

Tuesday, July 21, 2026
College Place Planning Commission - (Hybrid: In-Person & Online)

431th Regular Planning Commission Meeting
Tuesday, July 21, 2026, at 6:00 P.M.
Agenda: <https://go.boarddocs.com/wa/cocp/Board.nsf/goto?open&id=DVZQGP694405>
In-Person at City Hall - 625 S College Avenue, College Place, WA 99324
The meeting may be viewed by joining the Zoom meeting.
Zoom Attendee Link: <https://us06web.zoom.us/j/84144857091>
Or you may call this number to listen: 1-669-900-9128 ID#84144857091
Phone controls: *6 - toggle mute/unmute and *9 - raise hand
Meetings will be posted on the City of College Place, Washington YouTube channel at https://www.youtube.com/playlist?list=PLqwYY-Thlbf4pY19KUMwVoO6iynKx_Zdn

1. OPENING ITEMS

Subject :	1.01 Call To Order 431th Regular Planning Commission Meeting
Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	1. OPENING ITEMS
Access :	Public
Type :	Procedural
Subject :	1.02 Roll Call
Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	1. OPENING ITEMS
Access :	Public
Type :	Information, Procedural

Public Content

Position 1 - Nic Ivy, Chair - term exp. 12-31-2027

Position 2 - Felix Tan - term exp. 12-31-29

Position 3 - Claudia Santellano - term exp. 12-31-2028

Position 4 - Jim Fry - term exp. 12-31-2028

Excused absence:

Position 5 -Gayla Rogers - term exp. 12-31-2029

Position 6 - Brandon Stepper - term exp. 12-31-2028

Absent:

Position 7 - Todd A. Reiswig, Vice Chair -term exp. 12-31-2027

Staff

Jon Rickard - Community Development Director

Michael Maret - Senior Planner

Carolyn Holm - City Clerk

Guests

Elizabeth Smith - JUB Engineers

Derrick Braaten - JUB Engineers

Subject :	1.03 Appearance of Fairness Doctrine
Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	1. OPENING ITEMS
Access :	Public
Type :	Procedural

Public Content

The Appearance of Fairness Doctrine is a rule of law requiring government decision-makers to conduct non-court hearings and proceedings in a way that is fair and unbiased in both appearance and fact.

The doctrine requires that adjudicatory or quasi-judicial public hearings meet two requirements:

- They must be procedurally fair.
- They must appear to be conducted by impartial decision-makers.

By following Appearance of Fairness requirements, local governments have a method for disqualifying decision-makers from quasi-judicial hearings who have prejudged the issues, who have a bias in favor of one side in the proceeding, who have a conflict of interest, or who cannot otherwise be impartial. "Ex parte" communications between a decision-maker and a proponent or opponent of the matter being decided are prohibited ([RCW 42.36.060](#)).

For more information, click this link: [MRSC - Appearance of Fairness Doctrine](#)

-and/or-

watch this video: [Short Course on Planning Appearance and Fairness Doctrine - YouTube](#)

Subject :	1.04 Public Comment
Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	1. OPENING ITEMS
Access :	Public

Type :

Information

Public Content

Planning Commission meetings are primarily structured to permit Commission members to make recommendations to the City Council regarding decisions necessary to govern the City.

Public Comment is the time set aside for Citizens to address the Planning Commission regarding items of concern/interest either not appearing on this agenda, or on the consent agenda. *If you wish to speak on any such item, this is the time to come forward when the Chair asks for public comments.*

Virtual Meeting Protocol for Public Comment:

When submitting public comments, include the following regardless of the manner you are using: - Note that there are deadlines for each method of commenting.

- Your Name
- Your Address

Public comments may be provided in writing (If typewritten, no less than 11 pt font). Submit to Clerk@cpwa. no later than 4:30 PM on the meeting date to be included in the record.

Public Comments in person may be made by telephone or virtually during the meeting:

- Telephone comment - Call 1-669-900-9128, entering the meeting ID (provided at beginning of agenda) and raising your hand (*9 to raise hand, *6 to mute/un-mute) when comments are requested.
- Virtual comment - Join using the Zoom Attendee link (provided at beginning of agenda) and raise your hand when comments are requested.

Once recognized, you will have five minutes to speak on any subject that is under the control of the Commission.

2. REGULAR AGENDA

Subject :	2.01 Comprehensive Plan - Periodic Update Workshop
Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	2. REGULAR AGENDA
Access :	Public
Type :	Discussion, Information

Public Content

Workshop to discuss Draft Comprehensive Plan.

Elizabeth Smith & Derrick Braaten, with J-U-B, will guide us in continued collaborative discussion on the draft Comprehensive Plan, the complete Draft Plan will be reviewed and is attached.

Existing Comp Plan documents are located here: https://www.cpwa.us/departments/planning/comprehensive_plan.php

File Attachments

[COCP_CompPlanUpdate_07-09.pdf \(15,966 KB\)](#)

3. CONSENT AGENDA

Subject :	3.01 Approve Agenda for July 21, 2026
Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	3. CONSENT AGENDA
Access :	Public
Type :	Action (Consent)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

Subject :	3.02 Approve Minutes from June 16, 2026
Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	3. CONSENT AGENDA
Access :	Public
Type :	Action (Consent)

File Attachments

[June Draft Minutes.pdf \(617 KB\)](#)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

Subject :	3.03 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Planning Commission by a single motion. Most of the items listed under the consent agenda have gone through previous review either at a workshop, or by subcommittee
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review and recommendation. Documentation concerning these items has been provided to all Planning Commission and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Planning Commission member.

Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	3. CONSENT AGENDA
Access :	Public
Type :	Action (Consent)
Recommended Action :	Motion to approve consent agenda items 2.01 through 2.03

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

4. REPORTS

Subject :	4.01 Comprehensive Plan Amendment Applications for Urban Growth Area (UGA) Expansions
Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	4. REPORTS
Access :	Public
Type :	Information

Public Content

Applications for Comprehensive Plan amendments for Urban Growth Area (UGA) expansions were accepted by Walla Walla Walla County on July 1, 2025.

Director Rickard will provide an update regarding College Place's options for Comprehensive Plan amendments for Urban Growth Area (UGA) expansions.

5. CLOSING ITEMS

Subject :	5.01 The next regularly scheduled meeting is August 18, 2026.
Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	5. CLOSING ITEMS

Access :	Public
Type :	Procedural

Public Content

The next regularly scheduled meeting is August 18, 2026.

Subject :	5.02 Conclude
Meeting :	Jul 21, 2026 - College Place Planning Commission - (Hybrid: In-Person & Online)
Category :	5. CLOSING ITEMS
Access :	Public
Type :	Action (Consent), Procedural
Recommended Action :	Make a motion to conclude the February 17, 2026, Planning Commission Meeting.

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.



City of College Place

2026 COMPREHENSIVE PLAN UPDATE



ACKNOWLEDGMENTS

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TABLE OF CONTENTS

1. INTRODUCTION	1	3.2 Existing Conditions	17
1.1 Planning Framework.....	1	3.2.1 Population and Housing Composition	17
1.1.1 What is a Comprehensive Plan?	1	3.2.2 Housing Inventory.....	19
1.1.2 Why We Plan	2	3.2.3 Housing and Household Trends	21
1.1.3 Strategic Framework.....	3	3.2.4 Future Housing Needs and Land Capacity.....	22
1.1.4 Planning Process	4	3.2.5 Housing Needs Allocation.....	22
1.2 Coordination.....	4	3.3 Goals, Policies, and Objectives.....	23
1.2.1 Countywide Planning Policies.....	4		
1.2.2 Regional Coordination	5	4. CAPITAL FACILITIES.....	25
1.2.3 Recent Amendments to the GMA	5	4.1 Purpose.....	25
1.3 Community Overview	6	4.2 Inventory	26
1.3.1 Planning Area Description	6	4.2.1 City Administration	26
1.3.2 History of College Place	7	4.2.2 Public Works	26
1.3.3 Demographics	8	4.2.3 Fire Protection.....	27
2. LAND USE	10	4.2.4 Police.....	27
2.1 Purpose.....	10	4.2.5 Parks, Recreation, and Open Space.....	28
2.2 Land Use Inventory.....	10	4.2.6 Schools.....	28
2.2.1 Future Land Use and Zoning Districts	10	4.2.7 Transportation Facilities.....	29
2.2.2 Urban Growth Area	14	4.2.8 Stormwater.....	30
2.2.3 Land Capacity Analysis	14	4.2.9 Wastewater	32
2.2.4 Demands and Needs Assessment	14	4.2.10 Water	33
2.3 Land Use Goals and Policies	15	4.3 Level of Service Standards	36
3. HOUSING.....	17	4.4 Capital Improvement Program Planning	36
3.1 Purpose.....	17	4.5 Capital Facilities Goals, Policies, and Objectives.....	37

5. UTILITIES.....	39
5.1 Purpose.....	39
5.2 Inventory	39
5.2.1 Water System.....	39
5.2.2 Wastewater System.....	40
5.2.3 Stormwater System	40
5.2.4 Energy	40
5.2.5 Telecommunications	41
5.2.6 Solid Waste	41
5.3 Utilities Goals and Policies	41
6. TRANSPORTATION.....	42
6.1 Purpose.....	42
6.1.1 Walla Walla County Countywide Planning Policies.....	42
6.2 Existing Conditions	42
6.2.1 Streets and Street System.....	42
6.2.2 Pedestrian, Sidewalk, and Bicycle Facilities.....	49
6.2.3 Transit Service.....	49
6.2.4 Rail	52
6.2.5 Aviation.....	52
6.2.6 Water	52
6.3 Level of Service.....	52
6.3.1 Level of Service Standards.....	52
6.3.2 Transportation Concurrency	53
6.3.3 Existing Level of Service.....	53
6.4 Demand and Need	55
6.4.1 Future Conditions.....	56
6.4.2 Future Roadway Network	56

6.4.3 Future Improvements	56
6.4.4 Finance	62
6.5 Transportation Goals, Policies, and Objectives.....	62
7. CLIMATE CHANGE & RESILIENCY ELEMENT	65
7.1 Purpose.....	65
7.2 Legislative Context.....	65
7.3 Existing Conditions and Climate Vulnerability Assessment....	65
7.3.1 Community Overview.....	65
7.3.2 Key Climate Hazards	65
7.3.3 Major Vulnerabilities	66
7.3.4 Resilience Opportunities	67
7.4 Climate Change & Resiliency Goals and Policies.....	67
8. ECONOMIC DEVELOPMENT.....	69
8.1 Overview	69
8.1.1 Purpose	69
8.2 Community & Economic Context	69
8.2.1 Community Profile	69
8.3 Strengths and Weaknesses	73
8.3.1 Existing Conditions Analysis.....	73
8.3.2 Strategic Focus Areas	74
8.3.3 Strategies	76
8.3.4 Partnerships and Organizational Capacity.....	77
8.3.5 Economic Development Funding	79
8.3.6 Metrics and Monitoring	79
8.4 Goals, Policies, and Objectives.....	81



9. PARKS, RECREATION, AND OPEN SPACE 83

9.1 Purpose..... 83

9.2 Supporting Plans and Policies 83

9.2.1 Master Plan Update 83

9.3 Existing Conditions 83

9.3.1 Parks..... 83

9.3.2 Non-Motorized Trail System..... 86

9.4 Level of Service & Park Need..... 87

9.5 Goals and Policies..... 87

9.5.1 Goal Statements 87

9.5.2 Objectives and Policies 88

10. HISTORIC PRESERVATION 91

10.1 Introduction..... 91

10.2 Background 91

10.2.1 Timeline..... 91

10.3 Inventory 92

10.4 Goals, Policies, and Objectives..... 92



1. INTRODUCTION

1.1 PLANNING FRAMEWORK

The Planning Framework provides the foundation for College Place's Comprehensive Plan, which serves as a long-range policy guide for managing growth, development, and public investments. A Comprehensive Plan defines the community's vision and establishes goals, policies, and strategies to ensure decisions about land use, infrastructure, and services align with that vision. We plan to promote sustainable growth, protect community character, and coordinate investments that enhance quality of life. This framework integrates the City's strategic priorities with state Growth Management Act requirements and outlines a structured planning process that includes data analysis, stakeholder engagement, and collaboration with regional partners. Together, these elements create a roadmap for informed decision-making and a resilient future.

1.1.1 What is a Comprehensive Plan?

A comprehensive plan is a management tool designed to guide the allocation of resources and day-to-day decision-making in the city. It is based on a Vision Statement that describes a preferred future for the community and that distinguishes College Place from other communities. A comprehensive plan includes Goals and Policies that describe what the City government hopes to accomplish and how it intends to achieve it. It also includes maps that highlight how land is currently being used and how it will be used in the future. The maps also highlight where the city intends to grow and the public facilities that will be needed to support future growth and development.

Mandatory Elements

The College Place Comprehensive Plan is consistent with the Washington State Growth Management Act (GMA), RCW 36.70A, as originally passed in 1990 and its subsequent amendments, as well as the County-Wide Planning Policies (CPPs) adopted by Walla Walla County.

As required by the GMA, this plan contains the following elements:

Mandatory Comprehensive Plan Elements (RCW 36.70A.070)	Optional Comprehensive Plan Elements
• Land Use • Housing • Capital Facilities Plan¹ • Utilities • Transportation • Climate Change and Resiliency²	• Economic Development³ • Parks and Recreation³ • Historic Preservation⁴
¹Capital Facilities Element includes the GMA-required element regarding the siting of essential public facilities. ²The Climate Change and Resiliency element was added in 2023 as a mandatory element per RCW 36.70A.070(9). ³ These elements are listed as mandatory in RCW 36.70A.070(7) and (8), but they are actually optional because funds have not been appropriated to help pay for preparing them, per RCW 36.70A.070(10). ⁴In addition to the mandatory and optional elements, the City of College Place Comprehensive Plan includes locally adopted elements that reflect community priorities.	

1.1.2 Why We Plan

In Washington State, comprehensive plans are prepared and updated in accordance with the provisions of the Washington State Growth Management Act. This Act includes fifteen statewide goals that local comprehensive plans must address. The fifteen statutory goals identified in the state legislation are summarized as follows:

Growth Management Act Goals

The Washington State Growth Management Act (GMA) establishes a coordinated framework to guide local planning and land-use decisions across the state. These goals are intended to balance environmental protection, economic development, housing needs, transportation systems, and the preservation of rural and natural lands. Together, they provide a foundation for consistent, long-range planning that supports sustainable growth, community well-being, and responsible stewardship of Washington's resources. The following goals, set forth in RCW 36.70A.020, outline the principles that guide comprehensive plans and development regulations throughout the state.

Table 1.1

PLANNING GOALS	
Urban Growth	Guide urban growth to areas where urban services exist or can reasonably be provided
Reduce Sprawl	Reduce urban sprawl
Transportation	Encourage an efficient multi-modal transportation system
Housing	Encourage the availability of affordable housing to all economic segments of the population
Economic Development	Encourage economic development throughout the state
Property Rights	Assure private property is not taken for public use without just compensation
Permits	Encourage predictable and timely permit processing
Natural Resource Industries	Maintain and enhance natural resource-based industries
Open Space & Recreation	Encourage retention of open space and development of recreational opportunities
Environment	Protect the environment and enhance the State's quality of life
Citizen Participation & Coordination	Encourage the participation of citizens in the planning process
Public Facilities & Services	Ensure adequate public facilities and services necessary to support development
Historic Preservation	Identify and preserve lands and sites of historic and archaeological significance
Climate Change & Resiliency	Plan for climate adaption, reduce emissions, increase resilience, and advance environmental justice
Shorelines	Apply shoreline management policies as part of the comprehensive planning for shoreline areas

The Growth Management Act also provides that comprehensive plans must be consistent with locally adopted countywide planning policies and the plans of neighboring jurisdictions. In addition, the Act requires cities to periodically update their comprehensive plans and provide early and continuous opportunities for public involvement when reviewing and updating these plans. Comprehensive plans are implemented through a variety of tools and resources including Development Regulations, which establish the standards that new growth and development must meet, as well as related planning documents such as the City's annual budget, capital facilities plan, and related plans such as the City's Parks, Recreation, and Open Space Plan.

1.1.3 Strategic Framework

This section establishes the foundation for College Place's future by outlining the community's vision, key priorities from the 2025–2035 Strategic Plan, and the Comprehensive Plan goals. Together, these elements provide direction for policy decisions, resource allocation, and coordinated growth strategies.

Vision

The College Place City Council adopted the following Vision Statement as part of their 2025-2035 Strategic Plan to describe what the community would like to be in the future. It is a statement of what the City Council is working towards, and it is the foundation of this Comprehensive Plan.

"College Place is a welcoming, vibrant, diverse, safe, and walkable city with a flourishing downtown. It is rich in academics, community events, engagement, acceptance, and respect. Residents and visitors enjoy a community of connectedness, collaboration, recreation, and service. It boasts available housing, robust commercial growth, sustainable financial stewardship, and thoughtful planning for all generations."

Strategic Plan (2025-2035)

The key priorities listed below were identified through the research and engagement process that led to the creation of the Strategic Plan. These priorities reflect the most critical focus areas for College Place.



A CONNECTED COMMUNITY – College Place is a connected, informed, and engaged community where residents, businesses, and institutions actively collaborate to achieve the vision of the community.



A SAFE COMMUNITY – Cultivate a safe, secure, and well-lit community where residents, businesses, and institutions thrive, supported by robust law enforcement, fire protection, and proactive safety initiatives.



A FUN COMMUNITY – Establish College Place as a vibrant hub of recreation, culture, and connection, fostering a sense of belonging while attracting regional, state, and national attention.



AN AFFORDABLE COMMUNITY – Foster a balanced, thriving community where affordable living is achievable through strategic policy, economic growth, and resource stewardship.



A RESILIENT COMMUNITY – Develop College Place into a resilient, sustainable, and prepared community, capable of withstanding challenges while maintaining essential services and infrastructure.

Comprehensive Plan Goal Statements

- **Community Character & Identity** - Protect and celebrate the small-town charm, history, and livability that define College Place.
- **Governance & Civic Life** - Foster inclusive, transparent governance and strong partnerships with local institutions.
- **Economic Vitality & Workforce** - Strengthen and diversify the local economy through targeted development, business support, and workforce growth.
- **Housing & Neighborhoods** - Ensure all residents have access to quality, diverse, and affordable housing options.
- **Infrastructure & Services** - Maintain and enhance the city's infrastructure, transportation network, and utilities to support growth and quality of life.
- **Sustainability & Environment** - Shape a sustainable, connected, and vibrant physical environment that supports people and place.

1.1.4 Planning Process

The update of the College Place Comprehensive Plan began in 2024 and was designed to ensure compliance with the Washington State Growth Management Act while reflecting the community's evolving needs and priorities. The process included a thorough review of existing City plans, recent accomplishments, and demographic trends.

Key steps in the planning process included:

- **Stakeholder Engagement:** Stakeholder engagement included interviews and the formation of a Technical Advisory Group (TAG), with key members of the community, identified by City staff, to understand what is working well, what could be improved, and what might be missing from the community.
- **Joint Workshops:** Collaborative sessions with the City Council, Planning Commission, and City Staff to review accomplishments, assess feedback, and provide regular project status updates.
- **Data Analysis:** Preparation of updated demographic profiles and land use analysis, including an assessment of vacant and developable land.

- **Public Input:** Community surveys and outreach activities to gather feedback on planning priorities and specific topics such as housing, economic development, and land use.
- **Technical Review:** Ongoing meetings with advisory boards and commissions, including TAG and City staff, to review content throughout the process and ensure alignment with priorities, while continuing technical review sessions as the project progresses.
- **Public Events:** Open houses and public meetings to share findings, review draft updates, and collect additional input.

Following public review and agency comment periods, revisions will be incorporated before final adoption by the City Council. After adoption, the City will update development regulations to ensure consistency with the Comprehensive Plan and continue implementing improvement projects that advance the community's vision.

This document includes the Vision Statement, Goals, and Policies that guide future decisions, supported by technical studies and detailed strategies for priority topics such as economic development, housing, and parks and recreation.

1.2 COORDINATION

Effective coordination is essential to ensure that the Comprehensive Plan aligns with regional priorities, state requirements, and local community needs. Coordination involves collaboration with neighboring jurisdictions, regional agencies, tribal governments, and state entities to address issues that cross boundaries, such as transportation, housing, utilities, and environmental protection. This approach promotes consistency, reduces duplication of efforts, and leverages shared resources for greater efficiency.

1.2.1 Countywide Planning Policies

The Walla Walla County Countywide Planning Policies (CPPs) provide a unified framework to ensure consistency among all jurisdictions within the county. These policies coordinate planning efforts across city and county boundaries, guiding decisions related to growth management, land use,

transportation, housing, public facilities, and environmental protection. The CPPs ensure that College Place's Comprehensive Plan aligns with regional objectives, supporting coordinated urban growth, protection of critical areas, efficient infrastructure planning, and sustainable development patterns.

To support collaboration and ensure effective implementation of these policies, the CPPs established an Advisory Council composed of representatives from Walla Walla County and its cities. This council provides a formal mechanism for communication, joint problem-solving, and coordinated planning. Through its work, the Advisory Council helps maintain consistency between local plans, promotes shared regional priorities, and strengthens interjurisdictional cooperation throughout the planning process.

See Appendix A for the Walla Walla Countywide Planning Policies.

1.2.2 Regional Coordination

Regional coordination is critical for addressing shared challenges and opportunities. The City of College Place collaborates with:



Walla Walla County on land use, annexations, and infrastructure planning.



Walla Walla County Metropolitan Planning Organization (MPO) on regional transportation planning and funding priorities.

Neighboring jurisdictions and agencies to align economic development, housing strategies, and emergency services. This collaboration ensures that College Place remains integrated into regional systems for transportation, utilities, and economic growth.

1.2.3 Recent Amendments to the GMA

Since the last update in 2019, the Washington State Legislature has made several significant changes to the Growth Management Act (GMA). These updates, enacted in 2022, represent a renewed statewide investment in local planning and community development. The new legislation focuses on addressing housing availability, improving coordination with tribes, supporting rural economic development, and streamlining planning processes.

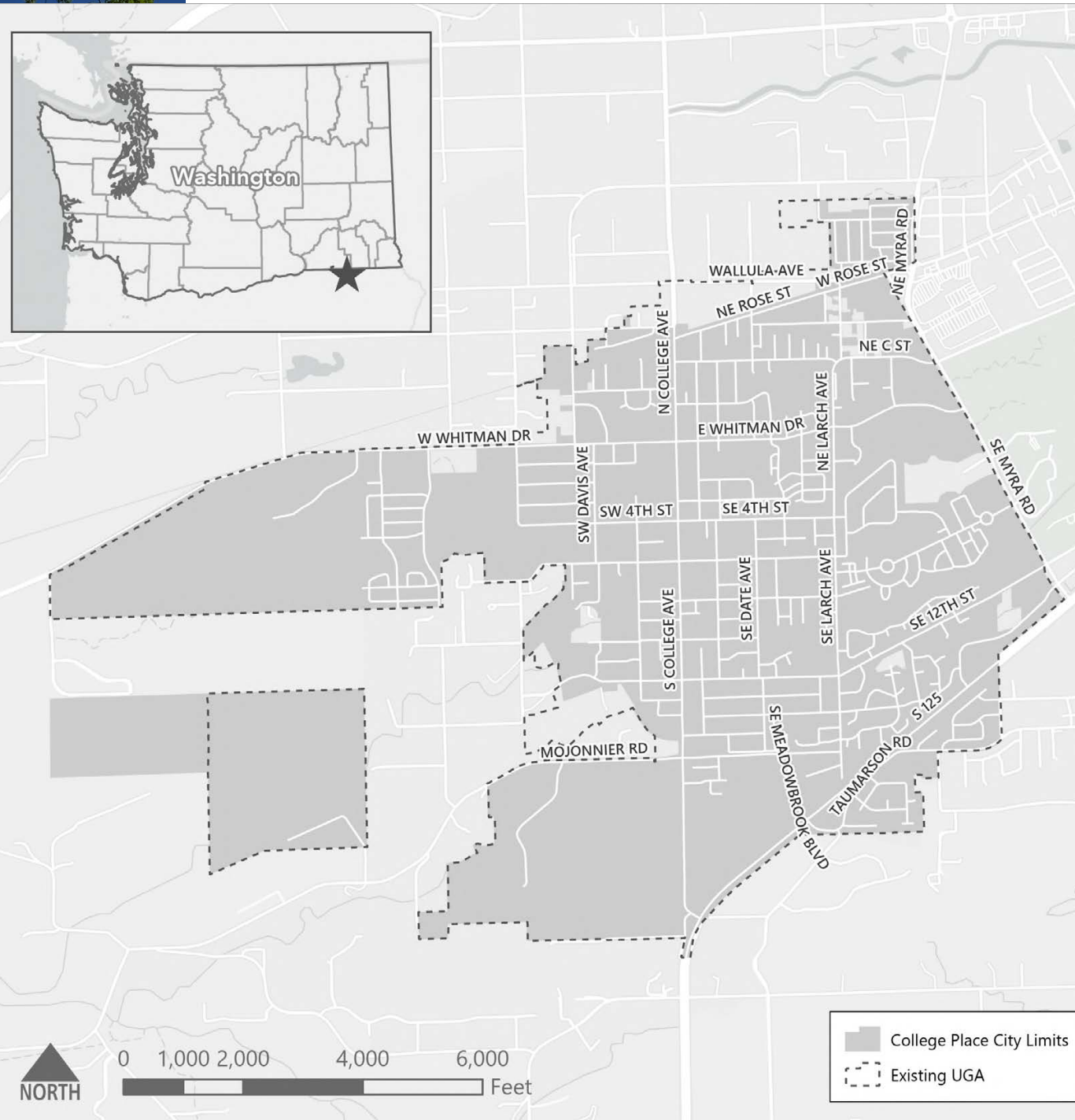
Under the new laws, jurisdictions must plan for and accommodate a broader range of housing types, including emergency and affordable housing, as well as tiny homes. The periodic update schedule for Comprehensive Plans and Shoreline Master Programs has been extended from eight to ten years, with new requirements for mid-cycle progress reports. Local governments are now required to engage with regional tribes during planning processes to ensure tribal interests and knowledge are incorporated into local decision-making.

Additional updates provide greater flexibility for rural communities to adjust Urban Growth Area (UGA) boundaries, support new economic development opportunities, and reduce barriers to housing construction by limiting certain SEPA and GMA appeals. Collectively, these changes reflect the state's commitment to making planning more responsive, equitable, and effective across all communities, large and small, urban and rural alike.

Below is a list of GMA-related legislation that has been enacted since 2019, and that applies to the City of College Place:

- » HB 1220: Jurisdictions must plan for and accommodate, rather than encourage the availability of emergency and affordable housing
- » HB 1241: Changes the Periodic update and SMP cycles from 8 to 10 years. Requires a 5-year implementation progress report and an annual work program for select jurisdictions
- » HB 1717: New regulations for cities and counties to include local and regional tribes in planning processes and decisions
- » HB 2001: Expands the ability to build tiny houses
- » SB 5042: Changes the initial effective date of certain actions under the GMA
- » SB 5118: Supports successful reentry for juveniles, amending the definition of "essential public facilities"
- » SB 5235: Increasing housing unit inventory by removing arbitrary limits on housing
- » SB 5275: Enhances opportunity in LAMIRDs
- » SB 5368: Encourages rural economic development
- » SB 5593: Allows a county to make revisions to a UGA boundary to accommodate patterns of development
- » SB 5818: Promoting housing construction in cities through amendments to and limiting appeals under SEPA and GMA

FIGURE 1.1 - Regional Map



1.3 COMMUNITY OVERVIEW

1.3.1 Planning Area Description

College Place is situated in Walla Walla County in southeastern Washington, adjacent to the city of Walla Walla. The city covers approximately 3.4 square miles and features a mix of residential, commercial, and institutional uses.

Physical Setting

The region is part of the larger Walla Walla Valley, known for its fertile soil and agricultural production. The terrain is relatively flat, while the nearby Blue Mountains to the east provide a scenic backdrop, offering stunning views and recreational opportunities.

College Place experiences a semi-arid climate characterized by hot, dry summers and cool, wet winters. Average summer temperatures reach the high 80s°F, while winter temperatures typically range from the mid-20s°F to mid-40s°F. Precipitation (about 18 to 20 inches of rainfall annually) is concentrated between the fall and spring months, with occasional snowfall.

The area surrounding College Place includes a mixture of agricultural land, vineyards, and rolling hills, contributing to the region's picturesque landscape. The nearby Walla Walla River adds to the natural beauty and is a vital water and recreation source for the community and surrounding agriculture.

1.3.2 History of College Place

The area history is sourced from the previous plan and has been modified to include updated information between 2018 and 2025.

College Place began as a center for Seventh-day Adventists in the Pacific Northwest. The first Adventist churches in the Northwest were founded in Walla Walla and Milton, Oregon, in the 1870s. When Adventists sought to establish a post-secondary school in the Pacific Northwest, they chose a location between their congregations in Milton and Walla Walla, on a 40-acre parcel of property donated by Nelson G. Blalock, MD, a physician, orchardist, mayor of Walla Walla, and regional entrepreneur. Adventists began to move to the area around the future campus site, and in 1892, as Walla Walla College was under construction, early residents voted to name their community "College Place."

Students throughout the northwest were recruited for the College, bringing many families to College Place. The increase in population brought additional growth in the form of a post office in 1892 and an increase in the need for employment. Many families wanted to live near the college and support their families with orchards and vegetable gardens; however, irrigated water was not easily sourced, presenting a challenge to early settlers in the area. Artesian wells were located, providing adequate water for farming, and College Place continued growing as the church sold land for agriculture.

While the College struggled financially in its early years, it continued to attract students to the area. As the area grew, improvements to the town center were made. In 1905, Main Street was graded, and by 1924, parts of College Avenue were paved, with thin gravel on the residential streets.

The Mill Creek dam collapsed in 1931 after heavy rain, leaving many College Place residents in waist-deep water. In 1940, the town's wooden pipes were replaced with stainless steel pipes.

During World War II, Adventist regional offices moved from College Place and Walla Walla to larger Northwestern cities (Spokane and Portland) due to tire and gas rationing for automobiles and thus the need for enhanced rail service.

After the end of World War II, College Place experienced growth. The need for fire and water improvements led to pressure for the

village to incorporate. After several fires in the area, it was made clear that the residents would benefit from enhancements to the outdated and inadequate fire equipment used by their volunteer firefighters. Residents also wanted additional police protection, streetlights, traffic control, garbage, and sewer services. Others were concerned with taxes associated with incorporation, but the incorporation measure passed 193-145, and College Place was incorporated in 1946, with a population of 1,851.

Postwar veterans came to the area on the G.I. Bill, tripling the enrollment at Walla Walla College between 1945 and 1950. Walla Walla was also expanding, bringing the two towns closer together. By 1951, the population of College Place had almost doubled, reaching 3,266. Trash collection was provided, a city hall and a firehouse were built on College Avenue, and a volunteer fire department was organized.

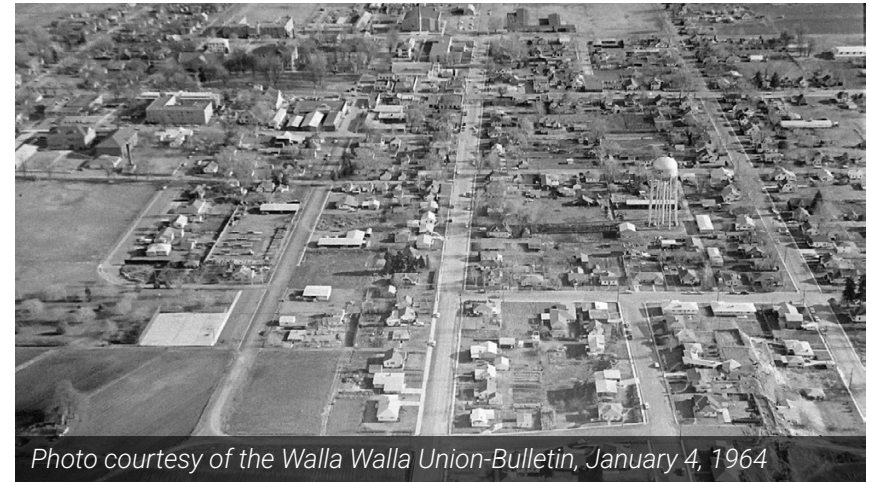


Photo courtesy of the Walla Walla Union-Bulletin, January 4, 1964

Since its incorporation and postwar growth, College Place has experienced measured growth as a residential community. The first park, Lions Park, was founded on land donated by Virginia Davin in 1965. Although Walla Walla University is still a major source of employment and attracts numerous residents to College Place, the city's population has become increasingly diverse. In 1975, the budget for curbing, grading, paving, and sidewalk construction was increased. By 1979, it was clear that there was an additional need for bus transportation for its rising population and senior citizen community. The Walla Walla County Commissioners established the Walla Walla County Public

Transportation Benefit Area, and in 1981 Valley Transit began bus service in Walla Walla and College Place. In the early 1980s, College Place tied into Walla Walla's water system to prevent the lowering of the aquifer. In the mid-90s, College Place and Walla Walla prepared a coordinated water-system plan, and it was determined that College Place had projected water supplies to meet needs through 2022.

Walla Walla College was renamed Walla Walla University in 2007 and registered nearly 2000 students in 2013. College Place is still known for its family-friendly, quiet, and charming character. By 2020, its increasingly diverse population had reached 9,902. The city has a thriving main street and a highway business district. Walmart opened in College Place in 2001, contributing to expanded retail activity, and Home Depot followed with its store opening in 2004, further strengthening the city's commercial landscape. The city's population is projected to grow to 13,341 by 2046.

After 2017, College Place parks became more extensively used to support community events. Lions Park is home to the Farmers Market that is held every Thursday throughout the summer. Movies at the Park is an event typically held four times a summer at Lions and Kiwanis Parks. Based on a 2017 community survey, many residents indicated the need for youth recreation programming. Since that time, the city has partnered with the United Way of the Blue Mountains to underwrite a summer camp program. Prior to the COVID pandemic, it was put on by Camp Fire, a youth development organization, but it has since been provided by the YMCA.

In 2018, the city completed a remodel of Kiwanis Park that included pickleball courts, basketball courts, restrooms, and replaced some irrigation. In 2018, the city and neighboring jurisdictions with the Walla Walla Metropolitan Planning Organization, adopted the Blue Mountains Regional Trails Plan.

This was the first time a coordinated bike trails and walking paths plan was created/adopted by the greater Walla Walla Valley. The City of College Place accepted a parcel of land that was owned by Cascade Natural Gas, on which volunteers and city crews constructed Perseverance Park in 2021 at the southwest corner of 12th Street and Newgate Drive.

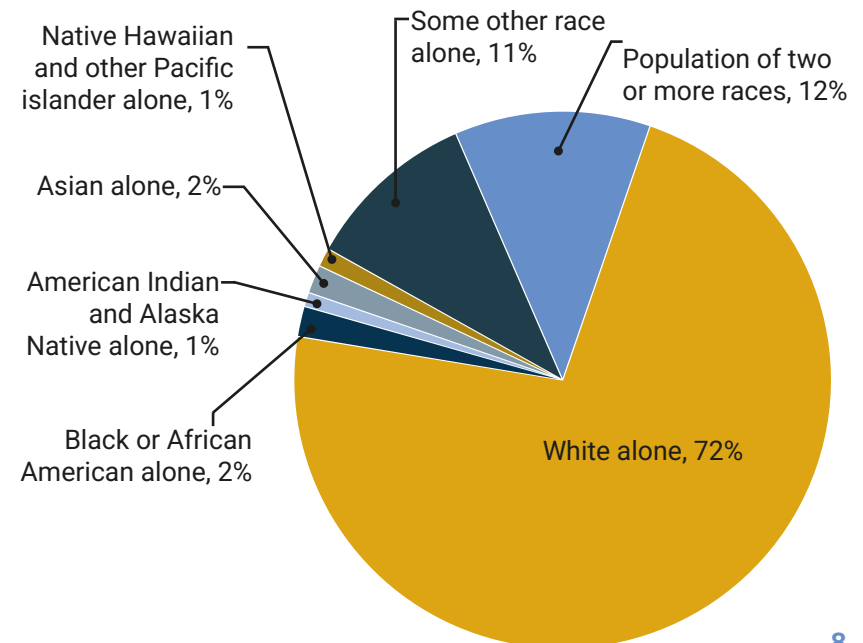
In 2019, the City also accepted one acre of park property and equipment in the Hayden Homes Homestead Subdivision located between Doan's and Homestead Avenues and south of 4th Street, which became Veterans Park. The local VFW group spearheaded fundraising to develop a Korean War Memorial on the site dedicated in 2023. The city also inherited one-half acre of parkland from the Autumn Meadows Homeowners Association on the west side of the Newgate & Falbo intersection. The Lions Park renovation was completed in 2025 and includes a splash pad, exercise equipment, pond restoration with separation from Garrison Creek, dredging, wildlife habitat enhancements, and a fishing dock, as well as a new inclusive playground and new restrooms.

1.3.3 Demographics

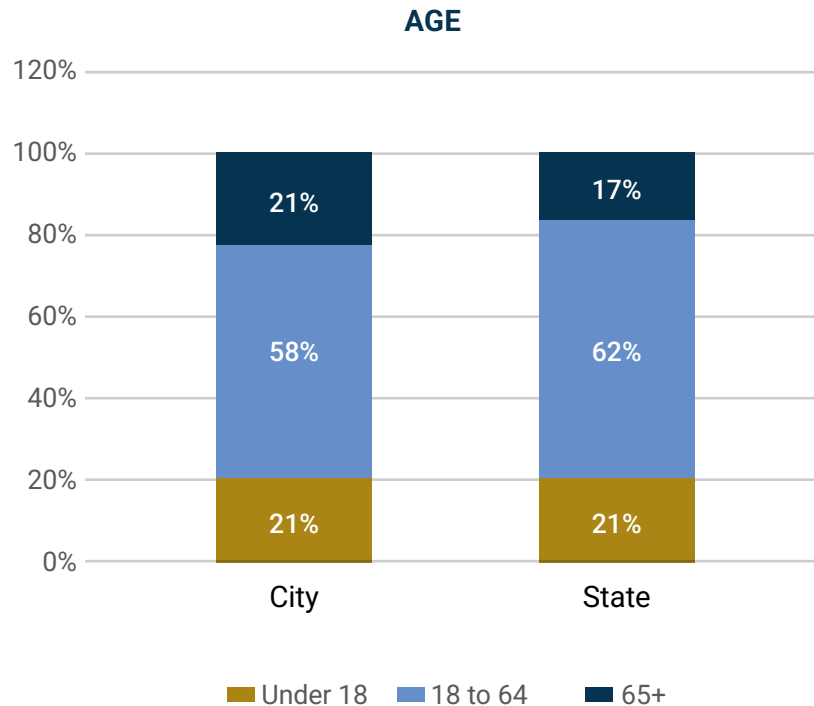
The 2024 population of College Place was 9,945 (Washington State Office of Financial Management (OFM) -2024 Estimate). Based on countywide growth allocations and recent trends, the City's population is projected to reach approximately 13,341 by 2046, an increase of 3,439 residents over the planning horizon.

RACIAL COMPOSITION OF THE POPULATION

Source: U.S. Census Bureau. "RACE." Decennial Census, DEC Redistricting Data (PL 94-171), Table P1.



The City of College Place has grown and become more culturally diverse. Approximately one-third (29%) of College Place residents identified as racial or ethnic minorities. This increased from the 2010 decennial census, when racial and ethnic minorities accounted for approximately 14% of the population. Comparing this data to the state average of 36% of residents identifying as racial or ethnic minorities, College Place aligns with the state's cultural diversity.



Age

The age composition of the city reflects a balanced demographic structure, with notable similarities, and a few key differences, compared to statewide patterns. In the City, 21% of residents are under the age of 18, matching the statewide share of youth. The working-age population, those 18 to 64, represents 58% of the City's population, which is slightly lower than the statewide average of 62%. Meanwhile, residents 65 and older make up 21% of the City's population, a larger proportion than the statewide figure of 17%.

Overall, the City's median age of 32.3 indicates a relatively young community when compared with many Washington jurisdictions. The combination of a strong youth population and an elevated share of older adults suggests a community with diverse service, housing, and infrastructure needs, spanning schools and childcare to healthcare and senior services. The slightly smaller share of working-age adults may also influence labor force dynamics and long-term economic planning.

Households

The total number of housing units for the City of College Place according to the Land Capacity Analysis (2025), was 4,176. This is a 10.9 percent increase from 2010, when there were 3,766 total housing units. Of the total housing units, approximately 6 percent are vacant.

The average family size is 2.77 in College Place, compared to 2.63 statewide.

Employment and Income

The City of College Place attracts employers from various sectors, with the largest concentrations in education, health care, and social assistance (43.1 percent). The next leading industry is retail trade (12.4 percent).

The city has an employment rate of 61.7 percent versus 65 percent statewide. The median household income in College Place is \$61,914 per year.

Other Demographic Identifiers

Veterans make up 8.2% of the city's population, compared to the 7.5% at the state level.

In College Place, 16% of the population identifies as having a disability, which is higher than the state average of 14%. This highlights the importance of ensuring accessibility, inclusive services, and community support for all residents.

2. LAND USE

2.1 PURPOSE

The Land Use Element serves as the foundation for guiding future growth and development in College Place. Its primary purpose is to establish a desired land use pattern, set goals, and provide a policy framework for decisions affecting public and private property within city limits and the Urban Growth Area (UGA). Consistent with the Washington State Growth Management Act (GMA) and Walla Walla County's Countywide Planning Policies, this element addresses population growth, land use inventory, land capacity analysis, and a demands and needs assessment. It promotes sustainable development, environmental justice, and wildfire risk reduction while coordinating with regional partners. As part of the periodic update process, the City reviews current land use, evaluates vacant land capacity, and ensures alignment with long-term vision and growth projections. This comprehensive approach links land use with transportation, housing, and other plan elements to create a balanced, resilient, and livable community.

2.2 LAND USE INVENTORY

2.2.1 Future Land Use and Zoning Districts

The City of College Place Future Land Use Map identifies the preferred land use and development pattern for the city and demonstrates how the city will accommodate projected population and employment growth through the year 2046. The Future Land Use Map consists of the following land use designations, which will be used to evaluate proposed changes to the Official City Zoning Map. Proposed rezones must be consistent with the land use designations as follows, or they cannot be approved.

Table 2-1

Future Land Use Designations	Zoning Districts
College Avenue District	Downtown Mixed Use (DMU)
Commercial	General Commercial (GC)
Light Industrial	Light Industrial (LI)
Residential	Single-Family Residential (SFR) Multi-Family Residential (MFR)
Manufactured Housing	Manufactured Housing/Mobile Home Park (MHP)
Public Uses	Public Use* (PU)
Walla Walla University	University District (UD)

**It should be noted however, that if a publicly owned parcel that is zoned public use is sold to a private party, it shall be rezoned through an administrative determination consistent with the neighboring properties.*

Zoning Districts

COLLEGE AVENUE DISTRICT

Downtown Mixed Use (DMU) - The Downtown Mixed-Use zoning district was created to implement the College Avenue sub-area plan and promote well-designed, higher-density development. Its purpose is to encourage a vibrant mix of commercial and residential uses along College Avenue, transforming the corridor into an active, dynamic area over time.

COMMERCIAL

General Commercial (CG) - The purpose of the General Commercial zoning district is to provide a location for the concentrated grouping of diversified retail trade, administrative, and professional offices and services.

LIGHT INDUSTRIAL

Light Industrial (IL) - The purpose of the Light Industrial zoning district is to provide for the location and grouping of industrial activities that do not generate offensive external impacts such as excessive noise, pollution or emissions, involve limited assembly, fabrication and handling of products, including research and

technological processes, and do not create exceptional demands upon public facilities and services.

RESIDENTIAL

Single-Family Residential (SFR) - The purpose of the Single-Family Residential zoning district is to stabilize and protect residential neighborhoods; to prevent intrusion by incompatible uses; and to permit principal and accessory uses which will enhance the district's single-family residential character.

Multi-Family Residential (MFR) - The purpose of this zone is to accommodate multi-family residences in the vicinity of existing high-density residential areas, institutions, commercial areas, and major transportation routes, in general. In addition, the MFR district encourages efficient residential use while still maintaining a desirable living environment for its inhabitants.

MANUFACTURED HOUSING

Manufactured Housing/Mobile Home Park District (MHP) - The purpose of the Manufactured Housing/Mobile Home Park zoning

district is to accommodate the placement of manufactured homes in designated park developments where individual spaces are leased or rented and not sold to the occupants.

PUBLIC USES

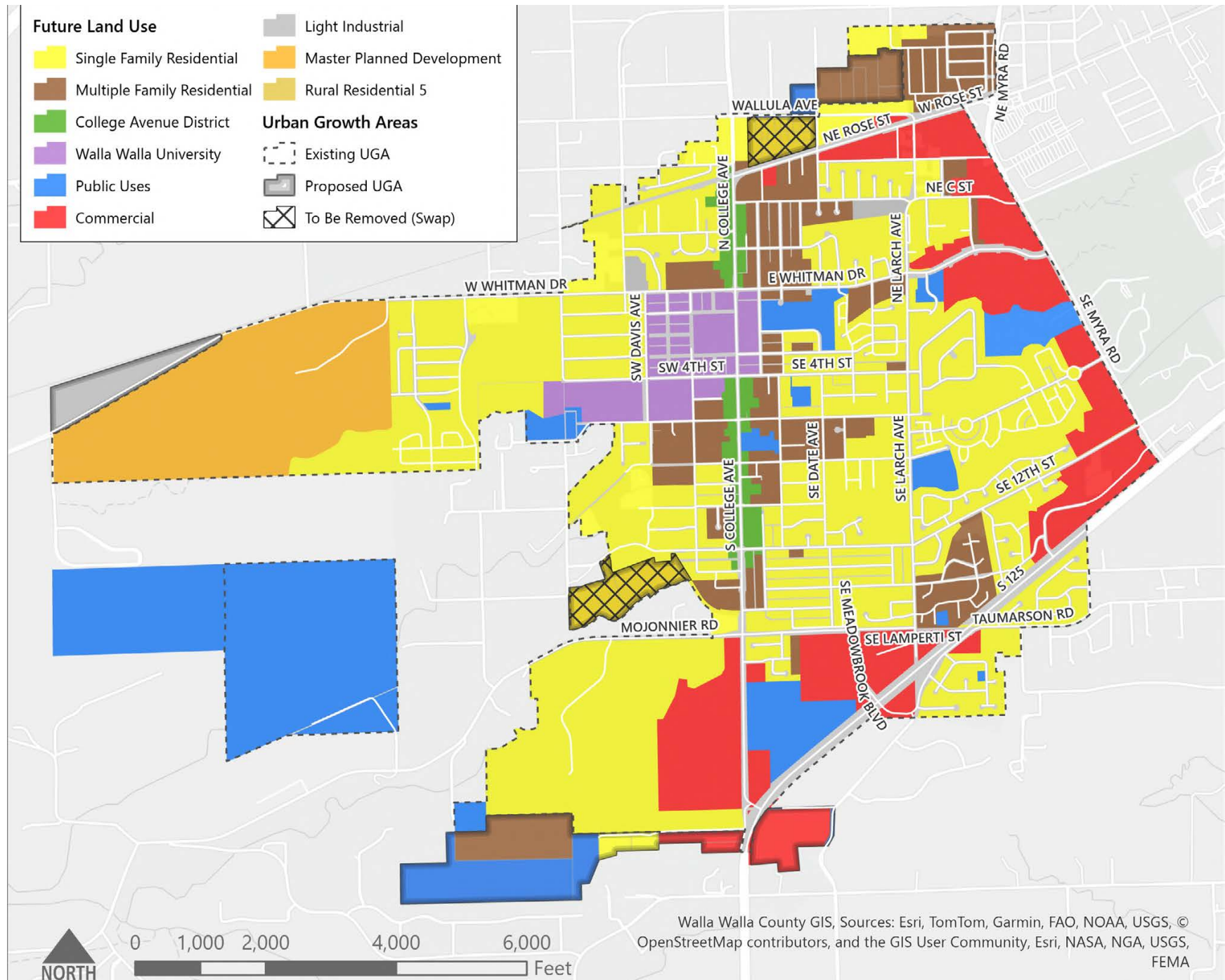
Public Use (PU) - The purpose of the Public Use zoning district is to provide for the retention of lands necessary for open spaces, parks, K-12 schools, and city facilities such as the City Hall campus.

WALLA WALLA UNIVERSITY

University District (UD) - The purpose of the University zoning district is to promote the use and development of properties on and in the immediate vicinity of the Walla Walla University Campus in accordance with the provisions of a master plan and to promote the compatibility of uses between the university and neighboring properties.



FIGURE 2.1 – Future Land Use Map



LAND USE



2.2.2 Urban Growth Area

In addition to the city limits, the College Place Urban Growth Area includes selected lands in unincorporated Walla Walla County, adjoining the city, which is characterized by urban development and/or where urban services exist or can be provided.

The Urban Growth Area is established through a collaborative effort of the City of College Place and Walla Walla County and requires approval by the Board of County Commissioners. The boundaries of the Urban Growth Area contained in this Comprehensive Plan have been adjusted to provide sufficient land to ensure that the City can accommodate the population growth projected for the City in the year 2046, an increase of 3,439 people. It is important to note that this includes not only additional land suitable for residential development but also land suitable for commercial, light industrial, and public use development. Examples of public-use land include parks and recreational areas, schools and educational facilities, and essential utility sites such as municipal wells and wastewater lift stations. This is a particularly important consideration, as the economic base of the city must be able to grow for the city to be able to provide the necessary services to support the projected population growth. In other words, new residential development is sustainable only if there are corresponding commercial and industrial developments.

2.2.3 Land Capacity Analysis

As part of the process to review and revise the Urban Growth Area boundaries, a recent Land Capacity Analysis (LCA) was prepared for the City. This updated LCA documented that while College Place has sufficient vacant residential land to meet projected population growth through 2046, additional land will be needed beyond that horizon. The analysis also identified a shortfall in multi-family housing capacity and a deficit of commercial and industrial land needed to support employment growth. As a result, future adjustments to the College Place UGA will be necessary. The full LCA document can be found in Appendix 2-A.

2.2.4 Demands and Needs Assessment

Residential Demand

College Place is planning for significant growth through 2046, with its population projected to increase by approximately 3,439 residents, reaching 13,341. To accommodate this growth, the city will need an additional 1,504 housing units. While the Land Capacity Analysis shows that the city has sufficient overall residential capacity under current zoning, primarily in single-family areas, there is a critical shortfall in multi-family housing. The analysis identifies a deficit of 382 multi-family units, requiring 32 acres of additional land zoned for higher-density development. Addressing this gap will require strategies such as rezoning, density increases, and targeted Urban Growth Area (UGA) expansions.

Employment Demand

Employment growth presents an even greater challenge. The County's allocation anticipates 1,504 new jobs by 2046, but fair-share projections suggest the city may need to accommodate up to 3,701 jobs to achieve a balanced jobs-to-housing ratio. Current land capacity supports only 1,194 jobs, leaving a deficit of at least 307 jobs under the County target and a much larger gap under fair-share scenarios. To meet even the minimum employment target, the city will need approximately 51 additional acres of commercial and industrial land, 30 acres for general commercial uses, and 21 acres for light industrial development. This need underscores the importance of expanding economic development opportunities alongside residential growth.

UGA Implications

These findings have direct implications for the Urban Growth Area. While the City's existing UGA provides some capacity, adjustments will be necessary to ensure adequate land for multi-family housing and employment uses. Proposed strategies include UGA swaps to replace undevelopable land with more suitable areas, targeted expansions near SR-125 and the northwest UGA boundary, and zoning amendments to increase flexibility and development potential. Without these measures, College Place risks falling short of its housing and employment goals, limiting its ability to sustain growth and maintain a strong economic base.

2.3 LAND USE GOALS AND POLICIES

LU Goal-1: Preserve the City's small-town character: family oriented, friendly, safe, clean, and fiscally sound.

Policies:

- » LU 1-1: Ensure that new development contributes positively to the visual quality and overall appearance of the city.
- » LU 1-2: Promote active participation by residents and property owners in shaping neighborhood plans, public improvements, zoning updates, and other community planning efforts.
- » LU 1-3: Focus growth within connected, accessible neighborhoods to minimize sprawl and foster a safe, attractive, and easy-to-navigate community.
- » LU 1-4: Promote land use patterns that support walking, biking, and transit, and reduce per-capita Vehicle Miles Traveled (VMT) while avoiding increases in emissions elsewhere in the state.
- » LU 1-5: Designate and maintain open space corridors within and between UGAs that support recreation, habitat, trail connectivity, and community forest systems.
- » LU 1-6: Incorporate environmental justice considerations into land use decisions and avoid increasing environmental health disparities.
- » LU 1-7: Reduce wildfire risk through land use planning, siting practices, and wildfire-resilient development standards.

LU Goal-2: Ensure land use regulations are clear, flexible, predictable, and aligned with community values.

Policies:

- » LU 2-1: Maintain an efficient, consistent, and reliable development review process.
- » LU 2-2: Simplify development regulations and update zoning as needed to support predictable, efficient review that reduces barriers to desired development.
- » LU 2-3: Allow existing residential and agricultural activities to continue until such time that the property owner is ready to change uses.
- » LU 2-4: Address regional flooding, drainage, and stormwater issues and guide corrective actions to reduce pollution entering the waters of the state.
- » LU 2-5: Protect critical areas using best available science and give special consideration to measures that preserve or enhance anadromous fish habitat.

- » LU 2-6: Protect the quality and quantity of groundwater used for public water supplies through land use designations, critical aquifer recharge standards, and development regulations.

LU Goal-3: Coordinate land use planning with regional partners, including Walla Walla County, City of Walla Walla, Port of Walla Walla, and educational institutions, to ensure compatible and efficient development.

Policies:

- » LU 3-1: Establish and maintain a shared vision for land use and development with educational institutions (School District, private schools, Walla Walla University).
- » LU 3-2: Maintain a mutually beneficial planning partnership with Walla Walla County and the City of Walla Walla for development review near shared boundaries and infrastructure.

LU Goal-4: Provide adequate land capacity within the Urban Growth Area to meet long-term residential, commercial, and industrial needs.

Policies:

- » LU 4-1: Maintain sufficient land in the Urban Growth Area (UGA) to meet projected population growth and support City services.
 - LU 4-1-a: Work with Walla Walla County, City of Walla Walla, and the Port to support expansion of the UGA for commercial and industrial development, without harming agricultural lands of long-term commercial significance.
 - LU 4-1-b: Prioritize UGA expansion along the SR-125 corridor.
- » LU 4-2: Allow siting of organic materials management facilities in designated priority areas to meet required processing capacity in accordance with county solid waste management plans.
- » LU 4-3: Identify and preserve land suitable for public facilities—such as utility corridors, transportation routes, schools, stormwater facilities, and parks—and coordinate acquisition priorities with the County and state agencies.
- » LU 4-4: Identify, designate, and preserve lands suitable for current and future public purposes, including, but not limited to, utility corridors, transportation corridors, solid waste management facilities, landfills, sewage and wastewater treatment facilities, stormwater management facilities, parks and recreation areas, schools, emergency services, and other public facilities, consistent with adopted population forecasts and long-term service needs.

LU Goal-5: Protect Agricultural Lands of Longterm Commercial Significance (ALLTCS) surrounding the city from incompatible development.

Policies:

- » LU 5-1: Encourage agrarian-compatible uses that do not require urban services, preserving the rural character while supporting economic opportunities.
- » LU 5-2: Coordinate with the County to ensure rural and agricultural areas are not adversely affected by UGA expansion efforts.

LU Goal-6: Support aviation-compatible land uses and safe development patterns around Martin Airfield.

Policies:

- » LU 6-1: Support long-term viability and safety of Martin Airfield through coordinated land use planning and zoning.
 - LU 6-1-a: Develop and adopt an overlay zone that restricts building heights, mitigates noise impacts, and prohibits uses that attract large gatherings (e.g., schools, churches, hospitals).
 - LU 6-1-b: Advocate for Martin Airfield's designation as a special rural land use in the County Comprehensive Plan to ensure long-term compatibility.
 - LU 6-1-c: Support the creation of a county zoning district tailored to aviation-related land use, protecting runway safety zones and clear areas.
 - LU 6-1-d: Facilitate ongoing consultation with property owners, aviation authorities, and local government to maintain alignment on land use policies.
 - LU 6-1-e: Establish procedures for reviewing development proposals within the airport influence area to ensure adherence to safety and compatibility standards.
- » LU 6-2: Discourage incompatible uses near general aviation airports and coordinate plan and code updates with WSDOT Aviation and airport operators, filing required notices and amendments as mandated.



3. HOUSING

3.1 PURPOSE

The Housing Element is prepared to comply with the mandatory requirements of the Washington State Growth Management Act (GMA) (RCW 36.70A.070), which requires all fully planning jurisdictions to plan for existing and projected housing needs for all economic segments of the population. Consistent with recent state legislation, this element establishes policies and strategies that all Washington jurisdiction must adopt to accommodate a full range of housing types, including emergency shelters, transitional housing, and permanent supportive housing, and to remove local regulatory barriers that limit their development.

This chapter provides a state-directed framework to preserve and enhance the vitality and character of established neighborhoods while planning for future growth. It requires identification of sufficient land capacity for diverse housing options, including middle housing types such as duplexes and townhomes within urban growth areas, and promotes proximity between housing and employment centers. In alignment with GMA amendments, the element evaluates local development regulations to identify and address affordability constraints, displacement risks, and racially disparate impacts resulting from historical land use practices.

In accordance with state law, the Housing Element incorporates anti-displacement and equitable development policies that all jurisdictions are required to implement. These policies are intended to ensure that housing strategies increase access to opportunity, protect existing residents, and affirmatively further fair housing. The element also addresses accessory dwelling units and other housing choices as required tools to expand housing supply and affordability, ensuring compliance with statewide housing planning objectives and consistent application across jurisdictions.

3.2 EXISTING CONDITIONS

3.2.1 Population and Housing Composition

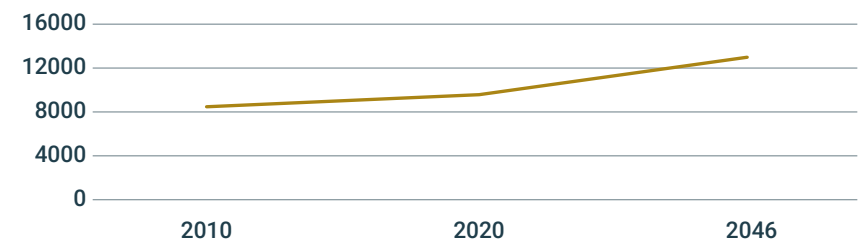
Age of Population

College Place's population reflects a diverse age distribution, with a noticeable concentration among college-aged and older adults. The median age is 32.3 years. The largest cohorts include residents between 18 and 24 years, with over 2,000 individuals (21%) in this range, which is consistent with the presence of a local university and related student housing demand. Middle-aged adults (ages 35–54) form a smaller share (19%) compared to younger and older groups, suggesting fewer households in their peak earning years.

Children under 18 represent a meaningful segment (23%), with 2,268 individuals, indicating a continued need for family-oriented services and amenities. The senior population is also significant, with nearly 1,900 residents (19%) aged 65 and older, including a notable concentration in the 70–74 age range. Female residents outnumber males in most older age brackets, reflecting broader demographic patterns of longer female life expectancy.

Overall, College Place's age profile suggests a community shaped by its educational institutions and an aging population, with implications for housing diversity, student accommodations, and age-friendly design to support older residents.

PROJECTED POPULATION INCREASE 2020-2046 – 3,439



Population Distribution by Age

Source: U.S. Census Bureau, 2018-2022
American Community Survey 5-Year Estimates

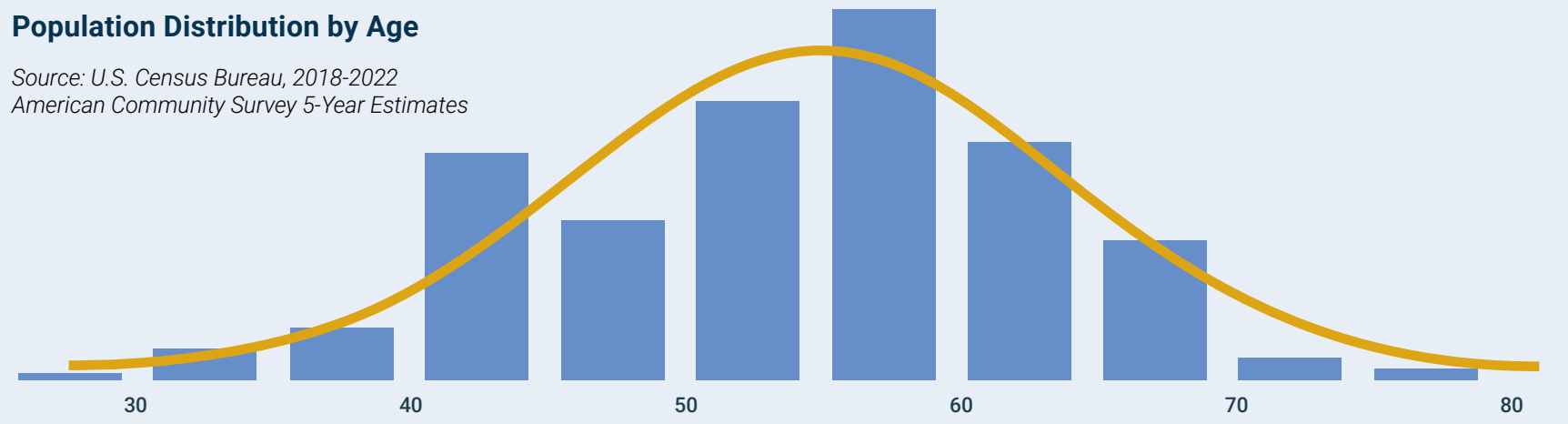
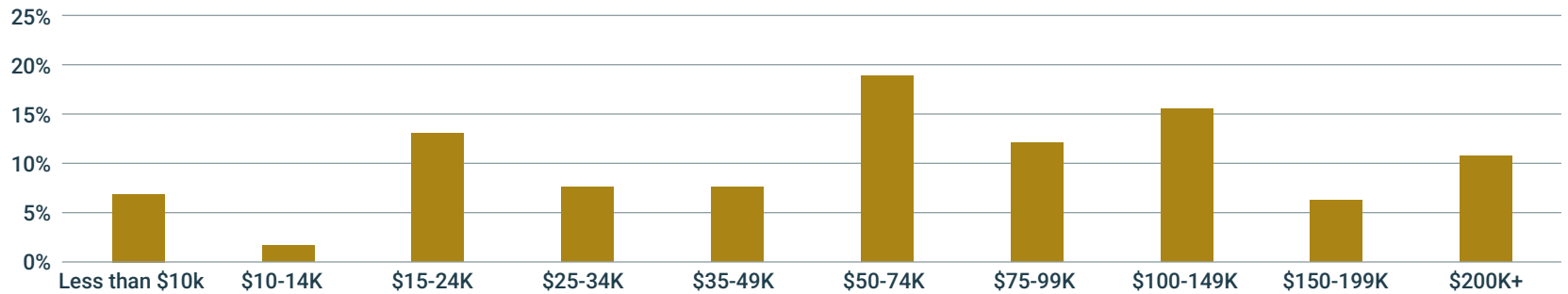


Table 3-1

Age	Male (City)	Female (City)	Male (County)	Female (County)
Under 5 years	316	231	1,508	1,517
5 to 9 years	202	477	1,824	1,667
10 to 14 years	340	174	1,959	1,892
15 to 19 years	542	638	2,456	2,771
20 to 24 years	686	578	2,885	2,487
25 to 29 years	361	249	1,964	1,625
30 to 34 years	147	219	2,121	1,719
35 to 39 years	380	227	2,179	1,757
40 to 44 years	187	300	1,948	1,674
45 to 49 years	91	116	1,700	1,549
50 to 54 years	235	279	1,742	1,901
55 to 59 years	105	120	1,442	1,384
60 and 64 years	318	253	2,170	2,211
65 and 69 years	287	327	1,731	2,034
70 to 74 years	260	378	1,607	1,609
75 to 79 years	176	160	954	1,256
80 to 84 years	74	22	542	725
85 years and over	142	191	814	1,137
Total	4,849	5,005	31,546	30,615

Source: U.S. Census Bureau. American Community Survey 5-Year Estimates, Table S0101: Age and Sex.

HOUSEHOLD INCOME

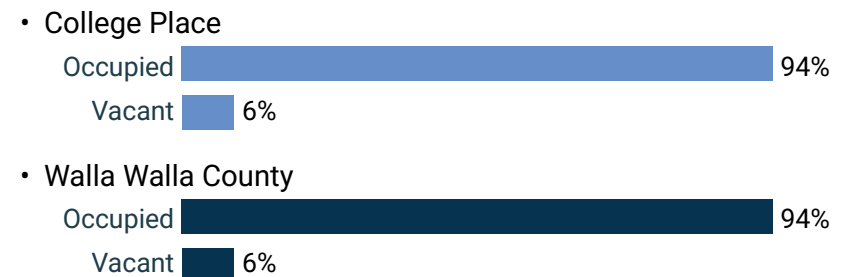


Source: U.S. Census Bureau. "Income in the Past 12 Months (in 2024 Inflation-Adjusted Dollars)." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1901.

Household Characteristics

College Place households average 2.77 persons, reflecting a mix of family and non-family living arrangements. The median household income is \$61,914, with income distribution showing that 36.8% of households earn under \$50,000, 31.4% fall between \$50,000 and \$100,000, 21.5% earn between \$100,000 and \$200,000, and only 10.2% exceed \$200,000. This pattern suggests a community with a broad range of income levels but a significant share of households in lower and moderate-income brackets, which has implications for housing affordability and access to services.

Housing occupancy rates are high, with 94% of units occupied and 6% vacant, closely mirroring Walla Walla County's overall occupancy trends, as identified in the Land Capacity Analysis (2025). These figures indicate a relatively stable housing market with limited vacancy, reinforcing the need for careful planning to accommodate future growth and maintain affordability.

Occupancy status**3.2.2 Housing Inventory****Housing Units**

Number of units in COCP – 4,176

Source: City of College Place Land Capacity Analysis (2025)

Types of Housing

College Place's housing stock is predominantly single-unit homes, which make up 62.5% of all units (2,210 homes). This share is lower than Walla Walla County overall, where single-unit homes account for 70.4%, indicating that College Place offers a more diverse mix of housing types than the surrounding area.

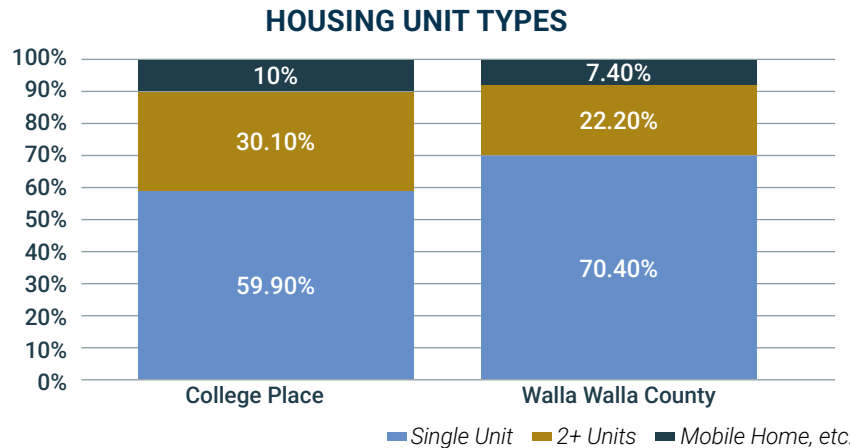
Multi-unit structures represent a significant portion of the city's housing, with 30.10% (1,106 units) compared to 22.2% countywide, reflecting the influence of student housing and demand for rental options near educational institutions. Mobile homes and other housing types comprise 10% (368 units) of the city's stock, slightly higher than the county's 7.4%, providing additional affordable housing choices for residents.

**Average household size – 2.77**

Source: U.S. Census Bureau. American Community Survey 5-Year Estimates, Table DP04: Selected Housing Characteristics.

**Median Household income - \$61,914**

Source: U.S. Census Bureau. "Income in the Past 12 Months (in 2024 Inflation-Adjusted Dollars)." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1901.



Source: U.S. Census Bureau. American Community Survey 5-Year Estimates, Table DP04: Selected Housing Characteristics.

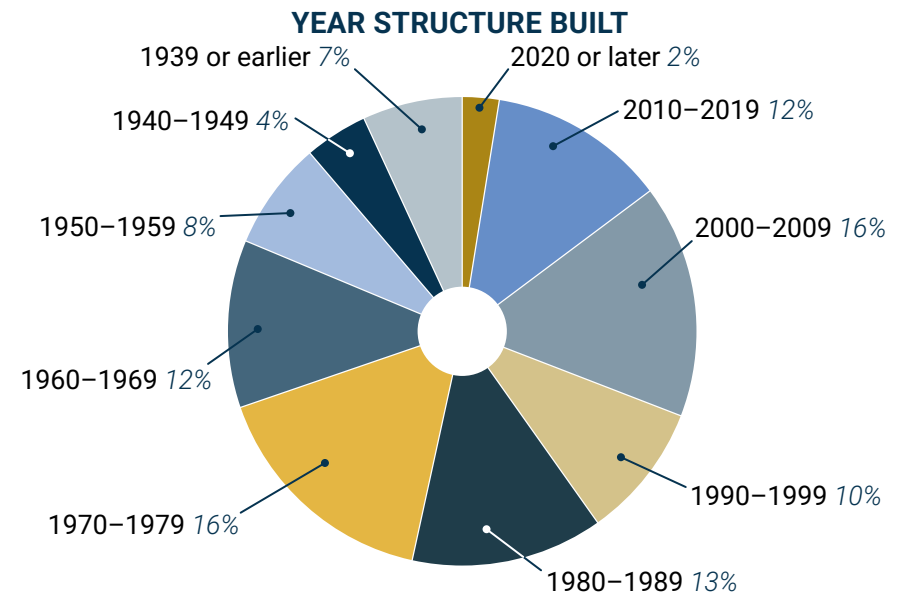
Housing Age

College Place's housing stock spans a wide range of eras, with the 1970s representing the single largest share (16.3%), followed closely by significant construction in the 2000s (16.0%) and 2010s (12.5%). Taken together, homes built since 2000 make up 30.8% of all units, nearly one-third of the city's housing, indicating a steady but not dominant influx of more modern homes. Very recent construction remains limited: only 2.3% of units were built in 2020 or later, underscoring the modest pace of new development in the current decade.

Several factors can contribute to this development pattern. Most commonly, limited land availability constrains new construction, either because there is little undeveloped land remaining or because parcels that are available lie beyond the reach of existing infrastructure. Regulatory complexity can also play a significant role; when development approvals require extensive public hearings, studies, or discretionary processes, rather than being handled administratively as in other jurisdictions, the added time and cost may discourage investment. In some cases, market conditions themselves may not sufficiently support new construction, particularly if demand or pricing fails to justify development costs. Finally, the observed pattern may reflect the natural ebb and flow of the local development cycle, with periods of slower growth following earlier waves of construction.

Older housing continues to be a defining characteristic of the community. About 47.9% of homes were built before 1980, including 18.9% constructed before 1960 (7.0% built in 1939 or earlier, 4.2% in the 1940s, and 7.7% in the 1950s). The 1960s (11.6%) and 1980s (12.8%) also contribute sizable portions of the housing stock, while the 1990s add another 9.6%. This composition highlights ongoing needs related to maintenance, rehabilitation, energy efficiency upgrades, and accessibility improvements—particularly among older structures—while also indicating that the city maintains a substantial base of land and infrastructure capable of supporting future housing production.

Overall, College Place's housing age profile reflects a community with significant legacy housing, steady mid-to-late-20th-century development, moderate growth through the 2000s and 2010s, and relatively limited recent construction. These patterns have implications for preserving neighborhood character, directing reinvestment, and ensuring the city can accommodate evolving household needs through a mix of reinvestment and targeted new development.



Source: U.S. Census Bureau. American Community Survey 5-Year Estimates, Table DP04: Selected Housing Characteristics.

3.2.3 Housing and Household Trends

Homeownership and Affordability

College Place's housing market reflects a strong base of homeownership, with 63.7% of city households owner-occupied compared to 65.0% countywide, while renter-occupied units account for roughly one-third of households. The median home value in the city is \$366,600, a substantial increase from the 2020 median value of \$205,500, and aligns with the largest share of homes (55.5%) valued between \$300,000 and \$499,000. In contrast, Walla Walla County's median home value is higher, at \$408,900, and the county exhibits greater diversity in housing values, with a larger proportion of homes priced above \$500,000.

Rental housing remains an important component of the local market, with a median gross rent of \$1,186 in College Place, compared to \$1,323 in the City of Walla Walla and \$1,218 countywide, supporting affordability for households not ready or able to purchase a home. Overall, the housing stock in College Place is concentrated in mid-range values, offering opportunities for moderate-income households, while county trends indicate increasing demand for higher-value homes. Together, these trends underscore the need for housing strategies that maintain affordability, support homeownership opportunities, and ensure an adequate supply of diverse rental housing options for residents at all income levels.

Rental vacancy rates in College Place increased from 5.7 percent in 2020 to 9.3 percent in 2022, before declining slightly to 7.2 percent in 2024. This trend reflects some easing of market pressures following the extremely tight conditions experienced earlier in the decade. Vacancy rates in College Place have generally tracked near or below those of the City of Walla Walla and close to statewide averages. In Washington, a vacancy rate of roughly 7 to 8 percent is commonly considered "healthy," providing sufficient housing choice without signaling oversupply. By comparison, the national rental vacancy rate was approximately 6.9 percent in 2024, indicating continued tightness nationwide.

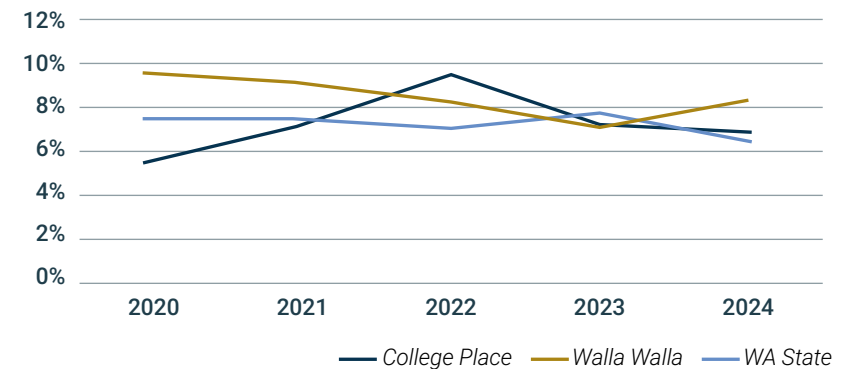
Although vacancy rates have improved since near-zero levels documented in earlier housing assessments, College Place remains at the lower end of a balanced rental market, suggesting

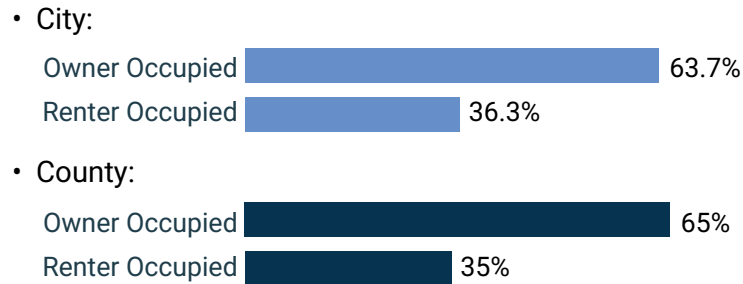
continued pressure on rental availability. These conditions are consistent with long-standing regional trends, where rental occupancy rates have historically exceeded 94 percent. Together, the data indicate a continued need for additional rental housing, particularly multifamily and middle-housing types such as duplexes, triplexes, and townhomes, to stabilize vacancy rates, expand housing choice, and support affordability for current and future residents.

Table 3-2 Regional Vacancy Rates

Year	College Place	Walla Walla	WA State
2020	5.7%	9.9%	7.8%
2021	7.0%	9.1%	7.2%
2022	9.3%	8.2%	7.0%
2023	7.4%	7.4%	7.7%
2024	7.2%	8.1%	6.8%

REGIONAL VACANCY RATES

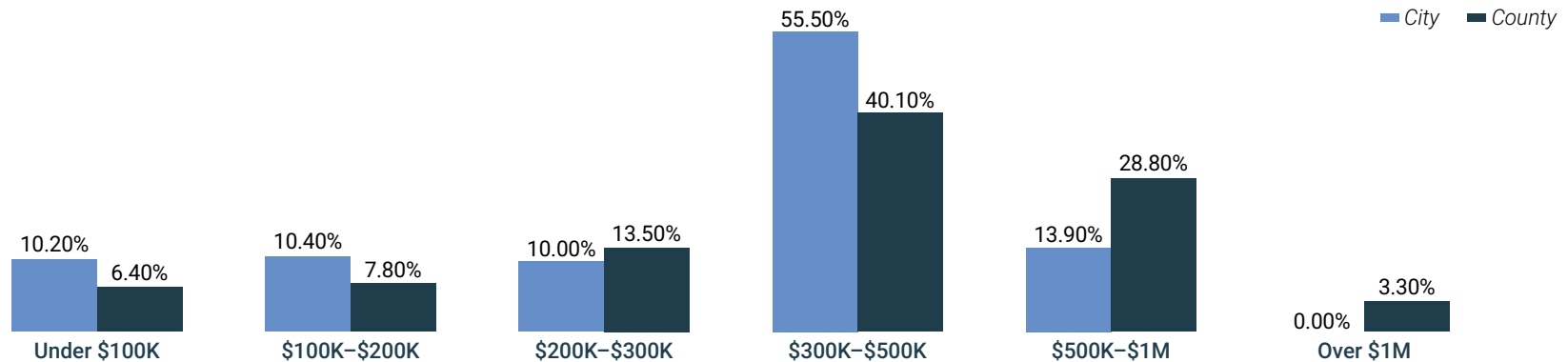


Housing Tenure**Median home value - \$366,600 owner-occupied housing units)**

Source: U.S. Census Bureau. American Community Survey 5-Year Estimates, Table DP04: Selected Housing Characteristics.

Median Gross Rent – \$1,218

Source: U.S. Census Bureau. American Community Survey 5-Year Estimates, Table DP04: Selected Housing Characteristics.

VALUE OF OWNER-OCCUPIED HOUSING UNITS**3.2.4 Future Housing Needs and Land Capacity**

College Place is projected to grow by 3,439 people by 2046, increasing its population to 13,341. According to the Land Capacity Analysis (2025), in order to accommodate this growth, the city will need 1,504 additional housing units, with most demand in multifamily housing for households earning below the area median income. Current land capacity under existing zoning can support about 1,691 units, which meets overall housing needs but leaves a shortfall of 382 multifamily units, requiring roughly 32 acres of additional multifamily land. Addressing this gap will be essential to ensure adequate housing options for future residents. A copy of the LCA methodology can be found in Appendix 2-A.

3.2.5 Housing Needs Allocation

As required by HB 1220, College Places' housing needs have been projected by income level and housing type, including emergency shelter and permanent supportive housing. The analysis uses the Housing Allocation Planning Tool (HAPT) Method C and local capacity data.

College Place will need 1,504 additional housing units over the planning period, with the vast majority required to serve lower-income households. Nearly half of all new units (731) are needed for residents earning 0–30% of Area Median Income (AMI), reflecting a substantial gap in housing affordable to extremely low-income households. Another significant portion—331 units for 31–50% AMI and 101 units for 51–80% AMI—indicates continued demand among very low- and

low-income households. Altogether, approximately 78% of total need falls below 80% AMI, showing that affordability challenges are most acute for the city's lowest-income residents.

Moderate-income households (those earning 81–120% AMI) account for a much smaller share, needing just 133 units combined, while households earning above 120% AMI require 208 units, or about 14% of the total. No units are allocated to "Other/Special" categories in this dataset. Overall, the distribution demonstrates that meeting the city's projected housing need will require a strong focus on producing deeply affordable housing options.

Table 3-3

Income Band (AMI)	Units
0-30%	731
31-50%	331
51-80%	101
81-100%	59
>100-120%	74
>120%	208
Other/Special	0
Total	1,504

A copy of the HAPT methodology can be found in Appendix 3-A.

3.3 GOALS, POLICIES, AND OBJECTIVES

H Goal-1: Encourage higher-density and mixed-use housing in walkable, well-served areas.

Policies:

- » H 1-1: Apply land use regulations that encourage a diverse range of housing options throughout the city and promote vibrant, walkable neighborhoods that offer a mix of housing types.
- » H 1-2: Encourage increased density and efficient land use through incentives such as density bonuses, reduced parking requirements, and adjustments to floor area ratios, fostering dynamic and livable neighborhoods.
- » H 1-3: Streamline and modernize development regulations to encourage compact, sustainable, and higher-density housing.

- » H 1-4: Update zoning and development regulations to support a variety of housing types and locations that meet the community's long-term needs.

- H 1-4-a: Locate higher-density housing near existing high-density areas, the University, shopping centers, and major transportation routes to maximize accessibility and reduce reliance on automobiles.
- H 1-4-b: Encourage apartments above commercial uses along College Avenue and other key corridors to create lively, pedestrian-friendly districts.
- H 1-4-c: Allow ADUs in all residential zoning districts to increase housing supply, support multigenerational living, and provide affordable options.
- H 1-4-d: Support the inclusion of low- and moderate-income housing units, including duplexes, triplexes, townhomes, and rowhouses, as part of larger-scale residential projects to ensure equitable access to housing.

H Goal-2: Preserve and improve existing housing through incentives and partnerships.

Policies:

- » H 2-1: The city shall encourage the maintenance and rehabilitation of the existing housing stock within the city.
- » H 2-2: Encourage incentives to preserve and maintain the city's housing stock to ensure long-term affordability and stability.
- » H 2-3: The city will adopt anti-displacement strategies, such as preserving affordable housing, supporting cultural communities, providing tenant protections, and using public land for affordable housing where needed.

H Goal-3: Support infill development, such as ADUs, cottage housing, and small-scale multifamily, through flexible zoning and streamlined permitting.

Policies:

- » H 3-1: Support manufactured housing as a long-term source of affordable housing through zoning, incentives, and preservation strategies.
- » H 3-2: The City will update zoning and development regulations to remove barriers and correct policies that create racially disparate impacts, exclusion, or displacement.

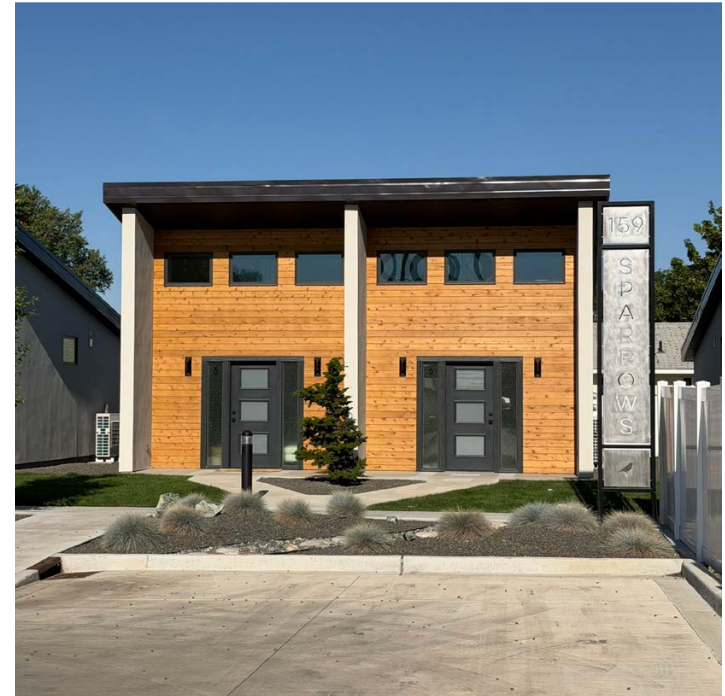
H Goal-4: Expand affordable, workforce, and special-needs housing through public-private collaboration.

Policies:

- » H 4-1: Encourage and support social and health service organizations which offer support programs for those with special needs, particularly those programs that help people remain in the community.
- » H 4-2: Encourage small congregate care centers and group homes in the community, to provide decentralized housing facilities, rather than large, centralized institutions.
- » H 4-3: The City will review its zoning, regulations, and infrastructure investment patterns to identify any that may cause racially disparate impacts, exclusion, or displacement.

H G-5: Coordinate regional housing strategies with neighboring jurisdictions and local institutions.

- » H 5-1: Identify and evaluate county, regional, state and federal housing finance options, as well as public-private partnerships to encourage a wider array of housing stock.
- » H 5-2: Collaborate with regional partners and local institutions to address housing needs and expand opportunities for all residents.
- » H 5-3: When reviewing existing and potential new housing regulations, the City shall include an assessment to make sure that fair housing choices are not impeded.
- » H 5-4: Continuously evaluate land capacity and optimize growth opportunities within the urban growth boundary while maintaining community character.
- » H 5-5: The City shall periodically review its development regulations to ensure that multiple options exist to encourage a broader range of housing choices, such as small lot single-family residences, smaller-scale multiple-family housing such as duplexes and four-plexes, mixed residential developments, clustered units, etc., as well as to incorporate emergent housing types. This may also include the adoption of standards to govern the development of cottage housing or other innovative affordable housing techniques.
 - H 5-5-a: Continue working with Walla Walla County and the City of Walla Walla to address area-wide housing issues, including emergency and transitional housing options while permanent solutions are developed.
 - H-5-5-b: Partner with Walla Walla University to plan for student housing needs and explore opportunities for innovative housing solutions that benefit both the campus and the broader community.
- » H 5-6: The city will map and track neighborhoods at higher risk of displacement due to market pressure, zoning changes, or major public investments.



4. CAPITAL FACILITIES

4.1 PURPOSE

The City's Capital Facilities Plan (CFP) provides a comprehensive list of projects and a schedule that guides the investment of city resources for infrastructure maintenance, system upgrades, and expansions. The CFP also includes a Six-Year Capital Improvement Program (CIP), which is updated during the biennial budget process. The current version will be maintained as Appendix 4-A to this plan. The CIP aligns with the city's budget, with estimated costs and proposed methods of financing these projects. The CFP helps implement the land use element by showing how public facilities and services will accommodate the levels and intensities of development planned for College Place, as well as the adopted levels of service.

Table 4.1 City of College Place Buildings and Facilities

Building Name	Address	Description	Current Uses
City Hall	625 S College Avenue	Main municipal administration building; houses key government offices, including Clerk, Community Development, Finance, and Public Works administration	Administration, permitting, utility billing, public meetings, community events coordination
Police Department	619 S College Avenue	Municipal law enforcement building adjacent to City Hall. The building is a repurposed structure that once contained a mechanic shop, storage, and apartment.	Police operations, investigations, patrol, and records
Parks, Restrooms, and Other Facilities	Various locations	Includes Park restrooms, picnic shelters, storage buildings, and support facilities in multiple city park locations	Public restrooms, storage, parks, maintenance access
Public Works Yard	218 SE Fourth Street	Public Works operations center and equipment yard	Operations staff, equipment storage, fleet maintenance, materials staging
Fire Department	629 S College Avenue	College Place Fire Department headquarters	Fire suppression, EMS response, firefighter training
Wastewater Treatment Plant (WWTP)	430 Owens Road	Multi building treatment facility including operations building, equipment, and lab	Wastewater treatment, laboratory testing, operations staff
Community Center	801 SE Larch Avenue	4,000 sq ft building constructed in the 1970s.	Public/Private event gathering space
Police Training Range	420 Owens Road	Training facility for all area law-enforcement	Firearms range and classroom

4.2 INVENTORY

An inventory and analysis of the publicly owned capital facilities within the City of College Place is summarized in the follow sections.

4.2.1 City Administration

The City of College Place owns several properties and buildings used to administer City services. The table below identifies those buildings and relevant information.

Future Needs

As the City of College Place continues to modernize its public facilities and enhance internal operations, City Hall will require improvements that strengthen building security, ensure consistent facility standards, and support long-term maintenance planning. The current City Hall building, constructed in 1991, has reached its maximum functional capacity with 17 offices and workstations. The facility currently lacks both a dedicated mayoral office and a conference room. In 2024, the city explored a significant remodel and expansion of the facility; however, as project costs and construction pricing became clearer, the city ultimately decided not to proceed with the proposed \$3.4 million expansion project.

As an alternative, the City of College Place is pursuing targeted improvements to better utilize existing space within the current building. Approximately 1,800 square feet of underutilized jail cells and sallyport area have been identified for a future tenant improvement (TI) project that would create capacity for five additional offices and a small conference room. In 2026, a minor TI project is also being completed in the City Hall basement, adding capacity for up to three new workstations.

If both projects are completed, total City Hall capacity would increase to approximately 25 workstations. Even with these improvements, the city has identified a long-term need to accommodate approximately 28 to 30 full-time employees (FTEs) at City Hall within the next 10 to 15 years.

In addition, the city will need to maintain its Facility Maintenance Reserve, which serves as a centralized mechanism for addressing building upkeep, deferred maintenance, and

preventative improvements across the City's administrative and public-facing facilities. Ensuring that this reserve remains adequately supported will help extend the useful life of City buildings, maintain safety and accessibility, and support future upgrades tied to evolving operational needs.

4.2.2 Public Works

Public Works services include maintenance of all public infrastructure including water, sewer, stormwater, solid waste, recycling, street maintenance, parks, and fleet management for all city owned vehicles. Public Works also oversees all city projects and capital improvements.

Future Needs

In reviewing the square footage per staff member numbers, the College Place Public Works department is undersized. To catch up to the other departments would mean adding an additional 243 – 1,013 sq ft. per staff member. Part of what makes defining the needs for public works more difficult is related to the differences between how each city determines how public works is split up and managed. In addition to looking at other departments, taking a closer look at the population, fleet number and how the parks are currently being maintained and can grow in the future will be critical.

The Public Works Department is currently located in several different buildings including some offices and cubicles at City Hall and in buildings around the centrally located water tower. The existing facility is too small and is surrounded by residential homes. There is no available office space, and the break room is inadequate and undersized. There is not enough room to park and store equipment either. A new site has been selected for a modernized Public Works Maintenance and Operations Center (MOC). The site will be built around the Decant Facility on property near the Wastewater Treatment Plant which is already owned by the City and zoned for public use.

As the city expands its boundaries it expands the services provided by public works. This includes streets, water, sewer, garbage, recycling, stormwater, fleet, facilities, and parks. As growth and development occur you can start to see how much larger the population and the services will grow.

4.2.3 Fire Protection



The College Place Fire Department is the emergency services provider for the citizens of College Place.

Future Needs

As the City of College Place continues to grow, the Fire Department will need to maintain and strengthen its operational readiness, training capabilities, and facility reliability. A key ongoing need is continued participation in the Regional Fire Training Tower, a shared resource that supports firefighter skills development, interagency coordination, and compliance with modern training standards. Maintaining access to this regional facility is essential for ensuring firefighters are prepared for increasingly complex emergency responses. Additional details on this facility are included in CIP Section 4.4.

Begin consideration of west side location to ensure response times remain good

4.2.4 Police

Police services are provided by the City of College Place Police Department.

Future Needs

The College Place Police Department faces several important future needs as the city grows and as law enforcement requirements evolve. A primary concern is staffing capacity. The Police Chief has stated that the department is significantly understaffed by a community of roughly 10,000 residents, operating with 18 commissioned officers while falling well below national staffing guidelines (Youth Advisory Commission, February 19, 2025). Additional patrol capacity, investigative

support, and clerical staffing will be needed to maintain effective service levels and response times as the population increases.

Another major need is facility modernization. The department currently operates out of an aging, repurposed building originally constructed in the 1950s, which no longer meets operational, storage, or ADA requirements. Recent analyses recommended constructing a new, purpose-built police facility of approximately 19,000 square feet to accommodate modern policing functions, training space, and community-accessible rooms. The City Council has previously considered placing a bond measure on the ballot for this new facility, underscoring its importance for long-term operations.

The City of College Place police training range has been the primary training facility for all area law enforcement since 1982. The facility includes a firearms range and classroom that allows law enforcement to conduct training. In addition to the College Place Police Department, the facility serves the Walla Walla County Sheriff's Office, Walla Walla Police Department, Washington State Patrol, Department of Fish and Wildlife, and the Department of Corrections.

Improvement plans for the training range, depending on budget and funding availability, include fencing the facility, installing an electronic gate, constructing a steel building for simulation and tactical training, adding artificial turf for the inner shooting field (25 yards and under), and providing a water hookup. The department also anticipates future needs related to technology and equipment continuity. The Chief has highlighted that the City's body-worn camera system will require contract renegotiation in 2026, and maintaining up-to-date recording, data storage, and investigative technologies is essential for transparency, officer safety, and compliance with state standards.

Overall, the Police Department's future needs include:

- Replacing the outdated police facility with a modern building that meets operational, safety, and accessibility requirements.
- Maintaining and improving the police training range to support ongoing multi-agency use.
- Ensuring continuity of critical technologies, including body-worn cameras and digital evidence systems.

4.2.5 Parks, Recreation, and Open Space

Chapter 6 summarizes the College Place Parks, Recreation, and Open Space Master Plan. The full report is in Appendix 9-A.

- Kiwanis Park
- Veterans Park
- Lions Park
- Perseverance Park
- Harvest Meadows Park

Future Needs

College Place will need to continue expanding its park system to keep pace with population growth, address existing deficiencies in park acreage, and improve walkable access to neighborhood and community parks. The Parks Plan identifies a significant long-term need for additional parkland, over 15 acres, as well as expanded trail mileage to maintain Level of Service (LOS) targets and serve future residents. Conceptual parks such as Leadbetter, Stonecreek, Maple/Whitman, Sunset Villas, and the expanded Perseverance Park represent major opportunities to meet these needs, particularly in the underserved west and southwest areas of the city where walkable access is currently limited.

Ongoing improvements to existing facilities will also be essential, including enhancing maintenance practices, improving accessibility, adding shade, and expanding amenities such as trails, restrooms, and recreational features that are highly supported by the community. As demand grows for diverse recreational opportunities, including multiuse trails, youth-oriented amenities, and community gathering spaces, the city will need to continue investing in upgrades, pursuing land acquisition, strengthening partnerships, and implementing the projects prioritized within the Parks CIP.

- College Place High School
- Davis Elementary School
- John Sager Middle School

4.2.6 Schools

College Place Public Schools serves approximately 1,500–1,550 students in grades PK–12 across three schools and provides a comprehensive educational program aligned with Washington State Learning Standards and the district's educational mission.

Future Needs

College Place Public Schools continues to evaluate long-range facility needs in response to enrollment trends, projected residential growth, and evolving educational programming requirements. Current facility analyses identify significant capacity pressures at Davis Elementary School, while long-term



projections indicate the need for additional instructional space and greater flexibility across all grade levels.

Future capital planning priorities include expanding classroom capacity, improving campus circulation and safety, modernizing instructional environments, and supporting educational models that provide appropriate learning spaces for students at each developmental level. The district is also evaluating future grade reconfiguration options and potential new school facilities to better align with projected enrollment growth and community development patterns.

Additional priorities include maintaining safe and accessible facilities, enhancing technology and infrastructure systems, supporting specialized instructional and career-connected learning programs, and ensuring schools are equipped to meet the academic, social, emotional, and support needs of all students. Long-range planning efforts will continue to be coordinated with local jurisdictions to align school facility planning with anticipated residential growth and community development.

4.2.7 Transportation Facilities

The City of College Place transportation system serves the mobility needs of residents, businesses, and regional connections through a network of approximately 51.5 miles of streets, including arterials, collectors, and local access roads. The system follows a functional classification hierarchy consistent with federal and state guidelines and provides connections within the city as well as to surrounding rural areas and the broader Walla Walla Valley. State Route 125 serves as the primary regional corridor, linking the city to Milton-Freewater, Oregon and the greater Walla Walla urban area.

The City's transportation network is multimodal, supporting vehicular travel, pedestrian movement, bicycle use, and transit service. Sidewalks and pedestrian facilities are concentrated along key corridors such as College Avenue and Whitman Drive, though many older neighborhoods lack continuous infrastructure due to historic development patterns. Bicycle travel is accommodated primarily through shared roadways and limited multi-use paths, with ongoing implementation of

regional trail planning efforts. Public transit is provided primarily by Valley Transit, which serves the majority of households within three blocks of a bus route and offers fixed-route, dial-a-ride, and specialized transportation services.

In addition to local travel, the transportation system supports freight movement via designated truck routes and participation in Washington State's Freight and Goods Transportation System. Rail service is provided by the Blue Mountain Railroad, and regional air access is available through the Walla Walla Regional Airport and Martin Field. The City evaluates transportation system performance using Level of Service (LOS) standards, with current conditions generally meeting established thresholds. Planning efforts are supported by traffic data collection, modeling, and coordination with regional agencies to ensure consistency with Growth Management Act requirements.



The city maintains and updates its Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) to prioritize infrastructure investments, address deficiencies, and plan for future growth. These programs identify short-term and long-range projects, including roadway extensions, intersection improvements, and multimodal enhancements needed to support anticipated development.

See Chapter 6 and associated figures and tables for detailed transportation system information and planned improvements.

Future Needs

The City's transportation system will require ongoing investment, coordination, and system enhancements to maintain acceptable levels of service, improve safety, and accommodate future

growth. As development continues, particularly in western and southern areas, the City will need to expand the roadway network, construct new collector and arterial connections, and ensure that infrastructure keeps pace with increasing travel demand. Planned roadway extensions, new corridors, and intersection upgrades will be critical for maintaining system connectivity and supporting land use goals.

Future needs will also focus on improving multimodal transportation options. The City will continue working to expand sidewalk networks, fill gaps in pedestrian infrastructure, and implement bicycle routes identified in regional plans. Enhancing walkability and bikeability will remain a priority, especially in areas lacking existing facilities and along key corridors serving schools, parks, and commercial areas. Coordination with Valley Transit will be important to maintain and expand transit service, improve accessibility, and provide supporting amenities such as shelters and transit-oriented infrastructure.

As traffic volumes increase over time, targeted intersection improvements, including the addition of turn lanes, roundabouts, or upgraded traffic control, will be necessary to address projected capacity constraints. While roadway segments are expected to operate within acceptable standards through the planning horizon, several intersections have been identified for future evaluation and potential improvement to maintain LOS standards.

Maintaining and preserving existing transportation infrastructure will remain a major need. Investment in pavement management, local street maintenance, and rehabilitation of aging facilities will be essential to protect public assets and reduce long-term costs. The city will also continue to pursue state and federal funding opportunities to support improvements on federally classified roadways, while leveraging local tools such as the Transportation Benefit District and developer contributions for system expansion.

Additional future needs include improving system data and planning tools, refining traffic modeling, and integrating multimodal level of service standards. Continued coordination with regional partners, including Walla Walla County, the City of Walla Walla, WSDOT, and the WWVMO, will be essential to align transportation investments and ensure efficient regional

mobility. Incorporating complete streets principles, low-impact development features, and emerging technologies such as electric vehicle infrastructure will further support a resilient, safe, and sustainable transportation system for the City of College Place.

4.2.8 Stormwater

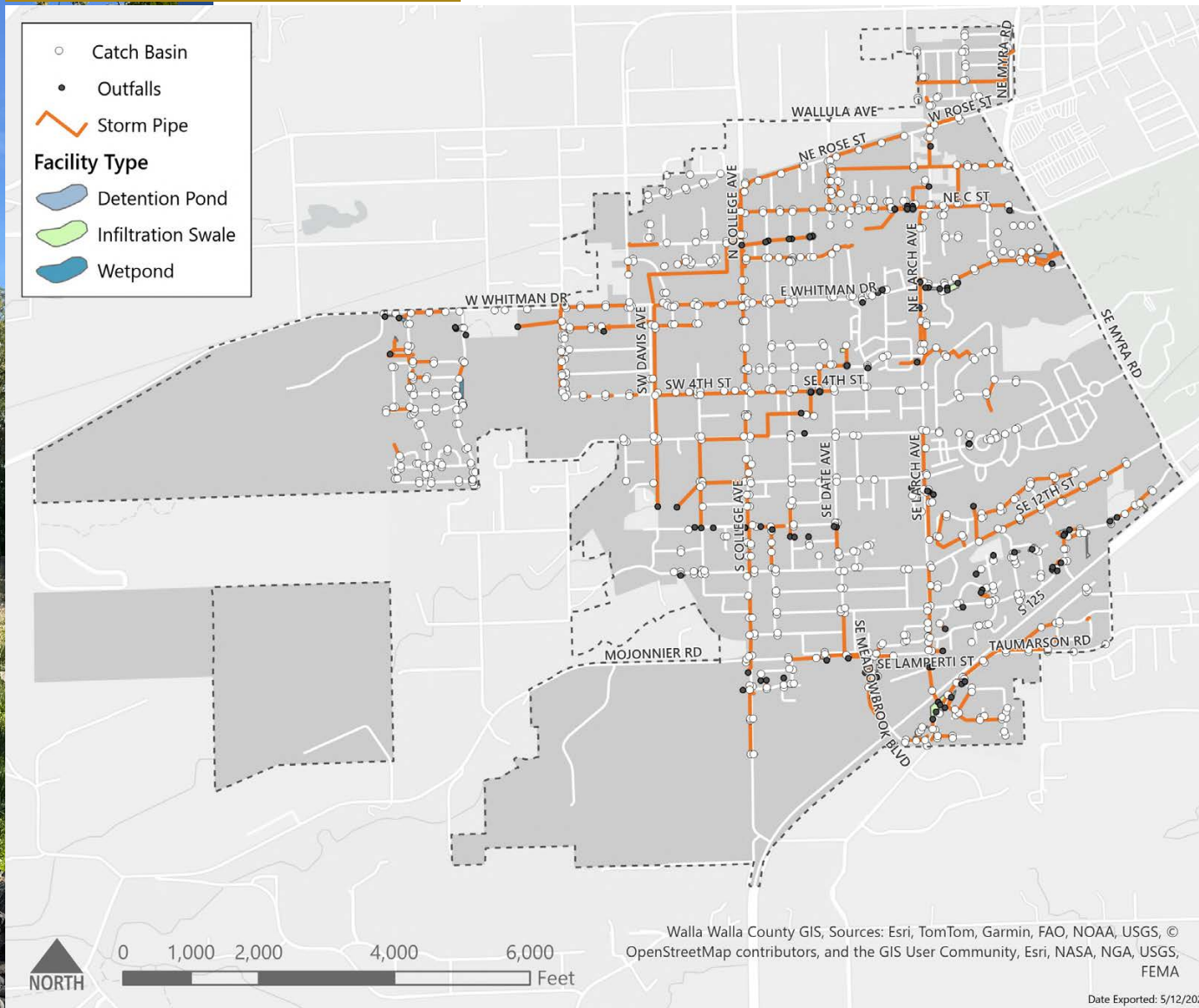
The City's stormwater system service area serves the population of the City of College Place. The city collects runoff from areas within approximately 3 square miles (1,996 acres). The service area includes over 18 linear miles of public streets and 23 acres of public parks. Total impervious area in the city is approximately 365 acres, which includes public and private roadways, paved parking lots, and building rooftops, totaling approximately 18%, not including residential driveways, sidewalks, or residential ground-level patios.

The city maintains a stormwater system consisting of catch basin inlets, conveyance pipes and ditches, flow-control ponds, and water-quality treatment facilities. Portions of the stormwater system discharge to surface receiving waters, including streams and wetlands, while other portions infiltrate directly into the ground. Field surveys were conducted of the entire City of College Place stormwater system. Accessible manholes, catch basins, drywells, and outfalls were surveyed to collect horizontal and vertical data, including pipe invert elevation and pipe size/type, where available. Field survey data were brought into GIS for analysis, mapping needs, and further assessment.

The City developed the Stormwater Management Plan (SSWMP) to guide the City in fulfilling its stormwater management duties in accordance with local, state, and federal regulations.

See Appendix 4-B for the 2021 Stormwater Management Plan.



FIGURE 4.1 - Stormwater System**Future Needs**

The City's stormwater system will require continued investment, refinement, and expanded program development to maintain regulatory compliance and ensure long-term system performance. As the community grows and infrastructure ages, future needs will center on improving system mapping, enhancing water-quality treatment, addressing known problem areas, and maintaining the formal operations and maintenance framework. The upcoming years will require ongoing updates as new development occurs. Additional data collection, such as identifying areas that discharge to groundwater, refining drainage basin boundaries, and documenting treatment types, will be essential for effectively planning and prioritizing future capital improvements.

To better protect water quality, the city will need to retrofit numerous existing outfalls that currently discharge untreated runoff to Garrison Creek, Stone Creek, Thompson Creek, and Military Springs. These improvements may include installation of biofiltration or bio-infiltration swales, proprietary treatment devices, oil-water separators, or other Ecology-approved technologies. Addressing aging siphon systems, improving conveyance capacity in areas prone to localized flooding, and constructing strategically placed flow-control or detention facilities will also be key components of long-term system enhancement. Continued development of the stormwater utility will help fund these upgrades, as well as ongoing maintenance, and staff training programs needed to meet the requirements of the Eastern Washington Phase II Municipal Stormwater Permit.



The existing sanitary sewer collection system serves the current city limits of College Place. It includes more than 40 miles of gravity pipelines and five pumping stations, three (3) owned by the City and two (2) privately owned, that provide public sewer service to residents. In total, the system can serve approximately 1,730 acres, or nearly 3 square miles. Pipe sizes in the system range from 6-inch to 30-inch diameters.

As the infrastructure continues to age, the City has developed a proactive renewal and replacement program to maintain system reliability and address long-term needs. The General Sewer Plan was last updated in 2022, and a new update was adopted in April 2026. This updated plan includes an evaluation of future collection system needs, which are summarized in this section.

See Appendix 4-C for the 2026 General Sewer Plan.

The City of College Place conveys and treats its sanitary waste at the College Place Wastewater Treatment Plant (WWTP), located approximately 1 mile southwest of the city limits. The treated effluent is used for crop irrigation or discharged to Garrison Creek. The WWTP has been contract-operated by Jacobs since April 2016.

The Wastewater Treatment Plant Facility Plan was prepared in 2018 and amended in 2019. The Facility Plan includes an evaluation of future treatment system needs, which are summarized in this section.

See Appendix 4-D for the 2018 Wastewater Treatment Plant Facility Plan.

Future Needs

The City's wastewater collection system is largely built out and is not currently known to have any hydraulic deficiencies. Future system needs are driven primarily by ongoing operation and maintenance requirements, along with rehabilitation and replacement efforts necessary to maintain the existing level of service.

The wastewater treatment system has generally remained in compliance with its permit requirements; however, several components are operating above their intended capacity when treating current flows. Operations staff have also identified equipment-related challenges in several treatment processes. Phase 1 of the planned treatment upgrades is currently in the design phase and is scheduled for implementation in 2026 and 2027. Additional operational and maintenance improvements are planned in the coming years to enhance system reliability and performance.

As part of the 2018 Facility Plan, the city evaluated the feasibility of utilizing the treated effluent from the WWTP for irrigation. It was determined to be infeasible at the time, but the city continues to evaluate this possibility because it could help reduce potable water demand.

See Table 4.3, which identifies the anticipated projects within the planning period.



4.2.10 Water

The College Place Water Department (ID 14050K) is a Group A water system publicly owned and managed by the City of College Place (City). The City's system includes more than 48 miles of water main, ranging in diameter from 2 to 24 inches. The system also includes three (3) pressure zones, one (1) booster station, and three (3) reservoirs. The system is typically supplied by a total of five (5) groundwater wells, three (3) owned by the City and two (2) owned by Consolidated Irrigation District No. 14, which are operated through an interlocal agreement. The interties with the other purveyors allow for supply in emergency conditions. The five (5) groundwater sources can produce a combined 7,550 gallons per minute (gpm) during peak demand periods. The system also includes several pressure-reducing valves (PRV) and check valve stations to separate the various pressure zones.

The City's latest Water System Plan (WSP), updated in 2021, includes a comprehensive analysis of source, supply, storage, and distribution system capacities to forecast the City's future water demand through 2040. The WSP is recommended to be updated every 10 years, by the Washington Administrative Code (WAC) 246-290-100, and submitted to the Washington State Department of Health (DOH) for review and approval. The WSP will guide the city toward meeting the future water system needs and will need to be updated concurrently with the Comprehensive Plan. See Appendix 4-E for the complete 2021 Comprehensive Water System Plan Update.

Future Needs

The City has sufficient water rights, both instantaneous and annual, to meet existing and future system demands. The existing system has sufficient source and supply capacity to meet current and anticipated demand through 2040. Despite sufficient sourcing and supply capacity, the existing system lacks storage and will require improvements to meet future demand.

Approximately 28% of the system's water mains are over 40 years old and may be nearing their projected life expectancy. Similar to the sanitary sewer collection system, as the potable water infrastructure continues to age, the city has developed a proactive Annual Priority Water Main Replacement Program to

replace high-, medium-, and low-priority water mains annually to maintain system reliability. In the latest WSP, the existing system deficiencies identified were undersized water mains that restrict fire flow requirements and water mains of non-standard materials (steel, asbestos cement, and cast iron) that are reaching or nearing the end of their useful life. In addition to the water main replacement program, other improvements to the existing system include upgrades to the facilities serving existing reservoirs and wells.

Furthermore, several system expansion improvements are planned to serve areas within the city that are currently unserved and where growth is projected. The city anticipates that most future growth will occur in the southwest portions of the city. Improvements to extend service and meet future growth include construction of a new reservoir to address storage deficiencies, construction of transmission water mains, and development of additional groundwater sources.

In addition to the city-funded projects, several potential developer-funded projects were identified in the WSP to develop

the distribution system in areas of projected growth. These projects would be funded by developers, and costs would not be borne by the City unless over-sizing of the improvements would benefit the existing customer base.

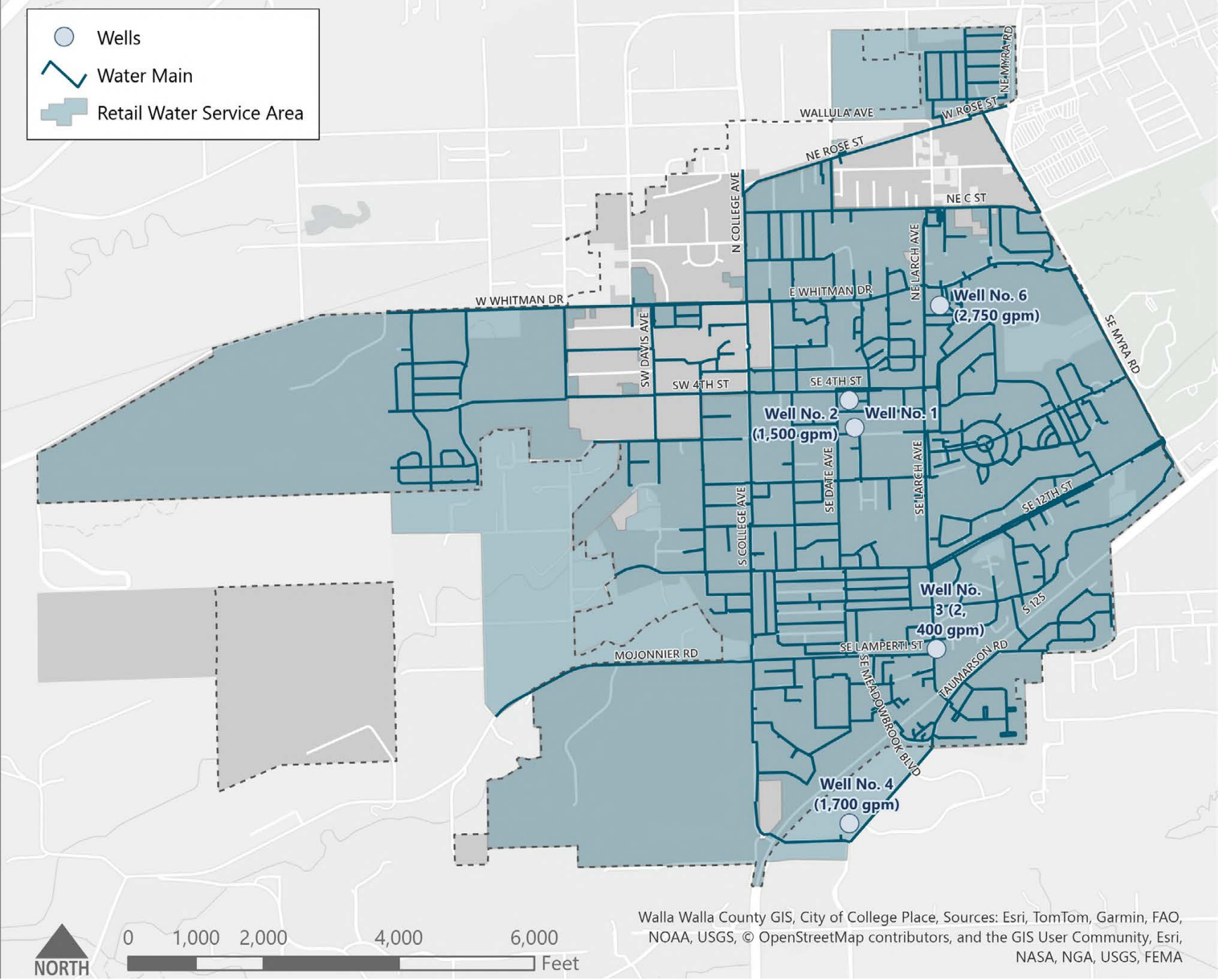
The WSP includes a 20-year CIP to meet the water system's existing and future demands, see Appendix 4-E for the complete 2021 Comprehensive Water System Plan Update.

Irrigation of residential lawns, parks, and landscaping is a significant demand on the potable water system. Therefore, the City is evaluating policies to potentially require new developments to either relinquish irrigation water rights to the City or provide a separate irrigation service for irrigation of lawns, parks, and landscapes.

Table 4.3 identifies the water system projects planned within the Capital Facilities Plan Six-Year CIP.



FIGURE 4.3 - Water System



4.3 LEVEL OF SERVICE STANDARDS

Level of Service (LOS) is a measurable standard used to describe the amount and quality of public facilities provided to serve the community. LOS standards help the city evaluate whether facilities are adequate to support current and future needs and guide growth-related decisions. These standards are expressed through objective measures that vary by facility type, such as acres of parkland per resident, intersection vehicle capacity, or water system performance indicators like available water pressure. By establishing LOS standards, the City can identify service deficiencies, plan for improvements, and ensure that public facilities keep pace with development and maintain the community's quality of life.

Table 4.2 Minimum Level of Service Standards

Service Type	Minimum Level of Service Standard
Parks	10 acres of parkland per 1,000 residents 0.3 miles of trails per 1,000 residents
Transportation	Level of Service D
Wastewater	175 gallons per dwelling unit, per day (where sanitary sewer is available)
Water ¹	Average Day Demand ¹ : 325 gallons per day, per single-family residence connection (including irrigation) Fire Flow ¹ : System shall meet the maximum demand combined with the required fire flow demand while maintaining minimum pressure requirements Pressure ¹ : 35 psi minimum during normal demand conditions; 30 psi minimum during peak hour demands, not including a fire/emergency; 20 psi minimum during fire/emergency conditions; 100 psi maximum during normal demand conditions. Customers are responsible for pressure-reducing valves at their service when normal pressures exceed 80 psi

¹For additional Level of Service Standards (i.e., Water Quality, Storage, etc.) of the City's potable water system, see Chapter 3 of the 2021 Comprehensive Water System Plan Update in Appendix 4-E.

4.4 CAPITAL IMPROVEMENT PROGRAM PLANNING

The Capital Improvement Program (CIP) is a long-range planning document that identifies and prioritizes major capital projects necessary to support the City of College Place's growth, service needs, and strategic objectives. The CIP is reviewed and amended annually to ensure that fiscal resources are available and aligned with changing community priorities, facility conditions, and operational needs. Capital needs arise from population growth, existing facility deficiencies, major maintenance and repair requirements, internal operations, and City Council and Comprehensive Plan goals and policies; therefore, project priorities, cost estimates, and timelines are continually evaluated and may change over time. Grounded in the City's Comprehensive Plan, which reflects community values

and provides the framework for City regulations, programs, and plans, the CIP serves as the implementation tool that brings the Comp Plan to life. By funding projects necessary to maintain adopted Levels of Service and meet concurrency requirements, the CIP helps shape and sustain the quality of life in College Place. While the CIP is not an expenditure budget, it guides long-range financial decision-making and informs the annual Capital Budget. The program includes major facility renovations, repairs, reconstruction, and equipment replacement exceeding \$5,000, but does not cover routine maintenance. The planning horizon for the CIP spans six years, with the first year incorporated into the City's Annual Budget adopted each December.

A copy of the current CIP is in Appendix 4-A.

4.5 CAPITAL FACILITIES GOALS, POLICIES, AND OBJECTIVES

CF G-1: Preserve and upgrade aging infrastructure to ensure safety, efficiency, and reliability for current and future generations.

- » CF 1-1: Proactively maintain city infrastructure systems.
- » CF 1-2: Conduct preventative maintenance in the city's park and urban forestry system.
- » CF 1-3: Build Well #8 and #9 to maintain the city's water system.
- » CF 1-4: Support the placement of power lines and overhead cables underground.
 - CF 1-5: Promote the co-location of new public and private utility distribution facilities in shared trenches or rights-of-way, and coordinate construction timing to minimize disruption and reduce costs.
- » CF 1-5-a: Provide timely and effective notice to utility providers to encourage coordination.
- » CF 1-6: The city shall maintain a stormwater management program in accordance with state law.
- » CF 1-7: The city should participate in any processes by the US Army Corps of Engineers and Walla Walla County that alter the Mill Creek Flood Channel Management Plan.

CF G-2: Provide schools, parks, water, sewer, police, fire, and other essential facilities that meet the needs of a growing population and maintain a high quality of life.

- » CF 2-1: Secure sustainable funding to maintain, upgrade, and expand capital facilities that support community growth and essential services.
- » CF 2-2: Proceed with planning, design, funding, and development of the identified site for a future library and community facility.
- » CF 2-3: The City will continue to evaluate the need for essential public facilities and process applications per the Walla Walla Countywide Planning Policies and College Place Development Regulations.

CF G-3: Support a parks and recreation system that meets the needs of all age and income groups and enhances the character and health of the community.

- » CF 3-1: Expand parks, community spaces, and recreational amenities through capital funding policies.

CF G-4: Maintain and improve essential public facilities and infrastructure to ensure long-term safety, reliability, sustainability, and high levels of service for all residents.

- » CF 4-1: The city will continue to evaluate cost-effective options for the delivery of basic life support services (BLS).
- » CF 4-2: It is the intent of the city to maintain a mutual aid agreement with Fire District 4.
- » CF 4-3: The city should continue to expand and support Fire Department volunteers.
- » CF 4-4: The city shall establish fees to recover the costs associated with responding to frequent/exceptional calls for emergency services at the same address.
- » CF 4-5: The city will strive to maintain the following levels of service:
 - CF 4-5-a: Water supply: 140 gallons per capita per day
 - CF 4-5-b: Sanitary sewage collection: 110 (approximately) gallons per day per capita
 - CF 4-5-c: Emergency medical facilities: Responding to 90% of the emergency calls within 6 minutes
 - CF 4-5-d: Fire: The City's existing fire protection rating from the Washington Survey and Rating Bureau

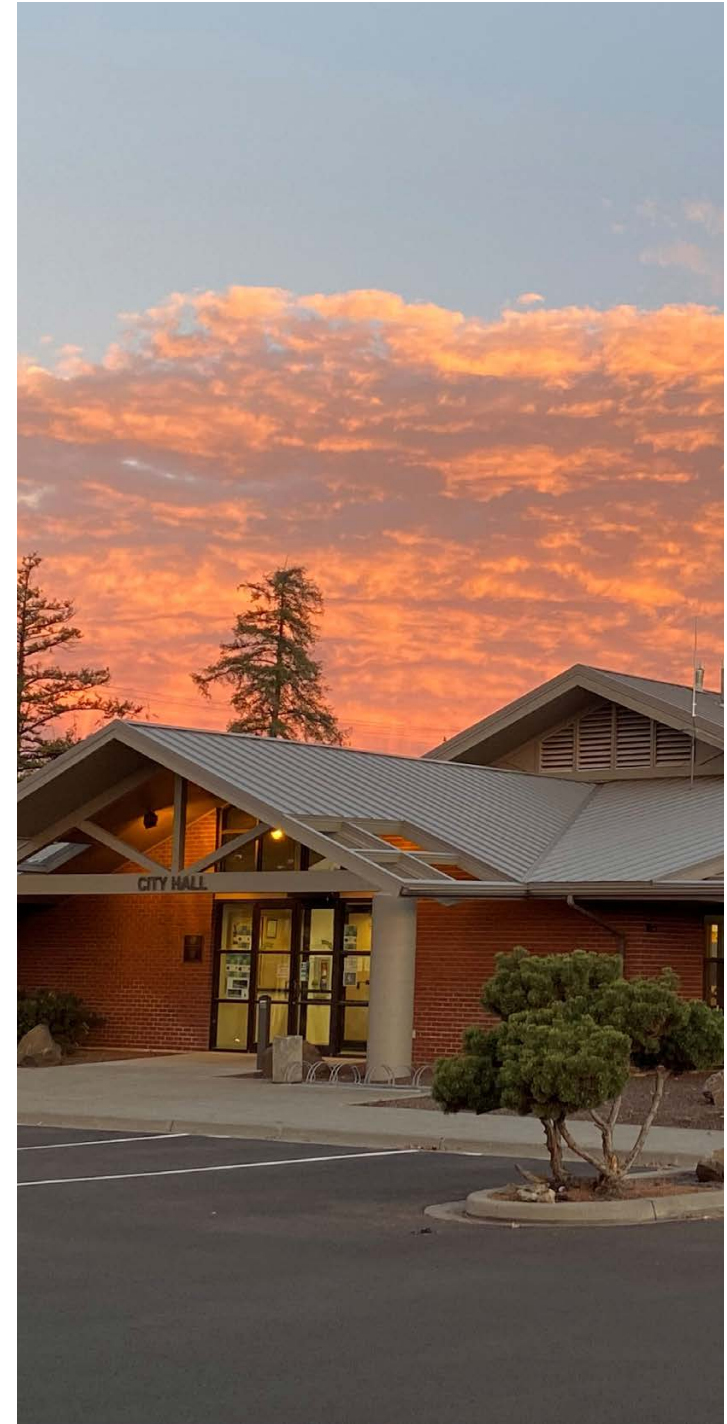
CF G-5: Plan and finance capital improvements in a fiscally responsible manner that supports growth without burdening existing residents.

- » CF 5-1: Secure sustainable funding to maintain, upgrade, and expand capital facilities that support community growth and essential services.
- » CF 5-2: Develop long-term financing strategies and pursue grants and partnerships to fund capital projects without overburdening taxpayers.
- » CF 5-3: The City shall review and update its Capital Facilities Plan (CFP) and Capital Improvement Program (CIP) annually, in conjunction with the City budget process. The updated CFP shall be incorporated by reference into this Comprehensive Plan.
- » CF 5-4: The City will reassess the Land Use Element if funding is not available to provide required infrastructure.
- » CF G-6: Coordinate the timing of capital projects with land use planning to ensure efficient, cost effective service delivery.

- » CF 6-1: Coordinate capital improvements with land use planning to ensure timely, cost-effective delivery of services that support sustainable development.
- » CF 6-2: Promote the co-location of new public and private utility distribution facilities in shared trenches or rights-of-way and coordinate the timing of construction to minimize disruption to the public and reduce the cost-of-service delivery.

CF G-7: Ensure new development pays a fair and proportionate share of the cost of the public facilities needed to serve it.

- » CF 7-1: New growth and development activities shall pay their fair share of the cost of facilities needed to serve them.
- » CF 7-2: Explore the feasibility of establishing impact fees in accordance with the provisions of the Washington State Growth Management Act. Public facilities for which impact fees may be collected shall include public streets and roads, open space and recreation facilities, stormwater, and school facilities.
- » CF 7-3: Explore the feasibility of requiring new developments to either turn over irrigation water rights to the City or provide a separate irrigation service for landscaping of residential yards and public landscaping.



5. UTILITIES

5.1 PURPOSE

The purpose of the Utilities Element is to ensure that adequate, reliable, and efficient utility services are available to support existing development and planned growth within the city. In compliance with the Growth Management Act (RCW 36.70A.070(4)), this element addresses the general location, proposed location, and capacity of existing and proposed utilities, including, but not limited to, electrical, telecommunications, and natural gas systems.

The Utilities Element identifies public and private utility providers serving areas within and adjacent to the city and promotes coordination among service providers to support orderly development, protect public health and safety, and align infrastructure investments with land use and capital facilities planning.

5.2 INVENTORY

5.2.1 Water System

The College Place Water Department (ID 14050K) is a Group A water system publicly owned and managed by the City of College Place (City). The system's Retail Water Service Area is the designated area where the city is responsible for service and areas where new service is planned. The City's Retail Water Service Area includes approximately 3.6 square miles. In addition to the College Place Water Department, there are several other water purveyors serving users within the City's Retail Water Service Area. The following purveyors are connected by interties to the City's water system:

- Consolidated Irrigation District No. 14
- City of Walla Walla
- Green Tank Irrigation District No. 11
- Walla Walla University Water

The City's water system has interlocal agreements with the City of Walla Walla, Green Tank Irrigation District No. 11, Consolidated Irrigation District No. 14, and Walla Walla University to govern these intertie connections and the coordination of service. Other purveyors in the City's Future Service Area, areas where the city may serve new connections in the future, include the following:

- Artesia Water District No. 8
- Blalock Orchard District No. 12
- Blalock Orchard Irrigation District No. 10
- Hydro Irrigation District No. 9

Each purveyor is responsible for the operation and maintenance of its respective water system, and service boundaries vary by location within the city.

The City's system includes more than 48 miles of water main ranging in size from 2-inches to 24-inches in diameter. The system also includes three (3) pressure zones, one (1) booster station, and three (3) reservoirs totaling 2.0 million gallons of available storage. The system is typically supplied by a total



of six (6) groundwater wells, four (4) owned by the City and (2) owned by Consolidated Irrigation District No. 14 which are operated through an interlocal agreement. The interties with the other purveyors allow for supply in emergency conditions. The system also includes several pressure reducing valve (PRV) and check valve stations to separate the various pressure zones.

Per the City's 2021 Water System Plan, there are over 3,600 service connections, of which approximately 81 percent are single-family connections. Historical water usage data suggests the system provides an average of approximately 466 million gallons of water per year.

5.2.2 Wastewater System

Sewer service in the City of College Place is provided by the City of College Place. The City owns the wastewater collection and treatment system serving residential, commercial, industrial, school, and university customers within the city limits as well as a neighboring Walla Walla Housing Authority property. Operation and maintenance of the collection and treatment system is performed by Jacobs under an ongoing agreement with the city. The system supports public health and environmental protection by safely conveying and treating wastewater generated by development throughout the community. Figure 5.2 shows the existing collection and treatment system.

The collection system consists of over 40 miles of gravity and pressure sanitary sewer pipes ranging in size from 6-inch to 30-inch in diameter. In addition, the City's wastewater collection system utilizes three lift stations. The Walla Walla Housing Authority utilizes two private lift stations that pump into the City's collection system.

College Place's Wastewater Treatment Plant (WWTP) is an activated sludge treatment plant and can currently treat an annual average of up to 1.5 million gallons per day. The WWTP is located at 430 Owens Road.

5.2.3 Stormwater System

Stormwater services in the City of College Place are provided by the City of College Place through its Stormwater Utility. The city is responsible for the management, operation, and maintenance of the public stormwater system, including storm drains, pipes, and related facilities. The stormwater system is designed to collect and convey runoff, reduce localized flooding, protect water quality, and comply with state and federal stormwater regulations.

5.2.4 Energy

Electric

Electric service in College Place is provided by Columbia REA and Pacific Power. These utilities supply electrical power to residential, commercial, institutional, and industrial customers within the community. Columbia REA and Pacific Power maintain and operate the electrical distribution systems necessary to ensure reliable service and support existing development as well as future growth.

Natural Gas

Natural gas services in College Place are provided by Cascade Natural Gas. Cascade Natural Gas supplies natural gas to residential, commercial, and institutional customers, supporting space heating, water heating, cooking, and other energy needs. The availability of natural gas services contributes to energy diversity within the community and provides customers with an efficient fuel option for a variety of uses.

Propane

Propane service in College Place is provided by private fuel suppliers, such as AmeriGas and Christensen, operating within the Walla Walla Valley. Propane is typically used as an alternative energy source for space heating, water heating, cooking, and agricultural or commercial applications, particularly in areas not served by natural gas. Service is

provided through on-site storage tanks, with fuel delivery arranged directly between customers and propane suppliers. Availability and service terms vary by provider and location.

5.2.5 Telecommunications

Telecommunication services in College Place are provided by companies that utilize public rights-of-way and operate under franchise agreements within the city. These providers include Spectrum, Lumen, Ziply, Charter Communications, Pocket-i-Net, and NoaNet. Services may include high-speed internet, telephone, television, DSL, cable, and fiber-optic connections. Broadband service is available in certain locations via cable and/or fiber-optic lines. In addition, some customers may choose to go wireless and utilize services through a mobile phone or satellite provider.

5.2.6 Solid Waste

Garbage

The City of College Place has contracted for garbage collection service with Basin Disposal, Inc. (BDI). Collection services include garbage pickup and removal for the city.

Recycling

There is currently no curbside recycling service as of 2018 (Resolution 18-008). Drop-off centers are available for residents for standard recyclables like glass, metal, and yard waste, while Sudbury Landfill handles household hazardous waste and appliances.

5.3 UTILITIES GOALS AND POLICIES

U G-1: Provide efficient, reliable, resilient, and environmentally responsible utility services that protect public health and natural resources.

- » U 1-1: Plan, operate, and maintain utility systems to ensure consistent, reliable service delivery and to protect public health, the environment, and natural resources.
- » U 1-2: Ensure utility infrastructure is designed and sized to meet existing demand, support planned growth, and maintain adequate system capacity and performance.

U G-2: Foster innovative, sustainable utility practices, including water reuse, resource conservation, and modern infrastructure technologies.

- » U 2-1: Implement and promote sustainable utility strategies such as water reuse, conservation programs, and high efficiency technologies to reduce long term resource consumption.
- » U 2-2: Encourage the use of modern infrastructure technologies, including smart system monitoring tools, leak detection systems, and energy efficient equipment to enhance system performance and sustainability.
- » U 2-3: Explore development of reclaimed water systems to support irrigation, resource conservation, and long-term water sustainability.

U G-3: Coordinate utility planning with regional partners and private utility providers to improve efficiency and reduce service disruptions.

- » U 3-1: Coordinate regularly with regional public agencies, special districts, and private utility providers to share system plans, capacity information, and capital improvement schedules to minimize conflicts and avoid redundant investments.
- » U 3-2: Participate in regional utility planning efforts and explore opportunities for shared infrastructure, mutual aid agreements, and joint funding strategies to enhance system resilience and operational efficiency.
- » U 3-3: Coordinate as needed, with the city's solid waste service provider, the county, and other relevant agencies to identify and consider appropriate locations for organic materials management facilities, consistent with state law and the adopted solid waste management plan. Siting considerations should prioritize industrial, agricultural, or rural zones; minimize conflicts with residential uses; avoid overburdened communities; and support efficient collection, processing, and management of organic materials.

U G-4: Encourage the undergrounding and co location of utility infrastructure to reduce visual impacts and minimize construction disruption.

- » U 4-1: Encourage the placement of new utility lines underground and support the long-term transition of existing overhead lines to underground locations where feasible and cost-effective.
- » U 4-2: Promote the collocation of utility infrastructure within shared corridors, easements, or trenches to reduce construction impacts, improve streetscape appearance, and minimize future disturbance to public rights-of-way.

6. TRANSPORTATION

6.1 PURPOSE

The purpose of the Transportation Element is to establish goals and policies that will guide the development of transportation facilities and services in College Place in a manner consistent with the overall goals of the Comprehensive Plan, Countywide Planning Policies, and the regional transportation plans of the Walla Walla Valley Metropolitan Planning Organization (WWVMPO). The Transportation Element addresses street network and design, street classification, level of service, transit facilities and service, pedestrian and bicycle needs, and facility improvements needed to support future travel needs, as well as potential funding strategies.

6.1.1 Walla Walla County Countywide Planning Policies

As one of the member jurisdictions in Walla Walla County, College Place's Transportation Element must be consistent with the Walla Walla County Countywide Planning Policies and the relevant regional transportation plans adopted by the WWVMPO. In general, the Countywide Planning Policies direct state, regional, county, and local cities to coordinate effectively when planning transportation improvements. The 6-year Transportation Improvement Plan (TIP) and State Transportation Improvement Plan (STIP) are short-range transportation programming documents that prioritize and program federally eligible projects for funding at the regional and state levels.

6.2 EXISTING CONDITIONS

- Streets and Street System
- Pedestrian, Sidewalk
- Bicycle Facilities
- Transit service
- Rail
- Aviation

6.2.1 Streets and Street System

The City of College Place has approximately 33 miles of arterials, collectors, and local streets, that connect the various parts of town and provide access to and from the rural and agricultural areas surrounding the City. The street network is owned and operated by the city.

Most of the city has been developed based on a regular grid of streets and blocks. Several newer subdivisions vary from this pattern, reflecting topographical features and a change in the grid between College Place and the City of Walla Walla. State Route 125, located on the south end of town, connects the Walla Walla Urban area with Milton-Freewater several miles to the south in Oregon. Access from SR-125 to College Place occurs at Myra Road, SE Meadowbrook and College Avenue.

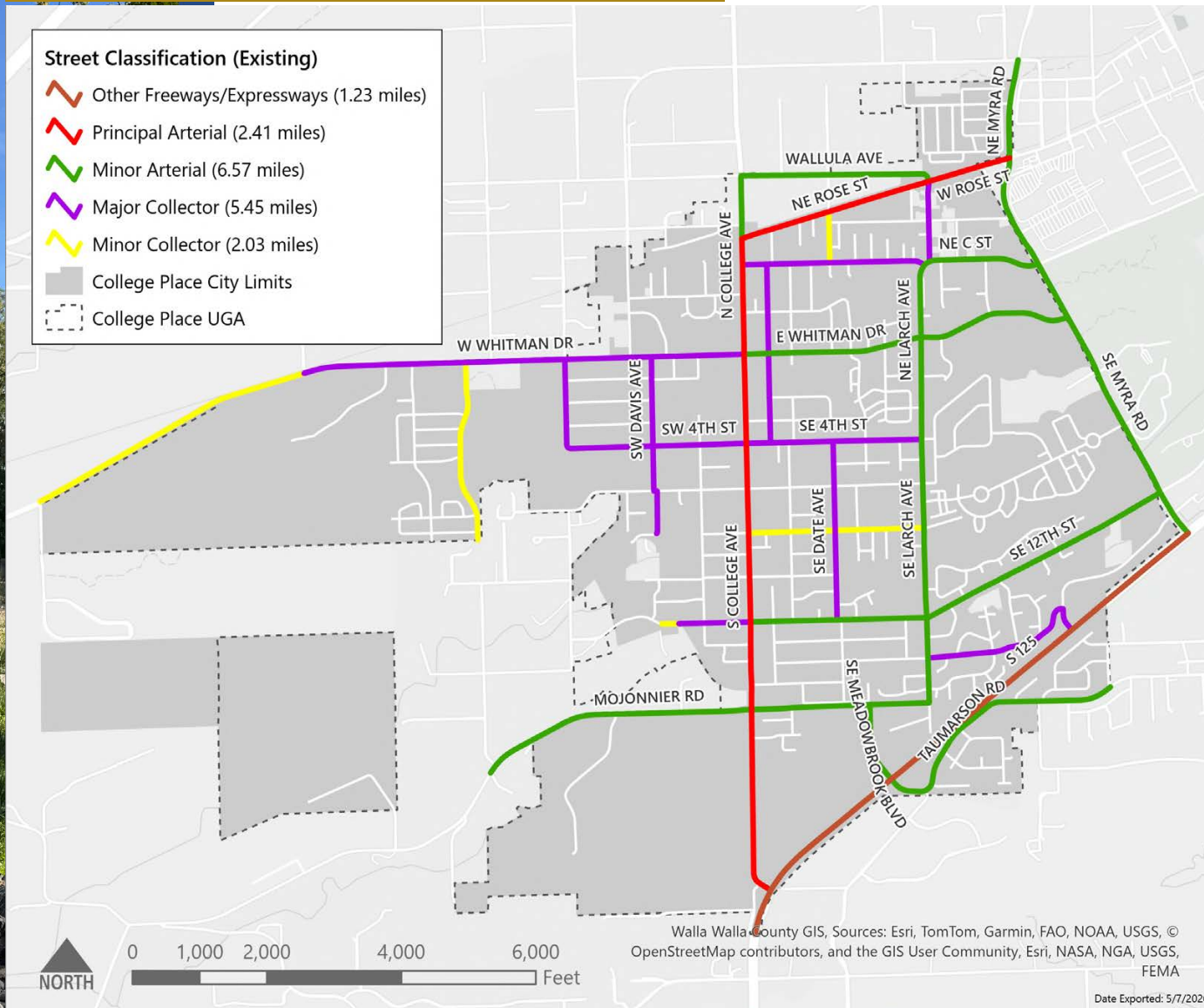
Existing Functional Classifications

Transportation systems have a hierarchy of streets that serve through-movement and land-access functions. Streets are classified based on these functions. All streets in College Place are classified according to the functions they serve.

State law requires that cities and counties classify their streets in accordance with federal and state guidelines (the legal basis for street classification is found in RCW 35.78.10 and RCW 47.26.180). A functional classification system establishes a hierarchy of streets that reflects the type, amount, and speed of traffic in conjunction with surrounding development. The following classifications are based on Federal Highway Administration and Washington State Department of Transportation guidelines and criteria.

Principal arterials serve the highest volumes of traffic and provide routes going into, out of, and through the city. Access is typically controlled or managed to preserve the functionality.

FIGURE 6.1 - Functional Classification Street Network



Minor arterials connect to principal arterials and serve traffic within the city, as well as some through traffic. Traffic is predominantly controlled with stop signs along abutting streets. Parking is allowed along most sections of minor arterials within the city limits.

Major Collector streets serve internal circulation, connect to arterials, and provide some property access while connecting local streets to arterial streets. Most of the collector streets are two-lane, undivided streets with stop sign control along abutting streets.

Minor Collector streets travel routes that also carry traffic between arterials and local streets but typically have lower traffic volumes and provide access to abutting properties. Most of the collector streets are two-lane, undivided streets with stop sign control along abutting streets.

Local streets provide access to individual properties and may connect to an arterial. Curb-and-gutter sections exist in some areas of the city and are bordered by planting strips and sidewalks. Where a local access street joins an arterial, there is usually stop sign control. Traffic control signs are generally not needed at low-volume intersections of local streets. The functionally classified street network is shown in Figure 6.1. SR 125 is the only state highway that serves the City of College Place. Table 6.1 shows the mileage of streets in College Place under each functional classification.

Table 6.1 Mileage and Street Functional Classifications

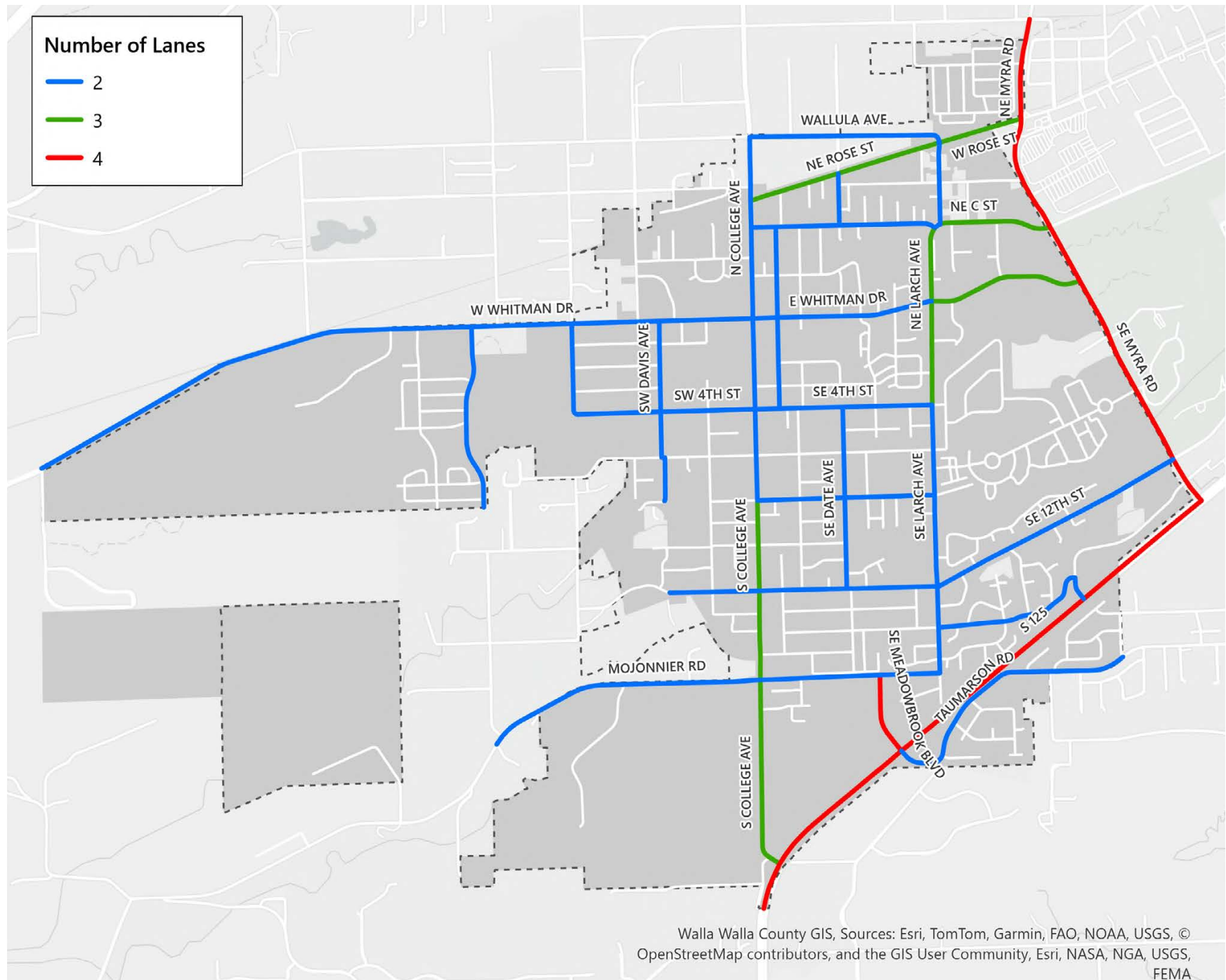
Street	Total Miles	College Place Percent	Federal Guidelines
Freeway and Expressways	1.23	2.4%	0-5%
Principal Arterials	2.41	4.7%	4-5%
Minor Arterials	6.57	12.7%	7-14%
Collectors	7.48	14.5%	7-15%
Local Access*	33.88	67.5%	63-75%
TOTAL	51.57	100.0%	

**Includes 6.69 miles of private roads*

The existing number of lanes on city streets is shown in Figure 6.2, while the existing traffic control at intersections is shown in Figure 6.3. Existing traffic volumes were collected the fall of 2024 in anticipation of the update to the Comprehensive Plan. All-day traffic volumes are shown in Figure 6.4 and PM peak hour traffic volumes by direction are shown in Figure 6.5



FIGURE 6.2 - Existing Number of Lanes



TRANSPORTATION

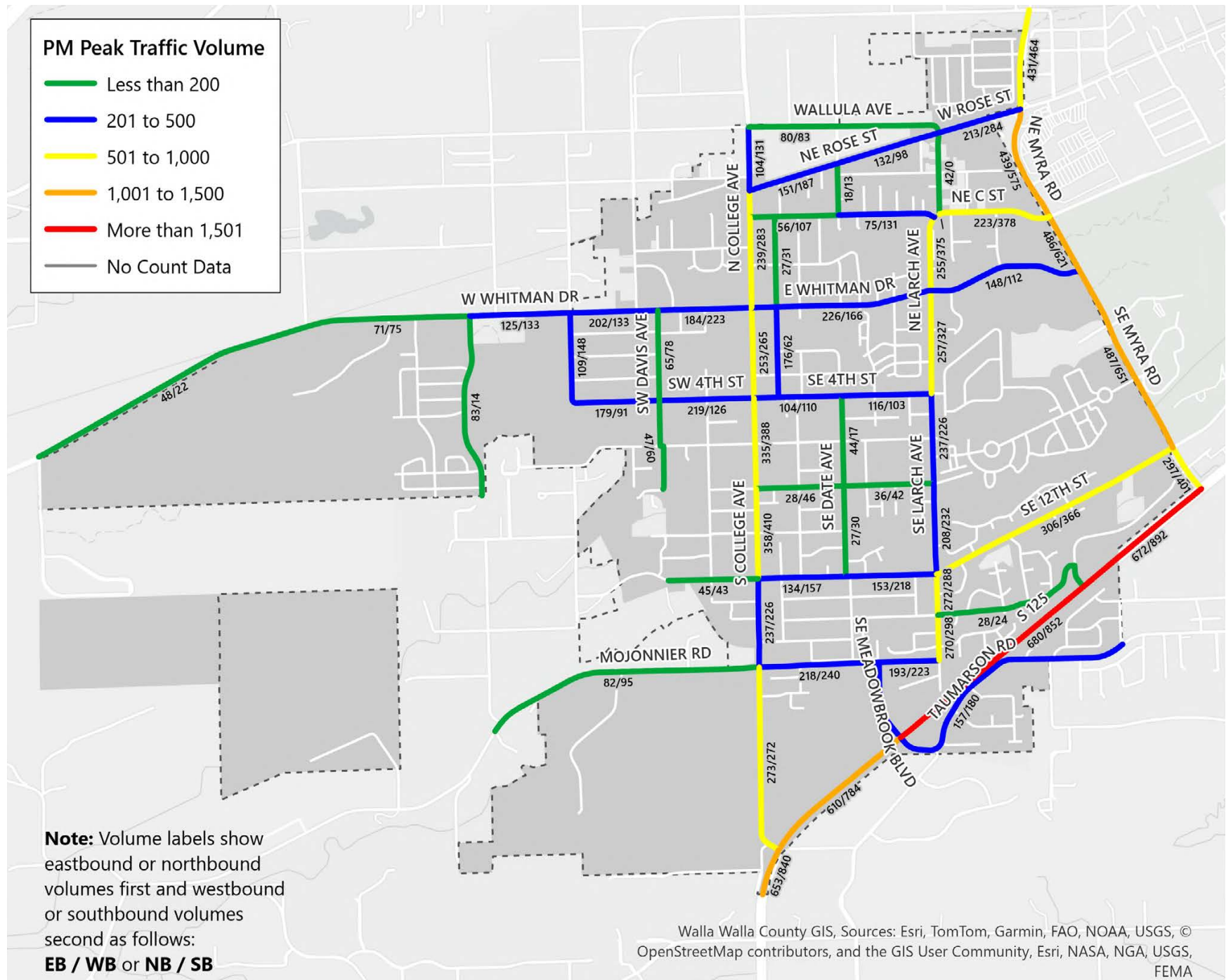




TRANSPORTATION



FIGURE 6.5 - Existing PM Peak Hour Traffic Volumes



Walla Walla County GIS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA

6.2.2 Pedestrian, Sidewalk, and Bicycle Facilities

The size and scale of the City of College Place make it an enjoyable place to bike and walk. Sidewalks are an obvious way to maintain and enhance the ‘walkability’ of a community. College Avenue, Rose Street, Whitman Drive, SE 12th Street, and Larch Avenue are the main areas of the City with continuous pedestrian facilities. Development in the City before 1980 did not require installing sidewalks. Consequently, most established neighborhoods in College Place lack sidewalks. The city is aggressively pursuing funding sources to address gaps in the pedestrian network. The existing Sidewalk network is shown in Figure 6.6.



Bicycles are another important mode of transportation in College Place. In 2018, the City partnered with local jurisdictions and regional entities in developing the Blue Mountain Region Trails Plan (Trails Plan). The city is currently working to sign the bicycle routes noted in the Trails Plan. Except for the Whitman Drive and Rose Street multi-use paths, bicycles share the City’s streets with the much more dominant auto and truck traffic.

6.2.3 Transit Service

Valley Transit operates the bus system that serves the City of College Place. In March 1980, voters approved transit system funding three tenths of one percent sales tax. The system began route service as of January 5, 1981, as Valley Transit. Eighty percent of the homes within College Place are within three blocks of a Valley Transit bus route.

There are three bus routes through College Place providing weekday service between 6:15 AM and 5:45 PM with connections every half-hour to the entire urban area via the Valley Transit Transfer Center in downtown Walla Walla.

Valley Transit also provides Dial-A-Ride service for persons aged 70 years or older and persons with disabilities who cannot use fixed route service as well as an evening and Saturday “West Loop” connector route with 15-minute connections on weekday evenings and 45-minute connections on Saturdays.

Valley transit also offers residents a “Job Access” program that provides rides to and from work and the City of College Place’s Fire Department operates an “Appointment Keepers” transport service that assists citizens with special transportation needs.

There are two other providers of transit service in College Place as well: the Grapeline and Kayak Public Transit. Their service and that of Valley Transit is shown in Figure 6.7.

FIGURE 6.6 - Existing Sidewalk Network

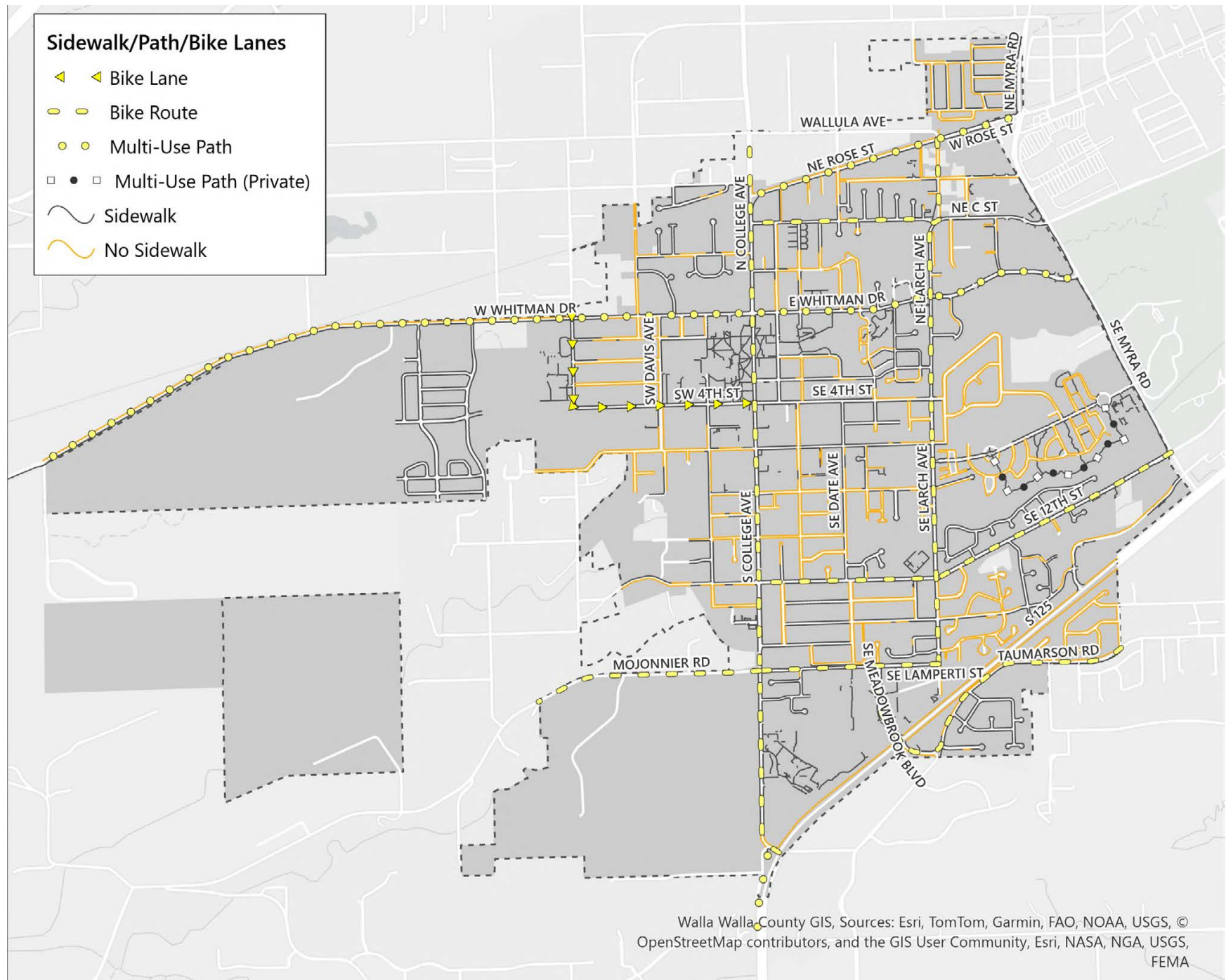
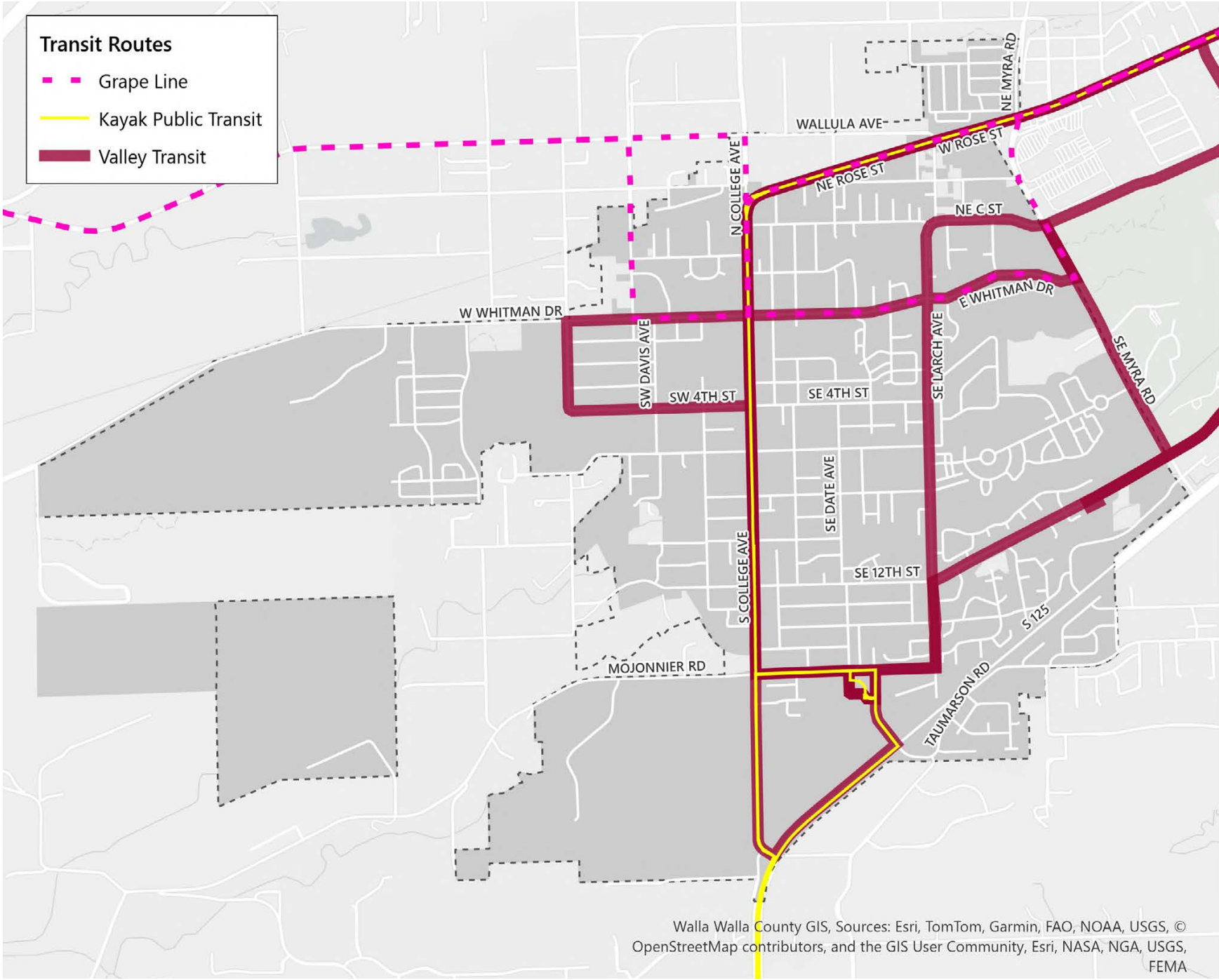


FIGURE 6.7 - Existing Transit Service



Walla Walla County GIS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA

Freight and Goods Transportation System

The movement of freight and goods plays an important role in the transportation system of the City and in the regional economy. The Washington State Department of Transportation has developed a classification system for the statewide Freight and Goods Transportation System (FGTS) based on the tonnage of freight that roadways carry annually. Currently the City of College Place has a few streets listed as T-3 facilities, meaning they carry 300,000 to 4 million tons of freight annually. These roads include SR 125, and Wallula Street as well as College Avenue north of Rose Street. T-4 categorized streets carrying from 100,00 to 300,000 tons annually include Mojonner Road and College Avenue south of Mojonner Rd, and Whitman Street west of Evans Rd and Evans Road north of Whitman Street. It is clear that the traffic volumes collected should be used to update the FGTS with WSDOT, especially to include Myra Road.

6.2.4 Rail

The Blue Mountain Railroad provides rail service for the shipment of goods to and from the College Place/Walla Walla area. In 2006, the Port of Walla Walla completed the Railex produce distribution center at the Port's Dodd Road Industrial Park, which has since expanded into a major cold-chain logistics and wine distribution facility operated through Union Pacific's Cold Connect network and Railex Wine Services.

6.2.5 Aviation

The Walla Walla Regional Airport, located directly northeast of Walla Walla, has been an active aviation center since before World War II. It is run by the Port of Walla Walla and provides passenger and cargo services.

The privately owned, Martin Airfield located on the western edge of the City of College Place on Whitman Drive has been an active airport since the early 1940s. Originally, the airfield provided flight training for World War II aviators.

Based on a Washington State Department of Transportation (WSDOT) study, it is estimated that Martin Field produces an economic benefit to Walla Walla County of more than \$1,000,000 annually.

Currently, approximately 54 privately owned airplanes are based at the airfield. Maintenance, fuel and inflight instruction are also provided onsite. The owners have instituted various noise abatement procedures to help minimize aircraft noise over housing areas.

The City continues to recognize the value of Martin Field and completed a study in 2025 to plan for industrial development near Martin Field to meet the demand for such development. The City will cooperate with the County in assisting with helping the airport develop its potential while protecting land uses within the City of College Place. Further development in the area will include protection from incompatible development.

6.2.6 Water

Transportation by water is available approximately 30 miles to the west on the Columbia River. Large amounts of grain and other commodities are shipped to and from Portland, 200 miles to the west, via the Columbia River. Passenger cruise ship traffic has increased on the Columbia/Snake Rivers with service from Portland, OR to Lewiston, ID.

6.3 LEVEL OF SERVICE

6.3.1 Level of Service Standards

Level of Service (LOS) is a qualitative measure of traffic flow, generally in terms of speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. More specifically, LOS A describes free-flow conditions where drivers experience minimal or no delay. LOS F describes stop-and-go conditions in which most drivers in the traffic stream experience long delays.

The LOS for intersections is based on the average vehicle delay experienced by vehicles entering the intersection during the peak hour. A capacity deficiency for signalized intersections is defined as intersections operating below LOS D. Minimum arterial (principal and minor) and collector standards are also set at a minimum LOS of D. This is consistent with the Walla Walla Valley

Metropolitan Planning Organization standards. For unsignalized intersections, a capacity deficiency occurs at a LOS F. There are no unsignalized intersections operating at this level. The unsignalized intersections in the city appear to be operating at a LOS C or better.

It should be noted that this system for measuring roadway performance is a standard in the transportation industry. It is employed by the State Department of Transportation (DOT) and the majority of jurisdictions in the state. This system is used here to provide consistency of measurement between the city, DOT, the County, and the City of Walla Walla. Consistency in approach and standards between adjacent jurisdictions is a goal of GMA.

NOTE: Multi-modal Level of Service Standards (MMLoS) are in the process of being addressed along with the identification of specific actions necessary to meet those standards on locally owned arterials, transit routes and state highways.

6.3.2 Transportation Concurrency

The Washington State Growth Management Act (RCW 36.70A.070) requires cities to “adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standard adopted in the Transportation Element of the comprehensive Plan, unless improvements or strategies to accommodate the impacts of development are made concurrent with the development.”

The GMA further specifies that “concurrent with the development” means that improvements or strategies are in place at the time of development, or that financial commitment is in place to complete the improvements or strategies within six years.

6.3.3 Existing Level of Service

The City meets its transportation concurrency requirements by identifying deficiencies based on the LOS standards established and discussed above and addressing deficiencies through short and long range improvements. The City plans to provide adequate facilities within its growth areas as growth occurs according to the GMA. The City of College Place Capital

Improvement Program and Transportation Improvement Program is updated annually to meet the needs of growth.

For the purposes of this Comprehensive Plan, the following sources were used to evaluate the transportation system for deficiencies:

- Evaluation of 2024 PM peak hour traffic volumes and historic trends
- Existing number of lanes
- Existing traffic control at intersections
- Recent Traffic Impact Analysis for proposed developments
- Current Transportation Improvement Program
- Current Capital Improvement Program



FIGURE 6.8 - Existing Roadway Volume to Capacity Ratios

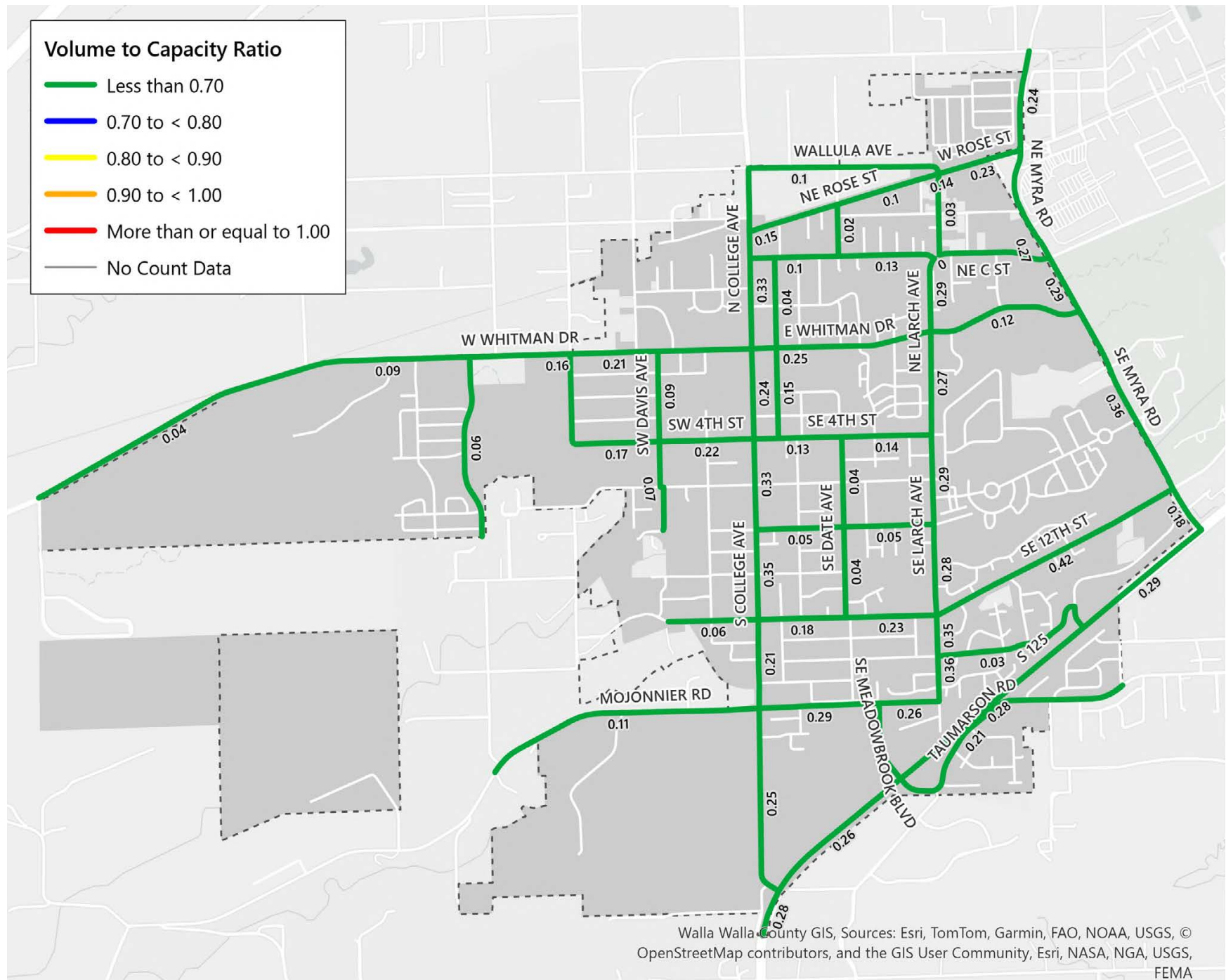
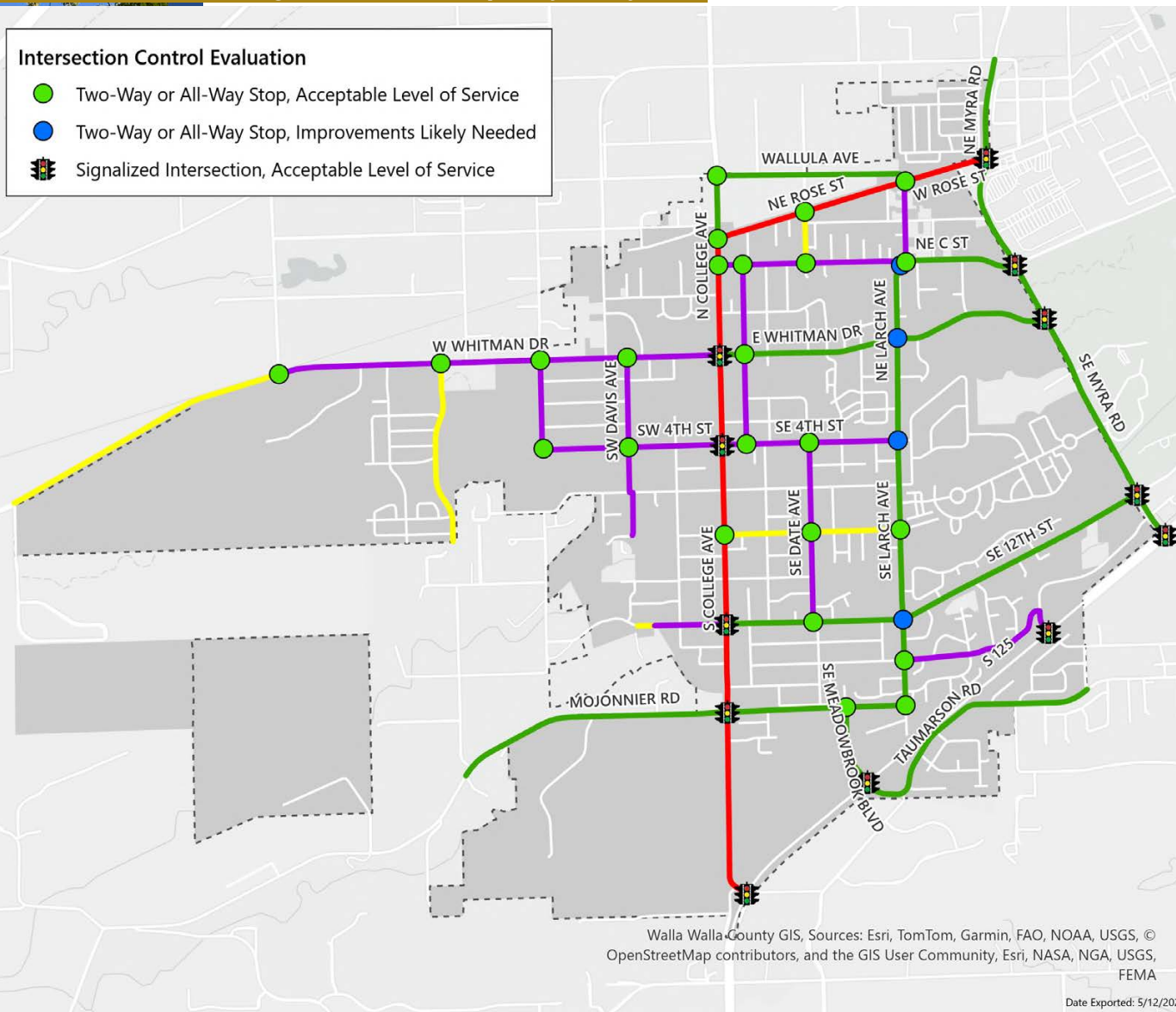


FIGURE 6.9 - Existing Intersection Capacity Analysis

The existing PM peak hour roadway segment volumes were evaluated for volume to capacity ratios (V/C). It is assumed that a planning level roadway capacity is 800 vehicles per hour per lane, and if left turn lanes are provided at intersections or there is a two-way center turn lane, the directional capacity is increased by 300. The results of this analysis are shown in Figure 6.8. The LOS calculated as volume to capacity ranges are: A < 0.60, B = 0.60 - 0.70, C = 0.70 - 0.80, D = 0.80 - 0.90, E = 0.90 - 1.0, F > 1.00. There are no existing V/C ratios on roadway segments that fall below the acceptable LOS of D.

Intersection approach volumes during the PM peak hour were also examined and evaluated for two conditions using a planning level methodology: 1) whether stop control is adequate when comparing major street and minor street traffic volumes, comparing to a Highway Capacity Manual Exhibit (Intersection Control Type and Peak-Hour Volumes), and 2) for signalized intersections, entering volumes are compared with entering capacity with an intersection adjustment factor that accounts for the fact that two roadways must share the pavement within the intersection. This evaluation is shown in Figure 6.9. As shown in Figure 6.9 there are four intersections of functionally classified roads – all on Larch Avenue at 12th Street, 4th Street and Whitman Drive – that need more detailed evaluation beyond this planning analysis to determine appropriate improvements for capacity purposes to provide acceptable LOS.

6.4 DEMAND AND NEED

The City of College Place is a small community in a rural area near the City of Walla Walla. The city is pursuing the extension and connection of pedestrian and bicycle routes as the most appropriate transportation demand management strategies, given that the longest commonly used routes are only several miles long. Examples of this include the introduction of multi-use paths to the east and west on Whitman Drive, as well as ongoing requirements for new developments to provide pedestrian access.



In addition, the City of College Place cooperates with Valley Transit, a separate taxing authority providing bus and dial-a-ride services. In addition to regular bus services, Valley Transit also offers services to disabled customers and those with certain fixed incomes.

For regular commuters to the Tri-Cities area, a park-and-ride facility is available adjacent to the City of College Place city limits at the intersection of Rose Street and Myra Road.

6.4.1 Future Conditions

2038 Level Of Service Analysis

The GMA requires that communities forecast anticipated growth in traffic volumes for at least a 10 year horizon period, based on the adopted land use plan, to provide information on the needs of future growth.

To assist with forecasting future traffic volumes the WWVMPO regional travel demand model was reviewed and it was determined, in consultation with the MPO that an annual growth rate of .08% was appropriate. This was applied to the 2024 traffic counts discussed earlier to estimate year 2038 traffic volumes. A similar analysis to that of existing conditions was performed using the traffic volume forecasts to determine where LOS deficiencies are anticipated for both roadway segments and at intersections. The results of the road segment analysis are shown in Figure 6.10 and the intersection analysis is shown in Figure 6.11.

As shown in Figures 6.10 and 6.11, there are no roadway segments anticipated to have capacity issues based on the V/C ratios for year 2038 forecast traffic volumes. There are however six intersections that are likely to need turn lanes or a higher level of traffic control.

6.4.2 Future Roadway Network

In addition to infill development, growth in the City of College Place is anticipated primarily to the west, south west and south. The City has planned new roads and roadway improvements to serve these areas, including:

- SW 4th Street: Extension from SW Academy Way to Hampton Ln to the West
- SW Davis Ave: South of 8th Street, to connect with SW 12th Street
- A new road south of Mojonner Road connecting to College Avenue to Teal Rd
- A new north-south collector road connecting from Whitman Drive to Mojonner Road at Ownes Rd
- Improvements to McMinn Road and Peppers Bridge Road southeast of SR 125.

The City adopts the WWVMPO/SRTPO Future Roadway Plan (June 2026) by reference as a supporting document to this Comprehensive Plan and will use it to guide future roadway planning, right-of-way preservation, development review, and capital improvements. See Appendix 6-A for the Future Roadway Plan.

6.4.3 Future Improvements

Each year the City of College Place is required to adopt a six-year Transportation Improvement Program (TIP). The City also prepares a list of projects for ten-year timeframe and one for longer range too.

Adoption of this plan recognizes that projects on the ten-year and long-term improvements list are candidates for the six-year TIP where funding becomes available and/or where transportation pressures increase these projects priorities over projects currently in the TIP.

Tables 6.2 and 6.3 include a listing of significant projects that are envisioned to meet LOS requirements and to provide new functionally classified roads to serve anticipated growth in the City of College Place for both short-term needs as well as to meet longer range needs respectively. These projects are shown graphically in Figure 6.13 Transportation Improvements. Roadway maintenance projects identified in the TIP are not included in the lists below nor in the accompanying figures.

FIGURE 6.10 - 2030 Roadway Volume to Capacity Analysis

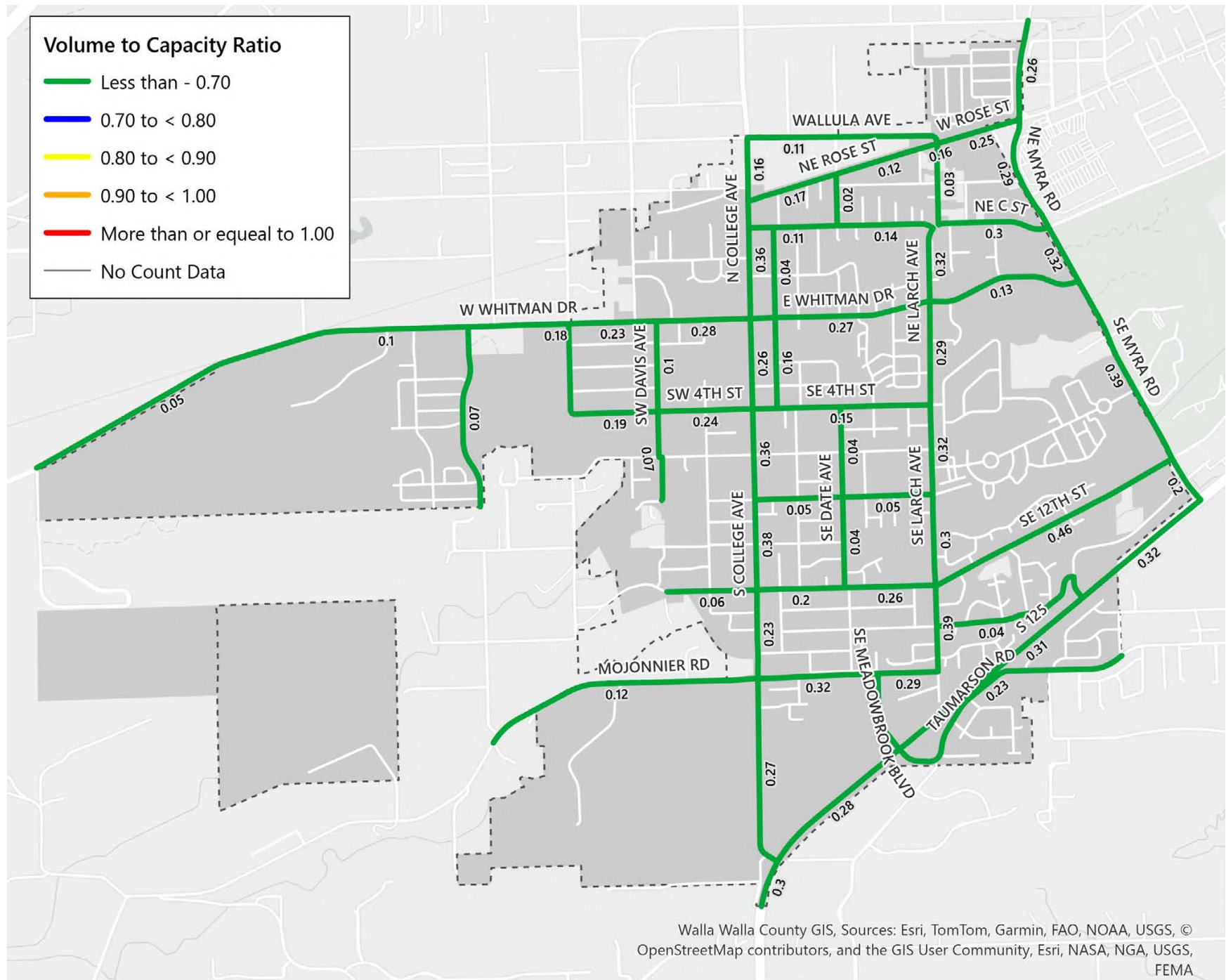


FIGURE 6.11 - 2038 Intersection Capacity Analysis

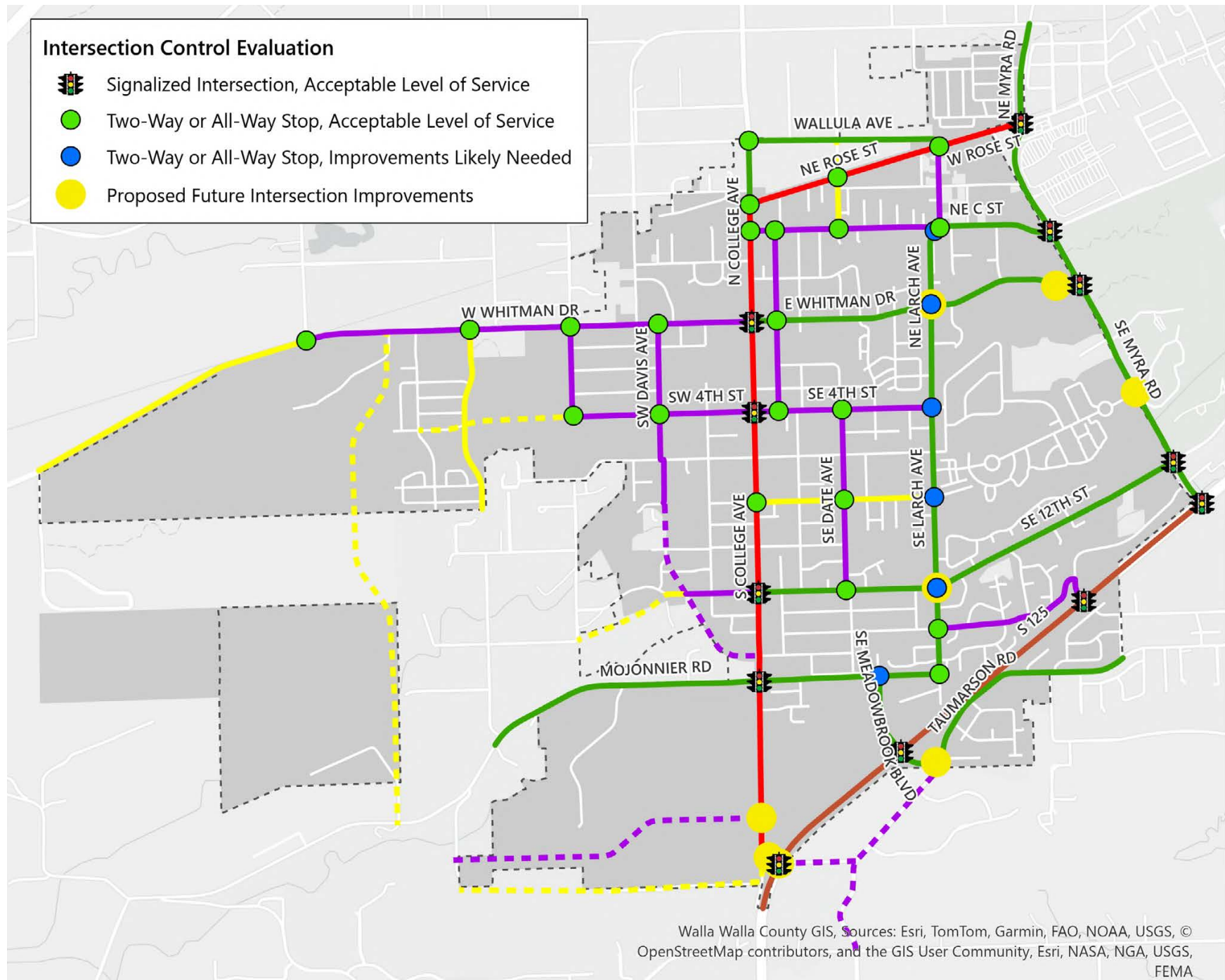


FIGURE 6.12 - Future Roadway Network

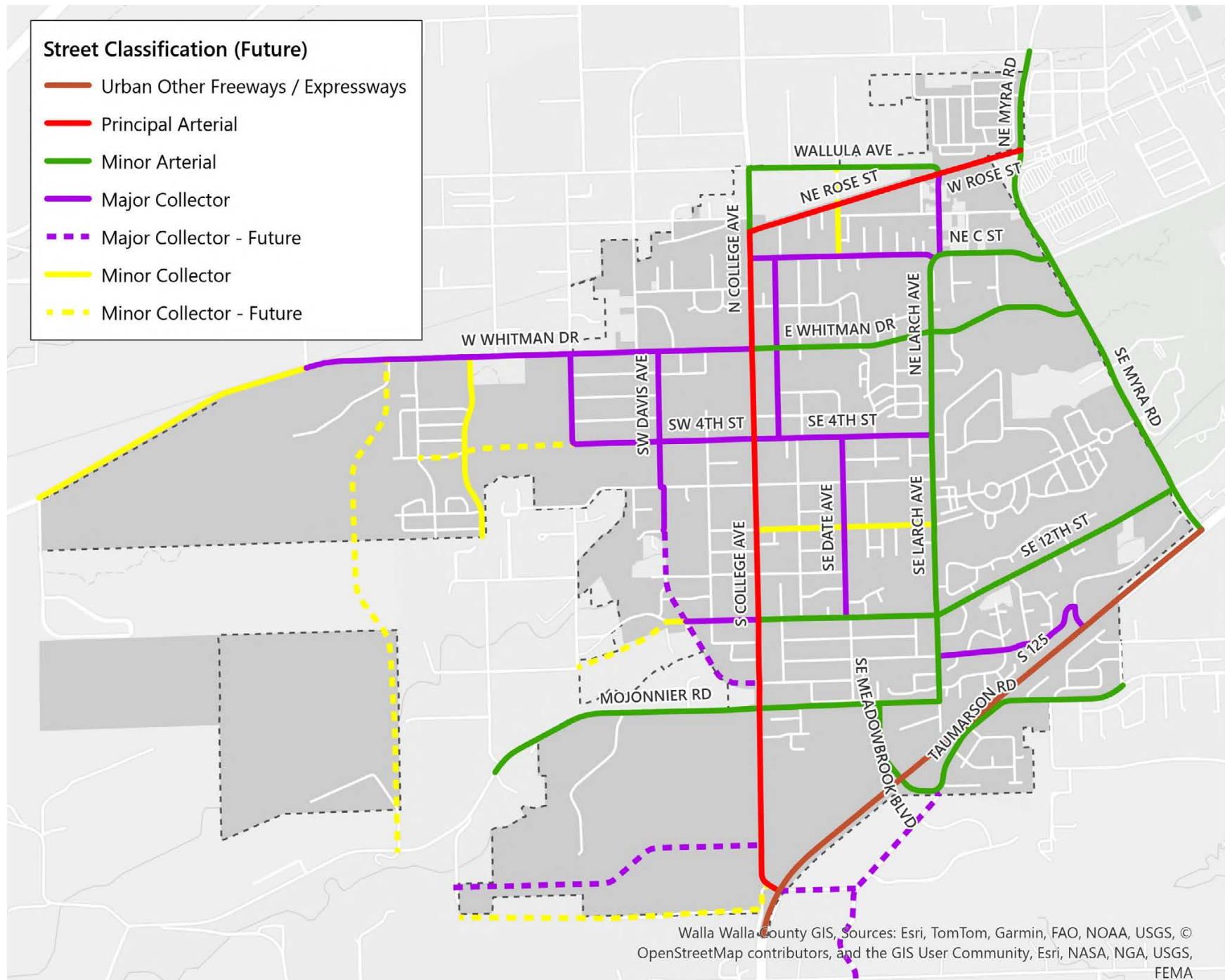


Table 6.2 Short Range Transportation Improvements

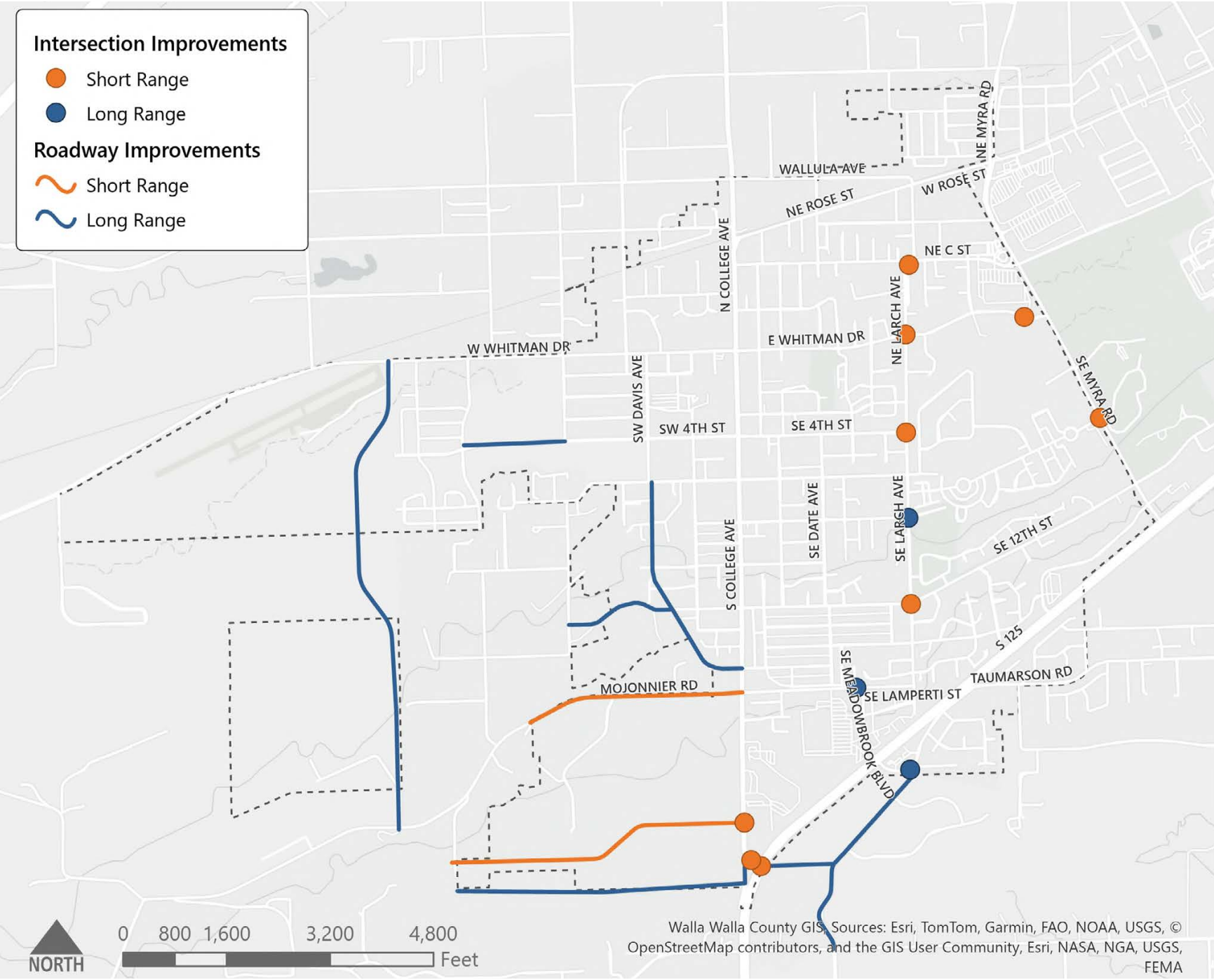
Project Title	Project Description	Funding Source	Total Cost (\$)
Mojonnier Road	College Ave to Bluvue Lane, Widen to 3 lanes	TIB, TIF	\$7,393,099
College/East-West Road Intersection	Construct Roundabout at new intersection	Developer, TIF	\$1,170,437
Whitman Drive/Home Depot	Construction roundabout	Developer, TIF	TBD
Southside Development East-West Corridor	New Collector Road-College Ave to Teal Lane	Developer, TIF	\$7,120,461
SR 125 & College/McMinn/ Aufty Lane Intersections	Intersection reconstruction	TIF, TIB, HSIP, developer	TBD
12th Ave/Larch St	Intersection reconstruction	TIF, TIB HSIP	\$420,244
Myra Rd/Garrison Village Way	Intersection improvements	Developer, TIF	TBD
Whitman Drive/Larch St	Intersection improvements	TIF, TIB HSIP	TBD
4th Ave/Larch St	Intersection improvements	TIF, TIB HSIP	TBD
C St/Larch St	Intersection improvements	TIF, TIB HSIP	TBD

Table 6.3 Long Range Transportation Improvements

Project Title	Project Description	Funding Source	Total Cost (\$)
Aufte Road Extension	New collector road - SR 125 to Teal Lane	Developer/TIF, TIB	TBD
Davis Street Extension	New collector road - 6th Street to 8th Street	TIF, TIB	TBD
Davis Street Extension	New collector road - 8th Street to 12th Street	TIF, TIB	TBD
Owens Road	New Collector Street - Mojonnier Road to Whitman Drive	TIF, TIB, developer	TBD
4th Avenue Extension	Academy Way to Doans Road	TIF, TIB	TBD
Taumarson Road/Peppers Bridge Road	Intersection Improvements	TIF, TIB, developer	TBD
Meadowbrook/Lamperti	Intersection improvements	TIF, TIB HSIP	TBD
8th Ave/Larch St	Intersection improvements	TIF, TIB	TBD
SE 12th St Extension	New Collector Street west of Davis	TIF, TIB	TBD



FIGURE 6.13 - Transportation Improvements



6.4.4 Finance

Like many communities across Washington, the City of College Place is challenged with the cost of both maintaining current transportation infrastructure and making new improvements to accommodate growth. In general, construction of new roads, both Federally classified and local roads, is driven by new development with the developer paying the cost for the road networks improvements supporting the new development. As such, the financial obligation for new roads generally does not accrue to the City.

The same is not true for existing infrastructure. Given that Federally classified roads (arterials and collectors) account for over 40% of the City's transportation infrastructure, the City's basic strategy has been to aggressively court Federal and state grant funding for the reconstruction of Federally classified roads with local match funding authorized by Council on a case-by-case basis as grants are awarded. This approach has been reasonably successful over the last several years. The City's project matches generally run between 15-25%. Based on this approach, a 20% overall match, after development contributions, and assuming all projects were completed as planned, would see the city authorize between \$8 - \$10 million in project matches over the next 6 years.

State and Federal funding is typically not available for non-Federally classified roads (local streets) and local road maintenance is currently being managed by utilizing an annual chip seal program. The City of College Place has regularly set aside \$200,000 for transportation-related maintenance of local roads. In June 2017 the City implemented a Transportation Benefit District that has helped to provide funding to maintain local streets as well as construct sidewalks.

The city has also implemented a stormwater utility. Since transportation stormwater improvements are a part of transportation improvements, the city may use some portion of stormwater utilities to help with the costs of some transportation improvements.

The Capital Facilities Element of the Comprehensive Plan discusses the preparation of the Capital Facilities Plan and the process for managing the project selection while meeting concurrency requirements of the GMA for those Elements that have LOS requirements such as Transportation. By updating the

CIP and TIP annually it allows the city to be flexible in project selection to meet LOS requirements.

6.5 TRANSPORTATION GOALS, POLICIES, AND OBJECTIVES

T Goal-1: Develop and maintain a safe, efficient, multimodal transportation system for all users—drivers, transit riders, pedestrians, and cyclists.

- » T 1-1 The City adopts an LOS standard of "D" for all roadway segments, an LOS of "D" for all signalized intersections, and a LOS "D" for the critical movement of all non-signalized intersections.
- » T 1-2: Access onto arterial streets shall be controlled in the following manner:
 - T 1-2-a: Controlled access to commercial and industrial uses on arterials.
 - T 1-2-b: Direct lot access to principal arterials in residential areas shall be prohibited.
 - T 1-2-c: Provide for limited access to minor arterials.
- » T 1-3: The city may consider, on a case-by-case basis, assuming ownership of existing privately-owned streets. Priority consideration shall be given to:
 - T 1-3-a: Private streets located in a dedicated right-of-way;
 - T 1-3-b: Private streets constructed to meet or that can reasonably comply with City standards;
 - T 1-3-c: Private streets that are being maintained by homeowners with adequate reserves that can be transferred to the city to ensure appropriate repair and maintenance; and/or
 - T 1-3-d: Neighborhoods committed to establishing an LID to improve private streets to City standards.
- » T 1-4: The City should establish and maintain a pavement management system in accordance with State guidelines.
- » T 1-5: Assess opportunities and strategies for reducing transportation demand (transportation demand management) and incorporate them within zoning, planning and development action, decisions, and requirements when feasible.
- » T 1-6: The City shall, in consultation with local schools, social service providers, businesses, property owners, and residents, establish and maintain an inventory of sidewalks with a priority list of repair and



maintenance activities, missing links, and new service areas.

- » T 1-7: This shall also include:
 - safety zones
 - crosswalks
 - lighting
 - parking regulations and other safety features to protect the public and pedestrian and vehicular traffic.
- » T 1-9: This may include the adoption of innovative approaches or flexible standards in developed areas with limited rights-of-way, including such measures:
 - installing sidewalks on only
 - one side of the street
 - narrowing travel lanes
 - restricting on-street parking
 - establishing one way streets

T Goal-2: Improve connectivity and eliminate gaps in street, bicycle, and pedestrian networks.

- » T 2-1: Secure funding to address gaps in the transportation network and enhance connectivity.
- » T 2-2: Development of new neighborhood streets shall be consistent with the following:
 - T 2-2-a: New streets should be designed with street trees and amenities, and to encourage use by pedestrians and bicycles;
 - T 2-2-b: Traffic should be diffused and balanced and streets should be designed in such a manner so as to discourage truck and heavy through traffic in neighborhoods while maintaining connectivity; and
 - T 2-2-c: Cul-de-sacs and closed loop streets shall be discouraged. Where allowed, pedestrian connections between cul-de-sacs and through routes shall be included in the design to encourage pedestrian activity.
- » T 2-3: Establish and maintain a system of bicycle and pedestrian trails and routes that link neighborhoods and public facilities and that enhance the walking and bicycling experience. This should include:
 - T 2-3-a: Designated bike routes;
 - T 2-3-b: Way finding signs;
 - T 2-3-c: Priority consideration to those streets that provide access to schools and parks, or where there is concern for pedestrian safety;

- T 2-3-d: Consultation with local schools;
- T 2-3-e: Enforcement of safety laws;
- T 2-3-f: Priority consideration shall be given to nonmotorized improvements that are consistent with the Blue Mountain Regional Trail Plan;
- T 2-3-g: Encourage new bicycle routes to be established outside of vehicular travel ways; and
- T 2-3-h: Continue to evaluate where bicycle and pedestrian routes should be designated and encourage their construction and use.

T Goal-3: Coordinate transportation planning and investments with regional partners and state agencies.

- » T 3-1: Pursue equitable and sustainable funding strategies and coordinate with local, regional, state, and federal partners to plan, fund, and implement transportation improvements.
- » T 3-2: Maintain the College Place Transportation Benefit District, consistent with state law.
- » T 3-3: Coordinate transportation planning and investment with regional partners including, Walla Walla County, the City of Walla Walla, the Port of Walla Walla, and Valley Transit.

T Goal-4: Ensure new development contributes to transportation improvements and mitigates its impacts.

- » T 4-1: Enforce adequate standards for new streets and upgrade existing streets.
 - T 4-1-a: Encourage Local Improvement Districts (LIDs) to fund the improvement of existing sub-standard streets to appropriate urban standards, including the provision of sidewalks and right-of-way widths to include bicycles where appropriate, with costs repaid through local tax assessment.
 - T 4-1-b: Require mitigation and developer participation in street upgrades or new streets for impacts created by development.
 - T 4-1-c: Utilize semi-rural road standards in transitional urban-rural areas where no long-term change in character is anticipated.
 - T 4-1-d: Develop “equity contribution” mechanisms for accepting and coordinating development contributions in lieu of improvements towards funding circulation and pedestrian infrastructure.

T Goal-5: Expand transit access and amenities to support mobility for all ages and abilities.

- » T 5-1: Expand transit options and plan for growth to ensure accessible and efficient transportation for all residents.
- » T 5-2: Work with Valley Transit to establish bus amenities and/or shelters at selected bus stops in the City to be based on level of use and surrounding development.
 - T 5-1-a: Encourage transit facilities be provided in “large” commercial developments.

T Goal-6: Promote complete streets, low-impact stormwater features, and environmentally responsible transportation designs.

- » T 6-1: All new streets and street improvements shall be designed and constructed to meet City standards.
 - T 6-1-a: New private streets are discouraged, and all new private streets will be constructed to meet City standards.
 - T 6-1-b: Encourage standardization of street and transportation standards with the City of Walla Walla and the County of Walla Walla where appropriate.
 - T 6-1-c: Implement complete streets practices as guided by the City’s Complete Streets Policy (CPMC 12.14).
- » T 6-2: Support the installation of electric vehicle charging stations and the utilization of alternative fuel sources.

T Goal-7: Support long-term corridor planning and preserve right-of-way for future transportation needs.

- » T 7-1: Preserve and plan for future transportation corridors and key connections needed to support growth, mobility, and regional access, with particular attention to designated corridors and areas of anticipated development.
 - T 7-1-a: Coordinate with WSDOT to manage development impacts along SR-125.
 - T 7-1-b: Protect, maintain, and expand key westside routes.
 - SW 4th St collector route:
 - Fill in the gap between SW Doans Ave and SW Academy Way.
 - Extend westward when development occurs.
 - SW Davis Ave:

- Extend from SW 8th St through to SW 12th St.
- SW Doans Ave:
 - Extend from SW Julia St through to Brickner Rd.
 - Realign the Whitman intersection at the S Campbell Rd intersection.
- Owens Rd:
 - Connect from Mojonnier Rd to W Whitman Dr.
- T 7-1-c: Plan for improvements at major intersections to enhance traffic flow.

T Goal-8: Provide a safe and efficient transportation system for use by vehicles, transit, pedestrians, and bicycles that promotes and supports the desired land use pattern and economic development priorities.

- » T 8-1: New major traffic generators such as secondary schools, institutions of higher learning, churches, shopping and industrial areas should be located on or near streets with adequate capacity.
- » T 8-2: Encourage the development of a parking strategy for the College Avenue corridor.
 - T 8-2-a: This may include the establishment of public parking lots to serve College Avenue and other designated commercial areas with limited on-street parking.
- » T 8-4: Coordinate with Walla Walla University and implement and enforce permitting standards to reduce reliance on public parking facilities and construct facilities adequate to serve the University’s full parking needs.



7. CLIMATE CHANGE & RESILIENCY ELEMENT

7.1 PURPOSE

The Climate Element for the City of College Place establishes a policy framework to help the community prepare for and respond to climate-related challenges. As climate conditions continue to shift, the City is already experiencing the effects of rising temperatures, wildfire smoke, and more variable precipitation patterns.

These changes are expected to intensify over time, creating additional pressures on infrastructure systems, natural resources, public health, and the local economy.

This element outlines strategies to strengthen resilience, reduce risks, and support the community's long-term sustainability.

7.2 LEGISLATIVE CONTEXT

Recent updates to Washington State law require local jurisdictions to more directly address climate change in comprehensive planning. House Bill 1181 (2023) amended the Growth Management Act (GMA) to incorporate climate mitigation and adaptation into community planning efforts.

Under this framework, local plans are expected to:

- Address long-term climate risks
- Reduce greenhouse gas emissions
- Strengthen resilience to natural hazards
- Promote public health, safety, and environmental justice

The City of College Place is incorporating these requirements into its comprehensive plan through this Climate Element. This work is informed by regional data sources, including the Climate Mapping for a Resilient Washington (CMRW) tool and broader hazard mitigation planning efforts in Walla Walla County.

7.3 EXISTING CONDITIONS AND CLIMATE VULNERABILITY ASSESSMENT

7.3.1 Community Overview

College Place is characterized by a mix of residential neighborhoods, educational campuses, commercial areas, and nearby agricultural activity. The city depends on interconnected systems—such as water supply, transportation networks, public facilities, and natural features—that support daily life and economic activity.

Many of these systems face increasing strain as climate-related hazards become more frequent and severe.

7.3.2 Key Climate Hazards

Analysis of available data sources, including the Washington State Department of Commerce Climate Resilience Planning Workbook, the Walla Walla County Hazard Mitigation Plan (HMP), regional climate projects, and local observations from City staff and stakeholders, identifies several key hazards affecting College Place:

- More frequent and intense heat events
- Prolonged drought conditions
- Declining snowpack and earlier seasonal melt
- Increased flooding and storm intensity
- Greater exposure to wildfire and smoke
- Severe weather such as wind and ice events

These hazards often overlap, compounding impacts across multiple systems.



7.3.3 Major Vulnerabilities

Water Systems

Water availability is a critical concern. Shifts in snowpack and runoff timing reduce water supply during peak summer demand. This is due to precipitation events occurring outside historical patterns, either before or after temperatures are cold enough to capture it as ice and snow, or during days with higher temperatures that prevent that water from freezing, being stored, and being released over time in the summer months. This additional stormflow places increased pressure on existing stormwater and wastewater systems, which already experience capacity challenges during major precipitation events.

Built Infrastructure and Transportation

Infrastructure throughout the City is increasingly exposed to climate stressors. Flooding and extreme weather can damage roads, culverts, and bridges, while high temperatures accelerate pavement deterioration and raise maintenance costs. In addition, some existing culverts may be undersized to accommodate projected increases in water flows, creating potential bottlenecks in the system and increasing the risk of flooding or water backing up over a roadway.

Public Facilities and Services

Many public buildings, including schools and community facilities, lack sufficient cooling and air filtration to handle extreme heat and smoke events.

Utilities and treatment systems also face risks from flooding, peak demand, and aging infrastructure, limiting their capacity to adapt quickly.

Health and Social Vulnerability

Climate-related hazards pose direct risks to human health. Heat waves and smoke events aggravate existing respiratory illness, elevate heat stress, and create an increased demand for emergency services, especially for the most vulnerable residents of College Place, including:

- Seniors and young children
- Households with limited income
- Outdoor workers
- Residents without reliable access to cooling or clean air

Economic Activity and Agriculture

Agricultural systems in the surrounding region are highly sensitive to temperature increases and water availability. Crop yields and quality may decline as drought and extreme heat intensify. Floodwater can inundate and contaminate crops and soil.

Low-lying commercial areas within the city are also susceptible to flooding and heat-related impacts, particularly where large, paved surfaces amplify stormwater runoff and exacerbate urban heat.

Natural Systems

Local ecosystems, including Garrison Creek and associated open spaces, are affected by both low-flow conditions during drought and high-flow erosion during storms. Many of the riparian areas in the city are privately owned, limiting the ability to rehabilitate them to make shoreline systems more resilient to erosion and runoff.

These impacts reduce ecological functions, such as slowing the rate at which water flows and preventing water from being absorbed into the ground, and increase maintenance demands.

7.3.4 Resilience Opportunities

While vulnerabilities are significant, there are clear opportunities to enhance resilience across the community. These include:

- Expanding water conservation programs and supply source planning
- Modernizing stormwater and wastewater infrastructure
- Improving access to climate-controlled public spaces
- Strengthening emergency preparedness and communication systems
- Investing in green infrastructure and habitat restoration
- Supporting adaptation in agriculture and local businesses

The vulnerability assessment indicates that proactive investments and coordinated planning will be essential to reduce long-term risks.

7.4 CLIMATE CHANGE & RESILIENCY GOALS AND POLICIES

CE Goal-1: Reduce risks from extreme heat and improve community cooling capacity.

Policies:

- » CE 1-1: Expand urban tree canopy and green infrastructure in priority areas, including streets, schools, and parks, to reduce urban heat island effects and improve air quality.
- » CE 1-2: Maintain an updated list of critical community facilities

(schools, community centers, libraries) to function as cooling centers and clean air shelters during extreme heat and smoke events.

- » CE 1-3: Coordinate with partners to support vulnerable populations, most at risk during extreme heat events.
- » CE 1-4: Promote building design strategies such as cool roofs, shade structures, and passive cooling to reduce indoor heat exposure.

CE Goal-2: Strengthen drought resilience and long-term water supply reliability.

Policies:

- » CE 2-1: Promote water conservation through efficient irrigation, drought-tolerant landscaping, and reduced outdoor water demand.
- » CE 2-2: Protect and support restoration of riparian corridors and soils that enhance water retention, groundwater recharge, and ecosystem resilience.
- » CE 2-3: Encourage land use and development patterns that minimize water demand and support sustainable growth.
- » CE 2-4: Investigate the feasibility of developing an Irrigation Reclamation Water Utility.

CE Goal-3: Reduce flood risk through resilient infrastructure , land use planning, and partnerships.

Policies:

- » CE 3-1: Upgrade drainage and stormwater systems to handle increased peak flows.
- » CE 3-2: Expand use of green infrastructure, including bioswales, permeable pavement, and vegetated systems to absorb, and slow stormwater.
- » CE 3-3: Protect and restore floodplains, wetlands, and natural drainage corridors.
- » CE 3-4: Limit development in high flood-risk areas where feasible and encourage resilient site design.

CE Goal-4: Minimize wildfire risk and improve resilience to wildfire smoke.

Policies:

- » CE 4-1: Promote Firewise practices, including, but not limited to defensible space and fire-resistant landscaping.

- » CE 4-2: Encourage fire-resistant building materials and landscaping in areas with high grassland or agricultural fire risk.
- » CE 4-3: Coordinate with partners and providers to provide access to clean air shelters and communication systems during prolonged regional wildfire smoke events.
- » CE 4-4: Improve evacuation routes and emergency access, particularly in areas with limited connectivity.

CE Goal-5: Integrate climate resilience into infrastructure and community systems.

Policies:

- » CE 5-1: Identify and plan for climate impacts to critical infrastructure and community assets, including transportation, water, stormwater, and other public facilities.
- » CE 5-2: Design infrastructure to withstand heat stress, drought conditions, flooding, and wildfire impacts.
- » CE 5-3: Incorporate climate resilience into capital facilities planning and long-term investments.
- » CE 5-4: Pursue funding opportunities and partnerships to implement resiliency projects.

CE Goal-6: Strengthen community preparedness and climate risk awareness through education, planning, coordination, and continued awareness.

Policies:

- » CE 6-1: Expand public education and outreach on local climate risks and emergency preparedness through workshops, training, and accessible resources.
- » CE 6-2: Improve access to clear, user-friendly information on evacuation routes, hazard areas, and emergency procedures for all residents.
- » CE 6-3: Enhance emergency communication systems to provide timely, reliable, and accessible alerts across multiple platforms.
- » CE 6-4: Coordinate with local and regional partners to strengthen community preparedness, response capacity, and neighborhood-level resilience efforts.



8. ECONOMIC DEVELOPMENT

8.1 OVERVIEW

This chapter outlines goals, policies, and programs that define College Place's role in economic development and help the city build a healthy economy. Although most economic activity is in the private sector, the local government's role is to establish parameters for private markets, provide necessary services, and participate in economic development in some circumstances.

8.1.1 Purpose

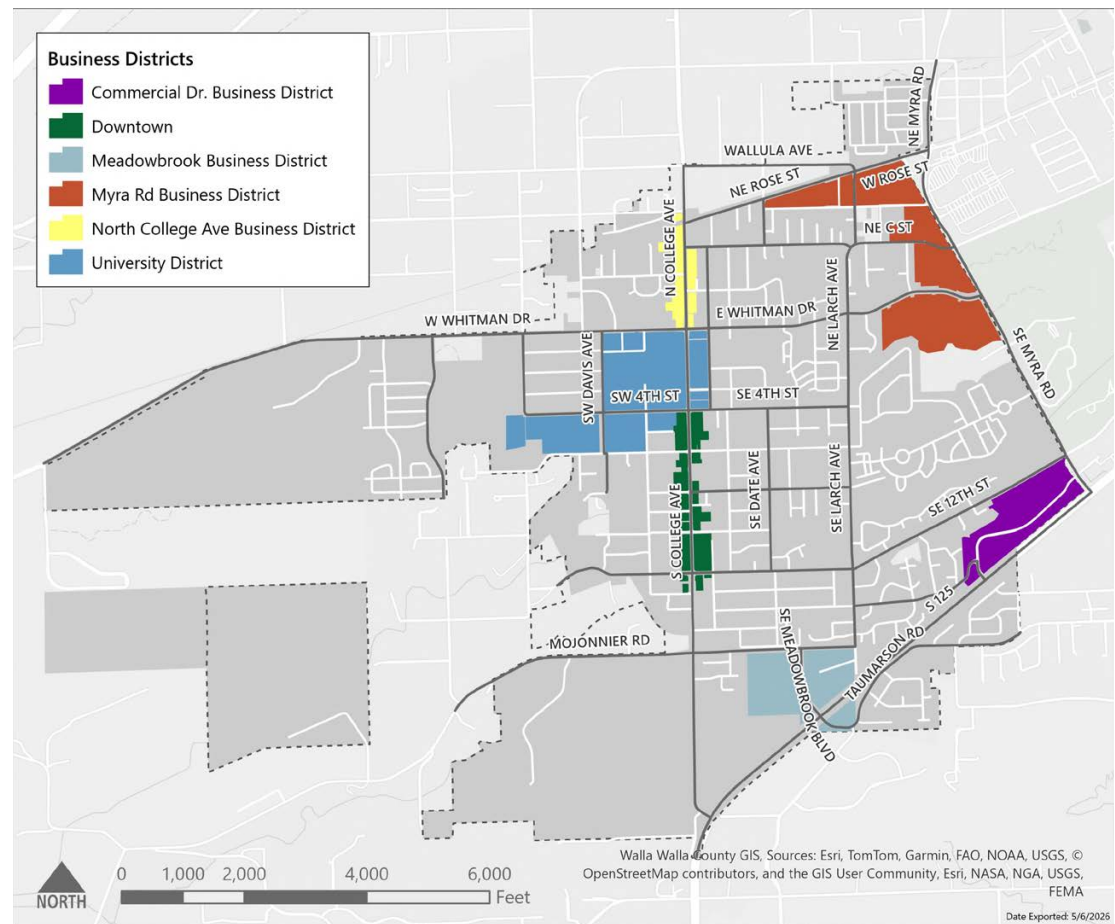
A healthy economy adds to all aspects of the community, from jobs to infrastructure to community services. A healthy local economy can strengthen the community's position as a unique and attractive place to work, live, play, and visit.

The goals, policies, and programs contained in this chapter aim to guide the City of College Place in developing a supportive business environment for new and existing businesses with the intent of providing a range of employment opportunities for residents and a strong tax base for the city.

8.2 COMMUNITY & ECONOMIC CONTEXT

8.2.1 Community Profile

Between 2015 and 2024, the local economy continued to shift toward service-based and population-serving industries, with employment growth increasingly concentrated in education, health care, and social assistance. This sector strengthened its role as the primary employment base, growing from approximately 37 percent of jobs in 2015 to over 43 percent in 2024, reflecting regional demographic trends and rising demand for health and social services. Professional, scientific, and administrative services also expanded significantly over this period, indicating a gradual diversification toward higher-skilled and knowledge-based employment. Construction and transportation-related industries experienced moderate growth, supporting ongoing development activity and infrastructure needs.



In contrast, several traditional and goods-producing sectors declined in relative employment share over the decade. Manufacturing, agriculture, and retail trade all saw long-term decreases, despite intermittent recovery following 2020. Retail employment, while still a significant component of the local economy, declined substantially from its 2015 peak, consistent with broader shifts toward e-commerce and changes in consumer behavior. Public administration and visitor-serving industries such as arts, entertainment, and accommodation also declined as a share of total employment. Overall, these trends suggest an evolving economic structure characterized by greater reliance on health care and professional services, underscoring the importance of workforce development, economic diversification, and land use policies that support emerging industry needs while adapting to the decline of traditional sectors.

INDUSTRY	2024		2020		2015	
	#	%	#	%	#	%
Agriculture, forestry, fishing and hunting, and mining	113	2.5	84	1.9	167	3.5
Construction	267	5.8	204	4.5	203	4.3
Manufacturing	174	3.8	270	6	266	5.6
Wholesale trade	11	0.2	123	2.7	136	2.9
Retail trade	568	12.4	453	10	838	17.7
Transportation and warehousing, and utilities	95	2.1	143	3.2	34	0.7
Information	58	1.3	76	1.7	153	3.2
Finance and insurance, and real estate and rental and leasing	199	4.3	108	2.4	186	3.9
Professional, scientific, and management, and administrative and waste management services	382	8.3	274	6.1	190	4
Educational services, and health care, and social assistance	1977	43.1	1794	39.7	1,750	36.9
Arts, entertainment, and recreation, and accommodation and food services	305	6.6	310	6.9	446	9.4
Other services, except public administration	168	3.7	232	5.1	212	4.5
Public administration	272	5.9	450	10	160	3.4

Source: U.S. Census Bureau. "Selected Economic Characteristics." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP03

Between 2015 and 2024, labor force participation declined while the share of residents not in the labor force increased. In 2015, approximately 63 percent of residents were employed, compared to 58 percent in 2020 and 57.6 percent in 2024. Although the total number of employed residents remained relatively stable over the period, the share of the population that was employed decreased, indicating slower employment growth relative to population growth. The number of individuals not in the labor force increased from 2,525 in 2015 (33.7 percent of the population) to 3,055 in 2024 (38.3 percent), suggesting

demographic shifts such as an aging population, increased school enrollment, or changes in household employment patterns.

Unemployment levels fluctuated modestly but remained relatively low throughout the period. Unemployment rates, calculated as a share of the civilian labor force rather than the total population, increased from 3.1 percent (233 individuals) in 2015 to 3.8 percent (295 individuals) in 2020, before rising slightly to 4.0 percent (215 individuals) in 2024. The increase in the unemployment rate despite fewer unemployed individuals

reflects a reduction in overall labor force participation. The presence of individuals in the armed forces remained minimal. Overall, the data indicate a stable labor market with low unemployment, coupled with a gradual decline in labor force participation that may have implications for workforce availability, economic resilience, and future employment growth strategies.

EMPLOYMENT STATUS	2024		2020		2015	
	#	%	#	%	#	%
In Labor Force						
Employed	4,589	57.6%	4,521	58.2%	4,741	63.2%
Unemployed	215	4.0%	295	3.8%	233	3.1%
Armed Forces	9	0.1%	0	0%	0	0%
Not in Labor Force						
	3,055	38.3%	2,947	38.0%	2,525	33.7%

Source: U.S. Census Bureau. "Selected Economic Characteristics." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP03

Note: Employment and unemployment percentages reflect shares of the civilian labor force. "Not in Labor Force" is calculated as a share of the total population.

Between 2015 and 2024, most of the workers aged 16 and over continued to commute by private vehicle, although reliance on driving alone declined from its 2020 peak. In 2024, approximately 65 percent of workers drove alone, compared to nearly 75 percent in 2020 and about 70 percent in 2015. Carpooling represented a smaller share of commute trips in 2024 (7.1 percent) than in 2015 (9.6 percent), suggesting a long-term decline in shared commuting arrangements despite a modest rebound from 2020. Use of public transportation remained minimal across all years, accounting for less than 1 percent of worker commutes in 2024, while walking to work remained a consistent non-motorized option, representing roughly 14 percent of commutes in both 2015 and 2024.

The most notable shift over the decade was the increase in remote work. The share of workers working from home rose from 3.5 percent in 2015 to nearly 10 percent in 2020 and continued to increase to 11 percent by 2024, reflecting lasting changes in

work patterns following the COVID-19 pandemic. This growth in telework, combined with lower rates of solo driving than in 2020, suggests evolving commuting behavior that may reduce peak-hour travel demand. Overall, the data indicates a transportation system still dominated by automobile travel, but with emerging trends toward remote work and stable levels of walking that have implications for future transportation planning, infrastructure investment, and land use coordination.

COMMUTE (workers 16 years and over)	2024		2020		2015	
	#	%	#	%	#	%
Car, truck, or van—drove alone	2,914	65.4	3,251	74.8	3,256	69.8
Car, truck, or van—carpooled	315	7.1	206	4.7	448	9.6
Public transportation	38	0.9	48	1.1	0	0
Walked	637	14.3	397	9.1	697	14.9
Other means	62	1.4	17	0.4	101	2.2
Worked from home	491	11	430	9.9	163	3.5
Total	4,457	100	4,349	100	4,665	100

Source: U.S. Census Bureau. "Selected Economic Characteristics." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP03

TRAVEL TIME	2024	2020	2015
Mean travel time to work (minutes)	13.2	11.5	13.5

Source: U.S. Census Bureau. "Selected Economic Characteristics." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP03

Median household income has seen steady growth, particularly since 2020. However, per capita income growth has slowed since 2020, compared to the previous five years. This drop in per capita income is related to the high student population of the community as the metric is highly sensitive to non-earning or low-earning residents. Students who have little to no personal income pull down the average income per person, even if the economy is doing well. However, students don't factor into household

2024 Employment Density from United States Bureau of Labor Statistics

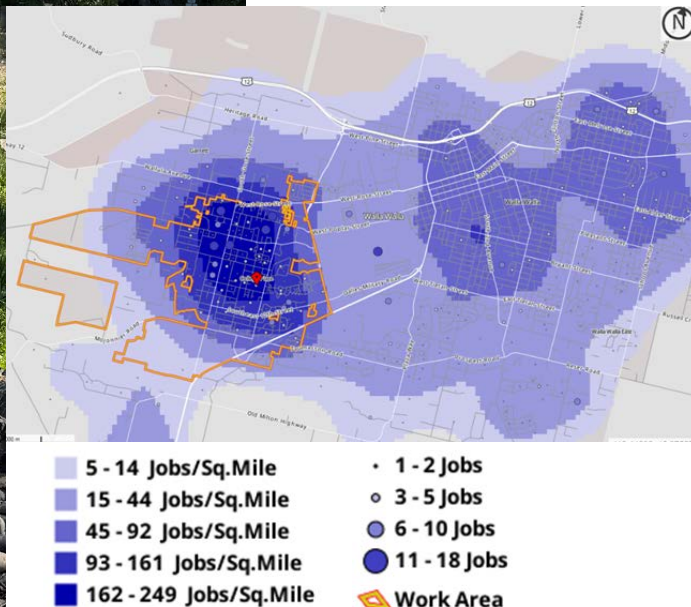
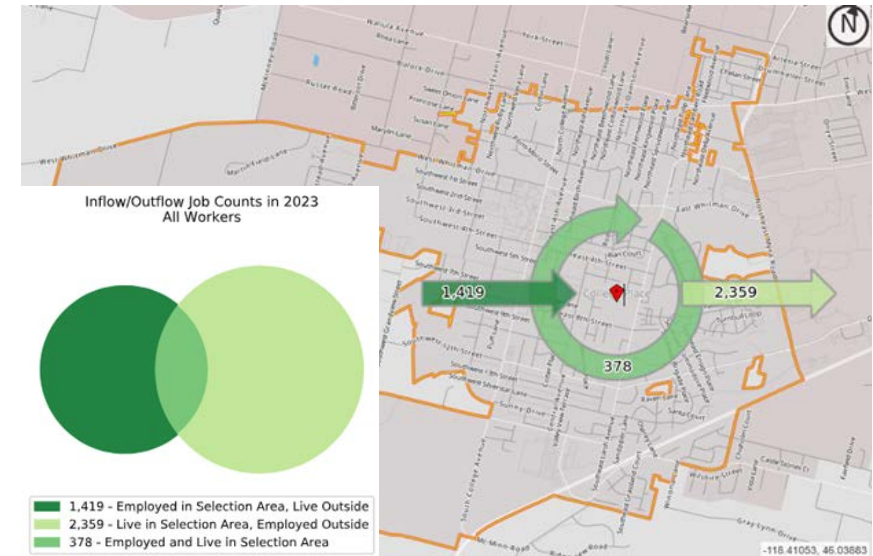
income until they create a household. This is a pattern typical of “institution-anchored” communities with universities and regional healthcare facilities.

MEDIAN HOUSEHOLD INCOME	2024	2020	2015
	\$61,914	\$49,406	\$42,704

Source U.S. Census Bureau. “Income in the past 12 Months (Inflation-Adjusted Dollars)” American Community Survey, ACS 5-Year Estimates Data Profiles, Table S1901

PER CAPITA MEDIAN INCOME	2024	2020	2015
	\$33,457	\$28,733	\$21,381

Source U.S. Census Bureau. “Per Capita Income in the Past 12 Months (Inflation-Adjusted Dollars)” American Community Survey, ACS 5-Year Estimates Data Profiles, Table B19301



Where Walla Walla University was once the primary center of employment within the city, labor distribution has spread across the city.

The overall balance of labor movement through the region has also remained steady over the past 10 years, but has shown a slight decline in both directions. In 2015, 1,479 people were commuting into College Place for work, and that number has dropped slightly to 1,419 in 2024. Similarly, commuters leaving College Place dropped from 2,696 in 2015 to 2,359 in 2024.

The largest employer in the city continues to be Walla Walla University. Education, public administration, and retail services provide the most jobs locally.

- **Walla Walla University:** A major private university and the largest employer in the city.
- **College Place Public Schools:** The local school district providing significant employment.
- **Walmart Supercenter:** A major retail employer in the Highway 125 business district.
- **Home Depot:** A key retailer located along the SR 125 corridor.
- **City of College Place:** Municipal government operations

Additionally, the Walla Walla Valley boasts diverse large manufacturing employers such as Broetje Orchards, Tyson Fresh Meats, and Boise Paper.

8.3 STRENGTHS AND WEAKNESSES

8.3.1 Existing Conditions Analysis

Fiscal and Economic Base

The City of College Place has a solid and growing fiscal foundation, supported by an equalized assessed value of approximately **\$1.2 billion**. Sales tax revenues reached **\$2.79 million in 2024** and are projected to increase to **\$3.07 million by 2026**, reflecting steady consumer activity and ongoing commercial growth. These indicators suggest a resilient local economy with moderate but consistent expansion, supported by both local and regional demand.

Business Climate and Regulatory Environment

College Place offers a **stable and service oriented business climate**, shaped largely by its role within the broader Walla Walla Valley economy and anchored by a major university. This institutional presence serves as a significant employer and workforce generator while also driving demand for housing, retail, dining, and professional services.

The city's regulatory framework supports economic development through **clearly defined zoning districts, objective development standards, and streamlined permitting procedures**. Recent amendments to the development code have reduced barriers for food vendors and small scale commercial enterprises, reinforcing the city's focus on entrepreneurship and neighborhood scale business activity. College Place operates within Washington State's consumption-based tax structure, which includes sales tax and business and occupation (B&O) taxes but no state or local income tax. All municipal taxes are assessed within statutory limits, providing predictability and clarity for businesses considering investment or expansion.

Workforce Characteristics

The local workforce reflects the presence of higher education institutions and regional employment centers, with strengths in education, healthcare, retail, and service industries. College Place benefits from a workforce with relatively strong educational attainment and access to jobs throughout the Walla Walla Valley, supported by short commute distances and regional transportation connections. These characteristics provide

employers with access to a diverse labor pool while reinforcing the city's role as a residential, educational, and service center within the region.

Infrastructure and Utilities

College Place is well served by regional and local infrastructure. The city provides convenient access to **US Highway 12 and State Route 125**, facilitating connections to regional markets. Public transit services, freight rail access, and proximity to the **Walla Walla Regional Airport** support both passenger travel and limited cargo movement. The Columbia River, located approximately **30 miles west**, provides access to major commodities shipping routes and recreational opportunities.

Locally, the city emphasizes a connected network of streets, sidewalks, and pedestrian and bicycle facilities that reinforce walkability and neighborhood scale. Utility infrastructure is reliable and diversified, with water supplied by the city, two irrigation districts, and a university owned water company. Power and gas services are provided by regional cooperatives and private utilities, and broadband availability includes DSL, cable, fiber, and wireless options from multiple providers, supporting both residents and businesses.





Land Use and Real Estate Conditions

College Place is largely built out, with limited vacant industrial land within city limits. Remaining development opportunities are primarily commercial or mixed use sites suited for infill and redevelopment. As a result, the city's existing land supply is best positioned to support small to mid scale commercial, service, logistics adjacent, institutional, and mixed use development, rather than large scale industrial or manufacturing uses. In order to attract larger industrial or manufacturing employers, additional land will need to be added to the city. Further information regarding the amount of residential, commercial, and industrial land needed to accommodate the College Place's

future growth and development can be found in the Land Use Element and the Capital Facilities Element.

The city maintains a distinct downtown and main street district that functions as a neighborhood serving commercial center. This area supports retail, dining, professional services, and small scale logistics, contributing to community identity and local economic activity while complementing larger commercial nodes elsewhere in the valley.

Overall Assessment

Taken together, existing conditions in College Place reflect a stable, infrastructure ready, and services focused community with a predictable regulatory environment and strong institutional anchors. While land availability is constrained, the city is well positioned for targeted infill, redevelopment, and commercial growth that aligns with its scale, quality of life objectives, and regional economic role.

To attract larger commercial, industrial, or manufacturing

facilities, the city will need to expand its available land supply. Additional details regarding the residential, commercial, and industrial land required to accommodate College Place's future growth are provided in the Land Use Element and the Capital Facilities Element.

8.3.2 Strategic Focus Areas

College Place's Economic Role

College Place is a **small, built out city within the Walla Walla Valley regional economy**, functioning primarily as a **residential, institutional, and services oriented employment center**.

Its economy is anchored by a major university, proximity to healthcare providers and agricultural production, and strong commercial corridors serving both residents and the broader region. As such, economic development strategies are most effective when aligned with **population serving, talent generating, and regionally integrated sectors**, rather than large scale industrial development.

Retail Trade: A Primary Driver of Local Revenue and Employment

Retail is a core and appropriate emphasis for College Place due to its direct connection to population, household income, and visitor activity. Census Economic Census data consistently show retail trade as one of the largest sectors by number of establishments and total sales at all geographic levels, particularly in small and mid sized cities.

Local relevance to College Place includes:

- A stable residential base combined with a **significant student population** that generates consistent demand for day to day goods and services
- Concentration of regional serving retail along State Route 125 and major arterials
- Sales tax growth trends reflecting the importance of retail to the city's fiscal health

Retail development in College Place supports sales tax revenues, small business formation, and downtown vitality, making it a foundational economic development sector consistent with Census identified statewide and national trends.

Education: Institutional Anchor and Workforce Engine

Education is one of the single most important economic drivers in College Place, anchored by Walla Walla University. State and Census data show that educational services have experienced strong revenue and employment growth, with statewide revenues increasing more than 40 percent between 2017 and 2022.

For College Place, education is a priority sector because it:

- Serves as a **stable, non cyclical employer**
- Produces a **continuous pipeline of skilled workers**
- Drives demand for housing, retail, healthcare, and local services

Education also aligns with Washington State Department of Commerce priorities that emphasize **talent development and institutional partnerships** as long term economic competitiveness strategies.

Healthcare: A Growing Employment Base Serving Regional Demand

Healthcare and social assistance represent one of the **fastest growing employment sectors in Washington**, with consistent year over year job growth even during economic downturns. While College Place is not the region's primary healthcare hub, it is closely integrated with healthcare services in Walla Walla and provides housing, workforce, and supporting services for this sector.

Healthcare is a strong emphasis for College Place because:

- It supports **family wage jobs across skill levels**
- It responds to demographic trends, including an aging regional population
- Healthcare employment is less sensitive to economic cycles than many industries

Census and BEA data consistently place healthcare among the largest contributors to employment and gross domestic product at the state level, reinforcing its role as a stable economic pillar for communities like College Place.

Agriculture and Food Systems: Regional Strength with Local Spillover Benefits

Agriculture is a defining element of the **Walla Walla Valley economy**, and College Place benefits indirectly through employment, logistics, research, and food system services. Washington is one of the nation's leading agricultural states, with nearly 40,000 farms and leadership in dozens of crop commodities.

For College Place, agriculture is an appropriate economic development emphasis because:

- It supports **regional employment** that feeds demand for housing and services in the city
- It creates opportunities in **agricultural services, food processing, distribution, and ag tech**
- It aligns with state identified priority sectors focused on value added agriculture and market expansion

Rather than focusing on primary production, College Place is well positioned to support **secondary and tertiary agricultural activities**, including research, education, logistics, and professional services.

Advanced Technology: Alignment with Workforce, Education, and Small Scale Space

Washington ranks among the **top states in GDP per capita**, driven in large part by advanced technology, professional services, and research based industries. While College Place is not a large tech hub, it is well positioned to participate in the technology economy in **targeted and scalable ways**.

Advanced technology is a strong emphasis for College Place because:

- Graduates from local and regional institutions contribute to the **statewide tech workforce**
- Small scale, clean, and office based technology uses are compatible with College Place's land availability
- Washington State Department of Commerce actively supports **innovation clusters** that intersect with agriculture, healthcare, and education—sectors already present in College Place

This positions College Place to attract **research, applied technology, remote work, and knowledge based enterprises** that do not require large industrial sites.

8.3.3 Strategies

In order to focus limited resources on improving opportunities for local business, the most effective economic development strategies for College Place are those that:

- Prioritize **local businesses and small scale growth**
- Reduce regulatory and operational friction
- Leverage institutional and regional strengths
- Focus on **services, innovation, and workforce support sectors**
- Emphasize **quality, place, and partnerships** over scale

Focus on Infill, Experience, and Daily Needs

College Place's strongest retail opportunity lies in **neighborhood serving and experience based businesses** rather than destination retail.

- Support **small format retail, food, and service uses** that meet daily needs of residents, students, and healthcare workers
- Encourage **experiential businesses** (food halls, cafés, fitness, personal services, specialty retail) that compete on convenience and quality, not scale
- Prioritize **ground floor commercial activation** in downtown and mixed use corridors

Make It Easier to Start, Expand, and Stay

For a small city, process and **predictability are among the most powerful economic development tools.**

Recommended actions:

- Create a **single point of contact** or "business navigator" function within city staff
- Publish **plain language guides** for common permits (food service, home occupations, small commercial remodels)
- Expand **administrative approvals by right** for priority uses
- Continue targeted code amendments that reduce barriers for:
 - » Food vendors and carts
 - » Home based and micro enterprise businesses
 - » Small commercial expansions

Move from Proximity to Integration

The university is already an anchor; the opportunity is to intentionally connect it to local businesses.

High impact strategies:

- Establish **local procurement and vendor pipelines** between the university and College Place businesses
- Support **student to business pathways**, including:
 - » Internships with local companies
 - » Business incubator or capstone partnerships
- Encourage faculty, research, and spin off activities to locate off campus within city commercial areas
- **Capture Spillover from a Growing Regional Sector**

While major healthcare facilities are located nearby, College Place can position itself as a **support and workforce hub.**

Strategic focus areas:

- Childcare, elder services, wellness, and personal services
- Professional services serving healthcare providers (IT, billing, legal, staffing)
- Housing and service integration for healthcare workers

Policy tools:

- Zoning flexibility for healthcare adjacent service uses
- Incentives or fee reductions for workforce support businesses
- Partnerships with healthcare systems for workforce housing and services



Focus on Services, Innovation, and Food Systems

Rather than competing for farmland or processing plants, College Place should target **value added and knowledge based agricultural activity**.

Effective strategies:

- Support **ag services businesses** (consulting, logistics, marketing, quality control)
- Encourage **food innovation, testing, and specialty production** compatible with commercial zoning
- Partner with regional producers on:
 - » Education and research
 - » Workforce training
 - » Distribution and branding

Focus on Clean, Office Based, and Hybrid Uses

Advanced technology opportunities in College Place will be **small scale, talent driven, and space efficient**.

Recommended actions:

- Ensure zoning supports **flex office, R&D, and co working uses**
- Invest in **reliable, redundant broadband** as core infrastructure
- Encourage adaptive reuse of existing buildings for:
 - » Tech services
 - » Remote and hybrid work
 - » Applied research tied to education, agriculture, or healthcare

Treat Downtown as an Economic Development Tool

Downtown should function as a **low risk test environment for new businesses**.

Strategies include:

- Temporary or pop up retail programs
- Reduced fees or expedited review for downtown locations
- Shared commercial kitchens or maker spaces
- Events and programming that increase foot traffic year round

Play a Clear Role in the Walla Walla Valley Economy

College Place's advantage is **complementarity**, not competition.

Key actions:

- Coordinate business recruitment and retention with Walla Walla and the County
- Focus city resources on sectors aligned with local land supply and workforce
- Jointly market the valley for:
 - » Talent
 - » Institutional investment
 - » Innovation and entrepreneurship

8.3.4 Partnerships and Organizational Capacity

The City of College Place recognizes that its ability to support economic vitality, community well being, and long term resilience depends on strong partnerships and effective organizational capacity. Within the larger Walla Walla Valley, College Place's success relies not only on municipal resources, but also on meaningful collaboration with regional and state agencies, educational institutions, private sector employers, and nonprofit organizations.

This General Plan prioritizes a partnership based approach to governance and economic development, in which the City serves as both a convener and a collaborator. Through shared leadership, coordinated investment, and transparent communication, College Place seeks to align local priorities with regional strategies and state programs, ensuring that community goals are advanced through collective action.

Role of Community Leadership

Community leadership – including elected officials, boards and commissions, institutional leaders, business owners, and nonprofit representatives – plays a critical role in establishing a shared vision and fostering collaboration. Leadership provides direction and legitimacy by clearly communicating long term priorities and reinforcing the value of partnership as a core operating principle. By engaging visibly and consistently with regional and state partners, community leadership helps position

College Place as a cooperative and reliable partner within broader economic and policy frameworks.

Leadership also serves as a convening force, bringing together public, private, and nonprofit stakeholders to address complex issues that cross jurisdictional and organizational boundaries. Through advocacy and relationship building, community leaders support alignment with countywide initiatives, state economic development strategies, and workforce and infrastructure programs. Just as importantly, leadership provides continuity over time, helping sustain partnerships across changing conditions, funding cycles, and organizational transitions.



Role of City Staff

City staff plays a complementary and essential role by translating community vision into action and maintaining the day to day relationships that support effective collaboration. Staff serve as connectors among partners, helping coordinate efforts between city departments and external organizations, including regional agencies, state departments, educational institutions, and service providers.

Organizational capacity is strengthened when staff facilitate clear processes, reduce barriers to participation, and support partners in navigating local regulations and procedures. By providing data, technical assistance, and coordination support, city staff help expand the capacity of private sector and nonprofit

partners to contribute meaningfully to shared outcomes. Staff also provide institutional memory, ensuring that knowledge, agreements, and lessons learned are preserved and applied as initiatives evolve over time.

Regional, State, Private, and Nonprofit Partnerships

College Place's partnership framework emphasizes collaboration across multiple scales and sectors. Regional partners – including neighboring jurisdictions, county entities, transportation providers, and ports – offer opportunities for shared planning, infrastructure coordination, and economic development alignment. State agencies provide critical funding, technical assistance, regulatory guidance, and workforce and business support programs that extend local capacity.

The private sector is a key partner in shaping a resilient local economy, offering market insight, investment, and employment opportunities. Nonprofit organizations contribute specialized expertise, service delivery, and community engagement, often serving as trusted intermediaries and implementing partners. By engaging these stakeholders early and consistently, the City seeks to build durable relationships that leverage shared resources and expertise.

Building Capacity Through Collaboration

Organizational capacity in College Place is not defined solely by staffing levels or budgets, but by the strength of its partnerships and the effectiveness of its collaborative systems. This General Plan supports an approach in which leadership and staff work together to convene partners, align goals, and measure progress. Through transparency, shared accountability, and ongoing communication, College Place aims to foster a culture of collaboration that enhances problem solving, improves service delivery, and supports long term community and economic development outcomes.

By committing to strong partnerships and intentional capacity building, College Place positions itself to respond effectively to change, pursue opportunities at the regional and state levels, and ensure that local priorities are advanced through coordinated and inclusive action.

8.3.5 Economic Development Funding

Target Sector	Primary Funding Sources	Key Programs / Tools	Typical Uses	Partnership Model
Retail, Downtown & Small Business	WA Dept. of Commerce; USDA Rural Development; Local City Funds	Washington Main Street Program; Small Business Resiliency Network; Rural Business Development Grants	Downtown improvements, façade programs, placemaking, business assistance	City + Downtown orgs + Property owners + Small businesses
Education & University Anchored Development	WA Dept. of Commerce; Employment Security Dept.; U.S. EDA; University	Innovation Cluster Accelerator; Workforce training & internships; EDA Planning Grants	Workforce pipelines, business incubation, applied research, feasibility studies	City + University + Employers + Regional partners
Healthcare & Workforce Support Services	WA Dept. of Commerce; Workforce Development Council; U.S. Department of Labor	Economic Development Strategic Reserve Fund (EDSRF); Sector Partnership Grants; Workforce Opportunity Grants	Infrastructure, workforce training, childcare, healthcare adjacent services	City + Healthcare systems + Nonprofits + Workforce agencies
Agriculture & Food Systems	WA Dept. of Commerce; USDA Rural Development; Port of Walla Walla; University	Agriculture & food system initiatives; USDA business & facilities grants	Value added ag services, food innovation, distribution, training	City + Port + Producers + University/Extension
Advanced Technology & Innovation	WA Dept. of Commerce; U.S. EDA; Broadband Providers	Innovation Cluster funding; Manufacturing Growth Grants; EDA Public Works	R&D, broadband, co working and flex space, applied technology	City + Regional clusters + Private firms + Institutions
Cross Sector Infrastructure & Capacity	CERB (Commerce); U.S. DOT/FTA; Local City Match	CERB infrastructure grants & loans; transportation and multimodal grants	Water, sewer, roads, broadband, access improvements	City (lead) + Regional/ state agencies + Private investors

8.3.6 Metrics and Monitoring

Purpose of Metrics

Metrics should help the City:

- Track progress toward plan goals
- Demonstrate accountability to residents and partners
- Support grant reporting and competitiveness
- Inform course corrections over time

For a city like College Place, success should be measured not only by growth, but by resilience, local opportunity, and organizational capacity.

I. BUSINESS ACTIVITY AND LOCAL ECONOMY

What this measures: Health and vitality of local businesses.

Key indicators

- » Number of active business licenses (net change annually)
- » Business start ups and closures
- » Commercial vacancy rates in downtown and key corridors
- » Sales tax revenues (total and year over year change)
- » Number of locally owned businesses

II. EMPLOYMENT AND WORKFORCE OUTCOMES

What this measures: Quality and accessibility of jobs.

Key indicators

- » Local employment by target sector (retail, education, healthcare, ag services, technology)
- » Unemployment rate (city or sub county estimate)
- » Jobs filled by local or regional residents
- » Workforce participation in training or internship programs
- » Median wages by sector (where available)

III. LAND USE, DEVELOPMENT, AND INVESTMENT

What this measures: Physical and capital investment outcomes.

Key indicators

- » Building permits issued (commercial and mixed use)
- » Private investment value leveraged by public funds
- » Infill and redevelopment projects completed
- » Utilization of commercially zoned land
- » Number of adaptive reuse projects

IV. DOWNTOWN AND PLACE BASED VITALITY

What this measures: Success of downtown and neighborhood commercial areas.

Key indicators

- » Downtown storefront occupancy rate
- » Pedestrian counts or proxy measures (events, parking turnover)
- » Number of new downtown businesses
- » Participation in downtown events or programs
- » Public and private reinvestment in downtown properties

V. PARTNERSHIPS AND ORGANIZATIONAL CAPACITY

What this measures: The City's ability to deliver outcomes through collaboration.

Key indicators

- » Number of active partnerships (regional, state, private, nonprofit)

- » Grants applied for and awarded
- » External dollars leveraged per city dollar invested
- » Joint initiatives with regional or institutional partners
- » Staff time or positions dedicated to economic development functions

VI. EQUITY, ACCESS, AND SMALL BUSINESS SUPPORT

What this measures: Inclusive economic opportunity.

Key indicators

- » Participation of minority owned, women owned, and micro businesses in city programs
- » Access to small business technical assistance or capital
- » Distribution of business support by geography and sector
- » Participation in workforce and entrepreneurial training programs

VII. INFRASTRUCTURE AND SERVICE READINESS

What this measures: Whether infrastructure supports economic goals.

Key indicators

- » Infrastructure projects completed on time and within budget
- » Broadband availability and reliability
- » Transportation access improvements
- » Utility capacity for planned growth areas

VIII. OUTCOME FOCUSED SUMMARY MEASURES

To avoid over tracking, plans often include a small number of **headline indicators**, such as:

- » Net new jobs supported
- » Net new businesses created
- » Private investment leveraged
- » External grant dollars secured
- » Sales tax revenue growth

These can be reported annually to council and the community.

Best Practices for Monitoring

- Annual reporting: Simple, consistent updates tied to the City budget cycle
- Multi year trends: Emphasize direction rather than single year changes
- Shared accountability: Align partner reporting where possible
- Adaptive management: Use results to refine strategies, not just report them

8.4 GOALS, POLICIES, AND OBJECTIVES**ED Goal-1: Expand local job opportunities that provide living wages and support the ability of residents to both live and work in College Place.**

- » ED 1-1: Create and support local job opportunities that strengthen the community and economy.
- » ED 1-2: Encourage development of entertainment options, including restaurants and cafés, to serve residents and enhance quality of life.
- » ED 1-3: Encourage partnerships that focus resources toward increasing the employability of all citizens. This may include, but is not limited to:
 - ED 1-3-a: Local job training, retaining, and continuing education programs;
 - ED 1-3-b: Public/private sponsorship of entrepreneurial and vocational education programs; and
 - ED 1-3-c: Student internship programs with local businesses.
 - ED 1-3-d: The City and the University should explore the feasibility of establishing a joint entrepreneurial center or similar strategies to support the formation of new businesses.
 - ED 1-3-e: This may include partnerships with local business, education, training, and economic development organizations such as the Valley Chamber of Commerce as well as Walla Walla Community College.

ED Goal-2: Strengthen existing businesses and attract new commercial, industrial, and service-sector enterprises.

- » ED 2-1: Actively support historic and long-standing businesses in the community.

- » ED 2-2: Actively promote College Place as a desirable location for new businesses and industries. This should include, but is not limited to:
 - ED 2-2-a: Attracting new investment to diversify and expand the city's jobs base, with focus on attracting living-wage jobs, to allow people to work and live in the community.
 - ED 2-2-b: Establish and maintain a list of sites suitable for commercial and industrial development.
 - ED 2-2-c: Coordinate with Walla Walla County to expand the City's Urban Growth Area to accommodate the siting of large-scale job creators along primary transport routes and the outer edges of College Place.
- » ED 2-3: Explore the feasibility of establishing a program to finance façade and safety improvements by small businesses.
- » ED 2-4: Explore the feasibility of implementing a Main Street Program sponsored by Preserve Washington and the Main Street America Network.

ED Goal-3: Promote tourism and enhance the visitor experience through coordinated branding, amenities, and events.

- » ED 3-1: Promote tourism by attracting visitors and providing engaging experiences that encourage them to stay and explore College Place.
- » ED 3-2: Enhance the visitor experience through coordinated strategies that promote tourism, community identity, and local economic vitality.
 - ED 3-2-a: Research, prepare and present regulations to govern the use of residences as short-term vacation rentals.
 - ED 3-2-b: Identify or develop a landmark or signature asset that can serve as a major draw for visitors.
 - ED 3-2-c: Continue wayfinding/place-making activities throughout the community to improve navigation and create a sense of place.
 - ED 3-2-d: Support the installation and maintenance of visitor information kiosks to assist tourists and promote local attractions.
 - ED 3-2-e: Encourage sidewalk commercial activities where they do not interfere with pedestrian and vehicular movements.
- » ED 3-3: Explore the feasibility of establishing a multi-use recreation facility with ballfields in College Place to attract regional youth tournaments.

ED Goal-4: Partner with regional organizations, educational institutions, and the Port of Walla Walla to support entrepreneurship, workforce development, and business recruitment.

- » ED 4-1: Establish and implement a shared strategy with the Port of Walla Walla, the Walla Walla Valley Chamber of Commerce, and the Washington State Department of Commerce, for the marketing of commercial and industrial sites in College Place and the College Place UGA. This may include, but is not limited to recruitment of:
 - ED 4-1-a: Big box retail and restaurant/fast casual dining options, that are appropriate for our market;
 - ED 4-1-b: Lodging facilities with space for meetings and conferences.
 - ED 4-1-c: Industrial and manufacturing “flagship” facilities that utilize new technologies and processes within their respective industries.
- » ED 4-2: In partnership with the Port of Walla Walla, identify and prepare for development, one or more sites suitable for development as a business park and/or for light manufacturing.
- » ED 4-3: Strengthen collaboration among the business community, economic development stakeholders, Walla Walla University, healthcare organizations, local government, tourism organizations, and other higher education institutions.
 - ED 4-3-a: This may include, but is not limited to the establishment of a local economic development or business association.
- » ED 4-4: Partner with economic development agencies to establish a ‘Maker Spaces’ in College Place.
- » ED 4-5: Develop , refine, and implement economic monitoring in accordance with the Strategic Plan to help advance the City’s economic development policies and program.

ED Goal-5: Prepare suitable sites for commercial and industrial development through infrastructure investment and shovel-ready planning.

- » ED 5-1: Explore the potential for preparing selected economic development sites as shovel-ready for development. This may include, but is not limited to:
 - ED 5-1-a: Conducting an environmental review in advance of project specific development proposals.
 - ED 5-1-b: The strategic location and development of infrastructure to support new development.

ED Goal-6: Support economic activities compatible with Martin Airfield and rural areas.

- » ED 6-1: Encourage economic development opportunities compatible with airport operations that do not require urban levels of services.



9. PARKS, RECREATION, AND OPEN SPACE

9.1 PURPOSE

The purpose of this chapter is to establish a long-term vision for parks, open space and recreation by forecasting community demand for at least the next ten years, evaluating existing facilities and service needs, and identifying opportunities for improvement. Together, these efforts ensure that parks and recreation planning supports sustainable growth, enhances quality of life, and reflects the community's values and priorities.

9.2 SUPPORTING PLANS AND POLICIES

The City has adopted one planning document related to parks, open space, and recreation, which are hereby adopted as components of this Comprehensive Plan.

9.2.1 Master Plan Update

The College Place Parks, Open Space, and Recreation Plan (2025) plan guides the maintenance and improvement of College Place's natural areas, parks, trails, and related facilities to accommodate the needs of citizens and visitors better. See Appendix 9-A.

9.3 EXISTING CONDITIONS

The following inventory of the existing parks is provided below. In addition to the City-owned parks, several pocket parks are owned and maintained by homeowner associations (HOA), particularly in newer residential subdivisions, such as the Villages at Garrison Creek HOA. HOA parks are not included in the inventory.

All park names denoted with an asterisk (*) are conceptual and only intended for reference. A formal naming process will be conducted when each park is ready for official designation.

Park locations are shown in Figure 9.

Additional information on management priorities and recommendations is provided in the adopted Parks, Open Space, and Recreation Plan. See Appendix 9-A.

9.3.1 Parks

Kiwanis Park

Kiwanis Park is an 8-acre community park located between Whitman Drive and 3rd Street, shared with Davis Elementary School. Established in 1950 through joint efforts of the Kiwanis Club and the city, it features tennis courts, a playground, a picnic area, and a baseball field added in 1963. Updates in 2016 were funded by a Recreation and Conservation Office grant and included a pickleball court, basketball court, ADA-compliant facilities, and a redesigned park sign. A shared-use agreement with the College Place School District ensures joint use and maintenance of the athletic fields.

Lions Park

Lions Park was donated in 1965 by Virgil and Lucyreta Davin. The park was originally developed with volunteer efforts and Recreation and Conservation Office funding and serves as a community park. Lions Park's Renovations were under construction when this plan was drafted. The table below represents what renovations are planned for this park. Management Priorities and Recommendations will be determined after this park is developed.

Stonecreek Park*

Stonecreek Park is a future community park will blend modern recreational amenities with the beauty of the surrounding natural environment. The property is not owned by the city, and the plan remains in the conceptual stage. Strategically situated near wetland areas, the park will highlight and preserve the landscape's natural features, offering a harmonious balance between play and nature. Key amenities include a soccer field and half-court basketball courts, a well-equipped playground, and pavilions/picnic shelters to provide much-needed shade during summer months and space for family/community gatherings and events. Restroom facilities will be conveniently located for park users. Management Priorities and Recommendations will be determined after this park is developed.



Harvest Meadows

Harvest Meadows is a small neighborhood park, just under 0.5 of an acre, located in Harvest

Meadows subdivision, adjacent to SR-125. In 2002, the City installed playground equipment and replaced it in 2009 after it was destroyed by a fire. The park is frequented by neighborhood residents who use the benches for relaxation and the playground for their children. Many often bring their dogs to this park as well.

Leadbetter Park*

Nestled along the future extension of 10th Street near Garrison Creek, this neighborhood park blends natural beauty with recreational amenities. While the concept plan envisions future visitors enjoying picnic shelters thoughtfully placed in serene natural areas by the creek, a unique lawn mound, a playground, basketball courts, and a nature path, it is important to note that the city does not own the land, and this plan is conceptual in nature. The concept plan also features pavilions and restrooms, providing a harmonious setting for relaxation and activity. Management Priorities and Recommendations will be determined after this park is developed.

Maple/Whitman Park*

This proposed park concept, located at the corner of Maple and Whitman, is set to offer a variety of activities for all ages. The property is not owned by the city, and the plan remains in the conceptual stage. Key features of the park include a dynamic bicycle pump track and shared structures designed to accommodate multiple recreational purposes. A modern play structure provides children a fun and safe environment to explore and enjoy. The proposed neighborhood park will also feature picnic tables and a sheltered picnic area. Additionally, pickleball courts will cater to sports enthusiasts, fostering an active and engaging atmosphere. Management Priorities and Recommendations will be determined after this park is developed.

PARK NAME	PARK ACRES/ TRAIL MILES	BASKETBALL COURT(S)	BENCH(ES)	PAVILION(S)	PICKLEBALL COURT(S)	PICNIC SHELTER(S)	PICNIC TABLE(S)	PLAYGROUND	PUMP TRACK	RESTROOM	SOCCER FIELD(S)	SOFTBALL/BASEBALL FIELD(S)	SPLASH PAD	WALKING PATH
COMMUNITY PARKS														
Kiwanis	8.0	●	●		●	●	●	●		●				
Lions	9.0		●			●	●	●		●			●	
Stonecreek*	19.8	●		●		●	●	●		●				●
NEIGHBORHOOD PARKS														
Harvest Meadows	0.5		●				●	●						
Leadbetter*	2.6	●		●		●	●	●		●				●
Maple/Whitman*	0.6		●		●		●	●	●					
Sunset Villas*	4.6			●	●			●		●	●			
Veterans	1.67	●	●		●					●				
Martin Airfield Park**	TBD													
MINI (POCKET) PARK / PARKLET / LOCAL PARKS														
Perseverance	0.86		●			●	●	●						●
TRAILS														
Whitman Drive	3.0													●

*Conceptual Parks

**Land near the Martin Airfield Area is zoned residential, and future development will generate demand for a park in this area. A conceptual plan has not been developed at this time.

Sunset Villas Park*

Located at the corner of Wallula Avenue and Damson Avenue, this vibrant conceptual neighborhood park is planned to offer a variety of amenities for all ages, including a soccer field, playground, basketball courts, pickleball courts, pavilions, and restrooms. The property is not owned by the city, and the plan remains in the conceptual stage. Management Priorities and Recommendations will be determined after this park is developed.

Veterans Park

Named in honor of the Veterans of College Place, this neighborhood park is located within the Homestead Properties community and serves as a welcoming space for families and visitors. The park currently features modern playground equipment and comfortable benches, providing opportunities for recreation and relaxation. The City is actively expanding Veterans Park with an updated park design that will introduce additional amenities and improved equipment, enhancing both usability and enjoyment for the community. These planned improvements reflect the City's commitment to creating a well-designed, inclusive, and vibrant public space for current and future residents.

**Martin Airfield Park**

Land near the Martin Airfield area is currently zoned for residential use, and future development in this area is expected to increase demand for neighborhood park facilities. This site has been identified as a potential location for a future park to serve

nearby residents. At this time, a conceptual park plan has not yet been developed, allowing flexibility to respond to community needs and future growth as development occurs.

Perseverance Park*

The newly combined park, formed by merging two existing parks – Autumn Meadows and Perseverance Parklet - will serve as a single, cohesive, neighborhood park space positioned at the intersection of 12th Street and Newgate Drive. The property is not owned by the city, and the plan remains in the conceptual stage. Key features include a playground, bench, and walking path along 12th Street. Management Priorities and Recommendations will be determined after this park is developed.

9.3.2 Non-Motorized Trail System

College Place is actively working to improve bicycle and pedestrian connectivity through a combination of local initiatives and regional planning efforts. The City has adopted a Complete Streets Policy, ensuring that all transportation projects accommodate non-motorized users. Recent and planned improvements include the Safe Walk College Place Project, which adds sidewalks along Davis Street and Bade Avenue, and enhancements to SW Mojonner Road that will incorporate bike lanes and sidewalks. Additionally, the City secured a Safe Streets and Roads for All (SS4A) grant to develop a comprehensive safety action plan, reinforcing its commitment to safe, accessible routes for all users.

The City's trail system is integrated with the Blue Mountain Region Trails (BMRT) Plan, a collaborative effort to create a regionwide network of bicycle and pedestrian routes. This plan prioritizes projects that enhance connectivity, recreation, and mobility. Within College Place, BMRT projects include new sidewalks on key corridors such as SE 8th Street, SE 10th Street, and Birch Avenue; multi-use paths along College Avenue and Whitman Drive; and proposed bike lanes on SE 12th Street, SE Larch Avenue, and Mojonner Road. Shared roadway improvements are also planned for NE C Street and Lambert Avenue. These investments aim to provide safe, convenient options for walking and biking, reduce reliance on motor vehicles, and connect neighborhoods to parks, schools, and regional destinations.

9.4 LEVEL OF SERVICE & PARK NEED



College Place maintains a growing system of parks and trails, but analysis shows that additional facilities will be needed to keep pace with community expectations and adopted Level of Service (LOS) standards. The City's current LOS goal is 10 acres of park land and 0.3 miles of trail per 1,000 residents. With a population of 9,945, this equates to roughly 99 acres of park land and 3 miles of trails. Today, the city provides 19.17 acres of park land and 3.2 miles of trails, which demonstrates progress toward connectivity but highlights a significant shortfall in park acreage. Even with existing parks, the city will need to add approximately 80 acres of park land and modest trail extensions to maintain LOS through 2044.

Facility analysis indicates that while College Place offers amenities such as playgrounds and picnic areas, there are gaps in high demand features like basketball courts, pickleball courts, soccer fields, splash pads, and pump tracks. These amenities are essential to diversify recreation opportunities and meet community preferences identified in surveys.

Accessibility is another challenge. Most residents can drive to a park within 10 minutes, but walkable access remains limited in several neighborhoods, particularly in the southwest and western areas. Highway 125 also creates a barrier for pedestrians accessing Harvest Meadows Park. Planned conceptual parks such as Leadbetter and Stonecreek will help close these gaps and improve connectivity.

In summary, while College Place has a solid foundation of parks and trails, additional acreage, new amenities, and improved pedestrian and bicycle connections are necessary to meet LOS standards and ensure equitable access for all residents.

9.5 GOALS AND POLICIES

9.5.1 Goal Statements

1. **COMMUNITY-ORIENTED:** Provide recreational programming to serve the needs of community members and support community events.
2. **ENVIRONMENTAL STEWARDSHIP:** Promote the responsible and sustainable use and protection of College Place parks, trails, and open spaces.
3. **EQUITY & ACCESS:** Provide equitable access to College Place parks, trails, and open spaces, which provide recreation opportunities for community members of all ages and abilities.
4. **HEALTH & WELLNESS:** Support community health and wellness by providing vibrant parks, trails, and open spaces for College Place residents and visitors.
5. **FACILITY INTEGRITY:** Ensure the integrity of College Place parks, trails, and open space facilities is maintained and improved for future generations.

9.5.2 Objectives and Policies

Goal 1: Community-Oriented: Provide recreational programming to serve the needs of community members and support community events.

- » Objective #1 Ensure the ongoing involvement of community residents in the park planning process.
- » Objective #2 Establish and maintain a shared vision with local higher education institutions, the Adventist school system, and the public school district for serving the College Place community.
- » Objective #3 Promote a family-friendly, community-oriented city that provides residents and visitors with a sense of place and engagement.
- » Objective #4 Collaborate with non-profit organizations or other agencies and create interlocal agreements for operations, maintenance, and/or recreation programming.
 - Policy #1 The City, Institutions of Higher Education, the Adventist school system, and the Public School District should meet periodically to discuss mutual interests and concerns and coordinate joint park planning and development activities.
 - Policy #2 The City, Institutions of Higher Education, the Adventist school system, and the Public School District should continue exploring mutually beneficial strategies for the shared joint use of facilities.
 - Policy #3 Encourage volunteer citizen groups, developers, and other partners in developing and implementing park and recreation programs.
 - Policy #4 Promote unique community events and gatherings to bring people together and to foster a sense of place in the City.
 - Policy #5 Actively promote and facilitate volunteer opportunities for community members to participate in park maintenance, event coordination, and recreational programming to enhance civic engagement and ownership.
 - Policy #6 Develop a Community Recreation Center in and around the proposed Stonecreek Master Planned Development.
 - Policy #7 Develop a multi-purpose Lions Park Community Center, including a library, childcare facility, community room, and commercial kitchen.

Goal 2: Environmental Stewardship: Promote the responsible and sustainable use and protection of College Place parks, trails, and open spaces.

- » Objective #1 Preserve and protect the environmental integrity of College Place's natural assets.
- » Objective #2 Provide more natural and open space parks in College Place.
 - Policy #1 The small streams passing through the city are an essential visual and environmental asset that should be preserved and enhanced by:
 - Using open space dedications when required for a development proposal on properties containing a creek to acquire creek frontage and access;
 - Protecting streams from unauthorized channelization, loss of bank vegetation, and other actions that may adversely impact the stream corridor.
 - Policy #2 As feasible, promote recycling at all College Place parks and recreation facilities.
 - Policy #3 Remove invasive vegetation within parks, open spaces, and sensitive areas by incorporating weed management protocols into maintenance plans and working with native plants.
 - Policy #4 Give priority consideration for using environmentally friendly material in the design and development of existing and new parks.
 - Policy #5 Engage with volunteer organizations and non-profits to promote the stewardship of sensitive areas, parks, and trails.
 - Policy #6 Maintain Tree City USA status.

Goal 3: Equity & Access: Provide equitable access to College Place parks, trails, and open spaces, which will provide opportunities for recreation for community members of all ages and abilities.

- » Objective #1 Provide a broad public and private park and recreation plan system that meets the needs of all age and income groups within the community.
- » Objective #2 Support a healthy community where everyone can access community resources and services.
- » Objective #3 Provide barrier-free (ADA-compliant) access where readily available by modifying existing facilities or when designing or constructing new facilities, including paved pathways for all users.

- Policy #1 Provide for voluntary payment of fees in lieu of dedication to provide adequate open space for specific neighborhoods throughout the City. Explore the feasibility of an impact fee program.
- Policy #2 Pursue the standard that every City resident should be within one-half mile of a neighborhood park or 1 mile of a community park facility. Stress the acquisition and development of 5 - 10-acre parks to meet the standards set in the City's Park's level of service standards. Provide trails at a standard of 0.3 of a mile for every 1,000 people.
- Policy #3 Locate neighborhood parks in conjunction with new subdivisions and, as opportunities arise, in those areas of the City that may not be immediately accessible to community parks, ensuring that City level of service standards are met.
- Policy #4 Non-motorized trails should be developed as multi-use trails to accommodate a variety of users, including pedestrians and bicyclists.
- Policy #5 Explore opportunities for acquiring parkland on the west side of town and north of Whitman Drive to provide additional recreational opportunities and access and improve City parks' service level for all College Place residents.
- Policy #6 Actively explore funding opportunities for further park acquisition to diversify the recreational opportunities in College Place.
- Policy #7 Support the inclusion or development of recreation and/or programming by non-profit groups in conjunction with new development.
- Policy #8 Ensure all parks and trails are equipped with appropriate lighting and other safety features to enhance accessibility and security for all users during daytime and evening hours.

Goal 4: Facility Integrity: Ensure the integrity of College Place parks, trails, and open space facilities is maintained and improved for future generations.

- » Objective #1 Maintain vibrant park amenities and facility integrity while minimizing operating and maintenance costs and improving operating efficiencies.
- » Objective #2 Explore grant opportunities to upgrade and improve College Place parks and recreational facilities.
- » Objective #3 Develop and implement regularly scheduled routine and preventative maintenance programs to ensure effective use of maintenance resources.

- » Objective #4 Create and leverage economic development opportunities for local park systems.
- » Objective #5 Leverage Metropolitan Planning Organization (MPO) Funding for Park Infrastructure and Operations.
- » Objective #6 Establish and implement a standardized signage design across all parks to enhance accessibility, improve wayfinding, reinforce brand identity, and ensure durability while minimizing maintenance costs.
- » Objective #7 Regularly review and update park design standards to maintain consistency, enhance accessibility, and align with evolving community needs and best practices.
 - Policy #1 Prioritize park improvements and identify a source of funds, both for large projects and small maintenance type works, by preparing and maintaining a current Capital Improvement Program.
 - Renovations should minimize opportunities for vandalism.
 - When appropriate, minimize maintenance and park requirements.
 - Maintain adequate drainage and irrigation of park lands.
 - Implement reservation fees for park facilities to meet community demand and generate revenue.
 - Policy #2 Complete the Lions Park Renovation and Community Center replacement Project.
 - Policy #3 Minimize the development of pocket parks (less than 2 acres) unless a neighborhood association, non-profit organization, or a volunteer group is deemed responsible for the maintenance.
 - Policy #4 Explore the development of establishing a pricing strategy and fee structure for rented facilities that aligns with comparable market rates and supports cost recovery of maintenance and operations costs.
 - Policy #5 Develop a maintenance plan for every park and facility.
 - Policy #6 The Parks, Recreation and Arbor Board should meet periodically with the City's Economic Development Commission to coordinate efforts and to ensure consistent goals and priorities.
 - Policy #7 Develop design standards for park signage, using Kiwanis Park sign as the standard for design.
 - Policy #8 Prioritize restroom improvements and maintenance at College Place parks, trailheads, and open space recreation areas.
 - Policy #9 Provide shade with shade structures in addition to tree canopies.



- Policy #10 Develop a long-term staffing plan and budget for park maintenance as the needs and facilities increase.
- Policy #11 Explore non-profit or other agency collaborations and partnerships to develop an ice or roller rink.

Goal 5: Health & Wellness: Provide vibrant parks, trails, and open spaces for College Place residents and visitors to support community health and wellness.

- » Objective #1 Promote the health and well-being of College Place residents by developing and improving non-motorized transportation networks to promote physical activity and healthy lifestyles.
- » Objective #2 Explore opportunities for recreational programming and/or potential for a shared use agreement with the City of Walla Walla Parks and Recreation, College Place schools, and the Adventist school system.
- » Objective #3 Promote the use of City parks and recreation facilities.
- » Objective #4 Explore the development of new and underrepresented recreational opportunities to diversify park amenities and support year-round activity.
 - Policy #1 Support bicycle-oriented infrastructure and trail connectivity within and adjacent to College Place parks and transportation systems.
 - Policy #2 As funds become available, continue the bike path through the City of College Place from Larch Avenue and 12th Street to the City limits on Whitman Drive.
 - Policy #3 The City should continue to explore opportunities to acquire easements along stream corridors to provide recreational trail access.
 - Policy #4 Prioritize pedestrian and bicycle trail routes and plans identified in the Blue Mountain Region Trails Plan and seek funding to implement them.
 - Policy #5 Develop a trail connectivity plan to improve non-motorized trail access and connectivity throughout the local trail network.
 - Policy #6 Ensure bicycle signage is consistent with the City's wayfinding standards.
 - Policy #7 Explore the feasibility and fee structure for establishing youth, adult, and senior recreation programs in College Place.

- Policy #8 The City shall continue to identify opportunities and execute agreements for the shared use of parks and recreation facilities.
- Policy #9 Explore the development and land acquisition opportunities for developing a large sports complex to host regional and local recreational events.
- Policy #10 Promote park, trail, and open space use by developing promotional materials, including maps and brochures, highlighting local parks, trails, recreational areas, programs, and facilities.
- Policy #11 Explore the connection of Lion's Park with Fort Walla Walla Park through a partnership with the Villages at Garrison Creek HOA Greenway to enhance regional trail access and recreational opportunities.
- Policy #12 Work with local, state, and federal partners to explore the feasibility of reconnecting the Whitman Drive multi-use path with the Whitman Mission National Historic Site.



10. HISTORIC PRESERVATION

10.1 INTRODUCTION

The Historic Preservation Element establishes the community's commitment to identifying, protecting, and celebrating historic, cultural, and archaeological resources in accordance with Washington State law. Consistent with the Growth Management Act's historic preservation goal (RCW 36.70A.020(13)), this element provides a framework for recognizing significant sites, structures, districts, and landscapes and integrating their conservation into land use planning and development decisions. State statutes and administrative guidance—including RCW 27.34 and RCW 27.53, as well as WAC 365-196-450—encourage local governments to inventory cultural resources, coordinate with the Department of Archaeology and Historic Preservation and affected Tribes, and adopt policies that avoid or mitigate impacts to historic properties. Through these provisions, the Historic Preservation Element supports community identity, economic vitality, environmental sustainability, and quality of life by ensuring that irreplaceable heritage resources are preserved for present and future generations.



10.2 BACKGROUND

10.2.1 Timeline

Prior to Euro-American settlement, the land now occupied by College Place American settlement, the land now occupied by College Place, was inhabited by the Umatilla, Cayuse, and Walla Walla peoples. Beginning in the early 1800s, traders, missionaries, and settlers increasingly encroached on Indigenous lands. Nearby Walla Walla, platted in 1859, soon emerged as a regional supply center following gold discoveries in eastern Washington Territory (present-day Idaho). College Place traces its origins to the founding of Walla Walla College by the Seventh-day Adventist Church in 1892, now known as Walla Walla University. The community was incorporated in 1946 and maintains its connections to the university and to the neighboring communities of Walla Walla and Milton-Freewater.

Local Commission and Related Ordinances

The City of College Place recognizes the importance of preserving its historic resources as a vital component of community identity, cultural heritage, and sustainable development. The Historic Preservation Ordinance (Chapter 14.110 of the College Place Municipal Code) establishes a framework for identifying, evaluating, designating, and protecting

historic properties within city boundaries (CPMC 14.110.010). Its purpose is to ensure that significant historic resources are preserved and rehabilitated for the benefit of future generations.

The ordinance creates the Historic Preservation Commission (HPC), a five-member body appointed by the Mayor and confirmed by the City Council. The HPC is charged with maintaining a local historic register, conducting surveys and inventories of potential historic resources, and reviewing proposed alterations to designated properties. Design review is guided by nationally recognized standards, ensuring that changes respect the historic character of the resource while accommodating reasonable use.

The Historic Preservation program integrates with the City's planning and development processes through the Unified Development Code. This alignment ensures that historic preservation considerations are incorporated into land use decisions, growth management strategies, and community development initiatives. Property owners of designated historic resources may also benefit from state-authorized incentives, such as special tax valuation under RCW 84.26, which encourages investment in rehabilitation while maintaining historic integrity.



10.3 INVENTORY

The City of College Place produced an Intensive and Reconnaissance Level Survey of historic resources with funding from the National Park Service, Department of the Interior, administered by the Washington Department of Archaeology and Historic Preservation (DAHP) (Northwest Vernacular, 2019).

The survey document described the City's history into the following five broad periods; the history and development of the properties included in this map span the three most recent periods.

- Pre-contact
- Early Contact, Missionaries, and Euro-American Settlement (1805-1890)
- College Founded and Town Establishment (1891-1929)
- Depression and War Years (1930-1945)
- Incorporation and Municipal Improvements (1946-1979)

The survey documented 62 properties, including 10 evaluated at the Intensive level, spanning the three most recent periods and located within an approximate one-square-mile area. More than a dozen previous historic resource surveys and reports had been conducted in College Place, and these documents were referenced during the compilation of the 2019 report.

See Attachment X for a list of the historic properties in the City of College Place. Figure 10-1 is a map of those properties.

10.4 GOALS, POLICIES, AND OBJECTIVES

HP Goal-1: Preserve and celebrate College Place's historic assets to honor the community's heritage, promote a strong sense of identity, and leverage history as a catalyst for cultural and economic vitality.

- » HP 1-1 Actively engage and inform residents and visitors of the importance of historic preservation in College Place.
 - HP 1-1-a: Establish methods to engage the public with the history and historical assets of College Place and encourage participation from all members of the community in preservation activities.
 - HP 1-1-b: Connect with representatives of older neighborhoods to enhance their understanding of neighborhood history and historic features.
 - HP 1-1-c: Identify and contact new owners of historic properties and actively encourage their preservation efforts.
 - HP 1-1-d: Prepare and provide a resource and reference guide to assist historic property owners in the management, rehabilitation, and use of their property.
 - HP 1-1-e: Promote the preservation and maintenance of buildings and property in established Historic Districts through media notifications and other celebrations.

- HP 1-1-f: Support the incorporation of public history into proposed and existing greenways and parks.
- HP 1-1-g: Develop a comprehensive system of signage that identifies individual historic properties, provides identification of historic districts, and directs visitors to other historic sites.
- HP 1-1-h: Seek funding for development of a walking tour (print and digital) that also supports local businesses through advertisement and distribution.
- » HP 1-2: Understand and document the history of College Place through a comprehensive inventory of historic and cultural resources.
 - HP 1-2-a: Develop a list of areas that require built and pedestrian survey.
 - HP 1-2-b: Continue to research and update the list of potentially significant historic properties.
 - HP 1-2-c: In partnership with the owners, nominate properties for the state and national historic registries.
 - HP 1-2-d: Actively identify and highlight historic districts in collaboration with neighborhood groups and pursue documentation as needed.
- » HP 1-3: Support the maintenance and protection of historic structures, properties, and buried resources through collaboration with local, state, federal, and non-profit organizations, and encourage historic property owners to seek additional guidance on appropriate rehabilitation techniques through the Washington Department of Archaeology and Historic Preservation (DAHP).
 - HP 1-3-a: Encourage public agencies to utilize historic buildings when looking to meet future needs.
 - HP 1-3-b: Develop procedures to protect historic structures from demolition while respecting the rights of property owners.
 1. The demolition of historic structures should only be permitted when there are no other options, and the structure(s) presents a threat to the public health and safety.
 2. If demolition is unavoidable, mitigating measures to compensate for the loss should be required.
 - HP 1-3-c: Support the use and reuse of historic structures and properties in accordance with national, state, and local standards.
 - HP 1-3-d: Continue to research and adopt programs and regulations that promote the preservation and use of historic buildings and properties.
- » HP 1-4: Provide an effective Historic Preservation program that works collaboratively with city departments and other preservation-related agencies and organizations, and supports efforts to maintain and enhance the historic fabric within the downtown mixed-use district.
 - HP 1-4-a: Maintain the City's Certified Local Government (CLG) status and actively seek to utilize CLG resources to achieve the City's historic preservation priorities.
 - HP 1-4-b: Collaborate with College Place's economic development efforts to promote the city as a regional center with a rich, unique history.
 - HP 1-4-c: Collaborate with the Planning and Building Departments to identify and disseminate information on the applicability of local building codes and local/state and federal standards for historic preservation.



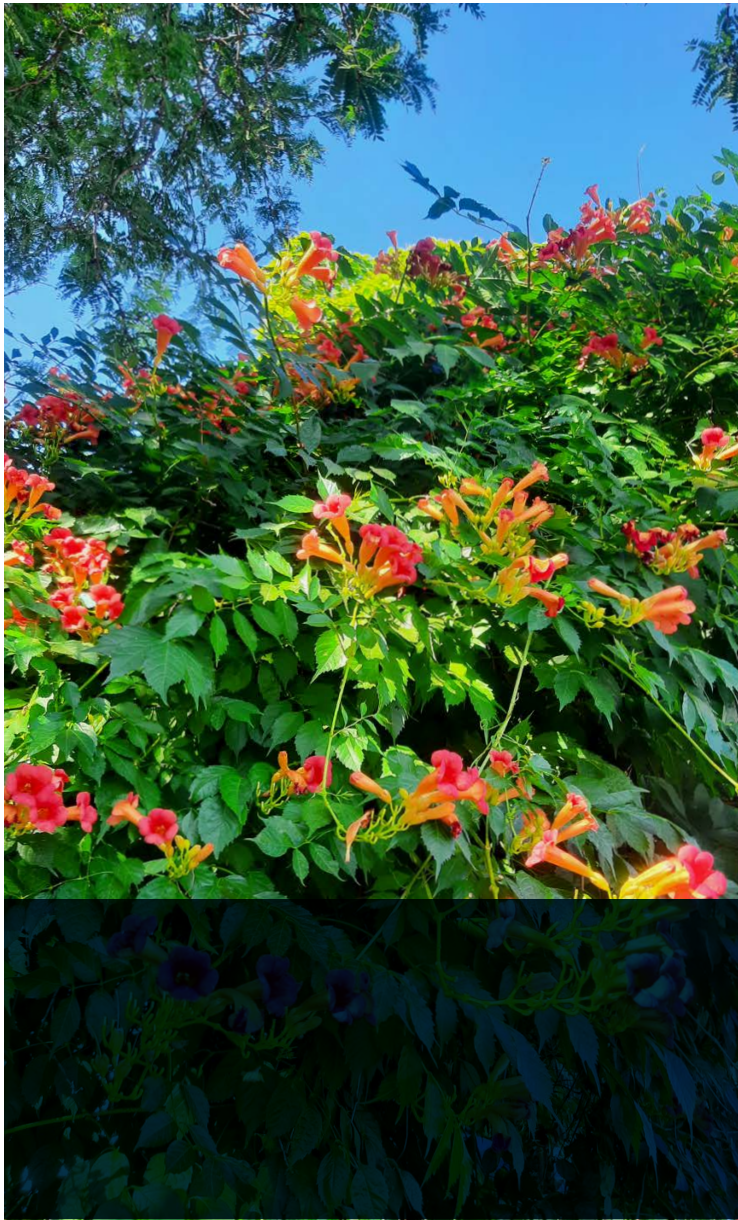


Appendix 1–A:

Walla Walla Countywide Planning Policies

A photograph of a rural landscape. In the foreground, there is a field of tall, dry, golden-brown grass. In the middle ground, there are green bushes and trees. In the background, a few houses and a body of water are visible under a clear blue sky.

Appendix 2–A: **Land Capacity Analysis**



Appendix 3–A: **HAPT Methodology**



Appendix 9–A:

Parks, Recreation, and Open Space Plan

College Place Planning Commission- (Hybrid: In-Person & Online) - (Tuesday, June 16, 2026)

Generated by Michael Maret on July 14, 2026

1. OPENING ITEMS

Procedural: 1.01 Call To Order 430th Regular Meeting of the Planning Commission

Chair Ivy called the meeting to order at 6:01 pm.

Information, Procedural: 1.02 Roll Call

PRESENT:

Commission Members:	Nic Ivy - Chair Felix Tan Claudia Santellano Gayla Rogers Jim Fry
Absent Commission Members:	Brandon Stepper - Excused Todd Reiswig, Vice-Chair
Staff:	Jon Rickard - Community Development Director Carolyn Holm - City Clerk
Guests:	Tracy Ortiz - Langdon Group Inc Derrick Braaten - JUB Engineers

Procedural: 1.03 Welcome New Planning Commissioner - Jim Fry.

Procedural: 1.04 Appearance of Fairness Doctrine

Information: 1.05 Public Comment

None

2. CONSENT AGENDA

Action (Consent): 2.01 Approve Agenda for June 16, 2026

Action (Consent): 2.02 Approve Minutes from April 21, 2026

Action (Consent): 2.03 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Planning Commission by a single motion. Most of the items listed under the consent agenda have gone through previous review either at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Planning Commission and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Planning Commission member.

Motion: Commissioner Santellano made a motion to approve the consent agenda.

Second: Commissioner Rogers seconded.

Vote: The motion passed.

3. REGULAR AGENDA

Information, Discussion: 3.01 Comprehensive Plan - Periodic Update Workshop

JUB staff led a workshop to discuss the Comprehensive Plan Goals and Policies for the new Climate Element. Discussion and Q&A ensued.

4. REPORTS

Information: 4.01 Comprehensive Plan Amendment Applications for Urban Growth Area (UGA).

Expansions

Director Rickard provided an update on the City of College Place's applications with the County of Walla Walla.

5. CLOSING ITEMS

Information: 5.01 The next regularly scheduled meeting is July 21, 2026.

Procedural: 5.02 Conclude

Commissioner Santellano made a motion to adjourn the meeting. Commissioner Fry seconded, and the motion passed.

Chair Ivy concluded the meeting at 7:28 pm.

Approved:

Nic Ivy - Chair

Attest:

Michael Maret, Senior Planner

The foregoing minutes are the official record of the Planning Commission meeting that occurred _____, 2026. Further details may be obtained by reviewing the actual audio recording made during this session.