter distances between destinations." Recommended in VMT study. Modeling in wedge. Vetted by client team., On-road vehicles are 33% of Benton County's GHG emissions. Increasing land use intensity reduces vehicle miles traveled (VMT). The audit identified a gap in anti-sprawl policies. Almost half of survey respondents supported

Draft Policy	Rationale
CE-7.4: Support shorter commutes and reduced reliance on driving for low-income community members by prioritizing integrating affordable and below market rate housing in developments.	communities with shorter distances between destinations in VMT study. Gap noted in policy audit for Benton County - policies address affordable housing and transit-oriented development to community wellbeing and environmental justice. Policies apply to all jurisdictions.
CE-7.5: Create a safe, well-connected, and attractive bicycle and pedestrian transportation network to encourage active transportation and improve street connectivity and walkability. Ensure improvements integrate with transit networks and increase accessibility for people with disabilities and the elderly. NOTE: <i>modeled in GHG analysis</i>	- This policy addresses the 33% of emissions from on-street travel. - Aligns with policy audit feedback emphasizing mobility infrastructure. - Over half of survey respondents support "Increasing walk, bike, or take transit." - Recommended in VMT study.
CE-7.6: Prioritize, develop, and maintain mobility hubs in transportation-efficient locations, especially in overburdened communities experiencing a scarcity of transportation alternatives. Incorporate mobility choices (including multimodal transportation and rideshares) for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations. As feasible, identify and implement protections for tenants and low-income residents (such as rent stabilization, anti-displacement measures, and affordable housing requirements) to ensure that these investments do not lead to displacement or additional cost burdens.	Mobility hubs are centralized locations where people use multiple transportation modes (e.g., bike share, transit, and micromobility). Mobility hubs need to be adapted to specific contexts. For example, a hub in a market town center or transit corridor may focus on providing a smaller number of vehicles and flexible travel options between housing and jobs. Mobility hubs should be planned as network-integrated components of a transportation system. The development of hubs may be an incremental upgrade of sites as opportunities arise for middle and multifamily housing development; upgrade of rail, trolley, bus or rapid-bus service work; introduction of electric vehicle infrastructure.

Draft Policy		Rationale
		Recommended in VMT study. Promotes equitable access to transportation; mobility disadvantaged populations was flagged as an opportunity.
CE-7.7: Implement and seek alignment with the following plans to support regional transportation GHG emissions reductions, as required by the state: BFCOG Regional Active Transportation Plan; BFCOG Metropolitan Transportation Plan (Transition 2045); BFCOG Regional Bicycle Plan; BFCOG Comprehensive Economic Development Strategy; other Comprehensive Plan elements.		Align Climate Element with relevant existing documents.
CE-7.8: Support the improvement of transit speed, frequency, coverage, and reliability, including improving number of desirable destinations reachable by transit. <i>NOTE: modeled in GHG analysis</i>		Transit emissions accounted for less than 1%, but on-road accounted for 33% of GHG emissions. Improving transit in the region grows. The travel demand model preliminarily shows a mode share, indicating opportunity to expand transit and could invest in new routes, more frequent service, and other improvements. - Over half of survey respondents support "Increasing transit options, such as walk, bike, or take transit." - Recommended in VMT study. Although it is going to be an improvement to have a significant impact on VMT, it is as the region grows to provide additional transit and transit. The travel demand model shows a less than 1% transit. It shows that as the region grows carpooling in the region. 23% carpool mode share for the region. This high carpooling opportunity for more transit and it will be important for counties to work with Benton Franklin Transit (BFT) to plan for transit with infrastructure and last mile connections.

Draft Policy		Rationale
		Modeling in wedge.
CE-7.9: Encourage the private sector and other partners to provide subsidies for low-income residents to purchase or lease electric vehicles and bicycles. Encourage these partners to provide EV charging infrastructure, especially in areas that serve low-income populations and renters.		On-road vehicles are a major GHG source (33% of Ben emissions). The policy audit identifies a gap in policies adoption. EV adoption helps reduce GHGs but may not VMT unless combined with broader strategies. Includes expand access to low-carbon travel.
CE-7.10: Encourage (or require when mandated by state building code) EV charging infrastructure in major building remodels and retrofits where feasible.		Encouraging private businesses and property owners charging infrastructure helps encourage community reduce GHG emissions from vehicles. Jurisdictions consider application or impact fees for land use proposals that infrastructure. - CE policy opportunity from audit: "Incorporate electric infrastructure, adoption, and education" - March public meeting participants suggested implement solutions for apartment dwellers and increasing available chargers.
CE-7.11: Encourage phasing out the use of gas-powered landscaping equipment and other off- or non-road vehicle and equipment types, leading by example through local government practices.		- Reduces GHG emissions from off-road vehicles and - CE policy opportunity from audit: "Incorporate electric and non-road equipment" This measure could be implemented in phases. First, implement this in its landscaping activities (including jurisdiction could provide a timeframe when a limit on equipment would go into effect communitywide.
CE-7.12 (NEW): Promote local government leadership Where costs and technology allow, convert vehicle fleet vehicles to low-emissions vehicles.		

Draft Policy		Rationale
- Develop and implement programs that support staff in reducing commuting VMT (e.g., provide free or subsidized transit passes, encourage ridesharing, explore options for telecommuting).		
CE-7.13 (NEW): Coordinate regionally to track trends in GHG emissions and VMT for 5-year Comprehensive Plan progress reporting, including coordinating on how to allocate data from unincorporated UGAs.		
CE-7.14 (NEW): Continue conducting joint-planning between county and city governments for unincorporated growth areas (UGAs). Where possible, develop transportation and utility systems in UGAs to the standards of adjacent cities, and ensure zoning supports higher densities appropriate for future annexation.		This is one way counties/cities can work together to support development and multimodal street networks (which reduces VMT)

WASTE MANAGEMENT

Draft CE Goal 8: Ensure that the community can reduce, reuse, and recycle waste materials sustainably.

Draft Policy		Rationale
CE-8.1: Explore opportunities to expand communitywide waste reduction and recycling programs to divert recyclable waste from entering landfills. This could include investing in new waste management options, collaborating with neighboring jurisdictions, and exploring opportunities to make recycling and composting more affordable and feasible.		Reduces GHG emissions from solid waste