



City of Prosser
PLANNING COMMISSION
REGULAR MEETING AGENDA
Council Chambers, 620 Market St, 1st Floor, Prosser WA 99350
Thursday, June 18, 2026 @ 6:00 PM

To join the meeting, please click the following link:

<https://prosser.webex.com/meet/prosser>

Join by phone: +1-206-207-1700, Access code: 231 459 39313, Hit #, No
Attendee Code, Hit #

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1. CALL TO ORDER	
2. ROLL CALL	
3. CONSENT AGENDA	
a. Approval of April 2, 2026, Special Meeting Minutes. 04.02.2026 Mtg Mins	2 - 3
b. Approval of April 16, 2026, Regular Meeting Minutes. 04.16.2026 Mtg Mins	4
4. BOARD ACTION	
a. Findings of Facts for Bella Vista Subdivision Phase I - III Preliminary Plat Amendment. Findings of Facts	5 - 11
 <i>Recommended Motion:</i> <i>Approve the Findings of Facts for the Bella Vista Phases I - III Preliminary Plat Amendment.</i> 	
5. BOARD DISCUSSION	
a. Minor Plat Adjustment Code Amendment Plat Amendment Proposal	12 - 26
 <i>Recommended Motion:</i> <i>No action at this time. Review and discuss the proposed Municipal Code amendment to the plat amendment process.</i> 	
b. 2026 Comprehensive Plan Periodic Update, continued discussion Comprehensive Plan	27 - 91
 <i>Recommended Motion:</i> <i>No action at this time. Review and discuss the 2026 Comprehensive Plan Periodic Update, Transportation, Economic Development & Tourism, Historic Downtown, and Parks & Recreation Elements and provide Staff with direction with any proposed changes.</i> 	
6. ADJOURNMENT	

**CITY OF PROSSER, WASHINGTON
620 MARKET STREET, FIRST FLOOR
CITY COUNCIL CHAMBERS
SPECIAL PLANNING COMMISSION MEETING
THURSDAY, APRIL 2, 2026**

CALL TO ORDER

Chair Day called the Special Meeting of the Prosser Planning Commission to order at 6:04 p.m.

ROLL CALL

Commissioners Don Howell, Michele Villarreal, and Aaron Williams were present. Commissioner Nancy Martinez was absent. Also in attendance were Secretary/City Administrator Rachel Shaw, Attorney Benjamin Goodwin (virtual), Deputy Clerk Kendall Murphey, and Associate Planner Kurtis Johnson (virtual) from Nexus Planning Services, the City's contracted planners.

Secretary Shaw provided the Commission with a brief explanation regarding the need for the evening's Special Meeting to reconsider items presented at the Regular Meeting held on March 19, 2026. The agenda for the meeting included an incorrect link for virtual participation, thereby invalidating the public hearing that was held.

PUBLIC HEARING

1121 Dudley Ave - Site Specific Rezone

Chair Day opened the Public Hearing at 6:05 p.m. and asked for public comment. With none being offered, he closed the Public Hearing at 6:05 p.m.

Attorney Goodwin recommended the Public Hearing be reopened to allow for an overview of the rezone to be provided. At 6:08 p.m., Chair Day reopened the Public Hearing. Associate Planner Johnson from Nexus, presented an overview of the rezone and advised one comment letter was received from Benton PUD advising that Benton REA would be the electrical provider for the property. There being no further comments, Chair Day closed the Public Hearing at 6:10 p.m.

BOARD ACTION

1121 DUDLEY AVENUE SITE-SPECIFIC REZONE

A motion was made by Commissioner Villarreal, seconded by Commissioner Howell, to approve Site-Specific Rezone of 1121 Dudley Ave. and recommend approval to the City Council. Motion passed 4 YES, 0 NO, 1 ABSENT (Martinez).

PROSSER MUNICIPAL CODE (PMC) 17.30.060(B) AND PMC 18.07.050(D) AMENDMENT RELATED DEFINITIONS TO DESIGN STANDARDS

Associate Planner Johnson provided an overview of the amendment. A motion was made by Commissioner Williams, seconded by Commissioner Villarreal, to recommend approval of the proposed amendment to PMC 17.30.060(B) and 18.07.050(D) to City Council for final approval. Motion passed 4 YES, 0 NO, 1 ABSENT (Martinez).

BOARD DISCUSSION

Secretary Shaw noted there was a scrivener's error that would be corrected in the Findings of Fact and meeting minutes for the parcel number.

ADJOURNMENT

There being no further business before the Planning Commission at this time, the meeting was adjourned at 6:19 p.m.

Rachel Shaw, Secretary

**CITY OF PROSSER WASHINGTON
620 MARKET STREET, FIRST FLOOR
CITY COUNCIL CHAMBERS
PLANNING COMMISSION MEETING
THURSDAY, APRIL 16, 2026**

CALL TO ORDER

Chair Day called the Regular Meeting of the Prosser Planning Commission to order at 6:00 p.m.

ROLL CALL

Commissioners Don Howell, Michele Villarreal (virtual), Nancy Martinez, and Aaron Williams (virtual) were present. Also in attendance were Secretary/City Administrator Rachel Shaw, Attorney Benjamin Goodwin (virtual), Deputy Clerk Kendall Murphey, and Associate Planners Kurtis Johnson and Anthony Maucione from Nexus Planning Services, the City's contracted planners.

BOARD ACTION

APPROVAL OF FINDINGS OF FACT: 1121 DUDLEY AVE., SITE-SPECIFIC REZONE

A motion was made by Commissioner Howell, seconded by Commissioner Martinez, to approve the findings of fact for the site-specific rezone at 1121 Dudley Avenue. Motion passed 5 YES, 0 NO, 0 ABSENT.

BOARD DISCUSSION

2026 Comprehensive Plan Periodic Update

Associate Planners Johnson and Maucione reviewed with the Commission the work completed on the Land Use and Housing elements of the Comprehensive Plan Periodic Update. Major components of these plan elements included housing capacity findings, strategies to address housing needs through zoning code, the Future Land Use Map (FLUM), and the goals and policies for each element.

ADJOURNMENT

There being no further business before the Planning Commission at this time, the meeting was adjourned at 7:05 p.m.

Rachel Shaw, Secretary

CITY OF PROSSER, WASHINGTON
AGENDA BILL

Agenda Title: Findings of Facts for Bella Vista Subdivision Phase I - III Preliminary Plat Amendment. Item Type: Action	Meeting Date: June 18, 2026 Planning Commission Meeting
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Department: Planning Commission	Director: Rachel Shaw	Contact Person: Rachel Shaw	Phone Number: (509) 786-8218
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Cost of Proposal: N/A Amount Budgeted: N/A	Fund Name and Number: N/A
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Reviewed by Finance Department: N/A

Attachments to Agenda Packet Item: 1. Findings of Facts

Summary Statement: At the May 21, 2026, Planning Commission meeting, the Commission approved the Bella Vista Preliminary Plat amendment for Phases I - III and recommended approval to the City Council. City staff is bringing forward the Findings of Facts and Conclusions of Law with a recommendation for approval to the Planning Commission. The next step is to conduct a Closed Record Decision hearing at the June 23, 2026, City Council meeting for Council's consideration of approval of the Bella Vista Preliminary Plat amendment for Phases I - III.
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Consistent with Council Goal: Goal #1: Livability & Quality of Life

Recommended Action/Suggested Motion:

***Recommended Motion:** Approve the Findings of Facts for the Bella Vista Phases I - III Preliminary Plat Amendment.*

<p>Reviewed by Department Director:</p> <p>Rachel Shaw</p> <p>Date: Jun 15, 2026</p>	<p>Reviewed by City Attorney:</p> <p>Benjamin Goodwin</p> <p>Date: Jun 15, 2026</p>	<p>Approved by City Administrator:</p> <p>Rachel Shaw</p> <p>Date: Jun 15, 2026</p>
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BEFORE THE PLANNING COMMISSION
OF THE
CITY OF PROSSER, WASHINGTON

IN THE MATTER OF

APPROVAL OF ADDITIONAL FINDINGS FOR
AMENDED APPLICATION OF VIKING HOMES
VIA RYN BUILT HOMES, PRELIMINARY PLAT
BY KNUTZEN ENGINEERING FOR THE
SUBDIVISION KNOWN AS BELLA VISTA
DEVELOPMENT:

FINDINGS

Before the Planning Commission of the City of Prosser, Washington, in the matter of the request of Viking Homes by Knutzen Engineering (hereinafter referred to as Applicant) for approval of these findings and the Amended Preliminary Plat for the Bella Vista Development.

FINDINGS OF FACT

1. The City of Prosser has determined that the application is consistent with the Comprehensive Plan and other planning and Zoning requirements.
2. In order to make a determination of consistency the following approvals and permits would be needed:
 - A. Compliance with the notes on the face of the subdivision preliminary plat.
 - B. Compliance with these Findings, the Findings and Conclusions

approved by the City of Prosser Planning Commission on February 20, 2020, and the Prosser Municipal Code.

- C. Construction of public improvements within the subdivision including but not limited to Streets, Sidewalks, Storm Water Retention Facilities, Lighting, Open Space, and Irrigation System.
- D. Compliance with all mitigation measures on the MDNS issued on January 16, 2020.

ADDITIONAL FINDINGS/CONCLUSIONS

1. The findings and conclusions herein are in addition to the findings and conclusions approved by the City of Prosser Planning Commission on February 20, 2020.
2. The lead agency has determined that this proposal will not have a significant adverse impact on the environment.
3. An environmental impact statement (EIS) is not required under RCW 43.21C.030.
4. The Planning Commission is the highest decision maker for the project since its recommendation is necessary for the City Council to approve the plat.
5. The Applicant has completed development and construction of phases I, II, and III of VI Phases submitted on the revised Preliminary Plat.
6. The proposed total density increase is 244 lots which is below the 289 lots approved on the original preliminary plat.
7. The City issued an MDNS for this application on January 16, 2020.
8. Sidewalks are included on all public streets within the plat.

9. The Prosser School District did not request that land be set aside for future school construction.
10. The preliminary plat provides for connection to the City's public water system, irrigation system, and sewage disposal system. Construction of the subdivision will not cause the City to violate its wastewater discharge permit.
11. The Proponent's property is not within the jurisdiction of the City's Shoreline Master Program.

CONCLUSIONS

1. The approval of the preliminary plat promotes the public necessity, convenience and general welfare.
2. This application has been determined to be a minor action and to have a non-significant adverse effect on the environment. An Environmental Impact Statement is not required under RCW 43.21C.030. This application is not an action requiring an environmental statement under WAC 197-11. This decision is made upon a determination into the guidelines of WAC 197-11 and City Ordinances.
3. The proposed subdivision has previously been found to conform with the Prosser Comprehensive Plan, Prosser Zoning Ordinance and any other existing land use controls.
4. The proposed subdivision has previously been found to make appropriate provisions for: the public health, safety and general welfare, for open spaces,

drainage ways, streets, alleys, other public ways, water supplies, sanitary wastes, parks, playgrounds, sites for schools and school grounds, sidewalks, assures safe walking conditions for students who walk to or from school, and the public interest is served by the subdivision and dedication.

5. The Planning Commission is the highest decision-making body to recommend approval of the variances approved by the Planning Commission.

FINDINGS OF FACT AND CONCLUSIONS OF LAW

Any Finding of Fact determined to be a Conclusion of Law is hereby adopted as such. Any provision herein, not specifically identified as a Finding of Fact or Conclusion of Law, shall be labeled as applicable and hereby adopted as such.

RECOMMENDATION TO THE CITY COUNCIL

The Planning Commission recommends to the City Council that it approve the Preliminary Plat Amendment for Bella Vista Development subject to the conditions of the previously approved preliminary plat and subject to the conditions in these findings and subject to the following:

- A. Compliance with the notes on the face of the subdivision preliminary plat.
- B. Compliance with these findings and the Prosser Municipal Code.
- C. Construction of public improvements within the subdivision including but not limited to Streets, Sidewalks, Storm Water Retention Facilities, Lighting, Open Space, and Irrigation System.

THE PLANNING COMMISSION SO FINDS.

ADOPTED BY THE PLANNING COMMISSION on this 18th day of June, 2026.

CHAIR

SECRETARY, RACHEL SHAW

CITY OF PROSSER, WASHINGTON
AGENDA BILL

<p>Agenda Title: Minor Plat Adjustment Code Amendment</p> <p>Item Type: Discussion</p>	<p>Meeting Date: June 18, 2026 Planning Commission Meeting</p>
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<p>Department: Planning Commission</p>	<p>Director: Rachel Shaw</p>	<p>Contact Person: Rachel Shaw</p>	<p>Phone Number: 509-786-8218</p>
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<p>Cost of Proposal: N/A</p> <p>Amount Budgeted: N/A</p>	<p>Fund Name and Number: N/A</p>
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<p>Reviewed by Finance Department:</p> <p>N/A</p>
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<p>Attachments to Agenda Packet Item:</p> <ol style="list-style-type: none"> 1. City of Auburn Plat Amendment Application 2. Kitsap County Minor Plat Amendment Staff Report & Decision 3. Staff Memo - Recommended Code Changes to define Minor and Major Plat Amendments
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<p>Summary Statement:</p> <p>In recent review of the Municipal Code, Staff identified unclear procedure and no stated definitions for a “Minor” or “Major” plat amendment. Historically, the City of Prosser has either utilized a Type III application process that could be burdensome and resource heavy if a requested minor plat amendment has been brought forward to the City, or the City has just agreed to approve major amendments to Preliminary Plats without any secondary approval process.</p> <p>This discussion will be focused on proposed code changes to make the process clear and define specific conditions for plat amendment approval.</p> <p>The attachments are examples of an amendment application that could be the basis for consideration on what we could designate as a “major” and “minor” amendments as well as how we would process each amendment application. The staff report provides some general recommendations based on staff research into what other</p>

jurisdictions do across the state.
Staff is looking for the Commissions direction on the proposed amendment to the Municipal Code.

Consistent with Council Goal:

Goal #5: Operational Excellence & Communication

Recommended Action/Suggested Motion:

Recommended Motion: No action at this time. Review and discuss the proposed Municipal Code amendment to the Plat Amendment process.

<p>Reviewed by Department Director:</p> <p>Date: Jun 15, 2026</p>	<p>Reviewed by City Attorney:</p> Benjamin Goodwin <p>Date: Jun 16, 2026</p>	<p>Approved by City Administrator:</p> Rachel Shaw <p>Date: Jun 15, 2026</p>
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PLAT ADJUSTMENT (MINOR)

Physical Address:

Auburn City Hall Annex, 2nd Floor
1 E Main St

Mailing Address:

25 W Main St
Auburn, WA 98001

Phone and Email:

253-931-3090
permitcenter@auburnwa.gov

Apply Online: www.MyBuildingPermit.com

Select: Auburn | Land Use | New | None | Minor
Plat Adjustment

INFORMATION SHEET

A complete Minor Plat Adjustment is required prior to the City accepting the submittal and routing it for review. Applications that do not meet the submittal requirements provided in this document will be determined to be incomplete and not routed for review. All missing items will be identified in the notification of incompleteness and the applicant may resubmit additional or revised documents to complete the application. The City shall notify the applicant that the application is complete or incomplete within 28 calendar days of the initial submittal. If the application is rejected as incomplete, notification of completeness/incompleteness shall be provided within 14 calendar days after additional information is provided to the City.

The minimum requirements for an application to be determined as complete are outlined in Auburn City Code (ACC) 17.10.100 and in the Plat Adjustment (Minor) – Submit checklist section of the checklist below. These documents are required for a submittal to be considered complete and accepted for review. In addition to these minimum file requirements, an application may require additional documentation unique to the project to be included for a determination of completeness to be made. Completeness of the Minor Plat Adjustment application will be decided by the City on a case-by-case basis and may include items not specifically provided in this checklist but generally accepted as a part of a complete Minor Plat Adjustment application. All submittal documents must be in stand-alone .pdf format. Reports and plans must be single pdfs and not require collation. All pdfs shall be named to clearly state the document type (example: Written Statement, Approved Preliminary Plat Map, Revised Preliminary Plat Map, etc.).

If you have any questions regarding the documents required for a complete submittal, please contact planning@auburnwa.gov or 253-931-3090. If you have not yet done so consider applying for a [Pre-Application Meeting](#) with the City to gain a better understanding of required permits, and receive detailed input from City staff, prior to your submittal.

Per ACC Title 14 a Minor Plat Adjustment is a Type I decisions. Type I decisions are issued within 65 days of review time following the notice of a complete application. Refer to ACC 14.11.010 for exceptions and extensions to the required decision timelines for all project types. (ACC) 17.10.100 includes further detail of the requirements outlined in this checklist. Electronic copies of ACC Title 17 can be viewed on the City of Auburn’s webpage at the following link: [City Code, Ordinances, & Resolutions.](#)

What is a Plat Adjustment (Minor)?

Minor plat adjustments are changes to an approved preliminary plat that affect the precise dimensions of the plat, but which do not affect the basic character or arrangement of the lots and streets. The project changes requested in a minor plat adjustment cannot vary more than 10% (percent) from the approved Hearing Examiner Determination. The adjustments cannot be inconsistent with the requirements of the preliminary plat approval or cause the plat to be in violation of city code or any other regulation.

If it is determined that the plat has changed by more than 10% (percent) a Major plat would be determined requiring the applicant to submit a new preliminary site plan for review. Major adjustments are those that, when determined by the planning director, substantially change the basic design, layout, open space or other requirements of the plat. When the planning director determines a change constitutes a major adjustment, a new application for a preliminary plat is required and shall be processed as a new and separate plat application.

What is a Type I Decision?

Minor adjustments may be made and approved by the planning director as a Type I decision. Type I decisions are administrative decisions made by the City which are not subject to environmental review under the State Environmental Policy Act (SEPA).

How is a Plat Adjustment Evaluated?

Minor adjustments (for preliminary plat and preliminary short plats) shall be reviewed for consistency with the Chapter 17.10 ACC "Preliminary Subdivision", the regulations of this title (Title 17)", as well as the following criteria contained in [ACC 17.10.100](#) (also provided below):

1. The adjustment maintains the design intent or purpose of the original approval; and
2. The adjustment maintains the quality of design or product established by the original approval; and
3. The adjustment does not cause a significant environmental or land use impact on or beyond the site; and
4. The adjustment is not precluded by the terms of this title or by state law from being decided administratively; and
5. Circumstances render it impractical, unfeasible, or detrimental to the public interest to accomplish the subject condition or requirement of preliminary plat or short plat approval.

PLEASE NOTE: Applicants are responsible for complying with all City Codes and ordinances and should review all City regulations that may be applicable to their proposed project. For assistance in determining which regulations are applicable, please contact the City of Auburn Permit Center.

https://mybuildingpermit.com/sites/default/files/documentation/ElectronicDocStandards_GeneralRequirements.pdf

SUBMITTAL CHECKLIST

What is required to be uploaded to www.MyBuildingPermit.com?

- Completed [Owner Authorization Form\(s\)](#) for all property owners involved.
- Written Statement (Project Narrative)** describing the plat adjustment's consistency with each of the approval criteria listed under [ACC 17.10.100](#).
- Approved Preliminary Plat Map.** Provide a copy of the preliminary short plat approved by the Planning Director or the preliminary plat approved by the Hearing Examiner (preliminary plat).
- Revised Preliminary Plat Map (Project Drawings).** Provide a copy of the proposed changes to the plat layout.
- Title Report** for all properties involved in the Final Plat, dated within 30 days prior to the application date.
- Covenants, Conditions & Restrictions (CC&Rs)** containing all applicable restrictions and conditions, if any, required by the Planning Director or Hearing Examiner, as applicable, or at the discretion of the property owner, to be imposed on lots and tracts within the subdivision. Also, provide accurate outlines/purposes of use for any areas reserved by deed covenant for common use of owners of property within subdivision.
- Scale & Legibility** – All plat/plan sheets shall conform to Chapter 58.09 RCW and WAC 332-130-150, shall be accurate, legible, and drawn to an engineering (decimal) scale of 100 feet or fewer to the inch, in a format measuring 18 inches by 24 inches in size.

PDF Requirements: All documents shall be submitted in *unsecured and flattened* PDF format. Submittals not meeting these standards will be deemed "incomplete". Each document shall be uploaded as a separate PDF file and clearly named by document title; common acronyms are okay (e.g., SSP – Stormwater Site Plan/Report, Geotech – Geotechnical Report, TIA – Traffic Impact Analysis/Study/Memo, CAR – Critical Areas Report). Example: Smith Building – Prelim SSP.pdf



Kitsap County Department of Community Development

Staff Report and Administrative Decision

Report Date: August 4, 2017

Application Complete Date: June 5, 2017

Application Submittal Date: June 5, 2017

To: Sound Developers Group, andyschell23@gmail.com
David Bannon Engineering, bannoneng1@comcast.net
Interested Parties and Parties of Record

RE: Permit Number: 17 02175
Project Name: Prosperity Plat Minor Amendment
Type of Application: Minor Plat Amendment Type-II

Decision Summary:

The applicant requests approval of a Minor Plat Amendment to convert Lot 30 to a Stormwater Tract-D and reconfigure Lot 31.

THE DECISION OF THE DEPARTMENT IS FINAL, UNLESS APPEALED TO THE KITSAP COUNTY HEARING EXAMINER ON OR BEFORE 14 DAYS FROM THE DATE OF DECISION PER KITSAP COUNTY CODE 21.04.290.

The written appeal shall be made on, or attached to, an appeal form found on DCD's website: <http://www.kitsapgov.com/dcd/forms/DocumentLibrary/applications/Appeals.pdf>.

Project Request:

The proposal is a minor modification of an approved preliminary plat to reduce the plat from 36 to 35 lots, pursuant to Kitsap County Code(KCC), Section 16.04.040 Amendments to Preliminary Approved Plats. The amendment is to the Hearing Examiner preliminary approval, file 11 99204, dated December 11, 2012 and Minor Amendment, file 17 00237, dated March 20, 2017 for utility and vehicle access to an adjacent property to the north.

The Prosperity Plat project was designed for an infiltration trench to mitigate stormwater for the north end of the project. The trench is not infiltrating as designed. The amendment involves converting Lot 30 to a Stormwater Tract-D with detention pond, and reconfiguring Lot 31, which is now Lot 30 with a 10-foot storm drainage easement. The stormwater pond will connect to an overflow structure located northeast of the site on the abutting property which is the Pros Pine Preliminary Plat.

17 02175 Prosperity Plat Minor Amendment
August 4, 2017

Project Location:
4217 SE Horstman Road
Port Orchard, WA 98366



Assessor's Account #:
302402-4-061-2008

Applicant/Owner of Record:
Sound Developers Group Inc.
13614 Whispering Pines Drive
Gig Harbor, WA 98332

Applicant's Representative:
David Bannon, Bannon Engineering PE
23789 Brixton Place NW
Poulsbo, WA 98370

SEPA (State Environmental Policy Act):

The State Environmental Policy Act (SEPA), found in Chapter 43.21C RCW (Revised Code of Washington), is a state law that requires the County to conduct an environmental impact review of any action that might have a significant, adverse impact on the environment. The review includes the completion of an Environmental Checklist by the applicant and a review of that checklist by the County. If it is determined that there will be environmental impacts, conditions are imposed upon the applicant to mitigate those impacts below the threshold of "major" environmental impacts. If the impacts cannot be mitigated, an environmental impact statement (EIS) must be prepared. The decision following environmental review, which may result in a Determination of Nonsignificance (DNS), Mitigated DNS, or the necessity for an EIS is called a threshold determination. The County gives a separate notice of the threshold determination. If it is not appealed, it becomes part of the hearing record as it was issued, since the Hearing Examiner cannot change it.

Pursuant to WAC 197-11-355, the optional DNS process was utilized for this project. The SEPA Comment period previously occurred concurrent with the Notice of Application dated September 19, 2011. A Determination of Nonsignificance (DNS) was issued on September 10, 2012. The SEPA appeal period expired September 24, 2012. No appeals were filed; therefore, the SEPA determination is final.

Lot Description:

The subject property is 4.5 acres and approved for 36 single-family residential lots. The property is located on the north side of SE Horstman Road. Pros Pine Preliminary Plat, a 14-lot subdivision borders the west side of the plat.

619 Division Street MS-36 Port Orchard, WA 98366-4682
(360) 337-5777 | www.kitsapgov.com/dcd

17 02175 Prosperity Plat Minor Amendment

August 4, 2017

Comprehensive Plan Designation and Zoning:

The preliminary plat vested when the project was included within the Port Orchard urban growth area. The Hearing Examiner approved the preliminary plat when vested with a Comprehensive Plan designation of urban and zoned Urban Low Residential. The existing Comprehensive Plan and Zoning is Rural Residential.

Base/Maximum Density: 5 to 9 dwelling unit per acres
Minimum Lot Area 2,400 square feet
Minimum Lot Width 40 feet
Minimum Lot Depth 60 feet
Maximum Height 35 feet

Standard Zoning Code Zoning vested Setbacks for Urban Low

Front 10 feet habitable Area to 20-foot garage
Side 5 feet
Rear 5 feet (Changed 10 feet)

Surrounding Land Use and Zoning:

The abutting properties are single-family residences and are zoned Urban Low Residential.

Public Utilities and Services:

Water: West Sound Utility District
Power: Puget Sound Energy
Sewer: West Sound Utility District
Police: Sheriff
Fire: South Kitsap Fire and Rescue District #7
Schools: South Kitsap School District #402

Access:

Access to the site is by SE Horstman Road with lots receiving access by private roads within the plat.

Revision to the Hearing Examiner’s Decision and Recommendation

The Section 16.40.040 KCC Amendment to approved preliminary subdivisions provides standards for Major and Minor Approved Preliminary Plat Amendments. The Department determined that the request is a minor plat amendment, which is reviewed pursuant to KCC 21.040.060 Land Use and Development Procedures as an administrative Type-II decision.

Minor Plat Amendment Analysis

Staff made the following comments based on review of the revised site plan for the Minor Plat Amendment, dated June 5, 2017. The applicant provided the following comments on the criteria specified in KCC 16.40.040 for the minor amendment to the preliminary approved plat:

1. General Requirements: The minor amendment is classified as Type-II decision under Chapter 21.04 and addresses those changes to an approved preliminary subdivision that fall within the scope of the original approval and/or do not significantly increase impacts to surrounding properties. For these purposes, "significant" shall mean a greater than 10% increase when the impact is quantifiable.

17 02175 Prosperity Plat Minor Amendment

August 4, 2017

Staff Evaluation of Decision Criteria:

2. Written Findings: A proposed minor subdivision amendment may be approved if the Director makes written findings that all of the following are satisfied. If one or more are not satisfied, the application must proceed as a major amendment. Criteria, which must be met, are outlined in Kitsap County Code 16.40.040, Items 1, & 2.a through j. Preliminary Plat Amendment. The following italics are staff findings that address the criteria for the minor amendment:

- a. The proposal does not result in significant impacts to the subdivision or the surrounding property. Impacts may include, but are not limited to, storm water, traffic, open space, landscaping, screening, on-street or set-aside parking, or noise;

Applicant: The proposed changes generally fall within the scope of the original approval and little or no increase of project impacts. The number of lots will be reduced by one. The stormwater revisions will infiltrate the developed stormwater flows as shown in the results of the modeling.

Staff Comment: *The request is only to reduce the plat by one lot. The applicant is proposing to change how storm drainage impacts are mitigated due to existing site conditions. The request should not result in significant impacts to the subdivision and surrounding properties.*

- b. The proposal satisfies the applicable general requirements of this title;

Applicant: The project is compatible with the surrounding uses and will not be detrimental to the health, safety, or welfare of other persons in the neighborhood. The proposal is consistent with the orderly development of the neighborhood.

Staff Comment: *The proposal is only to mitigate for storm drainage. The request is consistent with the goals and policies of the comprehensive plan, compatible with surrounding uses, and will not be detrimental to the health, safety, or welfare with the neighborhood.*

- c. The proposal does not result in a change of use;

Applicant: The proposal will remain a single-family detached residential development.

- d. The proposal falls within the scope of the original approval and complies with the intent of the conditions originally imposed;

Applicant: The proposal falls within the scope of the original approval and meets, the original intent imposed.

Staff Comment: *The minor plat amendment is consistent with the intent of the Hearing Examiner's decision, dated December 11, 2012, and is not proposing a change to the conditions of approval.*

17 02175 Prosperity Plat Minor Amendment

August 4, 2017

- e. The proposal does not change the perimeter boundary of the original plat, or the boundary of any phases within the original plat;

Applicant: The proposal does not change the perimeter boundary.

Staff Comment: *The applicant is not proposing a change to the location of the perimeter boundary of the development.*

- f. The proposal does not increase residential density by greater than 10%, provided the density requirements of the zone are maintained consistent with the zone;

Staff Comment: *The subdivision was approved at eight dwelling units per acre. The project density will be reduced slightly with the removal of one lot, but will still be eight dwelling units per acre when rounded up, per KCC 17.382.020 Measurement Methods.*

- g. The proposal does not increase the intensity of housing types; for example, from detached single-family to attached one- and two-family dwellings;

Staff Comment: *The housing within the plat will remain single-family detached.*

- h. The proposal does not reduce the designated perimeter buffers, recreation or open space areas by more than 10%;

Staff Comment: *There are no reductions of buffers, open space, or recreational amenities.*

- i. The proposal does not reduce or increase the number of access points or significantly alter the location of access points;

Staff Comment: *The proposed amendment to the plat will not alter the plat access.*

- j. The proposal does not reduce required setbacks; and

Staff Comment: *The applicant's proposal is consistent with setbacks for the previous Urban Low Residential zone.*

- k. The proposal does not reduce any street frontage improvements (e.g., sidewalks, curb/gutter, and bicycle lanes).

Staff Comment: *The minor amendment does not reduce frontage improvements on Horstman Road, a higher traveled road as defined by County road standards.*

Public Comments:

Pursuant to KCC Title 21, Land Use, and Development Procedures, the Department gave proper public notice for the proposed Minor Plat Amendment. To date, the Department has not received any written public comments.

Decision:

The Department has reviewed the request in accordance with the conditions of approval for the minor amendment per 16.040.040 Amendments to Approved Preliminary Subdivisions and here-by **approves** the request for the Prosperity Preliminary Plat Amendment revised site plan, submitted on June 5, 2017.

17 02175 Prosperity Plat Minor Amendment

August 4, 2017

1. The Minor Plat Amendment will be subject to all conditions of approval per the Hearing Examiner's decision for the Prosperity Plat Preliminary Plat, dated, December 11, 2012 (File 11 99204). If there are conflicts between these conditions and the conditions per the approved preliminary plat, the conditions below shall apply.
3. Access to all lots shall be from roads within the proposed plat boundaries. A note to this effect shall be placed on the Final Plat.
4. The plat will be served by West Sound Utility District for the public water supply and sanitary sewer. Sewered building clearance applications with binding sewer and water letters will be required at time of construction.
5. The Final Plat shall be prepared by a licensed Land Surveyor in compliance with KCC Title 16.
6. All private roads shall be labeled as tracts and constructed in accordance to Fire Code requirements. A ten- foot utility easement shall be provided on each side of private road tracts.
7. All potential park areas, common open space, buffers, and stormwater management areas shall be labeled as separate tracts. The ownership and maintenance responsibility shall be addressed on the face of the final plat, as well as in the CCRs.
8. Stormwater conditions #16-30, Traffic conditions #31-43, Solid Waste condition #50, and the Rock Wall condition #52, as stated in the Hearing Examiner Decision No. 120927-012 dated November 29, 2012 still apply. Construction shall comply with these conditions, as well as with the plans approved for Site Development Activity Permit #14 03368 and any addendums thereto.
9. All Fire conditions of the original preliminary plat still apply.
10. Before Final Plat approval provide documentation of the offsite stormwater easement for the proposed stormwater overflow on the adjacent property (Pros-Pine).

Please note affected property owners may request a change in valuation for property tax purposes, notwithstanding any program of revaluation. Please contact the Assessor's Office at 360-337-5777 to determine if a change in valuation is applicable due to the issued Decision. The complete case file is available for review at the Department of Community Development if you wish to view the case file or have other questions, please contact help@kitsap1.com or (360) 337-5777. Please note DCD is open Monday to Thursday from 8:00am to 4:00pm and on Friday from 9:00am to 1:00pm except holidays.


17 02175 Prosperity Plat Minor Amendment

August 4, 2017



Jeff Smith, Project Lead

8/4/2017
Date



Scott Diener, Development Services and
Engineering Manager

8.4.17
Date

CC: Interested Parties: None
Kitsap County Health District, MS-30
Kitsap County Public Works Dept., MS-26
DCD Staff Planner: Jeff Smith
DCD File 17 00237

17 02175 Prosperity Plat Minor Amendment
August 4, 2017

Page 9 of 9

619 Division Street MS-36 Port Orchard, WA 98366-4682
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CITY OF PROSSER

Washington

620 Market Street, First Floor
Prosser, WA 99350
(509)786-2332
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Examples of Preliminary Plat Amendment Code Changes

Introduction & Context

The City of Prosser is looking into revising section PMC 17.28 as potential gaps were found in administering this section of code. Historically, interpretation of this code has created dissimilar precedence. The goal of this research is to determine what deficiencies exist in the City's Municipal Code which could codify definitions and procedural questions.

[RCW 58.17.215](#)

It seems that the PMC directly takes from this RCW section.

[Spokane Municipal Code SMC 17G.080.020](#)

Alteration process follows the RCW as does the PMC. However, the SMC codifies what qualifies as a "substantial modification" and what qualifies as a "minor modification" in subsection E. A minor modification is able to be administratively approved as to not require the normal Type III processes of public notice and hearing.

[Pierce County PCC 18.130.020](#)

Like Spokane Municipal Code, the Pierce County Code defines what constitutes a Minor Amendment, while assuming that any plat amendment that goes further than what is defined in the Minor Amendment section would be considered a Major Amendment. Additionally, similar to the Spokane code, Pierce County allows for the minor amendment to be approved administratively.

[Moses Lake Municipal Code MLMC 15.310.050](#)

Yet again, Moses Lake Municipal Code has distinctions and definitions between what is a major and minor amendment. 15.310.050 describes Minor Amendments as:

- Remain consistent with the original preliminary approval and its conditions.
- Not increase the number of approved lots.
- Not add or remove any public or private street; and
- Comply with all applicable provisions of the MLUDC and the Community Street and Utility Standards.

If an Amendment includes greater changes than listed above, it would be considered a major amendment and go through the normal Type III application.

Findings and Recommendations

For many of the jurisdictions around the state, they utilize the RCW language around process requirements such as the application including the "majority of persons having an ownership interest of lots, tracts, parcels, etc." and the considerations for restrictive covenants if applicable.

The most consistent difference between PMC and other Municipal Codes was the definitions and distinctions for what constitutes a "minor" or "major" amendment. For the City to avoid further complications to diagnosing, recommending, and processing any Plat Amendments, there should be code amendments which provide definition and subsequent procedure for minor and major amendments to Preliminary Plats.

CITY OF PROSSER, WASHINGTON
AGENDA BILL

<p><u>Agenda Title:</u> 2026 Comprehensive Plan Periodic Update, continued discussion</p> <p><u>Item Type:</u> Discussion</p>	<p><u>Meeting Date:</u> June 18, 2026 Planning Commission Meeting</p>
--	--

<p><u>Department:</u> Planning Commission</p>	<p><u>Director:</u> Rachel Shaw</p>	<p><u>Contact Person:</u> Rachel Shaw</p>	<p><u>Phone Number:</u> 509-786-8218</p>
--	---	---	--

<p><u>Cost of Proposal:</u> N/A</p> <p><u>Amount Budgeted:</u> N/A</p>	<p><u>Fund Name and Number:</u> N/A</p>
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<p><u>Reviewed by Finance Department:</u></p> <p>N/A</p>

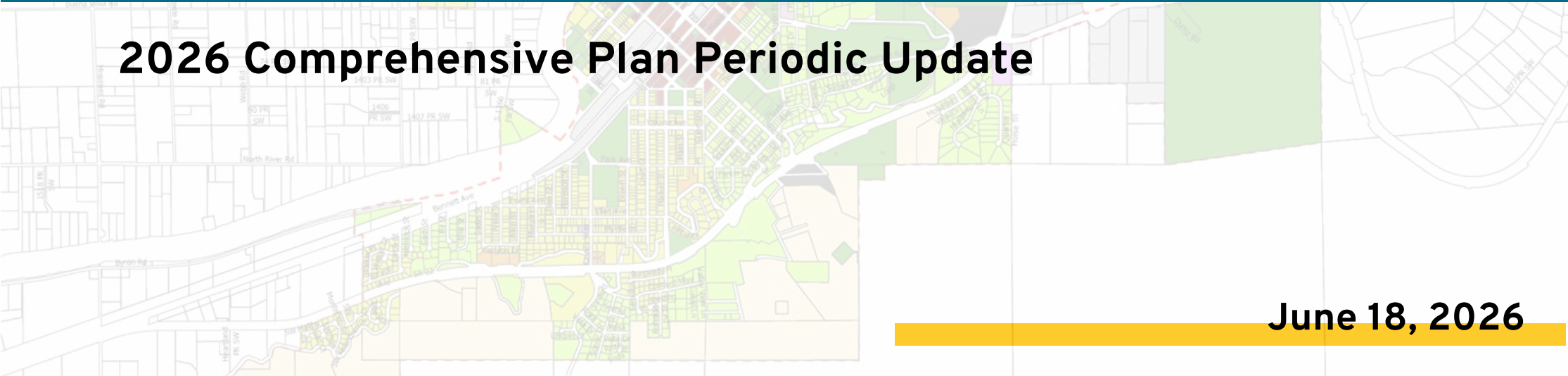
<p><u>Attachments to Agenda Packet Item:</u></p> <ol style="list-style-type: none"> 1. Presentation on Comprehensive Plan Update 2. Draft Transportation Element of Comprehensive Plan 3. Draft Economic Development & Tourism Element of Comprehensive Plan 4. Draft Historic Downtown Element of Comprehensive Plan 5. Draft Parks & Recreation Element of Comprehensive Plan

<p><u>Summary Statement:</u></p> <p>All elements of the Comprehensive Plan are being finalized and ready for the Planning Commission’s review and discussion. For this meeting, the Transportation, Economic Development & Tourism, Historic Downtown, and Parks & Recreation Elements will be the focus for discussion as to provide staff direction on any amendments needed for the plan. These drafts include initial findings, background context, and initial amendments to the goals and policies.</p> <p>The presentation for the Planning Commission is intended for a general discussion to elicit feedback on the Comprehensive Plan, as well as a general progress report on the Comprehensive Plan Update.</p>
--

Consistent with Council Goal:		
Goal #1: Livability & Quality of Life		
Recommended Action/Suggested Motion:		
<i>Recommended Motion: No action at this time. Review and discuss the 2026 Comprehensive Plan Periodic Update, Transportation, Economic Development & Tourism, Historic Downtown, and Parks & Recreation Elements and provide Staff with direction with any proposed changes.</i>		
Reviewed by Department Director:	Reviewed by City Attorney:	Approved by City Administrator:
Rachel Shaw	N/A	Rachel Shaw
Date: Jun 15, 2026	Date:	Date: Jun 15, 2026



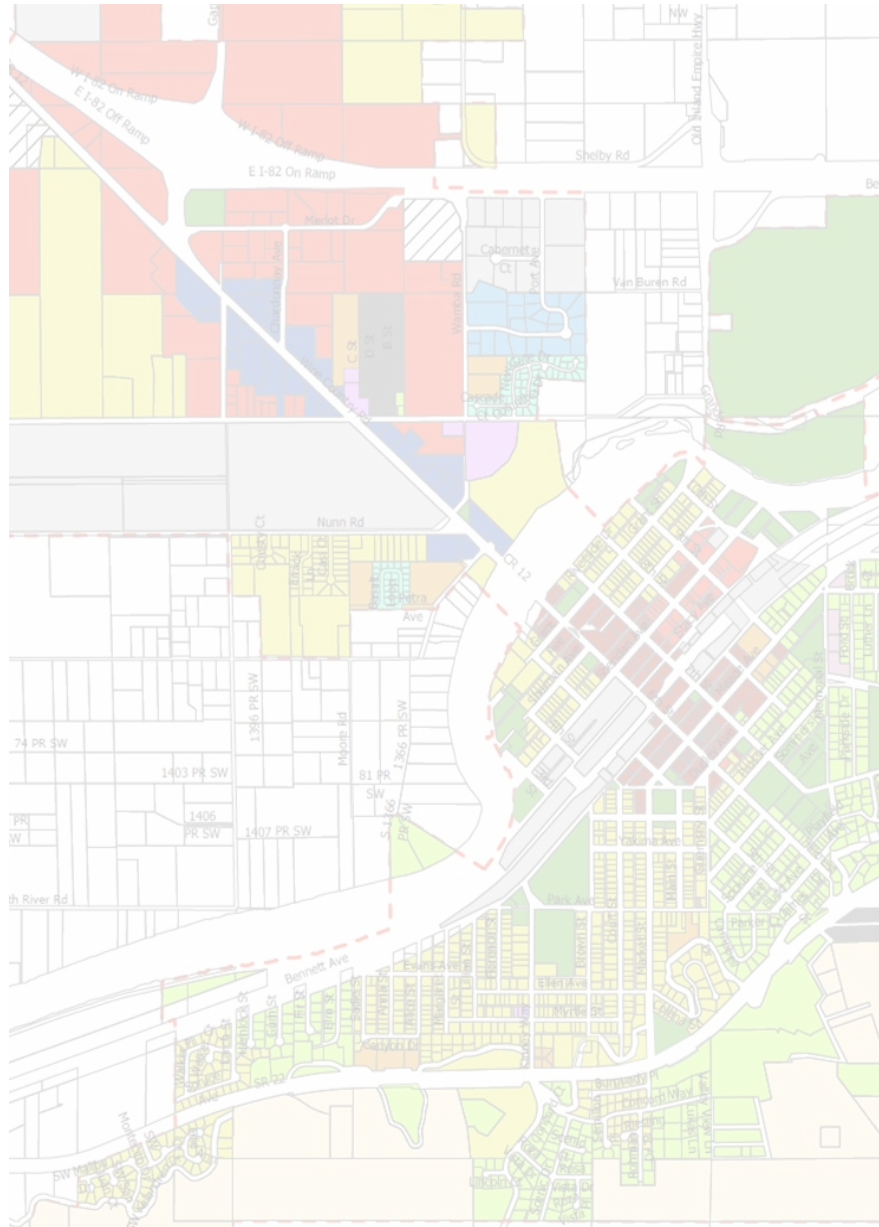
PROSSER



2026 Comprehensive Plan Periodic Update

June 18, 2026

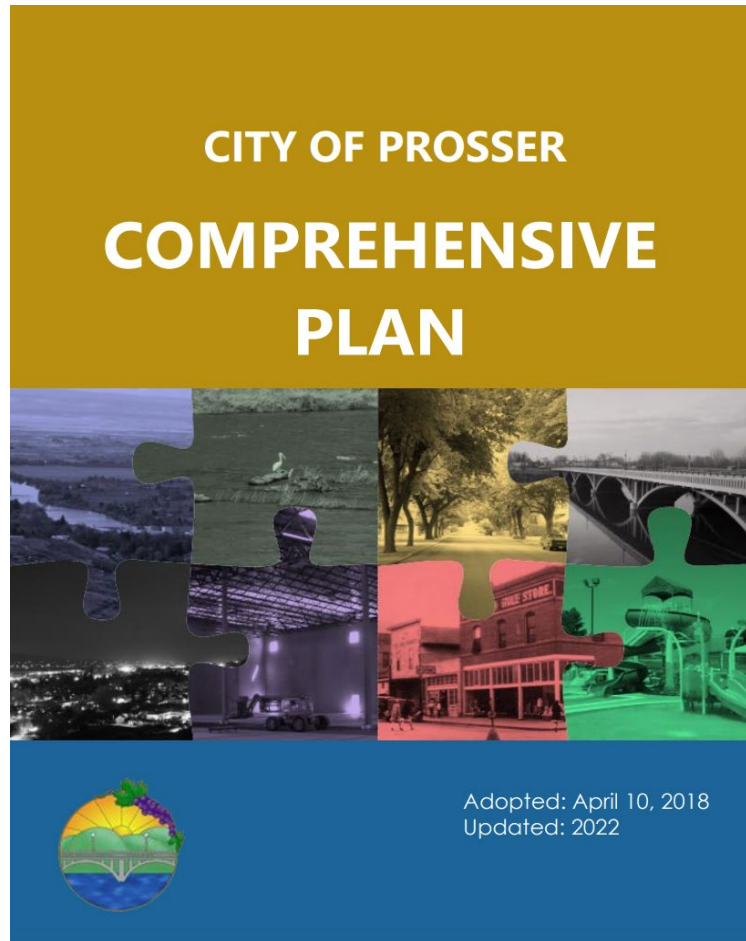




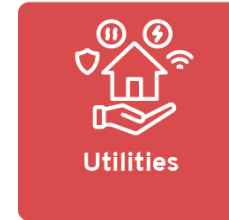
PLAN PROSSER 2026

- Overview
- Focus of Discussion:
 - Transportation
 - Economic Development & Tourism
 - Historic Downtown
 - Parks & Recreation
- Next Steps
- Discussion Items

Comprehensive Plan Periodic Update



Land Use



Utilities



Environment



Housing



Climate Change and Resiliency



Historic Downtown



Transportation



Economic Development



Tourism



Capital Facilities



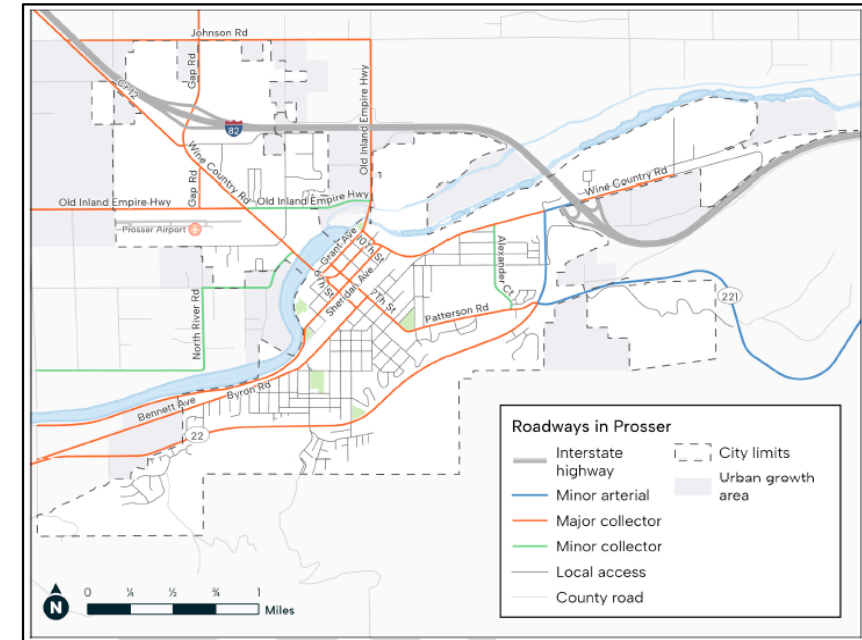
Parks & Recreation



Required
Newly Required
Optional

Transportation Element

- This Element is a required component of a Comprehensive Plan under Washington's Growth Management Act (GMA) and serves as the framework for coordinating land use, transportation investments, and mobility needs.
- **Requirements include:**
 - Establishing a transportation system that supports the community's planned land use pattern and future growth.
 - Inventory and analysis of existing and future transportation facilities and services, including roads, transit, pedestrian, bicycle, and freight systems.
 - Identification of transportation needs, deficiencies, and improvements necessary to accommodate projected growth.
 - Financial plan that identifies transportation projects, funding sources, and strategies to ensure improvements are financially feasible.
 - Ensuring transportation facilities and services are available or planned to be available to serve new development consistent with GMA requirements.



This element underwent significant updates to ensure compliance with current GMA requirements and address community's future transportation needs.

Optional Elements

Optional elements provide an opportunity for communities to address local priorities and advance goals that support their long-term vision beyond the GMA's required planning elements.

Economic Development & Tourism

- The chapter was updated to reflect current community demographic trends and characteristics.
- Goals and policies were refined to address input received through the public engagement process.

Historic Downtown

- No substantial changes were made to this chapter.
- Goals and policies were refined and consolidated to improve clarity and reflect public engagement input.

Parks & Recreation

- Updated to include more current information, consistent with Prosser's 2024 Parks, Recreation, and Open Space Master Plan.
- Goals and policies were refined to address input received through the public engagement process.

— Next Steps

- Implement comments from this meeting into the drafts.
- Finalize full design layout of the Comprehensive Plan.
- Return to Planning Commission with updated drafts.
- Send Plan to the WA Department of Commerce for 60-day review.

— Discussion Items

- Do you have any comments, concerns, or suggested revisions to the Transportation goals and policies?
- Do the goals and policies in the Optional Elements adequately reflect the community's priorities and vision? Is there any recommended changes?



City of Prosser 2026 Comprehensive Plan Transportation Element

6/10/2026

FINAL WORKING DRAFT

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1. Introduction

The Transportation Element (TE) establishes a strategic framework to guide transportation investments in Prosser through the next 20 years, aligning with the community's vision and goals. The Element incorporates both immediate and long-term strategies, encompassing programs, policies, and projects to foster the growth of an integrated multimodal transportation system in the city. The plan guides the work of City staff and transportation agencies operating in Prosser and steers the development of the City's six-year Transportation Improvement Program (TIP), annual city budgets, and capital funding ordinances by outlining the projects the City will pursue to accommodate travel demands during the planning period.

This chapter is structured as follows:

- Section 2 provides an overview of the existing conditions of transportation infrastructure and services in the City, in compliance with Washington's Growth Management Act (GMA) requirements¹.
- Section 3 lists the goals and supporting policies that will guide the vision that this TE presents.
- Section 4 provides an overview of the future transportation network.
- Section 5 synthesizes the information from the previous Sections and other existing plans into a project list to achieve the goals and policies in Section 3. It also looks at the existing and possible finances available with the City to fund these projects.

1.1 Planning and transportation context

This Element draws context from the planning work of two previous documents, listed below with brief summaries:

1. Transportation Element, 2021: The previous TE was updated in 2021 as part of the Comprehensive Plan. It identified six overall goals (with supporting policies) for the city's transportation system:
 - Safe, multimodal transportation system
 - Coordination with the regional transportation network
 - Equitable distribution of transportation costs and benefits
 - Ensure that transportation facilities match developmental growth
 - Accommodate bike and pedestrian needs in all policies and facilities
 - Support transit to meet the needs of the transportation disadvantaged and increase mobility options for allThe TE also defined level of service standards for traffic and non-motorized systems, which are discussed later in this document.
2. North Prosser Transportation Study, 2021: The City commissioned this study after annexing land for its urban growth area (UGA), a significant portion of which was situated north of the Yakima River. The study relies on primary data collection to assess the level of service on various roadways within the city (mostly located in the northern half) to make the following recommendations:
 - Solicit for future inclusion into a regional travel demand model.
 - Include target setting and monitoring in City planning documents.
 - Collect traffic counts for all City-owned functionally classified streets.
 - Fully assess injury-related crashes to identify types and contributing circumstances for developing countermeasures.

¹ <https://www.commerce.wa.gov/growth-management/gma-topics/transportation-planning/>

- Create demographic map layers to use with transportation planning.
- Based on volume-to-capacity screening, perform traffic impact analyses for two locations on Wine Country Rd and one location on Merlot Dr.

Regional access to Prosser is from Interstate 82 – which runs west to east along the northern edge of the city – and State Route 22, which runs along the southern end. SR 22 splits into SR 221 and continues southeast before joining I-82 in the east. The closest urbanized area to Prosser in Benton County is the Tri-Cities (Richland/Pasco/Kennewick), 30 miles east on I-82.

The Yakima River runs west to east through the middle of the city, splitting Prosser into two sections. There are three roadways within city limits that connect the northern half to the southern half across the Yakima River – I-82, Grant Ave, and Wine Country Rd. Wine Country Rd is also a major street that passes through the city's central area in the south. The southern part of the city has a greater density of the street network, while the northern half, which has newer developments, has a sparser street network and lower developmental density. The historic downtown is in the center of southern Prosser.

DRAFT

2. Existing conditions

This section provides an inventory of the transportation infrastructure in Prosser. The subsections document roadways, bike and pedestrian facilities, transit service, and regional connectors. There is also a brief overview of commuting preferences for Prosser residents. The existing level of service (LOS) standards for different travel modes are then listed, followed by an evaluation of the infrastructure based on the LOS standards.

2.1 Road network

All roadways in Washington are classified based on the Federal Functional Classification (FCC) system. These are defined in Table 1 below.

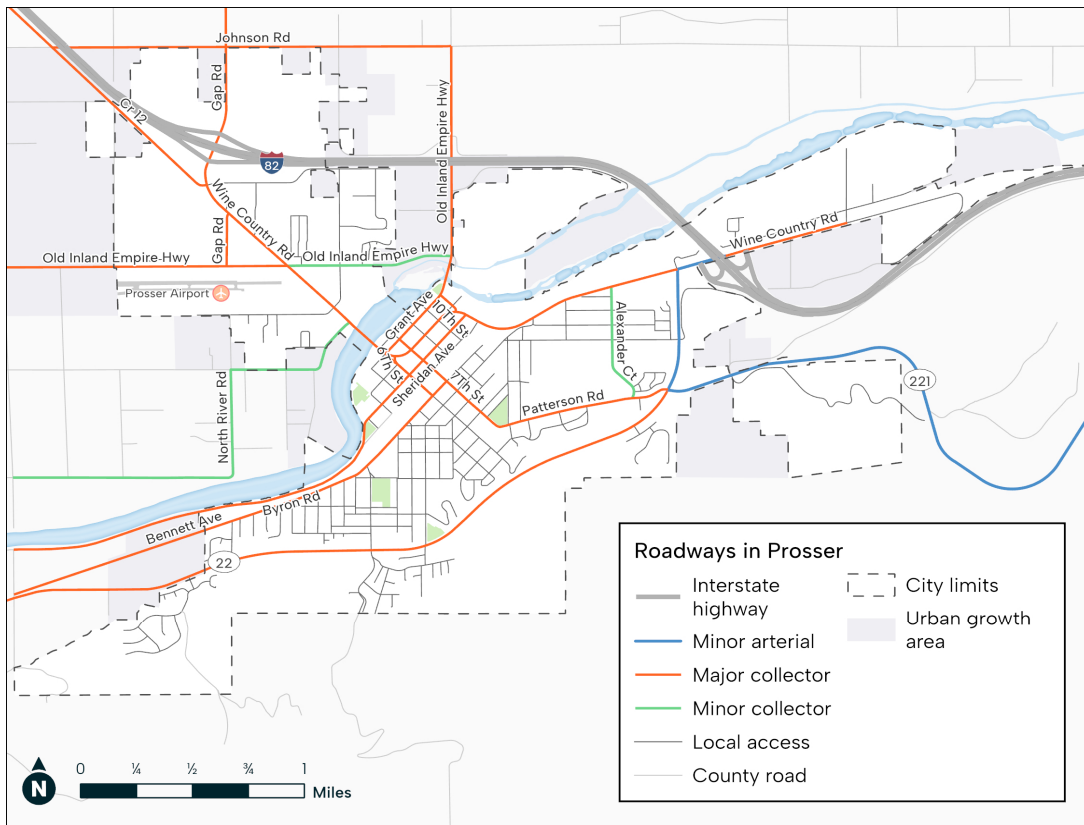
Table 1: Washington State roadway functional classification

Type	Description
Interstate	Highways which connect major cities, with limited number of access points to allow for free-flowing traffic. Active transportation is generally prohibited.
Principal arterial	Balance high volumes of vehicle throughput, frequent and high-capacity transit service including regional connections, and the highest concentrations of commerce, employment, housing, and other activity. To safely accommodate non-vehicle users, they should have sidewalks on both sides, marked and signalized crosswalks, and bike facilities.
Minor arterial	Designed to provide a high degree of intra-community road and transit connections and are less significant from the perspective of regional mobility. To safely accommodate non-vehicle users, they should have sidewalks on both sides, marked and/or signalized crosswalks, and bicycle facilities.
Major collector	Assemble traffic from the interior of an area and deliver it to the network of arterials. Provide for both mobility and access to property and are designed to fulfill both functions. To safely accommodate non-vehicle users, they should have sidewalks on one or both sides, marked and/or signalized crosswalks, and bicycle facilities.
Minor collector	Perform the same function as a major collector but are often shorter with lower speeds and fewer signalized intersections.
Local access	Connect traffic to arterials and accommodate short trips to neighborhood destinations. Generally do not have transit service or bicycle facilities. To safely accommodate non-vehicle users, they should have sidewalks on one or both sides and marked crosswalks.

Source: *USDOT Highway Functional Classification Concepts, Criteria and Procedures*, Section 3, 2023: <https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf>

Prosser’s street network is shown in Figure 1. Four types of streets exist in Prosser, according to the FCC system – Interstate, Major collector, Minor collector, and Local access. The interstate highway, I-82, passes through the northern and eastern parts of the city. The state routes, SR-22 and SR-221, are major collectors present in the southern part of the city.

Figure 1: Federal functional classification of roadways in Prosser



2.2 Pedestrian and bike infrastructure

Pedestrian infrastructure includes sidewalks, crosswalks, trails, and shared-use paths. Bicycling infrastructure enables trips on bicycles, scooters, skateboards, or for those rolling with varying levels of experience and confidence.

2.2.1. Pedestrian

Prosser’s municipal code specifies sidewalk width requirements based on the type of streets and mentions specific streets. Typically, the city requires “business” streets to have between 8- and 12-foot wide sidewalks, depending on the street. The remaining sidewalks should be 5 feet wide².

Data available in 2026 doesn’t specify sidewalk width; however, it does show where sidewalks are present or not present (Figure 2). Counting both sides of a street, there are 32 miles of sidewalks in Prosser, while 60 miles of available length for sidewalks is categorized as “non-existent”. In other words, the sidewalk network on all streets in the city is 35% complete.

² Sidewalk and curb construction and maintenance, Prosser Municipal Code:
<https://www.codepublishing.com/WA/Prosser/html/Prosser12/Prosser1205.html#12.05>

The major street passing through the city, Wine Country Rd, has sidewalks on both sides from Gap Rd in the north till 10th St after crossing the Yakima River (a major exception is the bridge, where there's sidewalk on only one side). After that, it has sidewalks on only one side. Among the other major collectors, Byron Rd doesn't have any sidewalks, while Bennett, Sheridan, and Grant Avenues all have disconnected sidewalks or on just one side.

2.2.2. Multi-use path

The Lower Yakima Valley Pathway, a multi-city, multi-use pathway for bikers and pedestrians, enters the city along I-82 and Wine Country Rd from the north and stops at the Yakima River bridge.

2.2.3. Bike

Apart from the multi-use path, there are shoulder bike lanes along the Old Inland Empire Hwy, east side of Kinney Way from Bennett Ave to Concord Ct, and on both sides of Wine Country Rd from Yakima River to the eastern city limits (Figure 3).

Figure 2: Existing pedestrian infrastructure

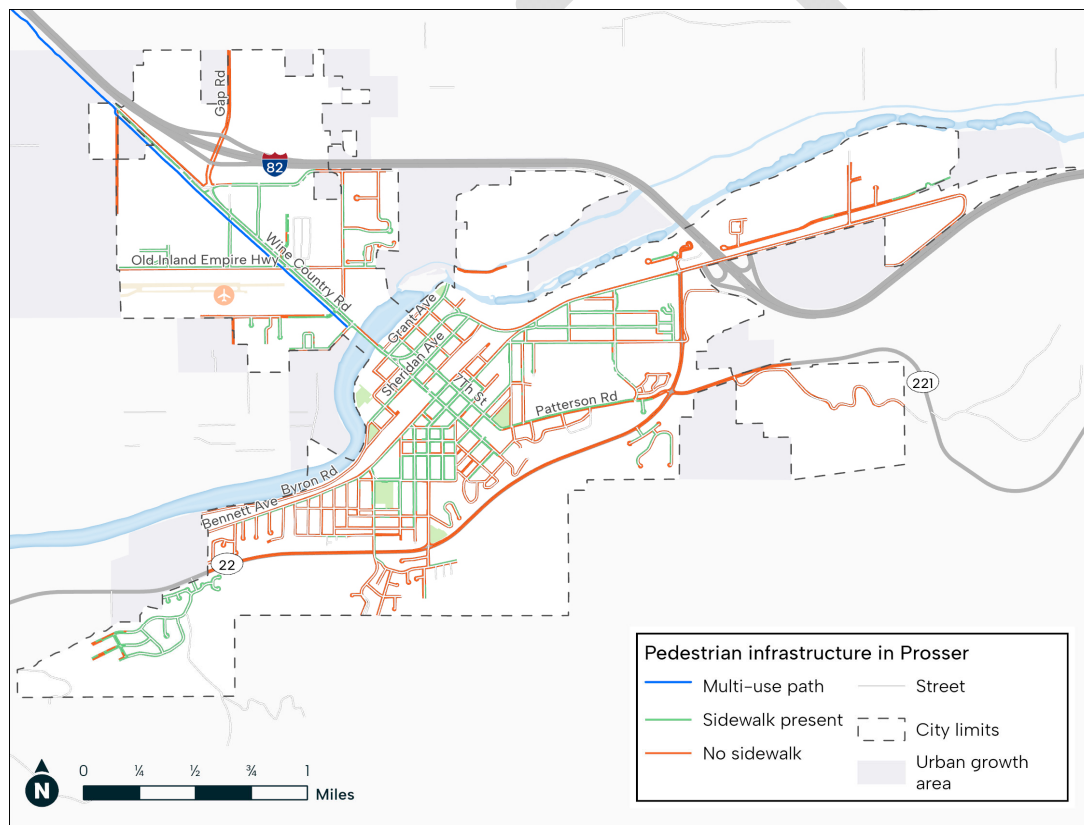
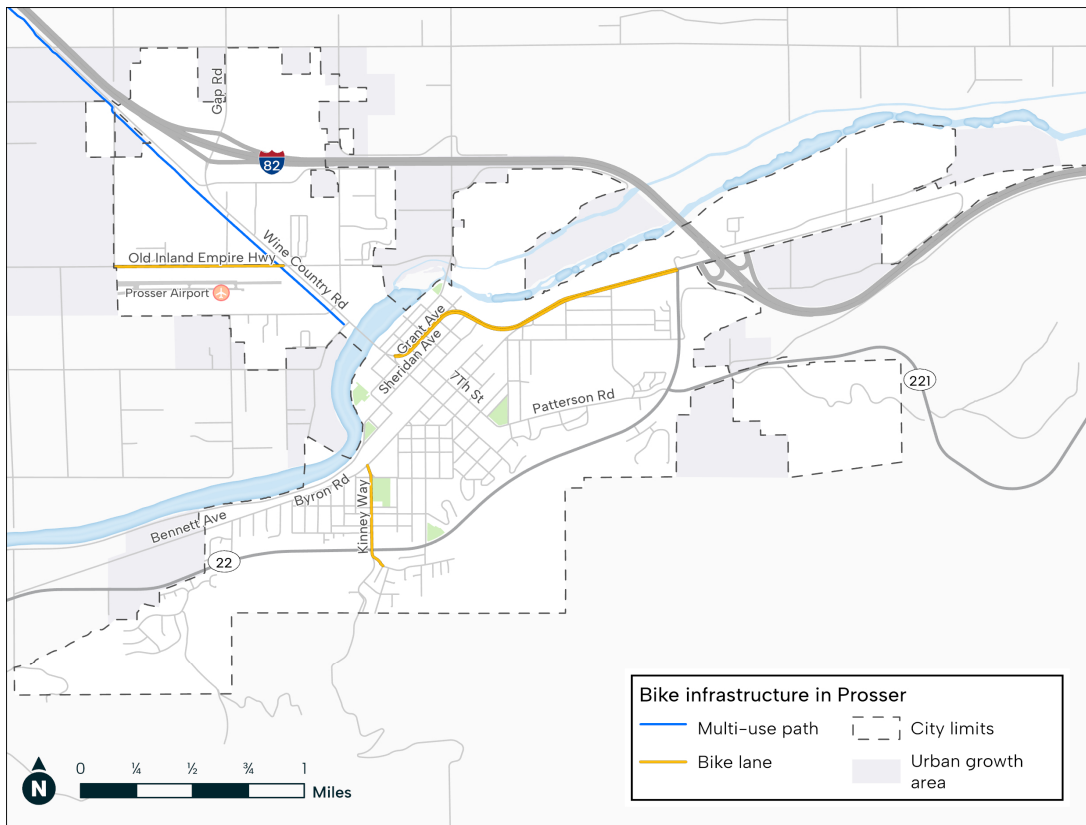


Figure 3: Existing bike infrastructure



2.3 Transit service

Strong transit service supports the diverse mobility of residents, businesses, employees, and visitors. It is also a critical tool to help people be less dependent on a car for daily needs, in turn reducing greenhouse gas emissions. In Prosser, two agencies provide transit. Ben Franklin Transit (BFT) runs an hourly inter-city route on weekdays and on Saturday, and People for People (PFP) runs two commuter routes for morning and evening connections. Table 2 shows the details of the routes. Figure 4 shows a map of the routes, the transit center, and the location of the 23 bus stops that serve the routes^{3,4}.

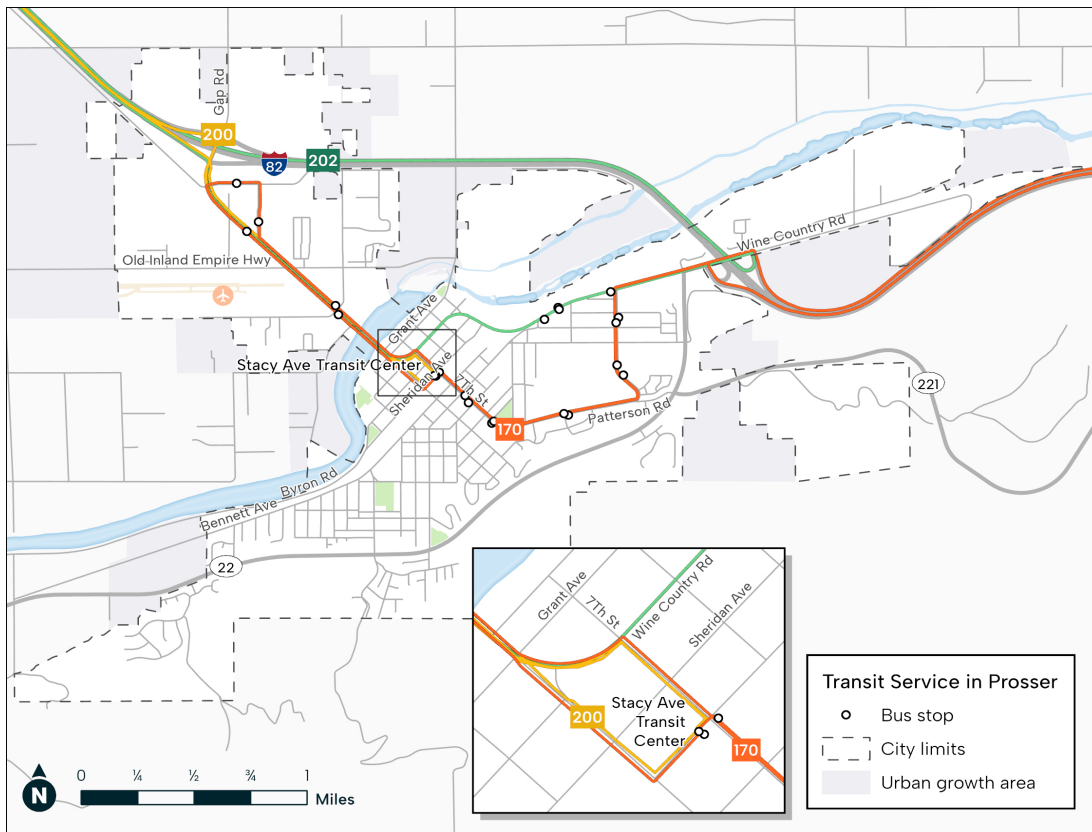
Table 2: Transit routes in Prosser

Route	Service hours (from starting point in Prosser)	Frequency
BFT 170 – Richland / Benton / Prosser	Weekday: 6:05 AM – 8:05 PM Sat: 8:05 AM – 6:05 PM	Weekday: Hourly Sat: Every two hours
PFP 200 – Work express route	10 AM and 6:15 PM	Twice on weekdays
PFP 202	6:18 AM and 4:18 AM	Twice on weekdays

³ Source: [BFT Route 170 Schedule](#)

⁴ Source: [People for People Fixed Route Services](#)

Figure 4: Bus routes operated in Prosser



Apart from fixed-route service, BFT also operates van-based, Dial-A-Ride (DAR) ADA paratransit in Prosser. The DAR is available during weekdays, with bookings required 24 hours in advance.

Regional connections

2.3.1. Regional bus service

Apart from the inter-city connections provided by the transit routes (see previous section), there are no other regional bus services that pass through or stop in Prosser.

2.3.2. Rail

There is no passenger rail connection to Prosser. The closest Amtrak route and station is 40 miles east of Prosser, in Pasco. There is a BNSF freight rail track that passes through the city, between Bennett Ave and Stacey Ave.

2.3.3. Aviation

The Port of Benton operates the Prosser Airport in the northwest region of the city. The airport serves business customers and regional agricultural needs.

2.3.4. Freight

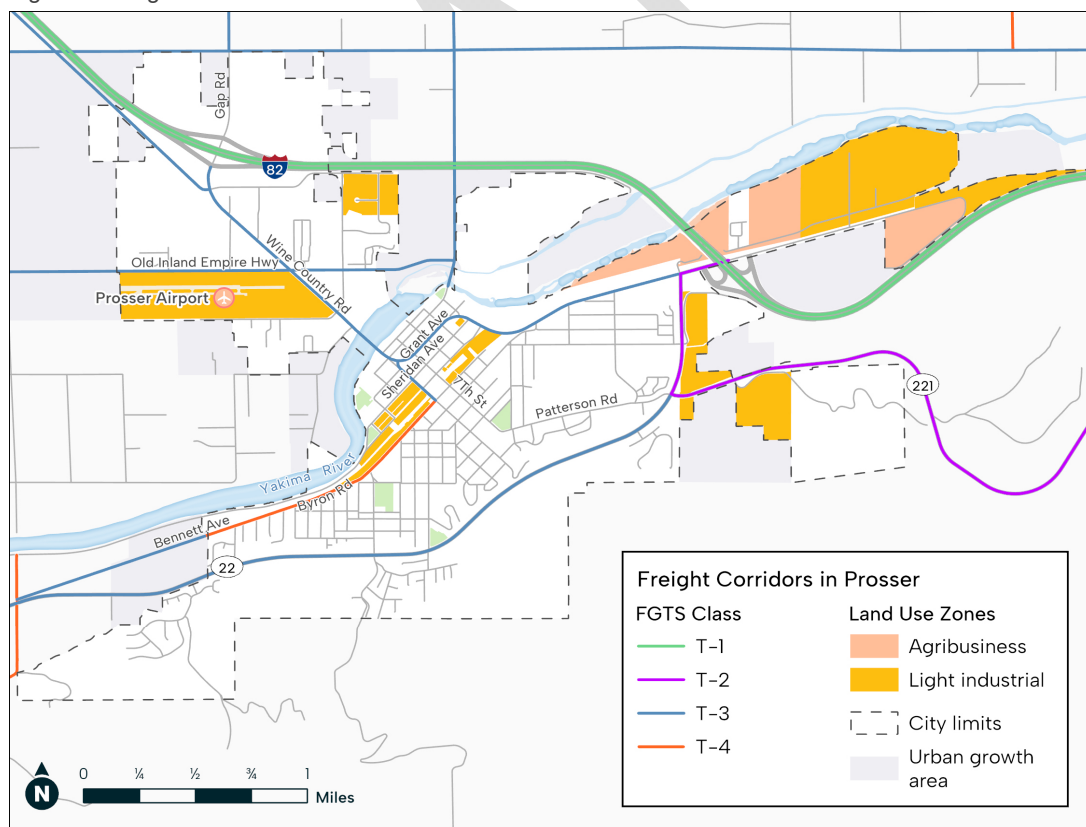
The Washington State Department of Transportation (WSDOT) employs a classification system to designate strategic freight corridors within the state as part of the Freight and Goods Transportation System (FGTS). The classifications (T-1 through T-5), shown in Table 3, are based on annual freight tonnage moved along a corridor. The map in Figure 5 identifies the WSDOT FGTS freight corridors and truck routes assigned by the City. The map also shows the land use zones in Prosser relevant for major freight activity – light industrial and agribusiness. These zones are adjacent to the major interstate, state, and collector streets in the city.

Table 3: WSDOT Freight Classification

Freight Corridor	Description
T-1	More than 10 million tons of freight per year
T-2	4 million to 10 million tons per year
T-3	300,000 to 4 million tons per year
T-4	100,000 to 300,000 tons per year
T-5	At least 20,000 tons in 60 days

Source: WSDOT, 2025.

Figure 5: Freight network in Prosser

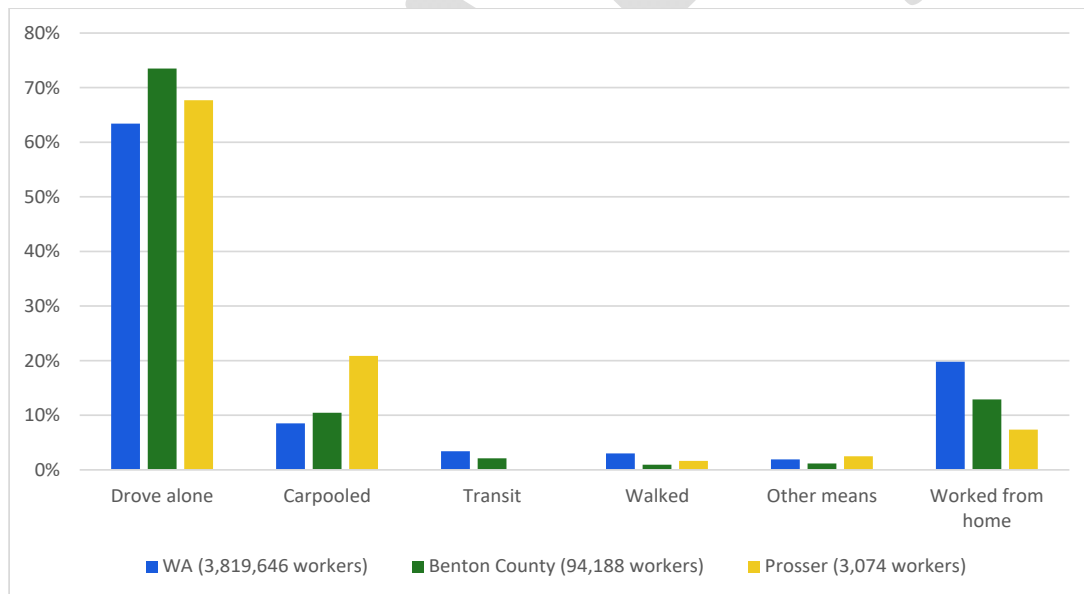


The only T-1 corridor passing through the city is I-82. SR-221, which briefly enters the city from southwest and joins the I-82, is a T-2 corridor. Wine Country Rd, the old Inland Empire Hwy, and SR-22 are T-3 freight corridors. A brief section of Bennett Ave within city limits serves as the only freight corridor with T-4 designation. These and other freight routes are important for supporting the local and regional economies but can be a conflict with other modes. Thus, roadway design should consider this freight traffic in terms of lane width and intersection design while considering multi-modal upgrades like bike lanes to better separate non-motorized travelers from large vehicles.

2.4 Mode split for commute trips

The travel modes of residents in Prosser is available through the American Community Survey (ACS), which reports the ways in which people commute to work. This does not capture the full picture of travel in the region, as people travel for many other reasons than commuting, but it does provide some insight into common modes. Figure 6 compares the mode split in Prosser with all of Washington and Benton County. From 2020-2024, nearly seven out of every ten people drove to work in Prosser. Of the remaining 32%, 21% carpooled (much higher than the regional average), 7% mostly worked from home, while transit, walking, and any other means made up just 4% of the trips. It is possible that transit, walking, and biking trips are underrepresented in this data since the travel behavior of students, shopping, and recreational trips are not captured.

Figure 6: Commute-to-work mode shares in Prosser, Benton County, and Washington



Source: American Community Survey, 5-year estimates (2020-2024)

2.5 Safety

In 2022, Prosser completed a City Safety Plan which evaluated collision data from the WSDOT Crash Portal from 2017 to 2021. In that time, there were three suspected serious injury collisions, one collision involving a pedestrian, and five collisions involving a bicyclist. The study determined the city’s top priority crash locations, shown in Table 4. More details about the findings and solutions can be found in the study.

Table 4: Top five priority crash locations from the 2022 City Safety Study

Priority	Serious Injury and Other Injury Priority Crash Location
1	Old Inland Empire (OIE) Highway & Wine Country Road (WCR) Intersection
2	WCR & Nunn Road Intersection
3	Chardonnay Square Throughway
4	North Gap Road – North of OIE
5	Chapman Lane – Northwest of SR 22

Since then, there have been zero fatal collisions and eight suspected serious injury collisions from 2023 to 2025. There have also been two pedestrian and one bicyclist involved collisions, all three of which resulted in suspected serious injuries. Merlot Dr, Wine Country Rd, and 6th St all had more than one serious injury collision.

2.6 Level of service (LOS) standards

2.6.1. Traffic LOS

Typically, the standard measure of performance and congestion levels for a roadway is by measuring intersection delay (measured in seconds per vehicle). The *Highway Capacity Manual* (HCM) defines delay as “delay brought about by the presence of a traffic control device including delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed.”

Level of Service (LOS) is a term that qualitatively describes the operating performance of an intersection and is a standard method for characterizing delay at an intersection. For all intersections (signalized, all-way stop control (AWSC), two-way stop control (TWSC), and roundabouts) the LOS is based on the average delay, either for the whole intersection or for a particular approach. LOS is reported on a scale from A to F, with A representing the lowest delays. Table 5 provides a brief description of each LOS letter designation based on the HCM, 6th Edition.

Table 5: Level of service descriptions – Intersection delay method

LOS Description	Signalized Delay (s/veh)	Unsignalized Delay (s/veh)
A Free-flowing conditions.	≤ 10	0-10
B Stable operating conditions.	>10-20	>10-15
C Stable, but individual motorists are affected by interaction with others.	>20-35	>15-25
D High density of motorists, but stable flow.	>35-55	>25-35
E Near-capacity operations, with significant delay and low speeds.	>55-80	>35-50
F Over capacity, with excessive delays and forced, unpredictable flows.	>80	>50

Source: Highway Capacity Manual, 6th Edition.

However, as noted in the 2021 North Prosser Transportation Study, Prosser is not a part of the Benton-Franklin Council of Governments (BFCOG) regional traffic demand modeling and future forecasting, and therefore is not included in BFCOG’s traffic modeling and forecasting process where intersection traffic volumes could be forecasted for future scenarios. Instead, the North Prosser study relied on measuring volume-to-capacity (v/c) ratios (“v/c method”). The v/c ratio is calculated by dividing the number of

vehicles passing in both directions on a roadway during a defined period⁵ by standard capacity for that roadway type defined in the Highway Capacity Manual (HCM). Table 6 shows a description of each LOS designation.

Table 6: Level of service descriptions – v/c method

Level of Service	Description	Volume/Capacity Ratio
A	Free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.	≤ 0.60
B	Primarily free-flow operation. The ability to maneuver within the traffic stream is only slightly restricted. Intersection delay is minimal.	0.61 - 0.70
C	Stable flow. Speeds and maneuverability more restricted than LOS B because of higher volumes. Longer queues at intersections.	0.71 - 0.80
D	Less stable flow. Speeds and maneuverability affected by small increases of flow. Speeds nearing 40 – 50% of free-flow.	0.81 - 0.90
E	Unstable operation, significant delay. Speeds approaching 30% of free-flow speed.	0.91 - 1.00
F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	> 1.00

Source: Highway Capacity Manual, 6th Edition.

Regardless of which one of the above two methods is used for measurement, the City has set the following LOS standards for its intersections:

- LOS F at all intersections in the Historic Downtown area
- LOS C for all other roads (excluding State and Federal highways)

Intersections with state and interstate routes must operate at LOS D or better according to WSDOT.

2.6.2. Non-motorized level of service

Prosser has set the following level of service standards for sidewalks and bicycles:

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

2.7 Evaluation of existing infrastructure

Based on the LOS standards defined in the previous section, this sub-section identifies the gaps and pain points, if any, in the city’s transportation infrastructure.

⁵ The time period is typically either the peak PM hour of traffic, or the average daily traffic (ADT). The appropriate option depends on the context and travel patterns for each street being studied.

2.7.1. Existing traffic LOS

As described in the previous sub-section, the LOS for auto traffic in Prosser was assigned using the v/c method. The process for applying this method was adapted from the Florida Department of Transportation’s (FDOT) *Multimodal Quality/LOS Handbook*⁶, and is described in Appendix Section 0.

Table 7 is a list of 30 street segments where traffic counts have been conducted in the past. It shows the corresponding LOS threshold, based on the standards for different roadway types defined in the previous sub-section. ADT values for 2026 were estimated by extrapolating traffic counts from previous years using a population growth factor of 1.53%, based on forecasts from the Land Use Element. Streets highlighted in blue in the table are in lower density areas compared to the rest of the city, while those in yellow highlight are in higher density areas. Accordingly, an adjustment factor of (-)20% and (+)20% has been applied, respectively, to the annual population growth factors for traffic on those streets.

By dividing the estimated ADT with the roadway capacity in ADT (derived from the FDOT manual), a v/c ratio was calculated for each street segment. Finally, LOS values for current traffic volumes were assigned using the thresholds defined in Table 6. Per this analysis, daily traffic levels were found to be well below the acceptable thresholds along all street segments that the City has studied in the past. It must be noted that comparing traffic during peak hours against the peak hour roadway capacity may result in a higher (or worse) LOS value for the busiest streets.

Table 7: Traffic LOS on major streets in Prosser in 2026

Street	Roadway type	ADT ^A measurement location	LOS ^B threshold	ADT (2026) ^C	Capacity (ADT)	v/c ratio	LOS
Alexander Ct	Minor collector	North of Paterson	C	1,165	17,920	0.07	A
Alexander Ct	Minor collector	North of PHS entrance	C	1,115	17,920	0.06	A
Alexander Ct	Minor collector	North of Highland	C	1,428	17,360	0.08	A
Bennett Ave	Major collector	Between Brown & Florence	C	2,497	17,360	0.14	A
Bennett Ave	Major collector	Between Larch W. City Limits	C	1,139	17,920	0.06	A
Byron	Major collector	Between 3rd & W. City Limits	C	474	14,400	0.03	A
Gap Rd	Major collector	Between OIE & WCR	C	553	17,920	0.03	A
North River Rd	Minor collector	Between Les Schwab & Petra Ave	C	3,272	17,920	0.18	A
OIE Hwy	Major collector	Between WCR & Gap	C	2,028	17,920	0.11	A
OIE Hwy	Major collector	East of Albro	C	2,754	14,400	0.19	A
OIE Hwy	Minor collector	Between WCR & Wamba	C	1,360	17,360	0.08	A
OIE Hwy	Minor collector	East of Wine Country Villas	C	961	17,360	0.06	A
OIE Hwy	Minor collector	West of New Gate	C	2,095	17,920	0.12	A
Paterson Dr	Major collector	Between Claire & Nell	C	1,624	17,920	0.09	A
Wamba Rd	County Rd	South of OIE	C	402	14,400	0.03	A
Wamba Rd	County Rd	North of OIE	C	561	17,920	0.03	A
WCR	Major collector	East of Alexander	C	6,182	23,520	0.26	A
WCR	Major collector	Gap at State R/W	C	11,203	17,360	0.65	A
WCR	Major collector	West of Loves Truck Entrance	C	6,842	14,400	0.48	A
WCR	Major collector	South of Albro	C	3,828	14,400	0.27	A
WCR	Major collector	South of N. River Rd Southbound	C	7,513	17,360	0.44	A

⁶ <https://www.fdot.gov/planning/systems/systems-management/quality-level-of-service>

Street	Roadway type	ADT ^A measurement location	LOS ^B threshold	ADT (2026) ^C	Capacity (ADT)	v/c ratio	LOS
WCR	Major collector	South of N. River Rd northbound	C	7,322	22,785	0.32	A
WCR	Major collector	North of OIE, Southbound	C	5,894	23,520	0.25	A
WCR	Major collector	South of OIE, Northbound	C	6,421	23,520	0.27	A
SR 221	Minor arterial	East of SR 22	C	2,148	17,360	0.12	A
SR 22	Minor arterial	North of SR 221	C	4,670	22,785	0.20	A
SR 22	Major collector	South of SR 221	C	2,335	23,520	0.10	A
SR 22	Minor arterial	South of WCR	C	5,519	22,785	0.24	A
WCR	Major collector	East of SR 22	C	7,960	22,785	0.35	A
SR 22	Major collector	B/w Market St & Paterson Ave	C	2,123	14,400	0.15	A

Notes:

OIE: Old Inland Empire

WCR: Wine Country Rd

A: ADT is average daily traffic.

B: LOS is level of threshold.

C: ADT values for 2026 were based on data collected from multiple previous years, which were then modified using a population growth factor.

Blue: Lower annual growth rate by 20%.

Yellow: Higher annual growth rate by 20%.

2.7.2. Pedestrian and bike gap analysis

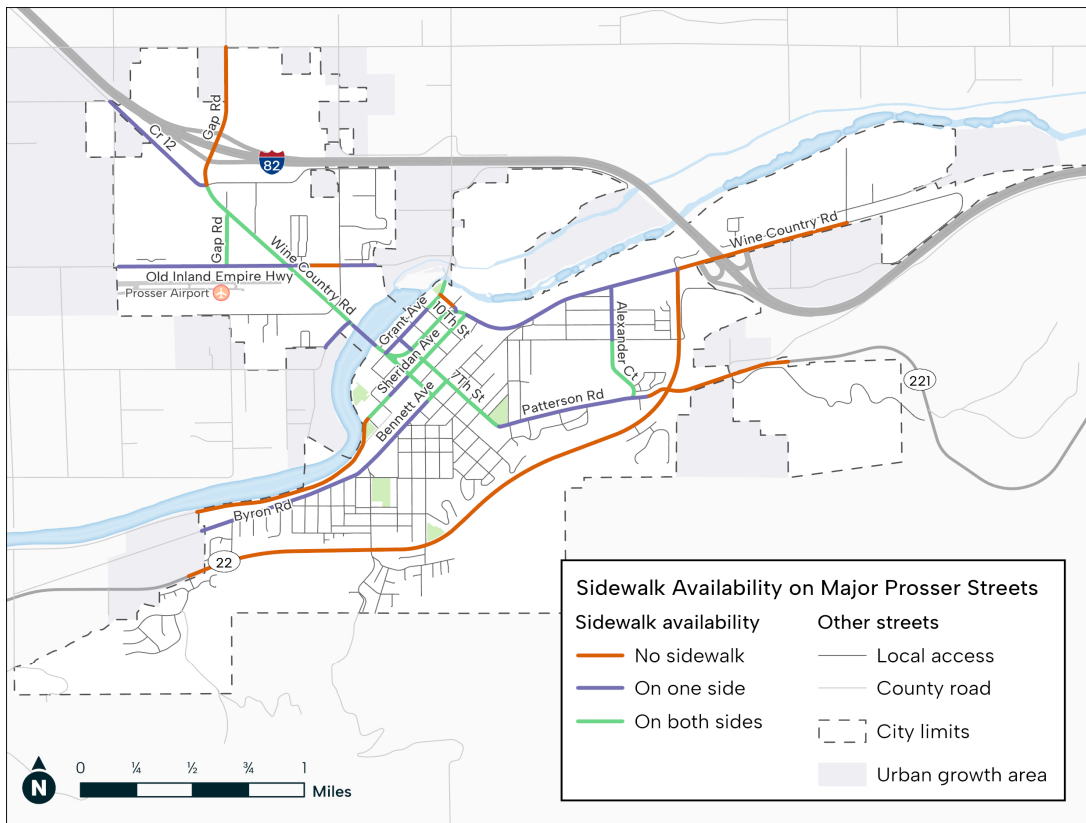
Using the non-motorized LOS requirements defined in Section 2.6.2, Figure 7 below shows the streets which were analyzed for sidewalk completion levels.

Of the 16 miles of applicable arterial and collector streets, 23% had sidewalks on both sides, 34% on one side only, and the remaining 43% or 6.8 miles had no sidewalk on any side. It must be noted that most of this deficiency — 4.3 of the 6.8 miles — is along the state routes 22 and 221. Within city limits, the Downtown area has a higher percentage of complete sidewalks, while the collector streets like Wine Country Road, Old Inland Empire Hwy, and Bennett Ave have sidewalks on one side only.

The LOS standards also require crosswalks every 600 ft on the major streets where feasible. The grid network in and around Downtown supports crosswalks on most streets. A few exceptions where there are no pedestrian crossings for a larger distance are along:

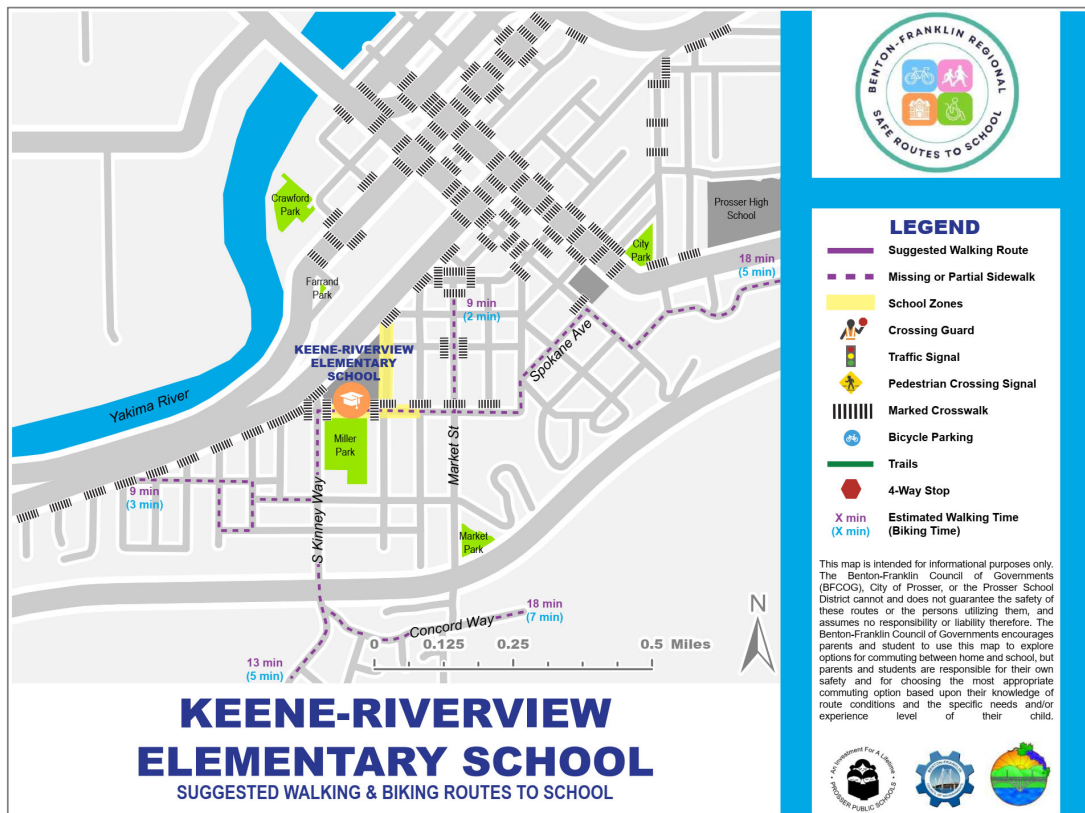
- Wine Country Rd from 8th St to SR 22
- Patterson Rd from SR 22 to Playfield Ave
- Grant Ave from Wine Country Rd to 9th St
- North River Rd from Wine Country Rd to 360 W North River Rd

Figure 7: Gaps in sidewalks on major Prosser streets



The BFCOG released a regional Safe Routes to School (SRTS) Plan in 2024, which identified multi-modal needs around schools throughout the two counties. In Prosser, the study identified gaps in sidewalk availability around the Keene-Riverview Elementary School on the following streets — S Kinney Way, Park Ave, Spokane Ave, and Evans Ave (Figure 8). While these streets are not part of the LOS requirements, they have been identified as safety needs.

Figure 8: Sidewalk gaps around Keene-Riverview Elementary School



Source: BFCOG Safe Routes to School Plan, 2024

3. Future transportation network

In this section, changes in the existing transportation network over the next 20 years are evaluated against the LOS standards, goals, and policies defined in the previous sections.

3.1 Road network

According to the Land Use Element, Prosser’s population is expected to grow from 6,062 in 2026 to 8,200 in 2046, which is at an average annual growth of 1.53%. Using this as a starting point, the 2026 estimated ADT for the 30 study segments was grown to 2046 ADT. Growth does not always happen evenly across a city, so in those areas where more dense growth is anticipated the ADT was grown at a slightly higher rate to reflect this. Using the same LOS calculation method used for the existing road traffic, Table 8 presents the expected LOS in 2046 for the 30 street segments based on the estimated ADT. The outcomes are as follows:

- 2 segments, one along Wine Country Road west of the entrance for Loves Truck, and the other on the same road between Gap Rd, are expected to reach LOS B, but less than the threshold of C.

- 28 segments are expected to remain at LOS A.

Table 8: Traffic LOS on major streets in Prosser in 2046

Street	ADT ^A measurement location	LOS ^B threshold	Capacity (ADT)	ADT (2046)	v/c ratio (2026)	v/c ratio (2046)	LOS (2026)	LOS (2046)
Alexander Ct	North of Paterson	C	17,920	1,522	0.07	0.08	A	A
Alexander Ct	North of PHS entrance	C	17,920	1,457	0.06	0.08	A	A
Alexander Ct	North of Highland	C	17,360	1,866	0.08	0.11	A	A
Bennett Ave	Between Brown & Florence	C	17,360	3,263	0.14	0.19	A	A
Bennett Ave	Between Larch W. City Limits	C	17,920	1,488	0.06	0.08	A	A
Byron	Between 3rd & W. City Limits	C	14,400	590	0.03	0.04	A	A
Gap Rd	Between OIE & WCR	C	17,920	722	0.03	0.04	A	A
North River Rd	Between Les Schwab & Petra Ave	C	17,920	4,275	0.18	0.24	A	A
OIE Hwy	Between WCR & Gap	C	17,920	2,650	0.11	0.15	A	A
OIE Hwy	East of Albro	C	14,400	3,599	0.19	0.25	A	A
OIE Hwy	Between WCR & Wamba	C	17,360	1,777	0.08	0.10	A	A
OIE Hwy	East of Wine Country Villas	C	17,360	1,255	0.06	0.07	A	A
OIE Hwy	West of New Gate	C	17,920	2,738	0.12	0.15	A	A
Paterson Dr	Between Claire & Nell	C	17,920	2,122	0.09	0.12	A	A
Wamba Rd	South of OIE	C	14,400	525	0.03	0.04	A	A
Wamba Rd	North of OIE	C	17,920	733	0.03	0.04	A	A
WCR	East of Alexander	C	23,520	8,078	0.26	0.34	A	A
WCR	Gap at State R/W	C	17,360	14,638	0.65	0.84	A	B
WCR	West of Loves Truck Entrance	C	14,400	8,940	0.48	0.62	A	B
WCR	South of Albro	C	14,400	5,002	0.27	0.35	A	A
WCR	South of N. River Rd Southbound	C	17,360	10,369	0.44	0.60	A	A
WCR	South of N. River Rd northbound	C	22,785	10,105	0.32	0.44	A	A
WCR	North of OIE, Southbound	C	23,520	7,702	0.25	0.33	A	A
WCR	South of OIE, Northbound	C	23,520	8,390	0.27	0.36	A	A
SR 221	East of SR 22	C	17,360	2,807	0.12	0.16	A	A
SR 22	North of SR 221	C	22,785	6,102	0.20	0.27	A	A
SR 22	South of SR 221	C	23,520	3,051	0.10	0.13	A	A
SR 22	South of WCR	C	22,785	7,212	0.24	0.32	A	A
WCR	East of SR 22	C	22,785	10,401	0.35	0.46	A	A
SR 22	B/w Market St and Paterson Ave	C	14,400	2,774	0.15	0.19	A	A

Notes:

OIE: Old Inland Empire

WCR: Wine Country Rd

A: ADT is average daily traffic.

B: LOS is level of threshold.

Blue: Lower annual growth rate by 20%.

Yellow: Higher annual growth rate by 20%.

3.2 Other modes and considerations

3.2.1. Bicycle and Pedestrian

There are no known planned bicycle, pedestrian, or trail projects within Prosser that would affect the future level of service.

3.2.2. Transit

BFT plans to build a transit mobility hub — “intended to improve transit access, enhance service efficiency, and meet the evolving transportation needs of these growing communities”— in Prosser by 2030. There are no planned expansions in bus routes, schedules, or frequencies, per BFT’s most recent Transit Development Plan.

3.2.3. Coordination with land use

As documented in the Land Use Element, areas within the city limits will see their zoning updated to support more housing without relying on expansion of the city. While denser developments lead to a smaller growth in car usage compared to increase in single-family housing, the City should continue to monitor the traffic impacts arising from zoning and land use changes while prioritizing transportation projects.

3.2.4. Regional transportation coordination

The City should continue to coordinate with the BFCOG and the State to maintain roadway, trail, and rail facilities that either connect to or pass through Prosser city limits.

Furthermore, the City should also advocate to be included in BFCOG’s regional travel demand model for more accurate and holistic forecasting of traffic level of service.

3.2.5. Transportation Demand Management

This plan’s overall policy set, including the Future Land Use map and transportation-specific objectives contained at the conclusion of this chapter, work together to help manage the overall demand on Prosser’s roadway network. Apart from this, the city should continually explore options to reduce the drive-alone rate using the options below:

- **Vanpool Programs** – Shared vehicle programs match drivers with other commuters taking a similar trip.
- **Alternative Work Schedules** – Alternative work schedule options are beneficial to both employees and employers. Businesses can provide coverage for additional hours, and employees are able to work their schedules around transit and vanpool/ridesharing availability. Alternative schedules include flextime, compressed work weeks, and staggered shifts.
- **Parking Management Strategies** –These include pricing policies, creation of parking districts in commercial and residential areas for permits and pricing, or shared parking agreements where the City can collaborate with private lot owners to share excess parking spaces during off-peak hours. For Prosser, exploring parking management policies in Historic Downtown will be especially beneficial owing to the traffic LOS threshold of F in that area.
- Improving conditions, services and access to public transit in collaboration with BFT and PFP.

Alternative work schedule definitions:

- Flextime: Employees work a set number of hours with start/end times and days of the week agreed upon with the employer.
- Compressed Work Week: Employees work fewer days by working longer shifts, reducing their total VMT by eliminating some trips.
- Staggered Shifts: Employees start and end their workday outside the peak periods of commute travel.

4. Funding and proposed projects

4.1 Funding

The City of Prosser has multiple revenue sources to support its overall transportation program, made up of general revenue collection (like property taxes and inter-governmental revenue) and dedicated fees (like the transportation benefit district charge). To assess the feasibility of executing the project list (discussed in the next sub-section), the City’s expenditure on transportation-related works from previous years is used here to estimate the available funds for the next 20 years.

4.1.1. Funding assessment

According to the 2025 budget, the City spent \$1.43 million on all transportation-related works in 2025. A breakdown of the expenditure categories is shown in Table 9. The city budget allocates the money collected from various sources into specific “funds”, which can then only be used for projects applicable under the fund’s definition.

Table 9: List of transportation-related expenditure items in the 2025 budget

City budget fund ID	Name of expenditure type	Works allowed under this category	Expenditure in 2025 (\$)
102	Street Fund	Street maintenance	929,742
103	Transportation benefit district	Improvements and maintenance	213,928
104	Street & Transportation reserve fund	Future street improvements reserve	8,455
106	Street fund small projects fund	Small street improvement projects	10,606
110	Arterial street fund	Arterials	112,004
152	Infrastructure Development Reserve Fund	Street improvements	0
301	REET First Quarter Percent	Various projects including transportation	0
304	Alexander Court improvement project	Specific to project	73,346
305	OIE Roundabout Project Fund	Specific to project	85,563
		Total	1,433,644

Table 10 shows the City’s expenditure on non-maintenance, transportation-related capital projects through general reserve funds from 2021 to 2025. Thus, it specifically excludes Funds 102 and 103, which are reserved for maintenance.

Table 10: Annual expenditure on non-maintenance, recurring, transportation-related capital projects

Year	Expenditure (\$)
2021	105,396
2022	1,466,392
2023	487,847
2024	669,501
2025	521,366

Based on an average annual expenditure of approximately \$560,000 in the last three years, the City is forecasted to have approximately \$11.2 million to spend on transportation projects in the 20-year 2026-

2046 period. However, specifically for transportation projects, the City mostly relies on state and federal grants for the funds. Since grant funds are competitive and vary year-over-year, the forecasted amount should be taken only for indicative purposes and not as a certainty.

4.2 Proposed project list

The list of projects proposed as part of this TE was compiled by relying on the following inputs:

- Review of existing local, county, and state plans to include existing proposed projects. These plans are — WSDOT STIP (2026-29), Prosser Safety Plan 2026, Prosser CFP 2025, BFCOG 2025 Congestion Management Plan, BFCOG Transportation Improvement Program, BFCOG Community Safety Action Plan, BFCOG Safe Routes to School Plan, BFCOG Transition 2045 Metropolitan Transportation Plan, and the BFT Transit Development Plan. For projects found in multiple plans, the preferred source is one closest to City of Prosser’s workplans.
- Evaluation of the existing gaps in the transportation network, as documented in the section on existing conditions. The source for these projects is categorized as “New”.

In total, there are 37 projects for a 20-year timeline. The total cost of these projects to the City is an estimated \$16.4 million, with the need for external funding of \$20.9 million. Exact project costs will need to be calculated during the planning and design phases. These costs are current year, and do not reflect inflation. As estimated in the previous sub-section, the City is forecasted to have about \$11.2 million for the next 20 years. Thus, the project list is split into two. The first list, called the constrained list, is shown in Table 11 with priority projects and adds up to \$11.1 million in cost to the City. The second is called the unconstrained list, as shown in Table 12, and can be tapped into if the City secures additional funding.

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Table 11: Constrained project list

Project Name	Extents	Type	Description	Year(s) planned	Cost to City (\$)	External funds (\$)	Total	Source
Alexander Court Improvements - Phase 2	Highland Dr - WCR	Roadway	Reclaim existing roadway, install new curb and gutter, sidewalk, storm drainage, street lighting, hot mix asphalt, and pavement markings.	2026-2030	1,113,954	218,519	1,332,473	Prosser TIP
Byron Rd Improvements	Sheridan Ave - West City Limits	Roadway	Reclaim existing roadway and widen including crushed surfacing, hot mix asphalt, and pavement markings.	2026-2027	305,300	587,453	892,753	Prosser TIP
WCR and OIE Hwy Round-about	YVH I/S - OIE Hwy I/S	Round-about	Construct new roundabout including excavation, crushed surfacing, HMA, curb, sidewalk, storm drainage, pavement markings, illumination, and related improvements.	2026-2027	0	2,375,000	2,375,000	Prosser TIP
Highland Dr Improvements	Alexander Ct - SR 22	Roadway	Reconstruct and widen roadway, curb and gutter, sidewalk, storm drainage, hot mix asphalt, and pavement markings.	2029	1,731,500	0	1,731,500	Prosser TIP
OIE Improvements Phase 2	WCR - Wamba Rd	Roadway	Reconstruct and widen roadway, curb and gutter, sidewalk, storm drainage, street lighting, hot mix asphalt, and pavement markings.	2027-2028	183,500	1,734,100	3,661,101	Prosser TIP
Downtown revitalization: Meade Ave	5th St - 7th St, Bennett - Dudley	Roadway	Reconstruct roadway including new curb, gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage, landscaping, illumination, and pavement markings.	2027-2028	220,500	4,410,000	4,630,500	Prosser TIP
WCR Resurfacing Phase 2	Bridge - Meade Ave	Roadway	Resurface roadway including pavement markings and ADA curb ramps.	2027	58,700	1,115,100	1,173,800	Prosser TIP
WCR Resurfacing Phase 3	Meade Ave - SR 22	Roadway	Resurface roadway including pavement markings and ADA curb ramps.	2026	29,200	567,300	596,500	Prosser TIP
Prosser Ave Improvements	Market St - Memorial St	Roadway	Reconstruct and widen a portion of roadway, curb and gutter, sidewalk, storm drainage, street lighting, hot mix asphalt, and pavement markings.	2031	2,940,000	0	2,940,000	Prosser TIP
OIE Hwy Improvements Phase 3	Wamba Rd - Hinzerling Rd	Roadway	Reconstruct and widen roadway, curb and gutter, sidewalk, storm drainage, street lighting, hot mix asphalt, and pavement markings.	2029-2030	484,400	3,103,600	3,588,000	Prosser TIP
Wamba Rd Improvements Phase 1	OIE Hwy - Merlot Drive	Roadway	Reconstruct and widen roadway, curb and gutter, sidewalk, storm drainage, street lighting, hot mix asphalt, and pavement markings.	2029-2030	496,600	1,986,600	2,483,200	Prosser TIP
Wamba Rd Improvements Phase 2	WCR - OIE Hwy	Roadway	Reconstruct and widen roadway, curb and gutter, sidewalk, storm drainage, street lighting, hot mix asphalt, and pavement markings.	2030-2031	197,800	791,300	989,100	Prosser TIP

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Project Name	Extents	Type	Description	Year(s) planned	Cost to City (\$)	External funds (\$)	Total	Source
City Wide ADA Ramp Replacement	N/A	Crossing	Add ADA ramps to pedestrian crossings throughout the city.	2028	71,700	645,500	717,200	Prosser TIP
Bennett Avenue Resurfacing and ADA Ramp Improvements	Florence St - W. City Limits	Roadway	Resurface roadway including pavement markings and ADA curb ramps.	2027	40,100	763,000	803,100	Prosser TIP
Market St Grind & Overlay	Meade Ave - SR 22	Roadway/Sidewalk	Asphalt grind and overlay of traveled lanes including ADA ramp improvements	2026-2035	1,100,000	0	1,100,000	BFCOG RTP
SR 22 Sidewalk*	West City Limits - WCR	Sidewalk	Construct sidewalk on both sides of the street - 3 mi	2026-2035	0	1,156,400	1,156,400	New
Byron Rd Pathway	West City Limits - Sheridan Rd	Pathway	Construct separated HMA pathway on Yakima River side of Byron Road: includes environmental , clearing, grubbing, crushed surfacing, and 10' wide HMA pathway	2026-2035	400,000	0	400,000	New
WCR Sidewalk	SR 22 - Max Benitz Rd	Sidewalk	Construct sidewalk on both sides of the street - 0.8 mi	2026-2035	1,100,000	0	0	New
Patterson Rd Sidewalk	7th St – Sunset Dr.t	Sidewalk	Construct new sidewalk on south side including, excavation, curb, gutter, sidewalk, storm drainage, crushed surfacing, and pavement markings 0.39 mi.i	2026-2035	0	907,400	907,400	New
10th St Sidewalk	Grant Ave - WCR	Sidewalk	Add sidewalk on both sides of the street - 0.1 mi	2026-2035	65,000	0	65,000	New
Grant Ave Sidewalk	6th St - 9th St	Sidewalk	Add sidewalk on one side of the street - 0.25 mi	2026-2035	162,500	0	162,500	New
7th St Sidewalk	Grant Ave - WCR	Sidewalk	Add sidewalk on one side of the street - 0.07 mi	2026-2035	35,000	0	35,000	New
North River Rd Sidewalk	WCR - 360 W North River Rd	Sidewalk	Add sidewalk on one side of the street - 0.16 mi	2026-2035	104,000	0	104,000	New
Grant Ave Crossing	WCR - 9th St	Crossing	Add one crosswalk between extents	2026-2035	68,500	0	68,500	New
WCR Crossings	8th St - SR 22	Crossing	Explore addition of crosswalks at 4 locations	2026-2035	274,000	0	274,000	New
Patterson Rd Crossings	SR 22 - Playfield Ave	Crossing	Explore addition of crosswalks at 2 locations	2026-2035	137,000	0	137,000	New
North River Rd Crossing	WCR - 360 W North River Rd	Crossing	Add one crosswalk between extents	2026-2035	68,500	0	68,500	New
Park Ave Sidewalk	Brown St - Guernsey St	Sidewalk	Add sidewalk on unpaved side - 0.25 mi	2026-2035	162,500	0	162,500	New

Project Name	Extents	Type	Description	Year(s) planned	Cost to City (\$)	External funds (\$)	Total	Source
Evans Ave Sidewalk	S Kinney Way - Bennett Ave	Sidewalk	Add sidewalk on one side - 0.4 mi	2026-2035	260,000	0	260,000	New
Market St Sidewalk	Park Ave - Dudley Ave	Sidewalk	Add sidewalk on one side - 0.2 mi	2026-2035	130,000	0	130,000	New
Alexander Court Bike Lane	WCR - Patterson Rd	Bike	Construct bike lane - 0.5 mi	2026-2035	264,000	0	264,000	New
Total					11,104,254	20,361,272	33,209,027	

Notes:

OIE: Old Inland Empire WCR: Wine Country Rd

* : The SR 22 Sidewalk project would need to be planned and funded in coordination with WSDOT, as it is all within the WSDOT right-of-way.

Table 12: Unconstrained project list

Project Name	Extents	Type	Description	Year(s) planned	Cost to City (\$)	External funds (\$)	Total	Source
Downtown Intersection Improvements	5th St, Bennett Ave - Meade Ave	Roadway and Intersection	Reconstruct 5th street including roadway, curb, gutter, sidewalk, storm drainage, street lighting and intersections at Bennett and Meade Ave.	2026-2035	368,400	0	368,400	BFCOG RTP
Bennett Ave Overlay	Dudley Ave. - Florence St	Roadway	Asphalt grind and overlay of traveled lanes including ADA ramp improvements	2026-2035	700,000	0	700,000	BFCOG RTP
Market St Sidewalk Extension East Side	Park Ave - SR 22	Sidewalk	New sidewalk to include: Clearing, grubbing, excavation, crushed surfacing, curb, gutter, sidewalk and HMA patchback on portion of roadway	2026-2035	800,000	0	800,000	BFCOG RTP
Paterson Rd Improvements	7th Street	Roadway	Asphalt grind and overlay of traveled lanes including ADA ramp improvements	2026-2035	63,400	570,400	633,800	BFCOG RTP
Nunn Rd Improvements	W. City Limits - 200 ft east of Casi Ct	Roadway	Reconstruct and widen roadway including, excavation, storm drainage, crushed surfacing, curb, gutter, sidewalk, HMA, street lighting, and pavement markings	2026-2035	1,475,000	0	1,475,000	BFCOG RTP
WCR Bike Lane Improvement	Yakima River - Max Benitz Rd	Bike	2.3 mi. Upgrade to Buffered Bike Lane.	2026-2035	1,932,000	0	1,932,000	New
Total					11,104,254	20,361,272	33,209,027	

5. Goals and Policies

The comprehensive planning process is guided by the adoption of broader goals and their supporting policies for each of the Elements. For the Transportation Element, the goals and policies from the 2021 comprehensive plan have been carried over to this update. There are 6 goals with a total 28 supporting policies, as listed in Table 13. In the order that they're listed, the goals focus on the following:

1. Safe and efficient multimodal transportation system.
2. Coordination with the regional transportation network.
3. Equitable distribution of costs and benefits.
4. Parity of transportation projects with future growth.
5. Inclusion of bike and pedestrian infrastructure in all relevant projects.
6. Support for transit for dependent populations at local and regional levels.

Table 13: Transportation goals and policies

Goal	Policy Description
T-1	Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.
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.
T-1.2	Establish a minimum level of adequacy for transportation facilities throughout the City using consistent and uniform standards.
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.
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.
T-1.5	Seek control of parcels of land that may be needed in the future for any transportation purpose as the opportunity arises.
T-1.6	Minimize the number of driveways on arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions.
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.
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.
T-1.9	Implement City of Prosser's Complete Streets ordinance (Municipal Code 12.04).
T-2	To provide a local transportation system that is coordinated and consistent with the regional transportation network.
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.

Goal Policy Description	
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.
T-2.3	Support local and regional public transportation agencies in providing service to Prosser and connectivity to nearby communities.
T-2.4	Work with other transportation planning organizations to consider changes to the transportation network that incorporates designs that maximize efficiency.
T-3	Distribute transportation costs and benefits equitably; and provide for consistency and fairness in establishing priorities for transportation expenditures.
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.
T-3.2	Establish clear and objective criteria for evaluating costs to public benefit when considering transportation system improvements.
T-3.3	Petition decision making bodies to consider Prosser's transportation improvement prioritization system.
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.
T-4	Ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development.
T-4.1	Ensure that the transportation network adequately serves existing and projected land use growth allocations.
T-4.2	Establish, and update as necessary, level of service standards for all modes.
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.
T-4.4	Design arterials and streets to fit the intended character of the areas through which they pass.
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.
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.
T-5.2	Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.
T-5.3	Improve the opportunities for pedestrians and bicyclists to safely cross streets at intersections and designated mid-block locations.
T-5.4	Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.

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

DRAFT

Process for traffic LOS using v/c method

The data for carrying out the v/c method of assigning LOS to roadway segments in Prosser was gathered from Florida Department of Transportation’s (FDOT) *Multimodal Quality/LOS Handbook*. Per the handbook, the first step is to assign a contextual code to the roadway, described in Table 14.

Table 14: Definitions for roadway contextual codes

Code	Name	Description
C1	Natural	Lands surrounded by nature or wilderness in permanent preservation
C2	Rural	Sparsely settled lands including agricultural land mixed with grassland, woodland, or wetlands
C2T	Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas
C3R	Suburban Residential	Mostly housing immediately adjacent to the road, organized in large blocks with a disconnected or sparse roadway network
C3C	Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots; large blocks and disconnected or sparse roadway network
C4	Urban General	Mix of uses in 1–3 story buildings set in small blocks within a well-connected roadway network; can extend long distances
C5	Urban Center	Mixed uses in 1–5 story buildings within small blocks and a well-connected roadway network, concentrated around a civic or economic center
C6	Urban Core	Highest densities and building heights; within FDOT-classified Core Urbanized Areas (population greater than one million)

Source: FDOT’s Multimodal Quality/LOS Handbook

Below, Table 15 shows the assignment of FDOT’s contextual codes to the segments of the major Prosser streets studied for this TE.

Table 15: Assignment of FDOT’s contextual codes to study segments of Prosser streets

Street/Road	Location Description	FDOT Code	Street/Road	Location Description	FDOT Code
Alexander Ct	North of Paterson	C3R	OIE Hwy	Between WCR & Gap	C3R
Alexander Ct	North of PHS entrance	C3R	OIE Hwy	East of Albro	C2T
Alexander Ct	North of Highland	C3C	OIE Hwy	Between WCR & Wamba	C3C
Bennett Ave	Between 6th St & Brown	C3R	OIE Hwy	East of Wine Country Villas	C3C
Bennett Ave	Between Brown & Florence	C3C	OIE Hwy	West of New Gate	C3R
Bennett Ave	Between Larch W. City Limits	C3R	Paterson Dr	Between Claire & Nell	C3R
Brown St	Between Yakima Ave. & Park Ave.	C3R	Wamba Rd	South of OIE	C2T
Byron	Between 3rd & W. City Limits	C2T	Wamba Rd	North of OIE	C3R
Chardonay	Between WCR & Merlot	C3C	WCR	East of Alexander	C3R
Gap Rd	Between OIE & WCR	C3R	WCR	Gap at State R/W	C3C
Highland Dr	West of Alexander Ct.	C3R	WCR	West of Loves Truck Entrance	C2T
Highland Dr	East of Alexander Ct.	C3R	WCR	South of Albro	C2T
Kinney Way	North of Park Ave	C3C	WCR	South of N. River Rd Southbound	C3C
Kinney Way	South of Park Ave	C3R	WCR	South of N. River Rd northbound	C3C
Market St	Between SVID and SR22	C3R	WCR	North of OIE, Southbound	C3R
Meade Ave	Between WCR & Benson	C3R	WCR	South of OIE, Northbound	C3R
Merlot Dr	East of Gap/WCR	C3C	SR 221	East of SR 22	C3C
Merlot Dr	Gap & Merlot	C3C	SR 22	North of SR 221	C3C
North River Rd	Between Les Schwab & Petra Ave	C3R	SR 22	South of SR 221	C3R
Nunn Rd	West of WCR at Chukar W. approach	C3C	SR 22	South of WCR	C3C

Table 16 shows the LOS thresholds for different combinations of roadway contexts, number of lanes, and average daily traffic. For calculating the volume-to-capacity ratios in this document, the ADT capacity is taken as the volume for the lowest grade for each combination of FDOT code and lanes in the table. For example, the capacity for a roadway segment with code C2T and 2 lanes is 18,000 (corresponding to LOS D in the table).

Table 16: LOS grades for different roadway configurations

FDOT Code	Lanes	LOS B	LOS C	LOS D	LOS E	FDOT Code	Lanes	LOS B	LOS C	LOS D	LOS E
C1	2	4600	8200	14000	28500	C4	2	*	*	17600	24000
C1	4	32000	45800	55700	63900	C4	4	*	24400	36100	40800
C1	6	48000	68300	83700	95900	C4	6	*	44700	56800	60400
C2	2	4600	8200	14000	28500	C4	8	*	52300	66900	70900
C2	4	32000	45800	55700	63900	C5	2	*	*	13900	21800
C2	6	48000	68300	83700	95900	C5	4	*	26100	38300	43000
C2T	2	*	13800	18000	**	C5	6	*	28400	53900	62800
C2T	4	*	21800	31400	**	C5	8	*	58800	71900	73600
C2T	6	*	40500	48000	**	C6	2	*	***	16000	20800
C3C	2	*	15300	21700	**	C6	4	*	***	30100	38800
C3C	4	*	30700	36600	**	C6	6	*	***	55100	59400
C3C	6	*	47700	54100	**	C6	8	*	***	65700	70600
C3C	8	*	64000	64200	**						
C3R	2	*	19600	22400	**						
C3R	4	*	34300	37300	**						
C3R	6	*	52900	55100	**						

Notes:

* Cannot be achieved using table input value defaults.

** Not applicable for that LOS letter grade. For the automobile mode, volumes greater than LOS D become F because capacities have been reached.

*** LOS C thresholds are not applicable for C6, which are neither planned nor designed to achieve automobile LOS C.

Source:

Adapted from FDOT's *Multimodal Quality/LOS Handbook*



City of Prosser 2026 Comprehensive Plan **Economic Development & Tourism Element**

6/10/2026

FINAL WORKING DRAFT

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, as seen in *Figure 1*, Prosser District Map. 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's 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 the sense of community.

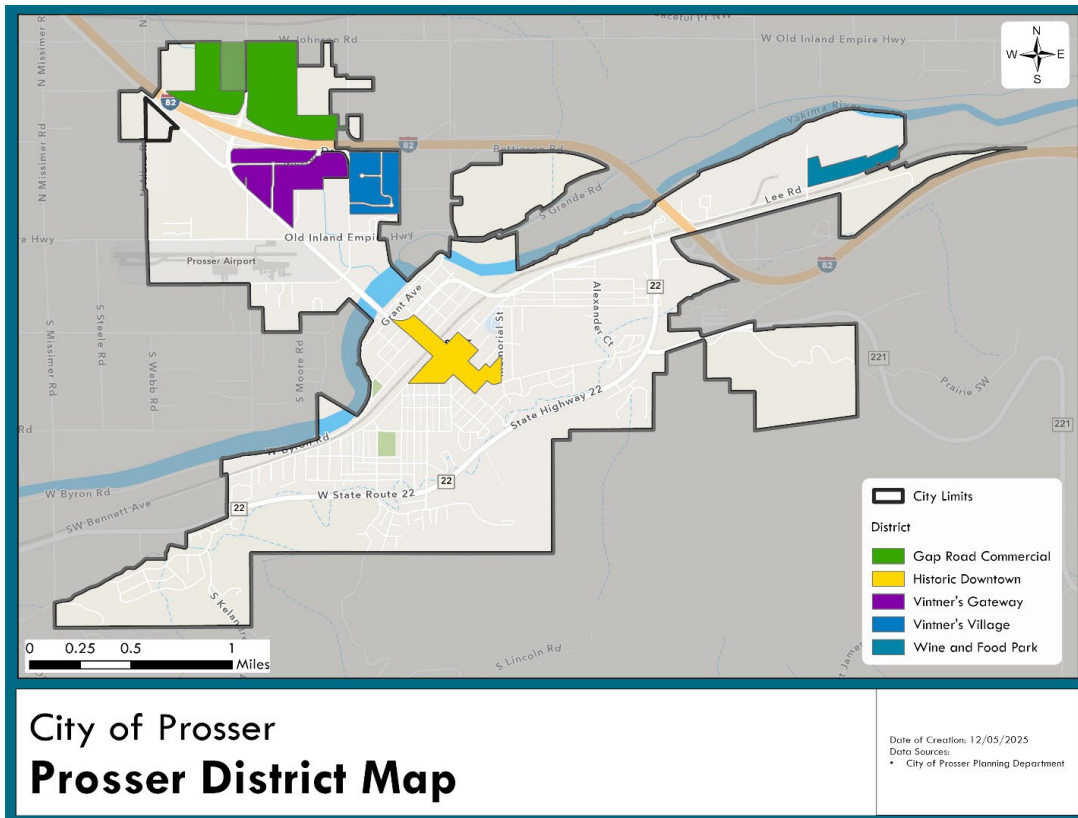


Figure 1: Prosser District Map

Economic Demographics

The City of Prosser has a unique and changing economic landscape that must be incorporated into the future planning of the city. The community supports a diverse local economy with 348 businesses employing approximately 3,605 workers and generating an estimated \$775 million in total sales. Businesses in the area average 10.9 employees, and business density is relatively high at 65.7 businesses per square mile, substantially exceeding the Benton County average. The unemployment rate is 9.0 percent, indicating ongoing workforce challenges. Household spending patterns fall below the national average across most categories, with index values of 76 for housing, 77 for food, and 81 for transportation, while health care spending also indexes at 77 and education at 67, reflecting comparatively lower consumer expenditures overall.

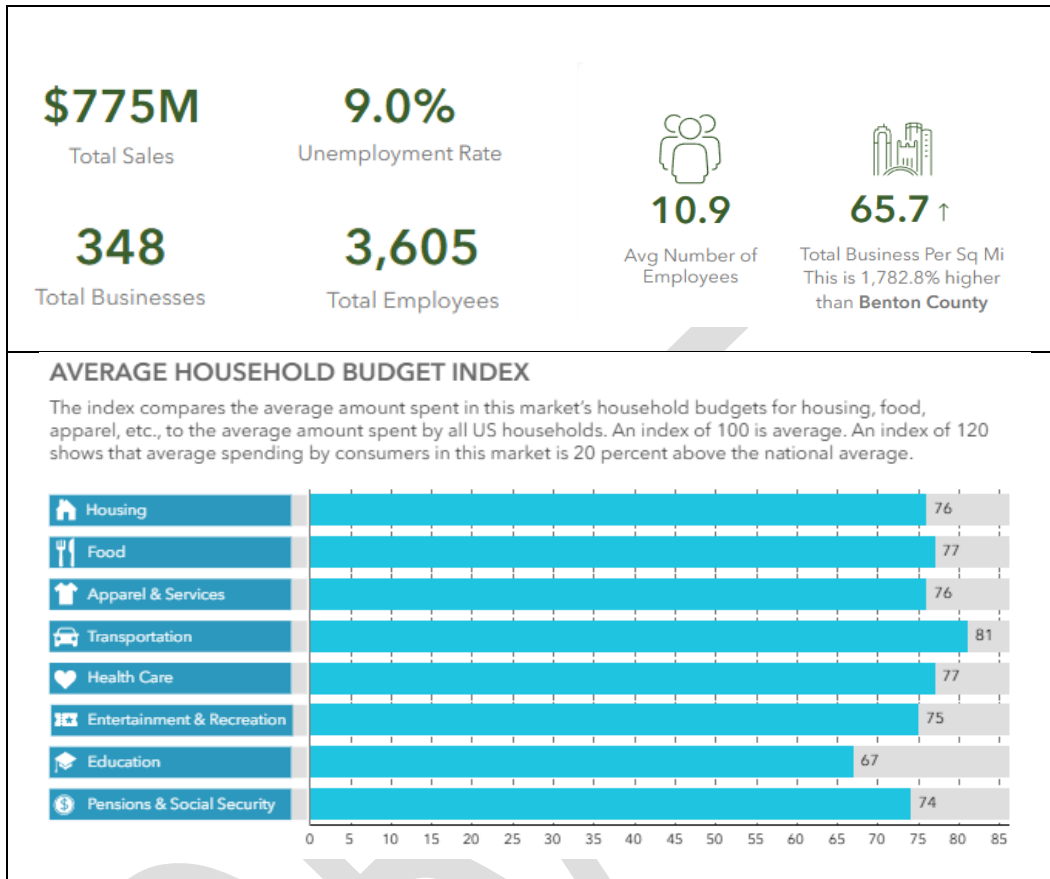


Figure 2: Key Economic Development statistics visuals

In 2023, Prosser showed improving labor market conditions, with 63.6% of residents participating in the labor force and an employment-to-population ratio of 70.4 %, both increasing since 2010. Despite these gains, the unemployment rate remained elevated at 9.2% (although this number is still lower than the 2010 level of 13.8%).

Table 1: Labor/Employment Numbers in Prosser 2023

Economic Measurement	Percent	Change Since 2010
Labor Force Participation (16 years and over)	63.6%	+ 5.4%
Employment/Population Ratio (Population 20 to 64 years)	70.4%	+ 10.0%
Unemployment rate (Population 16 years and over)	9.2%	- 4.6%

Source: Census ACS 2023, Table S2301

In 2023, commuting patterns in the community were overwhelmingly auto-oriented, with nearly 70% of employed residents driving alone to work and an additional 17% carpooling, indicating a strong reliance on personal vehicles for daily travel. Working from home accounted for about 11% of the employed population, reflecting the continued presence of remote and hybrid work arrangements. Walking represented a small share of commutes at less than 2% while public transportation and other modes were not reported. These patterns are important for economic development and transportation planning, as they highlight the community’s dependence on roadway infrastructure, limited transit options, and opportunities to support alternative travel modes, carpooling, and telework to improve mobility, reduce congestion, and expand access to employment.

Table 2: Work Commute Type 2023 (Percentage Share)

Type of Transportation	Percent of Employed Population
Car, truck, or van -- drove alone	69.8%
Car, truck, or van -- carpoled	17.4%
Public transportation (excluding taxicab)	0.0%
Walked	1.9%
Other means	0.0%
Worked from home	10.9%

Source: Census ACS 2023, Table DP03

Between 2013 and 2023, the community’s employment base shifted toward service, tourism, and public-sector industries, while several traditional sectors declined. Education, health care, and social assistance remained the largest sector in 2023, accounting for about 26% of jobs, though its share decreased over the decade.

The most notable growth occurred in arts, entertainment, recreation, accommodation, and food services, which expanded from a very small share in 2013 to more than 14% of total employment in 2023, underscoring the growing importance of tourism-related activity. Public administration and information services also increased their shares, while construction and manufacturing experienced modest growth. In contrast, employment shares declined in retail trade, transportation and warehousing, wholesale

trade, and agriculture-related industries, reflecting broader changes in the local economy and a gradual shift away from goods-producing and distribution sectors toward service-oriented and visitor-serving activities.

Table 3: Employment by Industry (Comparison between 2023 and 2013)

Industry Types	2023 Percentage Share	2013 Percentage Share	Percentage Change (from 2013 to 2023)
Agriculture, forestry, fishing and hunting, and mining	10.8%	13.3%	-2.5%
Construction	4.2%	2.7%	1.5%
Manufacturing	10.5%	9.1%	1.4%
Wholesale trade	2.2%	4.7%	-2.5%
Retail trade	8.8%	14.3%	-5.5%
Transportation, warehousing, and utilities	0.8%	5.1%	-4.3%
Information	2.7%	0.6%	2.1%
Finance and insurance, real estate, rental, and leasing	1.3%	1.6%	-0.3%
Professional, scientific, management, administrative, and waste management services	7.7%	7.7%	0.0%
Educational services, health care, and social assistance	26.4%	30.5%	-4.1%
Arts, entertainment, recreation, accommodation, and food services	14.2%	1.7%	12.5%
Other services, except public administration	2.1%	4.3%	-2.2%
Public administration	8.2%	4.6%	3.6%

Source: Census ACS 2023 and 2013, Table DP0

Assessed Value Per Acre Analysis

In Washington State, property taxes are often the greatest source of revenue for maintaining infrastructure and services. Property taxes fund streets, parks and recreation, schools, emergency services and utilities. Efficiency in land consumption is therefore an important consideration for the future land. Although tax revenue in absolute numbers may vary, the assessed value per acre analysis indicates where value is generated most (when compared to the amount of land used).

The analysis indicates that while there are pockets of value spread throughout, Prosser’s downtown and the older neighborhoods (characterized by smaller lots and shorter blocks) produce the most taxable value per acre. It also indicates housing types which provide the highest taxable value per acre (Map #2 – ‘Plan view’).

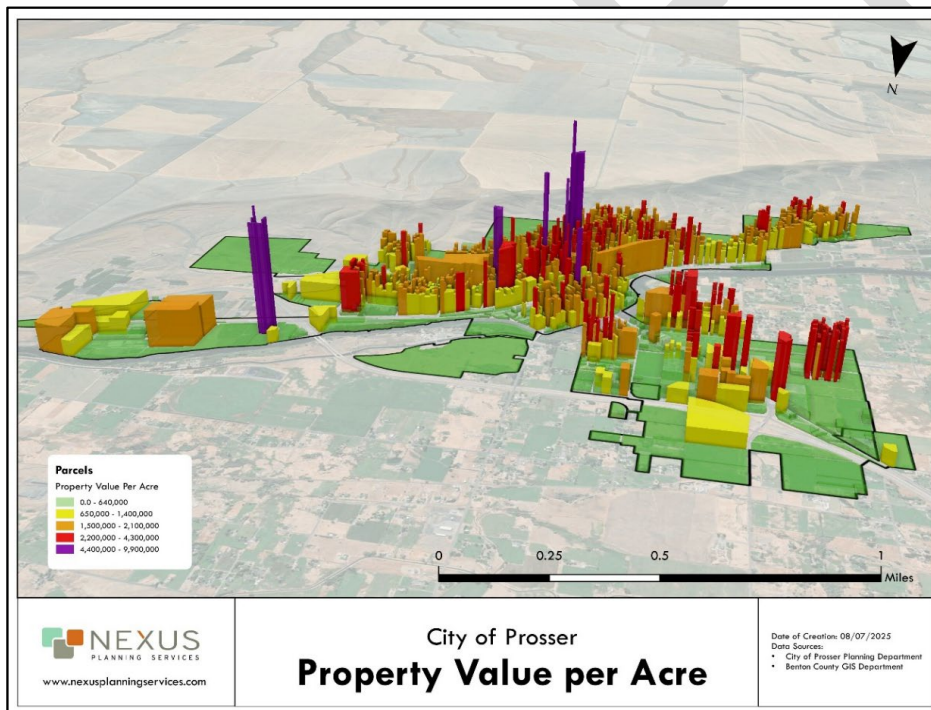


Figure 3: Prosser – Property value per Acre Analysis Map #1

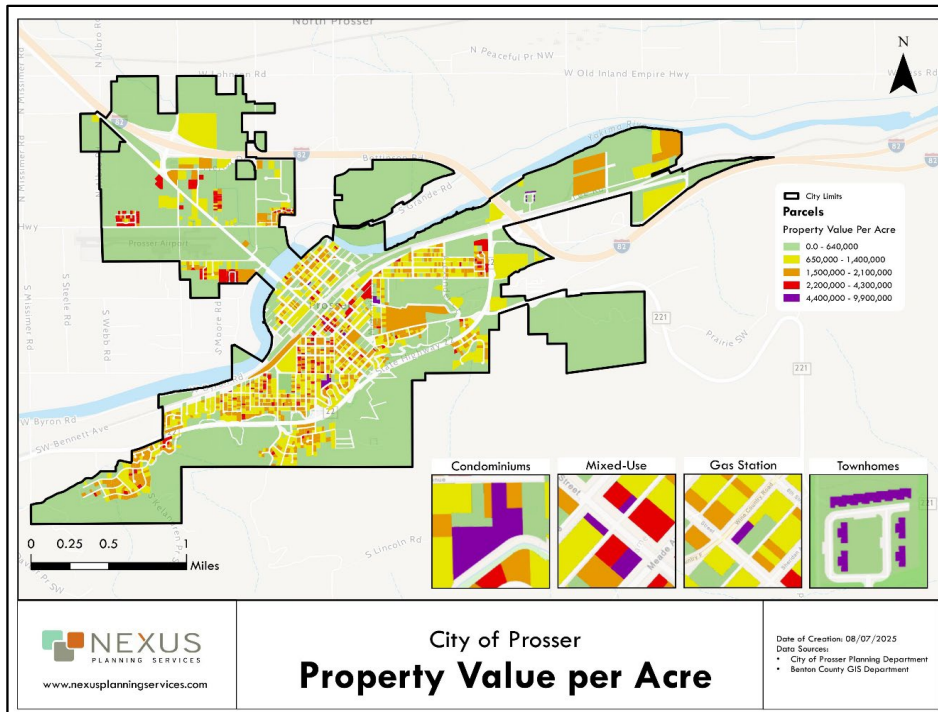


Figure 4: Prosser – Property value per Acre Analysis Map #2

As seen in the map above, development that mixes commercial and residential uses often provides the highest property value per acre, which results in highest tax revenue for the City. Economic development in the next 20 years should prioritize mixed-use, particularly in the Downtown core and surrounding neighborhoods.

Employment Forecasts

Future employment projections for Prosser’s commercial and industrial sectors provide a basis for evaluating whether the City has sufficient land capacity to accommodate anticipated job growth. As shown in *Table 4*, total employment is projected to reach approximately 8,077 jobs by 2046, with an estimated 6,502 jobs in commercial uses and 1,575 jobs in industrial uses. Using standard employment density assumptions from the Oregon Industrial and Other Employment Lands Analysis Guidebook, these projections translate to an estimated need for about 542 acres of commercial land and 197 acres of industrial land to support future employment. These figures are intended as planning-

level estimates and provide a generalized picture of potential land demand rather than precise forecasts.

When compared to current land supply, the City’s existing commercial and industrial acreage appears sufficient to meet projected needs. The 2047 Future Land Use Map (FLUM) identifies approximately **677 acres of commercial land** and **705 acres of industrial land**, exceeding the estimated acreage required to support projected job growth through 2046. This comparison suggests that Prosser has adequate designated land to accommodate future employment without the need for immediate expansion of commercial or industrial areas. However, because these projections are based on assumptions about employment densities and growth trends, they should be viewed as estimates that inform long-range planning decisions related to population growth, economic development, and land use capacity rather than definitive measures of future demand.

Table 4: Commercial and Industrial Employment Future Projection & Current Capacity

	2046 Total Employment	Commercial	Industrial
Employed Pop.	8077	6502	1575
Forecasted acreage needed for 2046 employment*	(X)	541.8	196.9
Current acreage in 2025 land use map	(X)	677	705

*Forecasted acreage is based on the Oregon Industrial and Other Employment Lands Analysis Guidebook (**Commercial=12 employees per acre, Industrial=8 employees per acre**)

Community’s Concerns & Goals

Maintaining and expanding the local economy is an ongoing challenge for the city. The utilization of smaller local businesses towards economic growth was heavily emphasized during stakeholder interviews.

The interviews brought to light the mounting concerns surrounding farming in the Prosser area. There are declining overall trends in the wine sector, which is an essential component of Prosser's economy, and some agricultural businesses are closing their doors. Climate-related impacts on the agriculture industry add to these concerns, as highlighted in the Climate Element of this Plan.

Despite these concerns, the community is frequently supportive of existing businesses, and many want to see them develop even more. Residents also hope that new businesses will continue to expand in the downtown and northern commercial corridors.



Figure 5: Historic Downtown Prosser

Economic Development & Tourism 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 more competitive by evaluating and addressing some of their key needs and concerns.

Policy ED-1.3. Increase the number of jobs for local residents and reduce the need for residents to commute long distances to work.

Policy ED-1.4. Support the local economy by promoting mixed-use development throughout commercial areas.

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 efficient, streamlined, timely, predictable and user-focused permit processes.

Policy ED-2.3. Facilitate economic development through public/private partnerships where appropriate.

Policy ED-2.4. 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.

Policy ED-4.3. Continue to maintain and add travel routes and wayfinding signage systems that assist visitors in locating tourist-related destinations.

Policy ED-4.4. 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.



City of Prosser 2026 Comprehensive Plan **Historic Downtown Element**

6/10/2026

FINAL WORKING DRAFT

Introduction

The City of Prosser has a rich and diverse history that visually represents our community's heritage. Historic preservation and heritage tourism encourage forward-thinking economic development practices to 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 has a significant impact not only on aesthetic appearance, but also on the unique sense of place that exists in Historic Downtown Prosser.

Overview Of Historic Downtown

Historic Downtown Prosser encompasses the downtown core. This area contains historic, turn-of-the-century buildings that still operate as retail and service space today. Wider sidewalks, period-specific architecture, and landmark buildings, such as the historic post office, the Princess Theater, and Depot Square, are clustered together to provide a unified theme, lending a distinct historic feel. Shorter blocks and smaller retail spaces also provide a pedestrian-friendly environment.



Figure 1: Historic Downtown on 6th Street (Date Unknown)



Figure 2: Historic Downtown in 1941

Source: *Changing Times Book Series* by Paul Fridlund.

Community Priorities & Needs



Figure 3: Historic Downtown Prosser Mural

A thriving downtown core with safe roads, local establishments, and a strong representation of Prosser's identity reflects what the community wishes to see.

Throughout the public engagement process (especially during the stakeholder engagement), residents described their desire for Prosser's downtown to develop into a destination for people to congregate, shop, and reside if the area is to flourish. Improvements to reach this goal include boosting green areas with street trees, adding more cultural events, and upgrading infrastructure like walkways. The downtown core's heat islands can be lessened by trees and other shaded structures, which makes walking around the area more enjoyable.

The community's desire to have a location downtown to congregate and host events, such as more pedestrian-friendly (or only) areas, was mentioned in several interviews. Furthermore, the interviewees offered a number of suggestions for improving the downtown area's appeal to both residents and tourists. These featured awnings,

improved signage, public art, increased vegetative barriers, and other upgrades.

The need for rehabilitation and infill of vacant or underutilized lots in Downtown was also mentioned throughout many interviews. Policies that support infill development, encourage the use of vacant lands, and draw more businesses to adjacent roadways are necessary. Strategic planning and cooperation between the City and local business owners to establish economic initiatives are essential to the area's development.

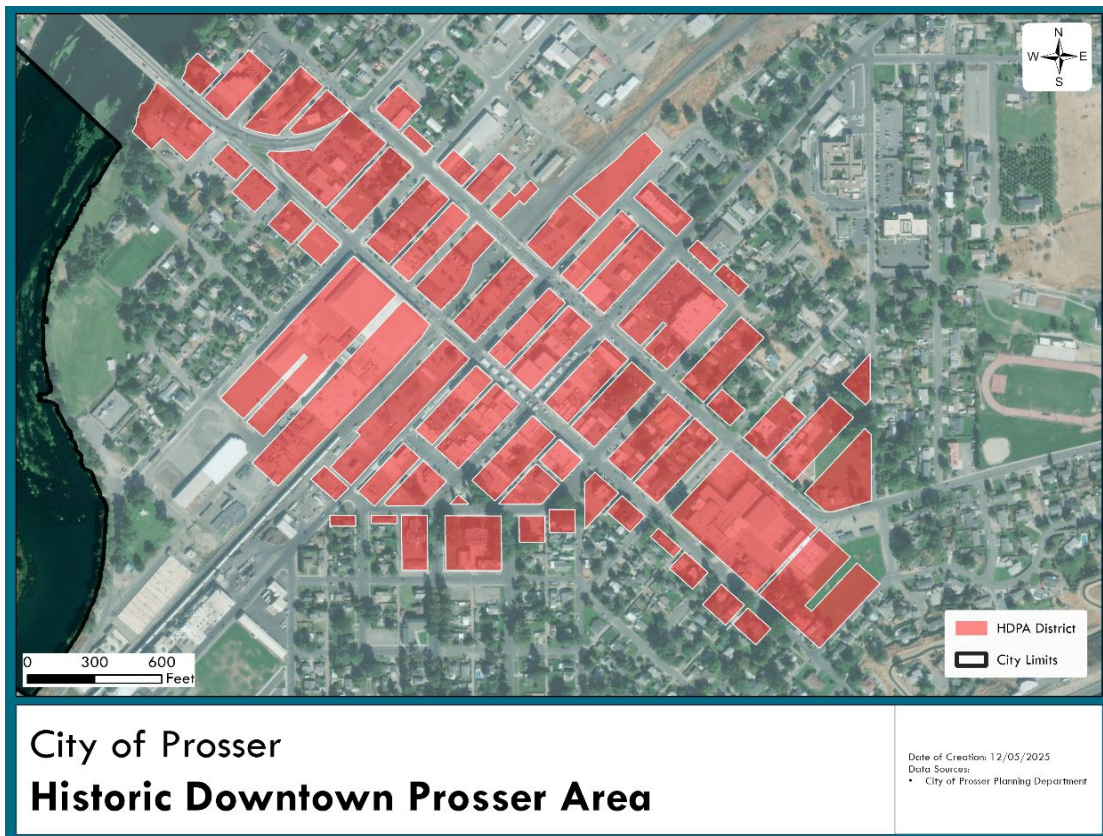


Figure 4: Historic Downtown Prosser Area

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 prioritize and emphasize 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 the Historic Downtown as a unique commercial district that has different infrastructure, zoning, and regulatory needs.

Policy HD-1.4. Connect the Historic Downtown with consistent physical elements, such as signage, plazas, and pedestrian-focused enhancements to reinforce its definition and sense of place.

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 streetscape 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 the Historic Downtown 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 points-of-entries to the Historic Downtown through a variety of methods to include gateway signs, public art, or other aesthetically pleasing landscape features.

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

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

Policy HD-3.6. Encourage development of empty lots into commercial spaces that add to the overall interest in the Downtown area.

Policy HD-3.7. Explore vacancy tax feasibility on all properties in the Historic Downtown.

Policy HD-3.8. Develop a plan to ensure the Historic Downtown is accessible year-round throughout varying weather conditions. Focus on efforts to reduce effects of weather elements on pedestrian infrastructure.

GOAL HD-4: Create a commercial environment 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. Encourage pedestrian-forward areas, such as sidewalk café seating and small-scale merchandise displays (where there is adequate building setback and sidewalk width), while ensuring pedestrian circulation, safety, and compliance with the Americans with Disability Act (ADA).



City of Prosser 2026 Comprehensive Plan **Parks & Recreation Element**

06/10/2026

FINAL WORKING DRAFT

This chapter is consistent with provisions for open space, tourism, environment, climate resiliency, and other areas related to parks and 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, support child development, improve public and environmental health, and support smart growth. Culturally, open space and program services nurture a sense of place in the community and provide opportunities to engage populations of diverse backgrounds.

The City of Prosser manages 57.14 acres of parks and open space. This total does not include undeveloped park land, the Riverfront property (5.97 acres), and the Sprayfield property (157.16 acres).

Parks and natural areas give life and beauty to the city and are essential assets that connect people to place, self, and others. Public participants in the Comprehensive Plan update process have expressed a desire for:

- Increased shade and tree coverage;
- More trail connectivity and access along the river;
- Program and amenity options for all abilities and ages;
- Further education and public outreach regarding recreational activities, as well as the park and trail system; and
- Ensuring the parks and recreation system is preserved for all Prosser’s residents is vital.

To accomplish this, the City must adequately plan for and strive to increase parks and recreational facilities as Prosser grows.

Table 1: City of Prosser Parks Inventory

PARK NAME	SIZE (ACRES)
City Park	4.18
EJ Miller Park	6.19
Greenway Park	0.84
Crawford Park	5.58
Farrand Park	1.66
Market Street Park	2.95
Rotary Park	0.17
Whitehead Fountain Park	0.22
TOTAL	21.79 Acres

Source: City of Prosser 2024 PROS Master Plan, p.51. Prosser Parks and Recreation Department.

In review of the parks inventory, approximately 99% of park acreage is located south of the Yakima River. Rotary Park is the one public park north of the river, offering little opportunities for park recreation and leisure within walking distance for those residing in the northern area of Prosser.

As seen in Figure x below, the majority of land within a 1/4th mile radius of any city park is located near the downtown core and around a few neighborhoods between Memorial Street and S Kinney Way. This spatial discrepancy is offset somewhat by the green space available around schools which were not included within the parks inventory. However, even with these considerations, there are still neighborhoods that have less access to parks and open space than others. This issue can be addressed through the planned acquisition of more park land or through the improvement of trail connectivity.

Draft Prosser Comprehensive Plan – Parks & Recreation Element

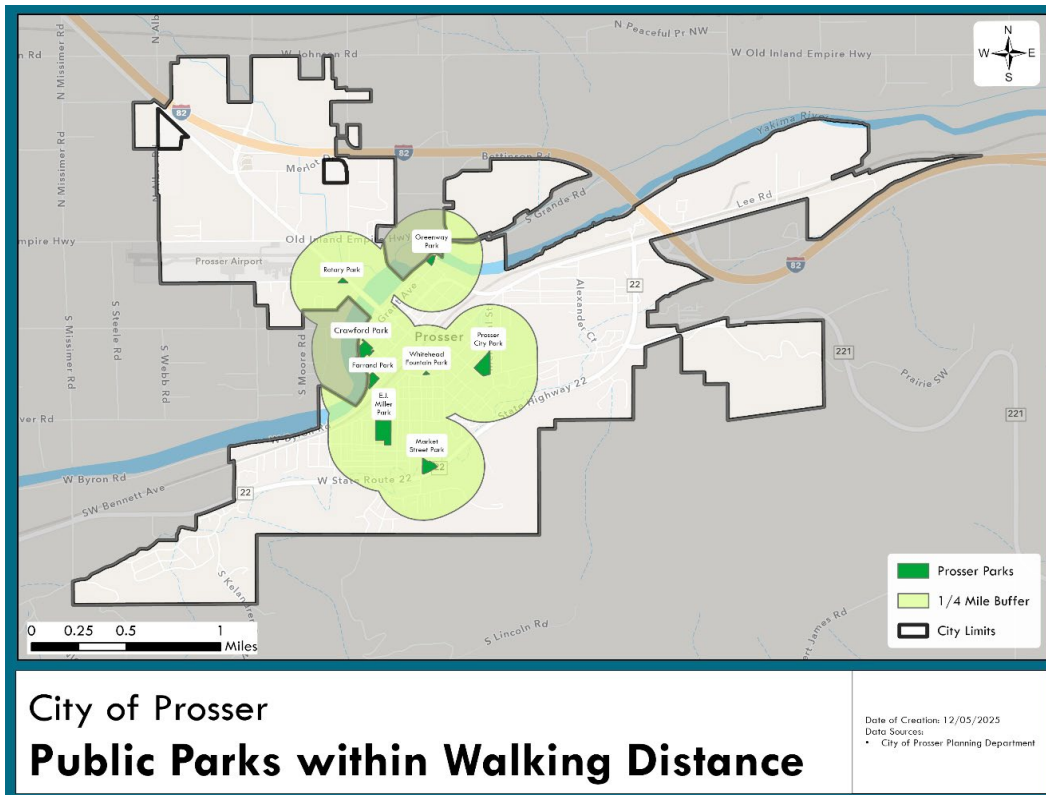


Figure 1: Prosser Parks Inventory Map

Table 2: Prosser Parks - Level of Service (LOS)

Park Classification	Service Levels	
	Current LOS Based Upon Current City Population	Recommended LOS
Pocket Parks	0.16 acres per 1,000	0.60 acres per 1,000
Neighborhood Parks	1.60 acres per 1,000	2.00 acres per 1,000
Paths and Open Space	2.33 acres per 1,000	5.00 acres per 1,000
Total	4.09 acres per 1,000	7.60 acres per 1,000

Source: Prosser Parks, Recreation, and Open Space (PROS) Master Plan, p. 81.¹

¹ For more information on Park Classifications and LOS, refer to the full PROS Master Plan document on the Planning Department page at cityofprosser.com

Parks, Recreation, & Open Space Master Plan

In order to maintain consistency, the goals and policies of the Parks & Recreation Element are made in alignment with Prosser’s Parks, Recreation, and Open Space (PROS) Master Plan².

Key themes from the PROS Master Plan:

- Create an equitable and inclusive parks system;
- Reinvest in aging parks; and
- Enhance community connectivity.

Consistency through Prosser’s long- and short-range planning documents will help create efficiency in the maintenance and improvements of the city’s infrastructure.

Community Priorities & Needs

Community members voiced their appreciation of the parks system in Prosser and detailed their future vision through the public engagement process of the Comprehensive Plan.

During the 2024 Harvest Fest, a penny budget poll was conducted to determine which elements of the Comprehensive Plan the community believes should receive the most priority, resources, and future planning. Around 300 participants ranked Parks & Recreation as the second highest priority, only behind the natural environment³. Further public responses also reiterated the desire for improved parks spaces that are resilient to different climates (such as warmer summer days). The community’s needs and priorities were integrated through the development of this element, especially focused on its goals and policies.

² For more information, refer to the full PROS Master Plan document on the Planning Department page at cityofprosser.com.

³ Please refer to Figure X in the Utilities Element for the full results of the 2024 Harvest Fest Penny Poll.

Parks & Recreation Goals & 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. Expand shade coverage across all parks through additional tree canopies as well as new built structures for shading park amenities.

Policy PR-1.2. Provide a range of programs and facilities for year-round recreational options.

Policy PR-1.3. Consider varied cultural and demographic needs of the community in parks and recreational facility design, and promote public involvement in all aspects of park and recreation planning.

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 for a new, fully-developed regional park that provides a variety of sporting and event spaces for festivals and other community- and tourist-related events.

Policy PR-1.6. Conduct studies to determine the feasibility of using the Sprayfield Property for a community park that would 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 to maximize efficient use of the space.

Policy PR-1.9. Provide recreational amenities, equipment, and services with considerations for compliance with current Americans with Disabilities Act (ADA)

standards.

GOAL PR-2: Develop systems of trails and paths that interconnect local and regional destinations.

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

Policy PR-2.2. Continue to pursue development of riverfront trails, with an emphasis on river access and connectivity to the park system and the downtown core.

Policy PR-2.3. Site new recreational facilities near residential developments or along trail systems to ensure facilities are easily accessible to its users.

Policy PR-2.4. 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-2.5. Prioritize trail access and connections in site plan review.

Policy PR-2.6. Pursue easements that improve public access to the Yakima riverfront.

GOAL PR-3: Utilize Prosser's unique topographical and ecological environments to encourage citizens to connect with nature.

Policy PR-3.1. Plan for 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 of hillside parcels to the City 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.

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

Policy PR-4.1. Identify criteria and a process for the prioritization of park improvement projects that also emphasize 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. Create a formal volunteer program to increase department capacity. Utilize volunteers through a variety of programs and events for the maintenance and improvement of park lands.

Policy PR-4.4. Promote public-private partnerships that expand community recreational programs, provide open space, and enhance the quality of life for residents.

Also see the Climate Element of the Comprehensive Plan for more goals and policies related to Parks & Open Space.