

# COMPREHENSIVE PLAN



City of  
**BINGEN, WA**

The first part of the paper discusses the importance of understanding the cultural context of the research. It highlights the need for researchers to be sensitive to the values and beliefs of the communities they are studying. This is particularly important in the field of education, where cultural differences can significantly impact learning outcomes.

The second part of the paper explores the challenges of conducting research in diverse cultural settings. It discusses the difficulties of finding appropriate research methods and the importance of building trust with the research participants. The author also addresses the issue of data interpretation, noting that cultural differences can lead to different understandings of the same data.

The third part of the paper presents a case study of a research project conducted in a multicultural community. The study aimed to understand the factors that influence students' academic achievement. The researchers used a combination of qualitative and quantitative methods to collect data. They found that cultural factors, such as family structure and community values, played a significant role in students' performance.

The fourth part of the paper discusses the implications of the findings for educational practice. It suggests that educators should be aware of the cultural backgrounds of their students and tailor their teaching methods accordingly. The author also emphasizes the importance of ongoing research in this field to better understand the complex relationship between culture and education.

In conclusion, the paper argues that a deep understanding of the cultural context is essential for conducting meaningful research in education. It calls for a more inclusive and culturally sensitive approach to research that takes into account the diverse experiences of all students.



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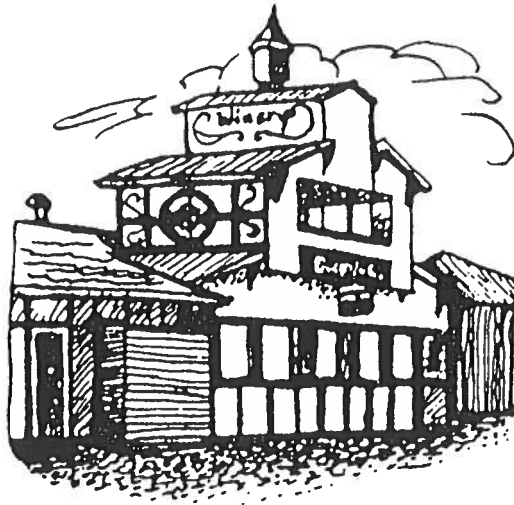
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Klickitat Co.

# COMPREHENSIVE PLAN



City of  
**BINGEN, WA**





# City of Bingen

P. O. BOX 607  
BINGEN, WASHINGTON 98605  
Phone 509-493-2122

Mayor: Charles B. Long  
Clerk: Verna M. Haney

December 1993



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Klickitat Co.

City of Bingen Residents  
and Other Interested Readers

Re: City of Bingen Comprehensive Plan

The pages which follow represent Bingen's official policy guide for the future growth of the city. It was developed by a city planning task force appointed by the city council and represents many hours of work by this group with staff assistance from Cascade Planning Associates. Funding assistance was provided under a grant from the state Dept of Community Development.

This plan contains goals, policies and maps related to land use and capital investment. Land use and growth management actions and regulations will be guided by this document. Capital projects are recommended which will be needed to accommodate the development which is anticipated to occur in the years ahead.

Although the plan was targeted to accommodate growth over the next 20 years, situations and issues will undoubtedly arise which were unanticipated when this plan was developed. It is therefore important to recognize that the Comprehensive Plan is not a rigid, inflexible document that once adopted will not change. It is a plan for the orderly growth of the city which should be reviewed periodically for updates and revisions as the need arises.

To all who participated in this effort, I wish to express my deepest appreciation, especially those members of the planning task force who voluntarily gave up many hours of their personal time. Bingen owes you a debt of gratitude.

Sincerely,

Charles B. Long, Mayor





**RESOLUTION NO. 93-04**

**CITY COUNCIL OF BINGEN, WASHINGTON**

**IN THE MATTER OF CITY PLANNING RE: PROPOSED COMPREHENSIVE PLAN FOR THE CITY OF BINGEN.**

**WHEREAS**, Chapter 35.63 of the Revised Code of Washington enables the city of Bingen to engage in a growth management program, and

**WHEREAS**, the state Growth Management Act sets forth certain requirements for development of a comprehensive plan and mandates that all cities' and counties' growth management regulations be in conformance with adopted comprehensive plans, and

**WHEREAS**, the city of Bingen does not currently have an adopted comprehensive plan which meets state requirements, and

**WHEREAS**, a planning task force of local residents have met and drafted a proposed comprehensive plan for the city council's consideration, and

**WHEREAS**, state and local agencies were given the opportunity to review the proposed comprehensive plan and no written comments were received prior to city council deliberations, and

**WHEREAS**, the city council held two public hearings on the proposed plan on October 19, 1993 and December 7, 1993 prior to taking action and gave everyone an opportunity to testify either orally or in writing, and

**WHEREAS**, a final SEPA determination of non-significance was issued on November 16, 1993 on the proposed comprehensive plan based upon a completed environmental checklist of elements of the environment and upon an analysis of Acreages of Plan Designations and Areas of Greatest Potential Development, and

**WHEREAS**, after holding said hearings and reviewing the environmental impacts of the proposal, the following facts are found:

1. The proposal contains sections which identify and/or describe critical areas as defined in the state Growth Management Act, to wit: (a) wetlands, (b) aquifer recharge areas, (c) fish and wildlife habitat, (d) frequently flooded areas, and (d) geologically hazardous areas; that where appropriate the proposal contains policies or recommendations for the protection of such areas;
2. The proposal contains a resource inventory which, in addition to those elements described above, identifies and describes existing land use, zoning, soils, capital facilities and municipal sewer & water infrastructure;
3. The proposal contains the results of community surveys conducted for purposes of ascertaining public opinion regarding growth management issues from local residents, landowners, and business owners;
4. The proposal contains a land use plan consisting of goals, policies and a plan map designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for housing, commerce, industry, public facilities, future public street corridor, future public parking area, and other land uses;



5. The proposal contains a capital facilities plan consisting of an inventory of existing capital facilities owned by the city, an analysis of the capacities of the facilities and recommendations of the upgrading or addition of new facilities;
6. The proposal identifies an area adjacent to an existing industrial area for commercial designation which is partially developed under light industrial use and located in a triangle west of Willow Street bordered by SR 14, the Burlington Northern Railroad right-of-way, and unincorporated publicly held property (WA DOT); that said area is better suited and more desirable for a light industrial classification provided the current zoning ordinance is reviewed and amended if needed for assurance that only light industrial-type uses are allowed in the area; and

**WHEREAS**, based upon the facts found and other information considered, the following are concluded:


1. Adoption of the proposal with revision of the aforementioned commercial designation to light industrial will provide the city of Bingen with a growth management policy assuring coordinated and planned growth consistent with state enabling legislation;
2. Adoption of the proposal with revision will be in the public interest and will promote the health, safety and quality of life important to the residents of the city.

**NOW, THEREFORE, BE IT RESOLVED** that the proposed Comprehensive Plan for the City of Bingen be adopted with revision of the aforesaid proposed Commercial designation to Light Industrial and a recommendation added to proposed Goal 8 that the city's light industrial zoning district text provisions be reviewed to determine if changes are needed to assure only light industrial type uses are allowed in the zone.

Adopted by unanimous voice vote of the full city council on this 7th day of November 1993.

  
Charles B. Long, Mayor

ATTEST:

  
Verna Haney, City Clerk







## COMPREHENSIVE PLAN REVISIONS OF 1997

On October 7, 1997 the Bingen City Council adopted Resolution No. 97-04 which revised the Goals, Policies, Recommendations, Plan Classifications and Land Use Plan Map of 1993. The following text and land use plan map are revised in accordance with that resolution.





# **COMPREHENSIVE PLAN**

**BINGEN, WASHINGTON**

**Adopted December 7, 1993**

**Revised October 7, 1997**





## ACKNOWLEDGEMENTS

### Bingen City Council

Charles Long, Mayor

Jeff Bruce

Lawrence H. Murhpy

John Verax

Craig Lester (1993)

J. F. Henningsen

John Newman

Stan Dickey (1993)

Ben Mersereau (1993)

### Planning Task Force (1993)

Charles Long, Chairman

Peter Enever

John Goodman

Orvil Knutson

Ben Mersereau

Mildred Estes

Chuck Henderson

Verne Landgren

Brian Prigel

### Ad Hoc Committee Appointed March 17, 1995 to Review the 1993 Comprehensive Plan and to Update Bingen Zoning

Charles Long, Chairman\*

Peter Enever

John Goodman

Tom Liener

Matt Riley\*

Mildred Estes\*

Jack Henningsen\*

Ben Mersereau

Jason Spadaro\*

---

\*Active Member Participating through August 1, 1996

### City Staff

Verna Haney, City Clerk

Darrel Armstrong, Public Works Director

Chris Mace, Chief of Police

Darryl Bulzomi, Chief of Police (1993)

Louis Geschwint, Fire Chief

Kenneth Miles, Disposal Operator

### Planning Consultant

CASCADE PLANNING ASSOCIATES

White Salmon, WA

Steven B. Andersen, Principal Planner & Project Manager

Mark Reynolds, Staff Planner & Principal Author (1993)



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# BINGEN COMPREHENSIVE PLAN

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## INTRODUCTION

In the next few years, Bingen is likely to experience new pressures, as well as new opportunities, resulting from a changing economy, an increasing number of visitors from outside the area, and growing demands for development. This Comprehensive Plan will be a valuable tool in guiding these potential changes to the greatest possible benefit of the community. Bingen can use this plan to help ensure that new growth occurs in an orderly fashion, that natural resources will be protected from misuse, that the familiar feeling of community will be preserved, and that good standards of service from community facilities will be maintained.

Information gathered from several sources, including citizen survey results, area maps, facility and natural resource inventories, and population data, was used to determine the needs and priorities for Bingen's Comprehensive Plan.

The complete plan consists of two major elements which address these needs and priorities. These elements are the Land Use Plan, which will act as a guide for when and where new development or changes can take place, and the Capital Facilities Plan, which addresses the city's current and future needs for the structures, equipment, and improvements which are used to provide vital services to the community. These elements should work together to ensure that new development does not overburden either the public services available or the wallets of the taxpayers.

### The Land Use Element

The central component of any Comprehensive Plan should be land use. A town is, at the most basic level, a piece of land which is being used by a number of people. What makes an individual town special is the manner in which the land is used. A land use plan is therefore a definition of a town's intended character.

In writing a plan for future land use, it is important to consider a number of things: how land is being used at the present time, how these uses are likely to change, which areas are most suitable for certain uses, and what services and facilities should be provided to the users of the land, just to name a few.

The set of maps found in Appendix A illustrates some of the concerns which were addressed during the development of the land use plan: existing land use and zoning, slope conditions, soils, and capital facilities (including water and sewer systems). This information was helpful in writing a plan which is compatible with the existing community, which utilizes the available natural resources while protecting fragile areas from mismanagement, and which ensures that adequate public services and facilities will continue to be provided in a cost-effective manner.

### The Capital Facilities Element

Capital facilities are the structures, equipment, and improvements which are owned and/or operated by the City to provide services to its residents. Bingen's major capital facilities include city hall, the police and fire stations, the public works shop, the water and sewer systems, and the park. Since these facilities and the services which they provide must be shared by the entire community, it is desirable to have a long range plan which considers not only regular maintenance projects but how to accommodate new growth without lowering service levels for the entire town or creating excessive financial burdens on the City and its taxpayers.

Since capital facilities are so important to the quality of life in the community, a separate element of the Comprehensive Plan is devoted to them. This plan analyzes Bingen's





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existing facilities, the standards of service which they provide, and the projects which may be necessary either now or in the future to maintain or improve these standards. The capital facilities plan ties into the land use plan with a requirement to reconsider land use if the City is unable to maintain adequate services while accomodating new growth.

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## **SECTION I**

### **BACKGROUND INFORMATION**





**BACKGROUND INFORMATION****Location/Topography**

The City of Bingen is located near the southwestern corner of Klickitat County, about 60 miles east of Vancouver WA/Portland OR. The town of White Salmon lies to the immediate north of Bingen and Hood River, Oregon is about a mile to the south, across the Columbia River. State Route 14 forms Bingen's main business street (Steuben St. ). At 150 feet above sea level, Bingen has the lowest elevation of any community in the county.

Bingen lies in the area between the thick forests of the western part of the Columbia Gorge and the expansive open hills and rock faces of the drier eastern part. The steep walls of the gorge give way to a relatively flat plain in the vicinity of Bingen, making it one of the few suitable riverfront townsites on the Washington side of the gorge. The topography to the immediate north and east of Bingen is notable for its impressive basalt bluffs.

**Economy**

Bingen's economy is based largely on the timber industry and, to a lesser extent, agriculture. Major employers include the S.D.S. Lumber Company, Bingen Plywood, and Underwood Fruit.

Bingen and its neighbor, White Salmon, constitute a local retail center serving the smaller towns in the surrounding area. This role is somewhat tenuous, with competition in the form of national chain stores (and no sales tax) in Hood River.

The Columbia Gorge area has seen its greatest economic growth in the last few years in the tourism and recreation industries.

**Climate**

Bingen is located in the transition zone between the marine-influenced climate of western Washington and the drier continental climate found east of the Cascade Range. The most notable weather feature of the Columbia Gorge is its near constant winds, which occur as a result of air pressure differences between the region's two climates.

**Temperature Range (Fahrenheit)**

	<u>Min.</u>	<u>Max.</u>	<u>Median</u>
January	27	39	33
March	34	53	44
May	44	69	57
July	53	81	67
September	46	75	61
November	33	49	41
Year	40	61	51

**Temperature duration**

	<u>Avg. Number of Days</u>
Below 32 F	19
Above 90 F	20
Growing Season	189

**Precipitation**

	<u>Avg. Number of Days</u>
Snow, sleet, hail (1.0 in. or more)	60
Rain (0.01 in. or more)	60



**Transportation**

**Air:** The closest airport is in Hood River (approx. 5 mi.). The nearest major airport is Portland International, with 17 major carriers (approx. 1 hr. drive).

**Ship:** The closest ship facility is the Port of Vancouver (60 mi. west of Bingen), which has 6 shipping berths and handles autos, steel, and containerized cargo.

**Barge:** One slip is available at Dallesport (20 mi. east of Bingen).

**Rail:** Passenger service to Bingen is provided by Amtrak. Freight service is provided by Burlington Northern.

**Truck:** Several national and multi-county trucking firms serve the Bingen area using SR-14 and I-84.

**Utilities**

**Water:** Provided by the City of Bingen. See capital facilities element for more information.

**Sanitary Sewer:** Sewer lines and wastewater treatment are provided by the City. The treatment plant is of the activated sludge variety. See capital facilities element for more information.

**Storm Sewer:** Steuben is the only street with storm drains. These were installed by the State and are maintained by the City. They are rated for a 20 year storm event.

**Electricity:** Klickitat County PUD #1.

**Natural Gas:** Northwest Natural Gas.

**Telephone:** United Telephone

**Solid Waste Disposal:** Bingen Garbage Service collects Bingen's refuse and hauls it to the landfill near Roosevelt.

**Public Services**

**Government:** Bingen is an incorporated city with a mayor/council form of government. Administrative and clerical services are provided by a two-member office staff.

**Fire and Emergency:** Bingen's volunteer fire department has about 21 active members. The current fire insurance rating is 7. Emergency medical technician (EMT) and ambulance services are available through White Salmon's Skyline Hospital. See capital facilities element for more information.

**Police:** The Bingen Police Department has four officers. Other area law enforcement agencies are the Klickitat County Sheriff Department and the Washington State Police.

**Public Works:** Regular maintenance of Bingen's public facilities, including streets, sidewalks, water, sewer, and public buildings, is provided by a two-member public works department. See capital facilities element for more information.

**Education:** Bingen's elementary, middle, and high school students attend the schools of the White Salmon Valley district, in White Salmon. The closest vocational and



community college facilities are Columbia Gorge Community College (The Dalles) and Clark College (Vancouver).

### History

*Thanks go to Keith McCoy, who provided most of this information.*

The first inhabitants of the Bingen area within recorded history were the Klickitat Indians. The Klickitats spent part of the year fishing in the Columbia and its tributaries, and the rest of the year hunting and gathering in the mountains. They were well established in the Bingen area well before the early nineteenth century, when Lewis and Clark passed through and noted the presence of a fishing village near the mouth of the White Salmon River.

When Erastus S. Joslyn and his wife arrived in 1852, they were the only European-American settlers on the Columbia's north bank between the Cascades and the Columbia-Snake River confluence. The spot they chose for their homestead was 320 acres of riverbottom land. They built their house and farm buildings on what is now Bingen's west side. The Joslyns were attracted to this particular site not only because of the rich soil, but because of the early spring warmth which was retained and reflected by the surrounding basalt walls as well.

The spot which the Joslyns selected was under the undisputed possession of the Klickitats at the time, but the newcomers managed to maintain friendly relations with the Klickitats by trading with them. Some of the natives welcomed the settlers, hoping they would offer protection from hostile tribes, and helped them to establish a homestead.

The peace was rather short lived, however. During the Indian Wars of 1855-56, resentment towards the settlers grew. Following a warning from one of the Klickitats who had remained friendly, the Joslyns fled across the Columbia just in time to avoid an attack by a band of hostile Klickitats and Yakimas. The raiders ransacked the homestead before burning all of the buildings and uprooting the young fruit trees which the Joslyns had planted.

After a year in exile at The Dalles, the Joslyns returned to the homestead only to find that it had been commandeered by the U.S Army for use as part of an Indian reservation. The Army found the site to be such a satisfactory location that they went to the trouble of building a blockhouse fort on Point Lookout, which is now part of the Bingen Marina.

The settlers sued the government for the return of the property, plus payment for its use. The family did not regain full legal possession of the land until 1859, and the matter of back rent was not completely resolved until the 1920's. Once the Joslyns were allowed back on the homestead, they built another house, which still stands, in an expanded form, near the western edge of town.

In 1874, the Joslyns sold their house and farm to the Suksdorf family. The Suksdorfs didn't care for the name White Salmon, nor did they want to be associated with the people who had begun to move into the area on top of the bluff, so they changed the name of their part of the settlement to Bingen, after their hometown on the Rhine in Germany.

The Suksdorfs were in possession of the Joslyn property for only eight years before they had to give it up to a creditor. They had established a toehold in the area, however, and went on to make several important contributions, including the first post office and the platting of the townsite, to Bingen's establishment as a town. One of their houses still stands at the corner of Willow and Jefferson Streets.



The Suksdorf family's part in keeping Bingen distinct from White Salmon goes beyond simply renaming the town. In 1892, Theodor Suksdorf and Jennie Jewett of White Salmon began a now-famous argument over water rights to Jewett Creek. The feud escalated until Suksdorf closed the wagon trail which ran from White Salmon through Bingen to the ferry landing. Suksdorf's determination not to yield the right-of-way was so strong that White Salmon was forced to bypass Bingen by constructing the Dock Grade road.

Although the right-of-way through Bingen was long ago restored to White Salmon travellers, Bingen has remained steadfast in its determination to remain distinct and independent from its larger neighbor up the hill. Bingen was platted as a separate townsite in 1896,(the town did not become incorporated until 1926, however) and the community gradually gained the developments and improvements which define Bingen today.

Rail service first arrived in Bingen in 1908. This development did nothing to improve the relationship between Bingen and White Salmon. The two towns competed bitterly for the rights to the only local train stop. Bingen finally won the station, but the victory was soured somewhat by the railroad's mistakenly marking it with a sign reading "White Salmon."

One event that drew people to the area during the first part of the century was the "Apple Boom," which brought significant growth to the area between 1905 and 1920. The first fruit packing plants were up in White Salmon, but Bingen's proximity to the railroad made it an ideal location for later plants. One of these early fruit packers occupied the building which now houses the Mont Elise Winery.

Another early source of income in Bingen was vegetable farming. The lowlands near the river had rich soil which supported a number of truck gardens. Most of these farms were lost to the river when Bonneville Dam was built. One exception was Dickey Farms. The Dickeys chose to build a system of dikes to hold the river back from their fields. The hard work paid off, and Dickey Farms has stayed in operation, maintaining its position as the longest continually operating family business in western Klickitat County.

The industry most commonly associated with Bingen got a surprisingly slow start. Early logging and milling operations tended to be fairly small in scale, and their success was somewhat sporadic. The timber industry was not large enough to draw significant numbers of people to Bingen until the thirties, when Bingen's population sprang from 365 to 600 over the course of the decade. Bingen's first mills focussed on smaller projects, such as manufacturing boxes and, during World War II, making tent poles. The major lumber mills were not established until after WWII, when increased National Forest timber sales, a construction boom, and modernized transportation and processing techniques made large-scale milling at a centralized location practical.

#### Population and Housing

Bingen grew from a population of 365 in 1930 to a population of 736 in 1950. By 1960, the town had shrunk to 636 residents. The population has remained fairly stable since 1960, never going over 680 or under 636. The greatest fluctuation was between the 1980 population of 679 and the 1982 population of 645, a population loss of 5% over two years. The current population is 650.

The net number of housing units in Bingen decreased from 335 to 314 between 1980 and 1990. This loss was due to a decrease from 83 to 57 housing units in multi-family structures. There was an increase in the number of mobile homes from 14 to 19, and the



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number of single family site-built houses stayed constant at 238 units.

Bingen's current land area is 1.332 square miles. A total of 0.332 square miles of the present area was gained through annexation between 1980 and 1990. The annexed land contains five housing units, four of which were occupied. The population absorbed by these annexations was 14.

Though no great expansion is foreseen in the existing major industries in Bingen, it is possible that considerable growth could occur in the near future as a result of new tourist and recreational interest in the Columbia Gorge area and the increasing desirability of smaller communities as sites for small businesses, among other factors.







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**SECTION II**  
**LAND USE PLAN**





## LAND USE GOALS AND POLICIES

1. *Establish a comprehensive plan that will serve as a basis for all decisions and actions related to land use and which will ensure that such decisions and actions are based on adequate and precise information.*

### Policies:

- A. Zoning ordinances and performance standards shall be used to implement the land use plan. In accordance with RCW 35.63.090, these development regulations shall be designed "to encourage the most appropriate use of land throughout the municipality; to lessen traffic congestion and accidents; to secure safety from fire; to provide adequate light and air; to prevent overcrowding of land; to promote coordinated development of unbuilt areas; to encourage the formation of community or neighborhood units; to secure an appropriate allotment of land area in new developments for all the requirements of community life; to conserve and restore natural beauty and other natural resources; to encourage and protect access to direct sunlight for solar energy systems; and to facilitate the adequate provision of transportation, water, sewerage, and other public uses and requirements, including protection and quality of ground water used for public water supplies."
- B. All development regulations shall maintain consistency with the Comprehensive Plan (RCW 35.63.125).
- C. A set of maps showing land use, zoning, public facilities, slope, soils, and other resources and conditions shall be used and maintained as a reference in the determination of the suitability and capability of the land and its ability to support future development.
- D. A capital facilities element shall be incorporated into the comprehensive plan to ensure that adequate and affordable public facilities and public services are and will remain available to the entire community as new development occurs.
- E. All elements of the Comprehensive Plan shall be coordinated and consistent. The land use plan shall be reassessed if the probable funding for capital facilities falls short of meeting existing needs.

### Recommendation:

- A. When appropriate, Bingen's plans and programs should be coordinated with those at county, state, and federal levels.





2. *Encourage public participation in decision making.*

**Policy:**

- A. Public opinion regarding issues shall be sought through established procedures and considered as part of the decision-making process.

**Recommendation:**

- A. Citizens should be provided with information through established procedures and the news media to encourage public awareness and participation in the decision-making process.

3. *Develop and maintain a comprehensive plan that reflects the community's vision.*

**Policies:**

- A. The city council shall hold periodic public meetings to determine whether changes are needed in the Comprehensive Plan and implementing ordinances.
- B. Amendments to the Comprehensive Plan shall consider physical, economic, or environmental changes that have occurred in the planning area since adoption of the plan and the public need that supports the change, or that the original plan was incorrect.

**Recommendation**

- A. A citizen review board should be considered to assist the city council in the periodic evaluation of the Comprehensive Plan.

4. *Use the available land area and public facilities as efficiently as possible without causing overcrowding.*

**Policies:**

- A. The efficient use of existing buildings and improved lots shall be encouraged before allowing extensive development to occur outside of existing or planned water and sewer service areas.
- B. The city shall review and comment on proposed developments on non-annexed lands in the vicinity of the existing city limits to advise the county on its plans for the area.
- C. The annexation of lands adjacent to the existing city limits shall be encouraged as property owners request annexation.

- D. Building and population densities shall not exceed the capabilities of public facilities and services available, the ability of the city to pay for facility improvements, or the level of density deemed appropriate by the land use element of the Comprehensive Plan.

**Recommendations:**

- A. New development should be encouraged near existing development to prevent "leapfrogging" and to promote the efficient expansion of distribution, collection, and transportation facilities.
- B. The City should require the annexation of properties outside of city limits before extending services to them. Services should only be extended to properties immediately adjacent to the existing service area.
- C. In cases where new developments create significant additional demand on public facilities and services, developers should pay their proportionate share of the necessary improvements; and the city should employ latecomers agreements to reimburse the initial developer for proportionate shares of the initial cost of improvements in accordance with applicable law.

5. *Preserve the existing small-town atmosphere.*

**Policies:**

- A. The interests of the existing community shall be given priority when considering new growth.
- B. New uses shall be compatible with existing uses.

**Recommendations:**

- A. Minimum lot sizes should be utilized to control densities.
- B. Traffic signals and visitor parking areas should be considered if tourist traffic impedes the ability of residents to travel within the city.



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6. *Provide areas for a variety of residential uses and dwelling types and to promote adequate housing opportunities for all economic levels.*

**Policies:**

- A. Housing opportunities for all income levels shall be encouraged.
- B. Existing residential areas shall be protected from the encroachment of or the conversion to incompatible land uses.
- C. The rehabilitation of existing, substandard housing shall be encouraged.

**Recommendations:**

- A. The good maintenance of all residential properties should be encouraged.
- B. High quality, reasonably priced rental, double-family, and multiple-family residences should be encouraged where appropriate.

7. *Provide an adequate, accessible commercial area while minimizing impact on surrounding uses.*

**Policies:**

- A. The fullest possible use of existing commercial properties shall be encouraged before allowing the commercial area to expand.
- B. Parking standards shall be utilized to ensure that adequate parking is available to customers and that customers do not create traffic congestion or hazards.

**Recommendations:**

- A. A diverse range of commercial uses should be encouraged.
- B. The development of a shared off-street parking lot for commercial businesses should be considered.

8. *Provide areas for the location of light and heavy industrial uses which do not create objectionable environmental conditions unless such conditions can be mitigated through reasonable regulations.*

**Policies:**

- A. Plan provisions for the location of a diversity of light and heavy industrial uses shall be made in a manner consistent with maintaining environmental and community quality and a sound economic base.





- B. Industrial uses shall be encouraged to locate and diversify where existing development is compatible with industrial uses and where adequate transportation, water, sewer, and electric services are available.
- C. Non-industrial uses shall be discouraged in the industrial area.

**Recommendations:**

- A. The location of compatible light industrial uses in the commercial area should be considered.
- B. Development regulations should be applied and enforced to keep dust, odor, glare, noise, smoke, gases, traffic, and other potential impacts at levels compatible with surrounding uses.
- C. The city's light industrial zoning district text provisions should be reviewed to determine if changes are needed to assure only light industrial type uses are allowed in the zone; that any heavy industrial uses not be listed as uses permitted by right.

9. *Protect life and property from natural disasters and hazards.*

**Policy:**

- A. Developments shall not be planned or located in known areas of natural disasters or hazards (flooding, landslides, erosion, rock falling, etc.) without appropriate safeguards.

**Recommendations:**

- A. Land areas subject to natural disasters or hazards should be limited to uses that will not interfere with the primary natural functions of such areas.
- B. Special development standards should be applied in areas with slopes exceeding 15 percent.

10. *Preserve natural wetland areas which are important recreation areas and/or wildlife habitat, provided that they are not a detriment to public health.*

**Policy:**

- A. Natural wetlands which, based on best available science, are important wildlife feeding, nesting, and breeding grounds and/or which function to prevent flooding and to filter groundwater shall be recognized as significant resources and protected from destruction by or encroachment of incompatible uses.



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**Recommendations:**

- A. Performance standards should be developed and used to identify and protect significant wetland functions and values..
- B. Compatible uses should be encouraged near identified wetlands.
- C. Public acquisition of significant or unique wetlands should be encouraged.
- D. The City should cooperate with other agencies or groups in the conservation and protection of significant wetland function and values.

**11. *Identify and preserve historic structures and sites.*****Policies:**

- A. A record of historic buildings and sites shall be established, maintained, and utilized for historical and economical purposes.
- B. The preservation or recordation of historically significant structures shall be encouraged.

**Recommendations:**

- A. Owners of historic structures should be encouraged to maintain and preserve the structures, or record the historic significance of these structures.
- B. Owners of possible historic structures should be encouraged to seek listing in the National Register of Historic Sites and Places and/or the Washington State Office of Archeology and Historic Preservation.
- C. Public education on the area's history should be continued through the support of the Gorge Heritage Museum. The posting of historical markers at significant sites should also be encouraged.

**12. *Protect the environmental quality and physical appearance of the city.*****Policies:**

- A. Land use decisions shall consider the effects which proposed uses will have on environmental quality, and those proposed uses which are likely to have a significant adverse impact on environmental quality shall be prohibited or so mitigated as to become acceptable.
- B. The capability of land, air, and water shall be considered in making land use decisions.
- C. Junk and litter control ordinances shall be enforced.



**Recommendations:**

- A. The planting of aesthetically pleasing vegetation by private individuals and volunteer organizations should be encouraged.
  - B. Proper maintenance of residential, commercial, and public structures and properties throughout the community should be encouraged.
  - C. The public works department should keep public sidewalks and curbs clean and free of grass and weeds and should mow the grass on city-owned properties on a regular basis.
  - D. Regulations and restrictions on the burning of refuse and dates of debris pickup should be publicized and clarified. Notices should be run in the newspaper and posted at the post office during peak burning seasons (spring and fall) to remind citizens that materials such as plastic, rags, and upholstered furniture are not to be burned within the city.
13. *Provide a safe, efficient, and economic transportation network.*

**Policies:**

- A. Proposed routes shall be laid out in accordance with the existing transportation network and be consistent with the land use element of the Comprehensive plan.
- B. Necessary street additions or extensions shall be mapped and the city shall pursue the acquisition of needed rights-of-way.

**Recommendations:**

- A. Proposed land uses should be approved only where the streets are adequate to serve new development or where arrangements are made to provide needed improvements.
14. *Pursue a long-term commitment to a sound local economy and encourage economic development that maintains or improves community quality.*

**Policies:**

- A. Development that retains or creates employment opportunities for the City shall be encouraged, if such development is otherwise consistent with community quality.
- B. Development that provides a more stable tax base for high quality government facilities and services shall be encouraged, if such development is consistent with community quality.



**Recommendations:**

A. Innovative, diverse and creative developments in areas that present opportunities for economic growth and stability, such as areas designated for aggregate resource, heavy industrial, light industrial and commercial development, should be encouraged, particularly where concurrent opportunities are presented to enhance environmental or other community values.

15. *Identify and protect for continued utilization, expansion and subsequent reclamation the existing rock quarries and gravel pit sites within the city which contain valuable rock and gravel resources for community and regional development by providing areas for such activities and establishing minimum standards for surface mining operations.*

**Policies:**

A. The extraction of rock and gravel by surface mining shall be recognized as an essential activity making an important contribution to the economic well-being of the city and region.

B. Plan provisions for surface mining within the city shall be made in a manner which will assure the continued utilization and expansion of existing aggregate mining sites in a manner which will minimize conflicts with neighboring uses while ultimately providing land for urban expansion upon reclamation of excavations.

C. Conflicts between surface mining and neighboring uses shall be minimized when surface mining operations are conducted by utilizing setbacks and vegetation buffers, limiting hours of operation, placement of fencing, and controlling traffic, dust and surface water runoff.

D. Reclamation of surface mined areas shall be made in a manner which will provide areas for urbanization. Areas reclaimed for future structural development should include the greatest extent of the total excavation where practicable.

E. Prior to the urbanization of reclaimed areas, a comprehensive plan change and zone change shall be required to assure subsequent uses are consistent with community goals and compatible with existing development.



**Recommendations:**

A. Development regulations should be developed and utilized to regulate surface mining as the primary means to assure inherent conflicts associated with surface mining with neighboring uses are minimized.

B. Surface mining operators' adherence to minimum standards established for surface mining within the city limits should be administered by the city through applicable development regulations and coordinated with other jurisdictional agencies.



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## **LAND USE PLAN CLASSIFICATIONS**

### **RESIDENTIAL**

Purpose: To provide lands for single family residential uses in those areas which are suitable and desirable for residential living and provide protection to existing and future single family residential neighborhoods from incompatible development.

### **MULTI-FAMILY RESIDENTIAL**

Purpose: To provide lands for multiple family residential uses in areas which are suitable and desirable for high density residential living, including apartments and condominiums.

### **COMMERCIAL**

Purpose: To provide lands for those existing and potential wholesale and retail commercial activities associated with the central business district of Bingen and associated business thoroughfare along SR 14 and to provide protection for the local economy by assuring the continuing utilization of those areas which are suitable and desirable for commercial business activities.

### **PUBLIC**

Purpose: To provide areas for the protection and enhancement of public uses on publicly owned lands which serve community or governmental functions.

### **MIXED USE DEVELOPMENT**

Purpose: To provide areas suitable and desirable for mixed use developments of compatible industrial, commercial and recreational activities which can be developed within a business park setting and/or a planned multi-use development.

### **LIGHT INDUSTRIAL**

Purpose: To provide areas suitable and desirable for those industrial activities to maintain area economy and employment which do not create objectionable conditions to urban activities, such as noise, smoke, odor, etc.



**HEAVY INDUSTRIAL**

Purpose: To provide areas where diverse industrial development can occur that will foster economic stability and growth consistent with maintaining environmental and community quality.

**AGGREGATE RESOURCE**

Purpose: To provide areas for the protection and continued utilization of existing rock and aggregate resources and assure the eventual reclamation of such areas to uses compatible with neighboring lands.

**FUTURE PUBLIC PARKING**

Purpose: To indicate an area suitable and desirable for acquisition by the city or other public body for purposes of providing public parking facilities for users of the city's present and future commercial area.

**FUTURE STREET ROUTE**

Purpose: To indicate a location suitable and desirable for development of a city collector street to assure continuity of traffic circulation at such time as development occurs.







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# LAND USE PLAN

ADOPTED DECEMBER 7, 1993  
REVISED OCTOBER 7, 1997

- ① POSSIBLE FUTURE STREET ROUTE
- ② POSSIBLE FUTURE PUBLIC PARKING

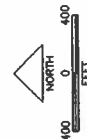
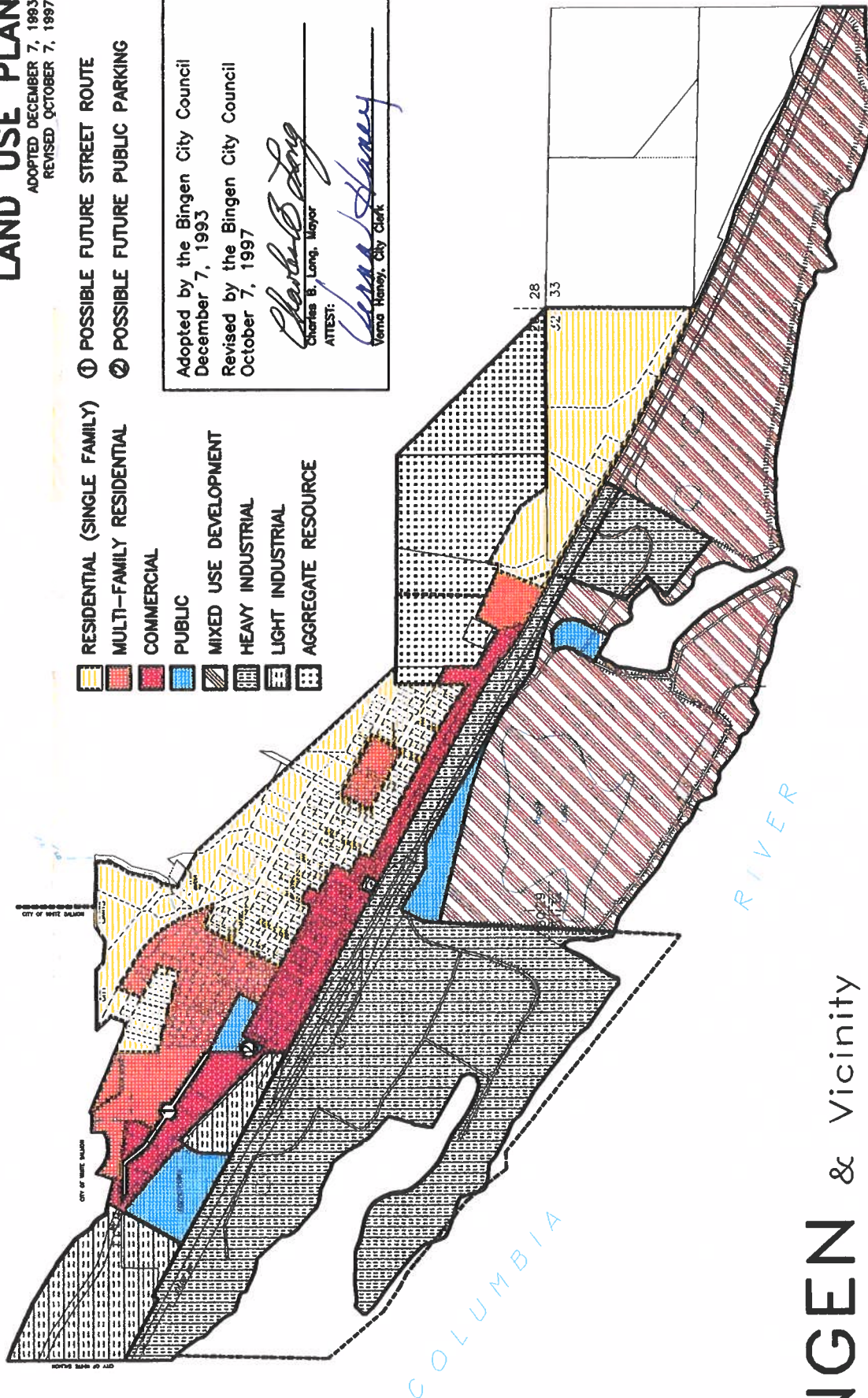
- RESIDENTIAL (SINGLE FAMILY)
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PUBLIC
- MIXED USE DEVELOPMENT
- HEAVY INDUSTRIAL
- LIGHT INDUSTRIAL
- AGGREGATE RESOURCE

Adopted by the Bingen City Council  
December 7, 1993  
Revised by the Bingen City Council  
October 7, 1997

*Charles B. Long*  
Charles B. Long, Mayor

ATTEST:

*Verna Haney*  
Verna Haney, City Clerk



## BINGEN & Vicinity

BASE MAP COMPILED MAY 1993 FROM USGS QUADS & ASSESSOR RECORDS

### CASCADE PLANNING ASSOCIATES

1001 EAST JEWETT, WHITE SALMON, WA 98672-0610  
509/493-3223

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**SECTION III**  
**CAPITAL FACILITIES PLAN**



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The first part of the paper discusses the importance of the research and the objectives of the study. It then presents a literature review of the existing research on the topic. The second part of the paper describes the methodology used in the study, including the data collection and analysis techniques. The third part of the paper presents the results of the study, and the fourth part discusses the implications of the findings. The paper concludes with a summary of the main findings and a list of references.

The research was conducted using a quantitative approach, with data collected from a sample of 100 participants. The data was analyzed using statistical software, and the results were presented in a series of tables and graphs. The findings of the study indicate that there is a significant relationship between the variables studied, and that the results are consistent with the hypotheses of the study.

The implications of the findings are discussed in the fourth part of the paper, and it is concluded that the research has contributed to the understanding of the topic. The paper ends with a list of references to the works of other researchers in the field.

## WATER

### Inventory

#### 1. WATER SOURCES

Bingen's potable water supply comes from three major sources:

- A. **Feed line from White Salmon:** This six inch line, installed in 1989, connects Bingen's water system with White Salmon's. It includes the valves necessary to prevent pressure drops in the White Salmon system when demand occurs in Bingen. Capacity: approx. 200-400 gpm
- B. **Dry Creek Well:** This well was originally drilled in 1969 and deepened and straightened in 1984. It is presently 300 feet deep by 12 inches in diameter with 8" casing to 120 feet. It is equipped with a 25 horsepower pump. Capacity: approx. 200 gpm
- C. **Park Well:** This well was drilled in 1980. It is 423 feet deep by 8 inches in diameter. It is equipped with a 30 horsepower 9 stage submersible pump. Capacity: approx. 250 gpm

Additional water is available from the Reservoir Well, which has a capacity of approximately 70-80 gpm, for a total system capacity of about 930 gpm, or a total daily production capacity of 1,339,200 gallons.

The three major water sources join into a common feed line before they reach a 250,000 gallon storage reservoir.

#### 2. WATER DISTRIBUTION

Most of Bingen's system of water lines is made up of 8 inch mains and 6 inch distribution lines. About half a mile to a mile of older, smaller diameter distribution lines have yet to be upgraded to 6 inches. These lines are being improved as the budget allows.

As of March 1993, the system served 297 customers. Hookups for new development must comply with the state Uniform Building Code and are the responsibility of the individual customer.

### Needs

#### 1. WATER SUPPLY

Standards of service:

DSHS use rate per service: 1,500 GPD

total need, 1993 (297 services):

445,500 GPD

Projected needs (assuming 2% increase per year in number of services):

1999 (342 services):

513,000 GPD

2013 (443 services):

664,500 GPD



In addition to regular users, the system serves Underwood Fruit, which can require 125 gallons per minute or more over normal demand during its peak season (August-November), bringing the current minimum requirement up to 625,500 GPD. If Underwood Fruit's consumption remains the same, the minimum requirement in 2013 will be 844,500 GPD. Bingen's current available water supply of 1,339,200 GPD can meet this need with a surplus of 494,700 GPD\*.

#### Fire flow/reserve:

The DSHS specification for standby capacity is 66,000 gallons. This is provided by the 250,000 gallon reservoir.

The engineering report for the White Salmon line project lists a desired capacity for fire fighting of 2,000 gpm for 120 minutes, or 240,000 gallons in reserve. The total required reserve, including the standby capacity specified by DSHS, is 306,000. The 250,000 gallon reservoir comes **56,000 gallons short** of the desired capacity. However, the existing capacity meets the minimum fireflow requirement of 500 gpm.

The system produces a pressure of 40-85psi. The minimum pressure required for fires is 20 psi.

Some projects on ancillary facilities may be necessary, including a second reservoir, repairs and maintenance on the present reservoir, and a chain link fence around the reservoir site. In addition, A new block well house is needed at the Dry Creek site.

Water quality also remains an issue. The sulphur smell from the park well has been diminished somewhat, but residents still complain about the water's smell and taste, especially in summertime.

## 2. WATER DISTRIBUTION



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Desired standard of service: All services connected with 6" distribution lines, 8" mains.

The upgrading of Bingen's distribution lines to 6" is being conducted gradually within regular budgetary limits.

Fire requirement: Mains must be at least 6", arranged in good gridiron pattern in all areas of the system. Where long lengths of pipe are necessary, 8" or larger mains should be used. In new construction, 8" or larger pipe shall be used where dead ends and a poor gridiron are likely to exist for a considerable period or where the layout of the

\* Actual daily usage during the summer of 1992 got a high as 700,000 to 1 million gallons. This reflects domestic use well over the DSHS recommendation of 1,500 GPD per service (Normal use is 500-800 GPD) If such heavy summertime use continues, it may become necessary to find another water source or to encourage conservation.

streets and the topography are not well adapted to a good gridiron. (Fire Grading Schedule, p.11)

### **Proposed Improvements**

1. Upgrade all lines to 6" (1/2 to 1 mi. left)  
Connect all services to 6" lines (as available)  
Replace old 3" water line that serves hill b/w Bingen & W.S.
2. Replace Underwood Fruit line (8" steel), especially section in Jewett Creek
3. Second reservoir (200,000-300,000 gal.)
4. Additional well
5. Repair, recoat, paint existing reservoir  
Chain link fence around reservoir site

### **Financing**

Regular maintenance and minor improvements are funded through an allocation in the city budget. See funding appendix for sources of funding for major projects.



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## WASTEWATER TREATMENT

The following wastewater treatment plan has been drafted in advance of the complete Capital Facilities Element of the Bingen Comprehensive Plan in order to meet the Public Works Trust Fund's loan application deadline of March 26, 1993. Although the public participation for the plan as a whole is just getting started, citizen input on the specific subject of wastewater treatment is well established, with a Wastewater Committee having been active for over a year. The public regularly attends the committee's meetings.



### Inventory

#### **1. Treatment Plant**

Bingen's wastewater treatment plant is located on Bingen Marina Road. The facility was originally constructed by the city of Bingen in 1953 and expanded to take in waste from White Salmon in 1972. The plant is licensed by the Washington Department of Ecology for a maximum capacity of 605,000 gallons per day, when operating properly. However, the DOE has found the following problems which indicate that the plant is incapable of operating at this capacity:

1. Effluent total ammonia concentration in excess of the freshwater chronic EPA water quality criteria.
2. Somewhat excessive chlorine residuals
3. Outfall pipe invert elevation only a few feet above the normal surface level of the Columbia River.
4. Aerobic digester is significantly undersized.
5. Because of the lack of adequate digestion facilities, sludge is not receiving adequate treatment prior to land disposal.

The DOE issued a Compliance Order which directed Bingen to prepare an engineering report to develop recommendations for modification, renovation, or expansion as may be necessary to maintain compliance with Condition S11 of the plant's operating permit.

The engineering report, conducted by the engineering firm of Gray and Osborne, estimates that by the time a CCWF grant application for improvements is submitted (March 26, 1993), the area will be eligible for a flow capacity of about 500,000 gallons per day.

The DOE order calls for plans and specifications for facility improvements to be complete by June 30, 1993. Construction must be completed by December 31, 1995.

#### **2. Sewer Lines**

Bingen's system of sewer lines was originally installed in 1953. Most of the system uses 8 inch concrete pipe, except for two 10 inch pipes which come down from White Salmon and a 12 inch pipe which connects the system to the treatment plant. The system



operates by gravity flow and utilizes no lift stations. As of March 1993, Bingen had 291 sewer customers. Hookups for new development are paid for by the individual customer.

An allocation in the city budget pays for regular inspections and maintenance of the main system. No major work or improvements are needed on the sewer lines at this time.

### **3. Sludge Spreading Equipment**

In addition to the plant itself, the treatment facility has sludge spreading equipment including a 1,500 gallon tanker truck, a slurry pump with a capacity of 300 gallons per minute, and 1,000 feet of irrigation pipe.



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**Needs**

The renovation of the treatment plant has been mandated by the DOE.

The engineering report states that "Normal reasonable planning for wastewater treatment facilities looks 15 to 25 years into the future with a 20 year figure most commonly used." The populations of Bingen and White Salmon for the year 2012 are projected to be 1,003 and 3,960, respectively.

Using a standard of service of 128 gallons of wastewater per day per person from domestic use (this figure reflects the typical quantity of about 100 GPD per person per day plus 28 GPD of infiltration and inflow), Bingen will require a total capacity of about 128,400 GPD, and White Salmon will require about 506,900 GPD. In addition the White Salmon School District will produce an estimated 28,000 GPD, commercial customers will produce an estimated 45,000 GPD, and the Port of Bingen will produce an estimated 60,000 GPD for a total expected wastewater flow of about 770,000 gallons per day.

**Proposed Facilities****Project 1. Plant Improvements**

The engineering report recommends improvements to the existing plant which will increase capacity to 800,000 GPD. Construction is scheduled to take place starting in the fall of 1993 and continue through the fall of 1995 to meet the DOE completion deadline of December 31, 1995. The upgrade involves the following major elements:

1. New laboratory
2. Headworks modifications
3. Flowmetering equipment
4. Sampling equipment
5. New oxidation ditch
6. New RAS pump station
7. Submersible mixing facilities for oxidation ditches
8. New secondary clarifier
9. New aerobic digester facilities
10. New sludge dewatering facilities
11. Extend outfall/diffuser
12. New ultraviolet disinfection system

**Project 2. Sludge Spreading Equipment**

Additional sludge spreading equipment including a second gun sprinkler and a dried sludge spreader may be necessary to accommodate for the increased output of the refurbished plant. Formal planning for these acquisitions has not yet been conducted.



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**Financing****Project 1.**

The estimated cost of the treatment plant project, including taxes, contingencies, and overhead, is \$3,636,000. Centennial Clean Water Fund grants for \$1,636,000\* have been applied for. This grant would reduce the local share to \$2,000,000. Additional legal fees and expenses would be \$220,000, bringing the total to \$2,220,000 to be covered locally.

A loan for \$1,500,000 from the Timber Public Works Trust Fund is being applied for. The balance of the cost would be made up through the sale of revenue bonds or from other potential sources including the following:

FmHA Grant/Loan Program  
Community Development Block Grants  
Economic Development Administration  
Community Economic Revitalization Board

Increases in hookup fees and usage rates will also be utilized for project funding and for future operating expenses. Bingen's residential sewer rates will be raised to an estimated \$15.36 per month from the current monthly rate of \$9.00.

It is estimated that Bingen produces a quarter of the waste handled by the facility, so its share of the project cost (after the receipt of any grant funding) is estimated at 25%, with White Salmon covering the other 75%. A study is in progress to more accurately determine the actual use by the two communities. This study will be completed before construction begins.

**Project 2.**

New sludge spreading equipment could be obtained using local funds including the city's reserve fund for disposal equipment, and hookup and usage fees.



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\* Grants have been applied for under two categories: Groundwater and Freshwater/Rivers. They have grant ceilings of \$670,000 and \$1,100,000, respectively. In the event that the entire \$1,636,000 is not available, the difference between the amount received and the amount needed will come from one or more of the other sources listed here.

## STREETS and SIDEWALKS

### Inventory

#### 1. Streets

The City of Bingen owns and maintains about ten miles of local streets. All of these are paved; some of them are in excellent condition, others range from fair to good condition. In addition to the local streets, two State arterials, S.R 14 and S.R. 141 pass through town as Steuben and Oak Streets. These are maintained by the State Highway Department.

#### 2. Sidewalks

Bingen has about three miles of sidewalks, mostly in the central business area. The condition of the sidewalks is highly variable, with satisfaction with the general condition and amount of sidewalks running fairly low (see attitude survey).

#### 3. Storm Sewers

The only storm drains in Bingen are on Steuben Street. They were installed by the state and are maintained by the city. They are rated adequate for a twenty year storm event.

### Needs

#### 1. Streets

With proper maintenance and some repaving and widening (projects below), Bingen's streets are adequate to handle foreseeable local traffic. (Some design modifications may be necessary if business area is expanded.) Some type of traffic control, (i.e. three-way stop at Oak) may be necessary on Steuben. The State is working on a study for Steuben improvements.

#### 2. Sidewalks

In a town of Bingen's size, sidewalks are necessary mostly on business streets. Improvements, additions, and repairs are made to the sidewalks each year. There are no capital improvement (\$10,000) scale sidewalk projects scheduled, but the six-year plan does include projects to extend and improve the sidewalks along Steuben. Humboldt Street, Marina Road, and the hill to White Salmon are possible candidates for projects in the future.

#### 3. Storm Sewers

Twenty year storm event is an adequate level of service for the Steuben storm drains. A larger catch basin may be needed at Steuben and Willow.

### Proposed Improvements

In August 1992 Bingen adopted a 6-Year Transportation Program, which plans for street projects through 1998. The improvement and maintenance projects proposed in this plan are estimated to cost a total \$30,300 to \$38,000 per year.

The proposed capital projects (over \$10,000) through 1998 are:

- 1993-94: Widen and pave 100-300 W.Franklin, \$11,000
- 1994-95: Widen and pave 100-300 E.Franklin, \$11,000
- 1995-96: Widen and pave 100-300 E.Humboldt, \$12,000



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1996-97:      Widen and pave 400-600 E.Franklin, \$12,000  
                 Widen and pave 400-700 E.Humboldt, \$15,000

**Financing**

The proposed street projects through 1998 will be funded through the regular streets allocation in the city budget.



## FIRE

### Inventory

Fire protection in Bingen is provided by a volunteer fire department. City ordinance 2.24.010 states that membership shall not exceed 25 or be under 15 per 1,000 population. The current membership of the department is about 21.

Emergency medical and ambulance services are provided by Skyline Hospital in White Salmon.

#### 1. Fire Station

Location: City Hall Building, 112 N. Ash Street.

Floor Space: 1408 sq.ft. (29'X 52')



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#### 2. Fire Engines

- 1959 Ford, 500 gallon pumper
- 1969 Ford, 750 gallon pumper
- 1969 Willys 1 1/4 ton, with 130 gallon drop-in unit
- 1941 Army surplus 1 1/4 ton, for pumping only (450 gpm), also has generator and four portable lights.
- 1977 American, 1,000 gallon capacity, 1,150 gpm pump

#### 3. Fire Hydrants

Number in service: 41

Spacing: Approximately 1 per 90,000 square feet.

### Needs

Bingen's current fire insurance rating level is 7, but is estimated at being within 35 points of being upgraded to level 6. Level 7 is considered to be an adequate level of service, with level 6 being a desirable, but not essential goal.

#### 1. Fire Station

The fire protection grading schedule defines a satisfactory station as being "of substantial construction, suitable for service, and located and arranged for ease and quickness of response. The current station has shortcomings in both floor space and door height which may impair the building's suitability for service and ease of quickness and response. The current floor space cannot accommodate all of the department's trucks and equipment, and could be an impediment to quick and efficient response to emergencies. The height of the equipment bay doors does not provide sufficient clearance for many newer models of fire trucks.

#### 2. Fire Engines

The 1969 Ford pumper will need to be replaced in the next four years. The replacement truck should be a 1,000 gallon Class A pumper.

### 3. Water Distribution

See CFP Water Component.

### 3. Hydrants

A new line with four hydrants is needed along SR-14 from Dickey Farms to the city boundary. Another line needs to be established for a hydrant on N. Jefferson at the end of Maple St. North.

Other possible needs are a line on Railroad Way, hydrants on the south side of Steuben St., and hydrants for port property development (possible joint project with county).

### Proposed Facilities

#### 1. Fire Station

An ideal facility would have the following features:

- a. Three engine bays
- b. Meeting room
- c. Equipment space
- d. Restrooms
- e. Storage



#### 2. Fire Engines

Use fire equipment reserve funds to replace 1969 Ford when possible.

#### 3. Hydrants

Continue adding and replacing fire hydrants as needed and as the regular budget allows.

## CITY HALL/POLICE STATION

### Inventory

#### 1. ADMINISTRATIVE SPACE

Bingen's city government office shares a building with the fire station and the police station at 112 N. Ash St. The Fire station occupies about half of the building, and the administrative and police offices each occupy about 1/4 of the building. Bingen's administrative/clerical staff consists of one full-time clerk and one part-time assistant. Their office is located at the southwest corner of the building. City council meetings and public hearings are conducted in a meeting room across the hall.

#### 2. POLICE STATION

The southeast corner of the City Hall building is used as the police station. This space contains the police department's office space, an Intoxilizer (DWI breath tester), and a small holding cell, which is obsolete and unusable.

Agencies other than the Bingen Police (Sheriff's Department, State Police, and White Salmon Police) use the Intoxilizer at this location, as well as using the station as a prisoner transfer point.

### Needs

#### 1. ADMINISTRATIVE SPACE

The clerk's office was originally designed to accommodate a single administrator. Though there is enough office space for the two workers and their desks, room for file cabinets and office equipment is extremely limited. The design of the office is such that it limits the efficient use of space. It is possible that the need for more space could be met through a relatively minor remodeling project.

The meeting room is somewhat cramped. City Council meetings are conducted with the council sitting around a large table and any other persons in attendance seated in chairs around the perimeter of the room. Principal participants in proceedings are asked to join the council at the table, since the size of the room does not allow for efficient, face-to-face discussion between the council and the public.

#### 2. POLICE STATION

The police station area needs to be remodeled to limit contact between prisoners or DWI suspects and citizens who come to the station on other business (filing complaints, etc.). The current design makes it necessary to bring suspects, who may be drunk and disorderly, through the front office.





The present holding cell is obsolete and cannot be used. The space could be reworked for use as a general purpose room which would function as a line-up room, interview room, and short-term holding/waiting room.



## OTHER FACILITIES

### 1. Public Works Shop Building

The existing 40' x 72' (2880 sq. ft.) shop building was built in 1988. Improvements which may be needed are three new equipment bays, a new equipment storage shed, and an 8' security fence.

### 2. Park and Park Facilities

Daubenspeck Park covers three acres. Its features include public restrooms, several pieces of play equipment, and a basketball court. The needed improvements are fairly minor in scale, with the most extensive being a storage building for the lawn tractor and equipment and an automatic sprinkler system. Other projects include some plumbing work in the restrooms and vandalproofing the bathrooms.

Some of the community survey responses suggested organizing volunteer efforts to make improvements to the park. The city may want to work along with any such efforts which are deemed appropriate.

### 3. Storage Building

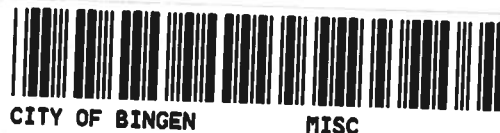
The old city hall located at 301 E. Steuben is used for storage.



## CAPITAL PROJECT RECOMMENDATIONS

The Planning Task Force has determined that the following capital projects should be given priority within the scope of this plan. A schedule including target dates for construction, more detailed cost estimates, and potential sources of funding for these projects should be drafted by the City Council and incorporated into the Capital Facilities Plan.

<u>Project</u>	<u>Estimated Cost (Preliminary)</u>
Sewer Plant upgrade (work in progress)	Total: \$3,636,000 Bingen's share: \$555,000
Additional well	\$20,000
Second water reservoir (250,000 gallon)	\$150,000
New fire station	\$120,000 (not including building lot)
Upgrade water lines to 6" (1/2 mi. to 1 mi. left)	\$105,600 to \$211,200 <sup>1</sup>
Widen and resurface Franklin and Humboldt Streets	Franklin: \$50,000 Humboldt: \$63,000 <sup>2</sup>
Improve and extend sidewalks along Steuben Street, particularly East of the Post Office <sup>3</sup>	\$2.00 X Length X Width (in feet)
Additional street lighting	Available by 10-year contracts with the PUD. Current rates are about \$7 to \$11.50 per light per month, plus installation (about \$500 per light)

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<sup>1</sup>Water line improvements may be made gradually, within the limits of the regular budget allocation for Water

<sup>2</sup>These projects are included in the current Six-Year Transportation Plan. These improvements are scheduled to take place gradually between 1993 and 1998, costing \$15,000 or less per project per year.

<sup>3</sup>Sidewalk improvements should be considered for inclusion in future revisions of the Six Year Transportation Plan.



**APPENDIX A**  
**INVENTORY MAPS**



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The first part of the paper discusses the importance of the research and the need for a new approach. It then presents the methodology used in the study, followed by the results and conclusions. The paper is organized as follows: Section 2 describes the research background and objectives. Section 3 details the methodology, including data collection and analysis. Section 4 presents the results of the study, and Section 5 discusses the conclusions and implications for future research.

The results of the study show that there is a significant difference between the two groups. The first group showed a higher level of performance than the second group. This difference was statistically significant at the 5% level. The results also show that the first group had a higher level of satisfaction than the second group. This difference was also statistically significant at the 5% level. The conclusions of the study are that the first group is more effective and more satisfied than the second group. These findings have important implications for future research and practice.

In conclusion, the study has shown that the first group is more effective and more satisfied than the second group. These findings have important implications for future research and practice. The study also highlights the need for a new approach to research in this area. Further research is needed to explore the underlying reasons for these findings and to develop effective interventions.

## EXISTING LAND USE MAP

Current land use is usually the most important factor in determining future land use. Once a site has been developed for a certain use, it is generally most efficient to continue using it for the same or a similar purpose, particularly if site improvements such as roads or water lines have been installed. For example, it is much easier to use a vacated industrial site for a new industry than it would be to try to reclaim the land for agriculture since buildings and pavement would have to be removed to make farming possible (not to mention the fact that industrial uses are often detrimental to a soil's productivity).

Existing land use is also important because different uses often do not make compatible neighbors. It is usually best to keep new uses which will produce noise, dust, heavy traffic, or other nuisances as far as possible from existing residential areas. It is also advisable to prevent new residential use in areas which are already devoted to commerce or industry. This benefits both the homeowner and the commercial or industrial user because it provides a more peaceful living environment while allowing business to be conducted with as few restrictions as possible.

### Industrial Uses

Most of the town's industry is separated from the residential and commercial areas by the railroad and SR-14. Underwood Fruit, a light industrial use, is separated from the central area by the Department of Transportation compound and parts of Dickey Farms' agricultural land.

### Commercial Uses

The main commercial area runs along both sides of Steuben Street (SR-14) between Walnut and Maple Streets and continues intermittently on the south side of Steuben past Vine Street. This location is convenient both to the residential area and to traffic passing through town. It is also appropriate because it creates a buffer between the industrial and residential areas. Some commercial uses also exist on the south side of West Humboldt Street and along the lower part of Oak. Two commercial businesses, the veterinary clinic and the Bingen School Inn, are located well away from the main commercial strip. Neither of these businesses is a type which creates excessive noise or traffic and both have their own parking lots, so they are compatible with the surrounding residential areas.

### Residential Uses

Residential use in the central area consists mostly of single-family homes. The building density is already fairly high in most areas. The distribution of houses toward the east end of town and along the bottom of the bluff is somewhat thinner, but the steeper slopes in these areas may prohibit increased building density.



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Klickitat Co.

There are about sixty multiple housing units in Bingen, located in three duplexes, three 4-unit buildings, and three larger buildings. These larger buildings are all located on the west side of town: at Steuben and Willow (14 units), at Franklin and Walnut (20 units), and on Park Bluff Drive (north of SR-14 near the west side of Jewett Creek (9 units)).

### Agricultural Uses

The only agricultural use which currently exists within city limits is the vegetable fields and related buildings just to the west of the residential area. This area is valuable not only for its crop production but as an open space, and perhaps, as part of one of Bingen's original homesteads, as an historical resource as well. The land just outside the eastern city limit and south of the railroad is also used for vegetable farming.

### Parks

There are two public parks in the immediate vicinity of Bingen. Daubenspeck Park, located on Willow Street, is owned and maintained by the City. The Port of Klickitat maintains a picnic area at the Bingen Marina. Both of these parks have restroom facilities.

### Gravel Operations

At least two gravel pits are in operation near the eastern edge of Bingen. Under the existing zoning policy, gravel processing is considered to be a heavy industrial use. Though these are established uses, some Community Attitude Survey respondents complained about noise and dust produced by the pits, as well as extra wear on local streets caused by heavy dump trucks.

### Vacant Land and Structures

Most of the vacant land in and around Bingen is bluff land which is less than ideal, if not entirely unsuitable, for development. The steep slopes and unstable soils combine with a high level of aesthetic value to make them good candidates for preservation as open space.

Unused flat lots do exist, but are fairly rare. There are also a few unused buildings along Steuben/SR-14 which could be used for commercial purposes.



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# LAND USE

June 25, 1993

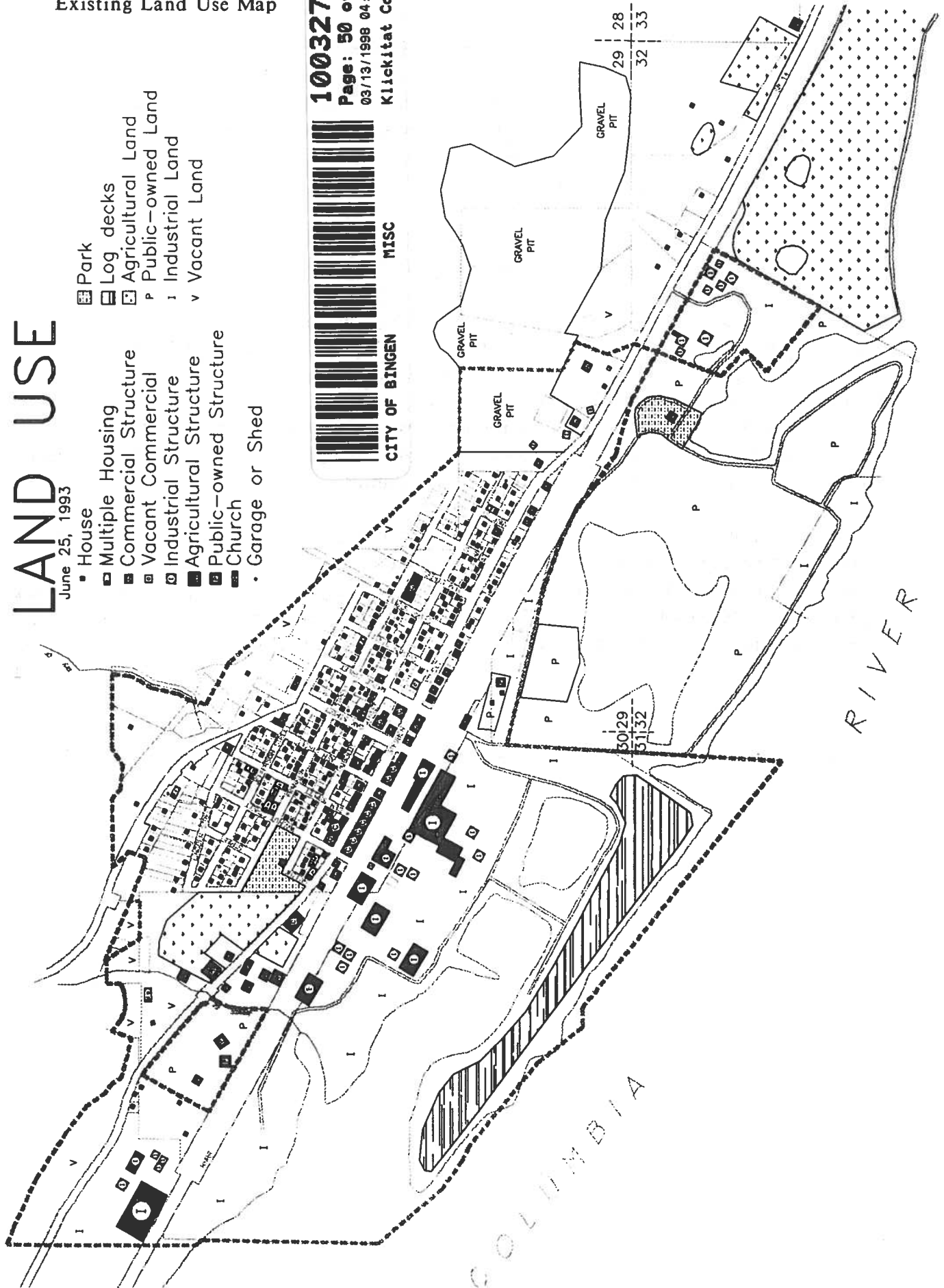
Existing Land Use Map

- House
- Multiple Housing
- Commercial Structure
- Vacant Commercial
- Industrial Structure
- Agricultural Structure
- Public-owned Structure
- Church
- Garage or Shed
- Park
- Log decks
- Agricultural Land
- P Public-owned Land
- I Industrial Land
- V Vacant Land



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## CURRENT ZONING MAP

Good zoning should allow adequate amounts of land for each type of use while avoiding the problem of having incompatible uses overflow into each other. While it is possible to adjust zoning once it has been established, zoning should make an effort to be forward-looking enough to avoid too many adjustments.

For the most part, the Bingen's current zoning map appears to be appropriate to the existing land use needs. There are, however, at least two exceptions.

The current map makes no distinction between single-family and double-family residential uses. This conflicts with the city's written policy, which distinguishes between these types of residences. In addition, the current policy has special provisions for mobile home zones which are not currently in use. The City's policy on different types of residential uses should be clarified or updated and a new map which clearly defines the different residential zones should be drawn. Easy access to this information would be of benefit both to the City and to its residents.

Another point which needs clarification or adjustment is the zoning of the cement and gravel operation near the east end of town. The current map shows this area as being zoned for general commercial use. According to the Municipal Code, gravel processing operations are considered to be heavy industry. The new zoning and land use maps should be adjusted to reflect this well established use.



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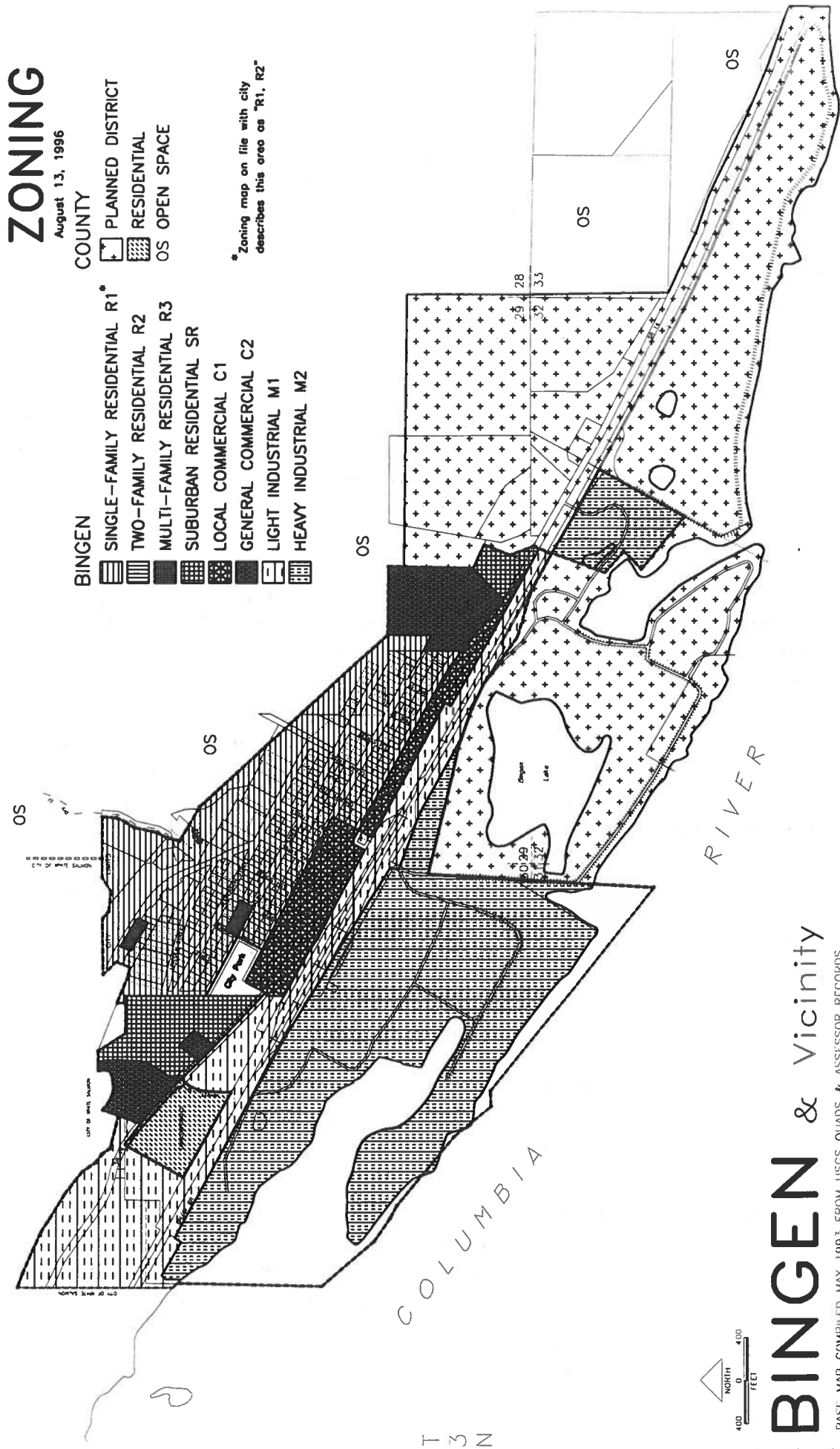
CITY OF BINGEN

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# ZONING

August 13, 1996

COUNTY

BINGEN

- SINGLE-FAMILY RESIDENTIAL R1\*
- TWO-FAMILY RESIDENTIAL R2
- MULTI-FAMILY RESIDENTIAL R3
- SUBURBAN RESIDENTIAL SR
- LOCAL COMMERCIAL C1
- GENERAL COMMERCIAL C2
- LIGHT INDUSTRIAL M1
- HEAVY INDUSTRIAL M2
- PLANNED DISTRICT
- RESIDENTIAL
- OS OPEN SPACE

\* Zoning map on file with city describes this area as "R1, R2"

## BINGEN & Vicinity

BASE MAP COMPILED MAY 1993 FROM USGS QUADS & ASSESSOR RECORDS

### CASCADE PLANNING ASSOCIATES

1001 EAST JEWETT, WHITE SALMON, WA 98672-0610

509/493-3223

## SOIL MAP

Two characteristics of an area's soils should be considered in developing a comprehensive plan: their suitability or limitations for construction and development, and their potential for agricultural production. Knowledge of these features allows us to determine which areas are safe and stable enough for residential, commercial, or industrial development, which areas can be used to supply soils for use in construction in other locations, which areas would best be preserved for growing crops, and which areas would most appropriately be left as open space for purposes such as grazing or recreation.

The soil qualities which may be most important to city planning are those which relate directly to the siting of buildings. These include a soil type's ability to support septic drainfields, dwellings (both with and without basements), roads and streets, shallow excavations, small commercial buildings, and lawns and landscaping. The limitations of soils for these uses are rated on a scale of slight, moderate, and severe.

Other qualities which determine a soil's usefulness for development purposes are its suitability as topsoil or roadfill for use in other locations. The suitability of a soil for these uses is rated as being either good, fair, or poor.

Soils' potential for agricultural productivity is rated using a scale of 1 to 8. This scale can be broken down into three parts, with 1 to 4 indicating that a soil is appropriate for mechanized crop production using normal management practices, 5 to 7 meaning that agricultural potential is very limited and special management is a necessity, and 8 meaning that the soil is not adequate for crop production. The individual numbers within these ranges indicate the specific amount of management which the soil requires. In addition to the numbered classifications, soils are subclassified by the type of problems which they may have. These subclasses are E for erosion potential, W for amounts of water in the soil which may be harmful to plant growth, and S for shallow, stony, or droughty soils.

The following soil types have been identified in the area in and around Bingen:

25    **Leidl-Dillcourt-Rock Outcrop Complex, 30-75% Slope:**

This soil type is found on the bluff which stands over the eastern part of the town of Bingen. It is not suitable for construction materials or siting and has a poor Soil Capability Classification with a combination of 7E and 8S. Class 7 soils have very severe limitations that make them unsuited for cultivation and restrict their use largely to pasture or range, woodland or wildlife. In this case, the use of the soil is limited by erosion potential, which results mostly from the area's steep slope. The use of class 8 soils is restricted to recreation, wildlife, water supply, or



aesthetic purposes. The class 8 areas are designated as such because of the presence of rock outcrops.

- 25B Leidl-Oreoke Complex, 30-75% Slope:  
This soil is found on the bluff immediately above most of the residential section of Bingen. Its characteristics are similar to those of soil 25, except that rock outcrops are not present.
- 32A Beezee Cobbly Loam, 30-65% Slope:  
This soil is found mostly north of SR-14 beyond the eastern edge of Bingen. Its characteristics are similar to soil 25B.
- 120 Haploxerolls-Rock Outcrop Complex, Hilly:  
This soil is located near the highway east of town. Its ratings for building purposes are all severe or poor. The Capability Class is 8S for the rock outcrops and 4E for the Haploxerolls areas.
- 121 Haploxerolls-Rock Outcrop Complex, Steep:  
This soil is similar to soil 120 except that it is located on steeper slopes, which changes the Capability Class to 7S in the Haploxerolls areas. It is found in the same vicinity as 120.
- 700 Urban Land:  
The specific soil characteristics of these areas are not listed because they have already been developed for industrial purposes, which makes soil analysis difficult. Bingen's Urban Land consists of lumber mill properties, parts of the Port of Klickitat property, and the lower part of the gravel pit at the east edge of town.
- 721 Rock Outcrop-Rubble Land-Haploxerolls Complex, Very Steep:  
The suitabilities and limitations of this soil are the same as for soil 25B, except that its Capability Class is 7S due to the presence of rock outcrops and rubble. This soil type is found on the bluffs to the east and west of soils 25 and 25B. Some areas of this soil type are being used for gravel production.
- 725 Cauley Silt Loam, 5-10% Slope:  
This type is rated as fair for roadfill and topsoil. Its limitations for siting purposes are moderate for all uses except for shallow excavations and lawns and landscaping, which have only slight limitations.. The Capability Class is 2E, which means that the choice of crops which can be grown is slightly limited and moderate conservation practices are necessary due to the potential for erosion. This soil type makes up the main residential and commercial area of Bingen, as well as the area between the bluff and the river to the west of town.



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**769 Aquic Haploxerolls, Protected, Nearly Level:**

This soil makes fair topsoil or roadfill, but is severely limited in usefulness as a building site, due to its low elevation in relation to the Columbia River. The capability rating is 3W, meaning that plant choice is limited and/or special conservation practices may be necessary due to excessive wetness in the soil. This soil is found in the vegetable fields along the river on the east side of town. These fields lie near or below river level and require the protection of dikes to prevent flooding. The soil type in parts the Port of Klickitat property in this area may be changed as a result of the current industrial site development project.

Information on soils in the Bingen Area was provided by the Underwood Conservation District of the U.S.D.A. Soil Conservation Service. Additional soils information and photo maps for the area are on file at the District's office in White Salmon (493-1936).



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# SOILS

June 23, 1993

- 25 Leidi-Dillcourt-Rock Outcrop Complex, 30-75% Slope
- 25B Leidi-Oreoke Complex, 30-75% Slope
- 32A Beezee Cobble Loom, 30-65% Slope
- 120 Rock Outcrop-Hoploxerolls Complex, Hilly
- 121 Rock Outcrop-Hoploxerolls Complex, Steep
- 700 Urban Land
- 721 Rock Outcrop-Rubble Land-Hoploxerolls Complex, Very Steep
- 725 Couley Silt Loom, 5-10% Slope
- 769 Aquic Hoploxerolls, Protected, Nearly Level

Suitability/Limitations	25	25B	32A	120	121	721	725	769
Topsoil	P	P	P	P	P	P	P	F
Roadfill	P	P	P	P	P	P	P	F
Septic Drainfield	Sv	Sv	Sv	Sv	Sv	Sv	Sv	N/A
Dwellings w/o Basement	Sv	Sv	Sv	Sv	Sv	Sv	Sv	M
Dwellings w/Basement	Sv	Sv	Sv	Sv	Sv	Sv	Sv	M
Roads and Streets	Sv	Sv	Sv	Sv	Sv	Sv	Sv	M
Shallow Excavation	Sv	Sv	Sv	Sv	Sv	Sv	Sv	Sv
Sm. Commercial Bldgs.	Sv	Sv	Sv	Sv	Sv	Sv	Sv	M
Lawns/Landscaping	Sv	Sv	Sv	Sv	Sv	Sv	Sv	M
Soil Capability Class	7E-6S1	7E	7E	18S-4E	18S-7S	7S	2E	3W

Suitability Ratings: G=Good F=Fair P=Poor

Degree of Limitation: S=Light M=Moderate Sv=Severe

Capability Classes: 1-4=Suitable for mechanized crop production

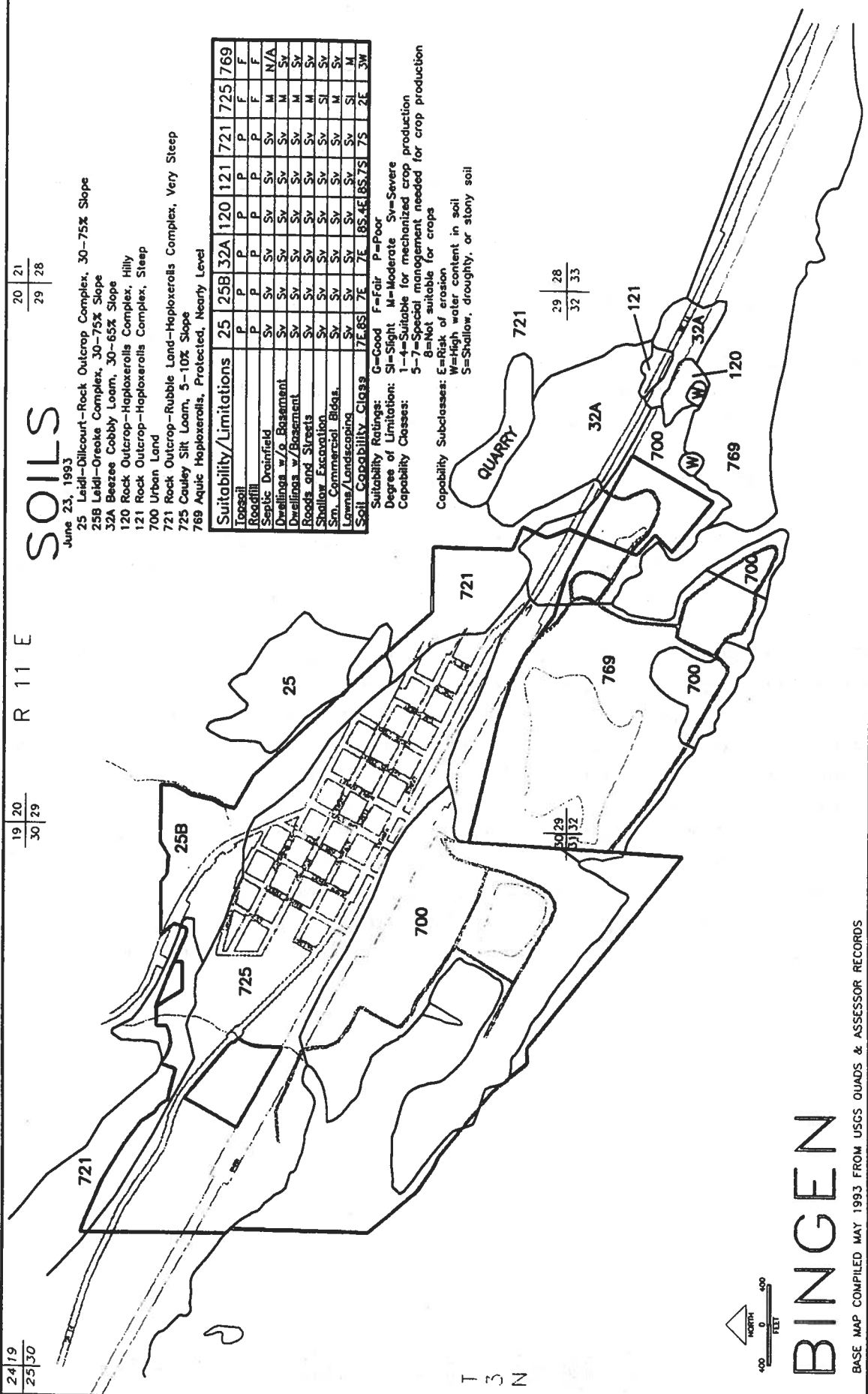
5-7=Special management needed for crop production

8=Not suitable for crops

Capability Subclasses: E=Risk of erosion

W=High water content in soil

S=Shallow, droughty, or stony soil



## BINGEN

BASE MAP COMPILED MAY 1993 FROM USGS QUADS & ASSESSOR RECORDS

CASCADE PLANNING ASSOCIATES

320 NE GREEN ST., WHITE SALMON, WA 98672

509/493-3223



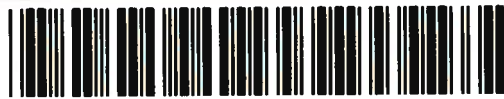
## SLOPE CONDITIONS MAP

Slope conditions are an important consideration in planning mostly because of the natural tendency for objects, including buildings and soil, to slide downhill. The steeper the slope, the stronger this tendency becomes. Without special engineering and management, excavation and construction on steeper hills can create a high risk of erosion or slope destabilization.

Under ideal conditions it is possible to build on slopes as steep as 40%, but special engineering is usually required on slopes over 15%. Homes built on steeper slopes can offer outstanding view qualities, but they tend to suffer from higher building costs and more difficult access. In order to maintain the stability of the slope, it is generally necessary to keep building density fairly low on very steep hillsides.

Gentler slopes (8-15%) are usually preferred for residential uses since they provide views and flood protection which are not possible in very flat areas while they avoid the hazards and expenses of steeper sites. Concentrating residential uses on slight to moderate inclines also helps to conserve flatter (0-8%) areas for industrial, commercial, and agricultural uses which often require large level spaces for parking or working.

As can be seen on the slope and land-use maps, most of Bingen's present development has followed the natural dictates of slope conditions. The low, flat areas between the river and the railroad are used for lumber industry, which requires large flat spaces and river access, and agriculture, which benefits from the good riverside soil and does not require an area which is completely free of flooding or excessive soil moisture, as is desirable in residential or commercial sites. The commercial district is located in an area which is flat enough to provide convenient on-street parking, and is convenient both to the residential area and to through traffic. Most of the residential area is located on the gentle to moderate slopes leading up to the base of the bluffs. Development has not occurred on the steep faces of the bluffs surrounding the town because slope conditions are generally too extreme to make any kind of building possible.



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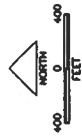
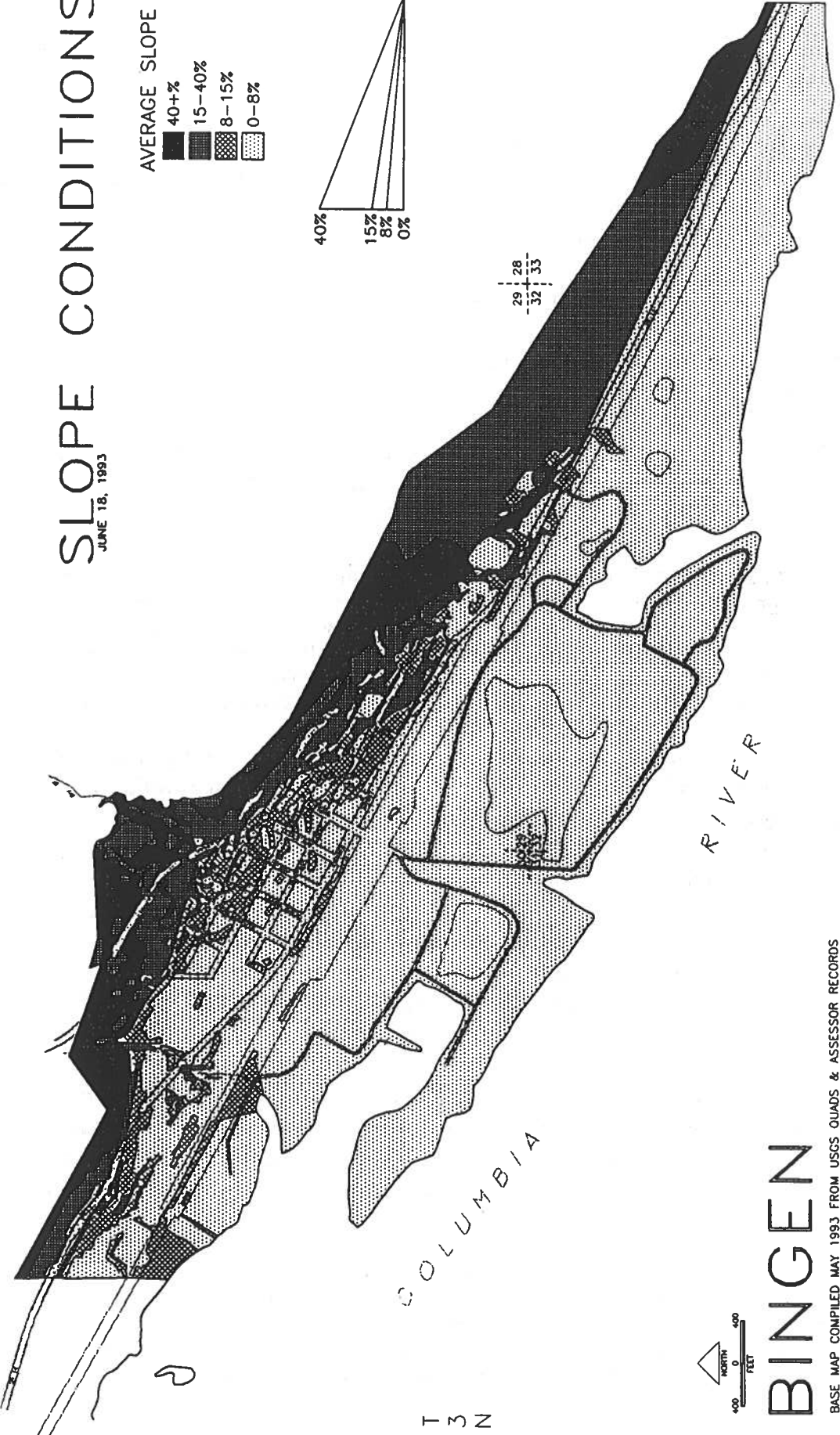
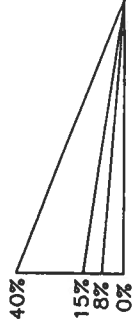
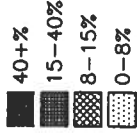
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# SLOPE CONDITIONS

JUNE 18, 1993

AVERAGE SLOPE



## BINGEN

BASE MAP COMPILED MAY 1993 FROM USGS QUADS & ASSESSOR RECORDS

CASCADE PLANNING ASSOCIATES

320 NE GREEN ST. WHITE SALMON, WA 98672

509/493-3223

## Wetlands Map

Most people are familiar with wetlands' function as habitat for a diverse range of vegetation and wildlife. Many species of birds, fish, and mammals depend upon such areas for their survival. Wetlands are not only valuable to animals, however. Contrary to the once popular theory that wetlands only affect humans negatively by providing breeding grounds for mosquitos, these areas are actually beneficial to public health and safety. By absorbing and holding water, healthy wetlands filter out sediments and pollutants, control flooding and erosion, and help maintain stream flows and groundwater levels. Preserving these natural functions is usually less expensive and more effective than trying to replace them with artificial flood controls or water purification systems.

The information shown on the Bingen Wetlands map was obtained from the U.S. Fish and Wildlife Service's National Wetlands Inventory (NWI) map. The definition which Fish and Wildlife used in classifying wetland areas is:

... lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For purposes of this classification, wetlands must have one or more of the following attributes: (1) at least periodically, the land supports hydrophytes; (2) the substrata is predominantly undrained hydric soil; or (3) the substrata is non soil and is saturated with water or covered by shallow water at some time during the growing season of each year.

The NWI definition encompasses a considerably wider range of areas than the definition which is accepted by the state of Washington for wetlands regulation. This definition is contained in the Growth Management Act:

"Wetland" or "wetlands" means areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities.

However, wetlands may include those artificial wetlands created to mitigate conversion of wetlands, if permitted by the county or city.

RCW 36.70A.030 (17)

Since the NWI definition includes artificial wetlands created for any purpose and does not require a prevalence of plants typically adapted to wetland conditions, the inventory maps may designate as wetlands some areas which do not meet Washington's standards for wetlands. In addition to the problem of the difference in definitions, Fish and Wildlife acknowledges that it is not possible for NWI maps to be completely reliable. All NWI maps include this cautionary message:



The map documents were prepared primarily by stereoscopic analysis of high altitude aerial photographs. Wetlands were identified on the photographs based on vegetation, visible hydrology, and geography. The aerial photographs typically reflected conditions during the specific year and season when they were taken. In addition, there is a margin of error inherent in the use of aerial photographs. Thus a detailed on-the-ground and historical analysis of a single site may result in revisions of the wetland boundaries established through photographic interpretation. In addition, some small wetlands and those obscured by dense forest cover may not be included in the map document.

These issues make the Wetlands Map unsuitable as a basis of regulation. The map should be used for informative and illustrative purposes only. The Growth Management Act's guidelines for classifying critical areas advise that:

For critical areas, performance standards are preferred, as any attempt to map wetlands, for example, will be too inexact for regulatory purposes. Standards will be applied upon land use application.

The city may want to consider an ordinance which incorporates an inventory of wetland areas on individual sites into the land use application process and provides for the appropriate treatment of any wetlands which are found. The Wetlands Map should be updated periodically to reflect any changes or new delineations which are determined by these site inventories.

One significant wetland in the Bingen area which has already been identified and delineated is the pond on the Port District's Klickitat Point property. This area, which contains a variety of wetland types, has already been designated as a site for preservation. As part of the Klickitat Point site improvement project, an effort is being made to restore the wetlands to their original state and to provide access and interpretive materials for the public. If Bingen annexes this area in the future, the city should cooperate with this project and continue the protection of this valuable resource.

These are the specific types of wetlands which the NWI has Identified in the Bingen area:

PEM1C: Seasonally flooded marsh. Typical vegetation may include rushes, cattails, canary grass, and skunk cabbage.

PEM1Ch: Similar to PEM1C, except the land is diked or impounded. These are wet areas near the edges of the diked fields by the river.

POWHx: Excavated pond. These include log ponds and farm ponds. Since they are partially or completely manmade, some of them may not meet the state's definition of wetlands.

L2AB4Hh: Shallow lake or river bed, diked or impounded. Typical plants may include duckweed, milfoil, or water lilies.

L2RSCh: Rocky lake or large river shore, seasonally flooded, diked or impounded. These areas lie between the outside of field dikes and the normal river level.

PEM/FO1C: Seasonally flooded marsh with deciduous trees. Trees may include alder, ash, maple, and cottonwood.

PFO/SSCh: Seasonally flooded, diked or impounded, with trees and shrubs. Trees may include alder, ash, maple, and cottonwood. Shrubs may include willow, red alder, and salmon berry.



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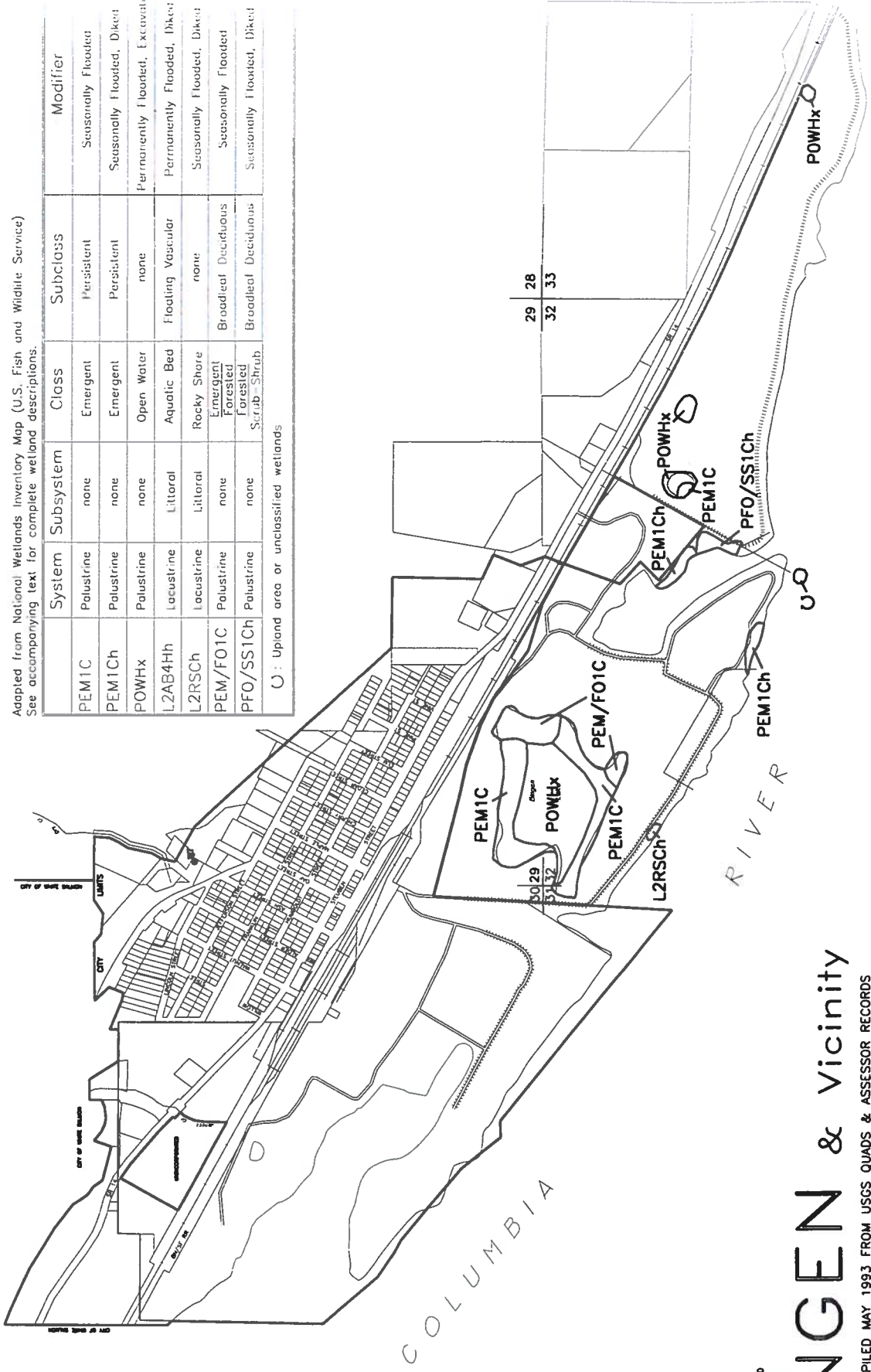
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# WETLANDS

Adapted from National Wetlands Inventory Map (U.S. Fish and Wildlife Service)  
See accompanying text for complete wetland descriptions.

System	Subsystem	Class	Subclass	Modifier
PEM1C	Polustrine	Emergent	Persistent	Seasonally Flooded
PEM1Ch	Polustrine	Emergent	Persistent	Seasonally Flooded, Diked
POWHx	Polustrine	Open Water	none	Permanently Flooded, Excavated
L2AB4Hh	Lacustrine	Aquatic Bed	Floating Vascular	Permanently Flooded, Diked
L2RSC	Lacustrine	Rocky Shore	none	Seasonally Flooded, Diked
PEM/FO1C	Polustrine	Emergent Forested	Broadleaf Deciduous	Seasonally Flooded
PFO/SS1Ch	Polustrine	Forest Shrub	Broadleaf Deciduous	Seasonally Flooded, Diked

U: Upland area or unclassified wetlands



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FEET  
October 7, 1997

## BINGEN & vicinity

BASE MAP COMPILED MAY 1993 FROM USGS QUADS & ASSESSOR RECORDS

### CASCADE PLANNING ASSOCIATES

1001 EAST JEWETT, WHITE SALMON, WA 98672-0610

509/493-3223

## **CAPITAL FACILITIES, WATER, and SEWER MAPS**

The capital facilities, water, and sewer maps show the locations of the various structures and improvements which are owned, maintained, and operated by the City of Bingen. Detailed descriptions of these facilities and improvements which may be needed can be found in the Capital Facilities Plan.





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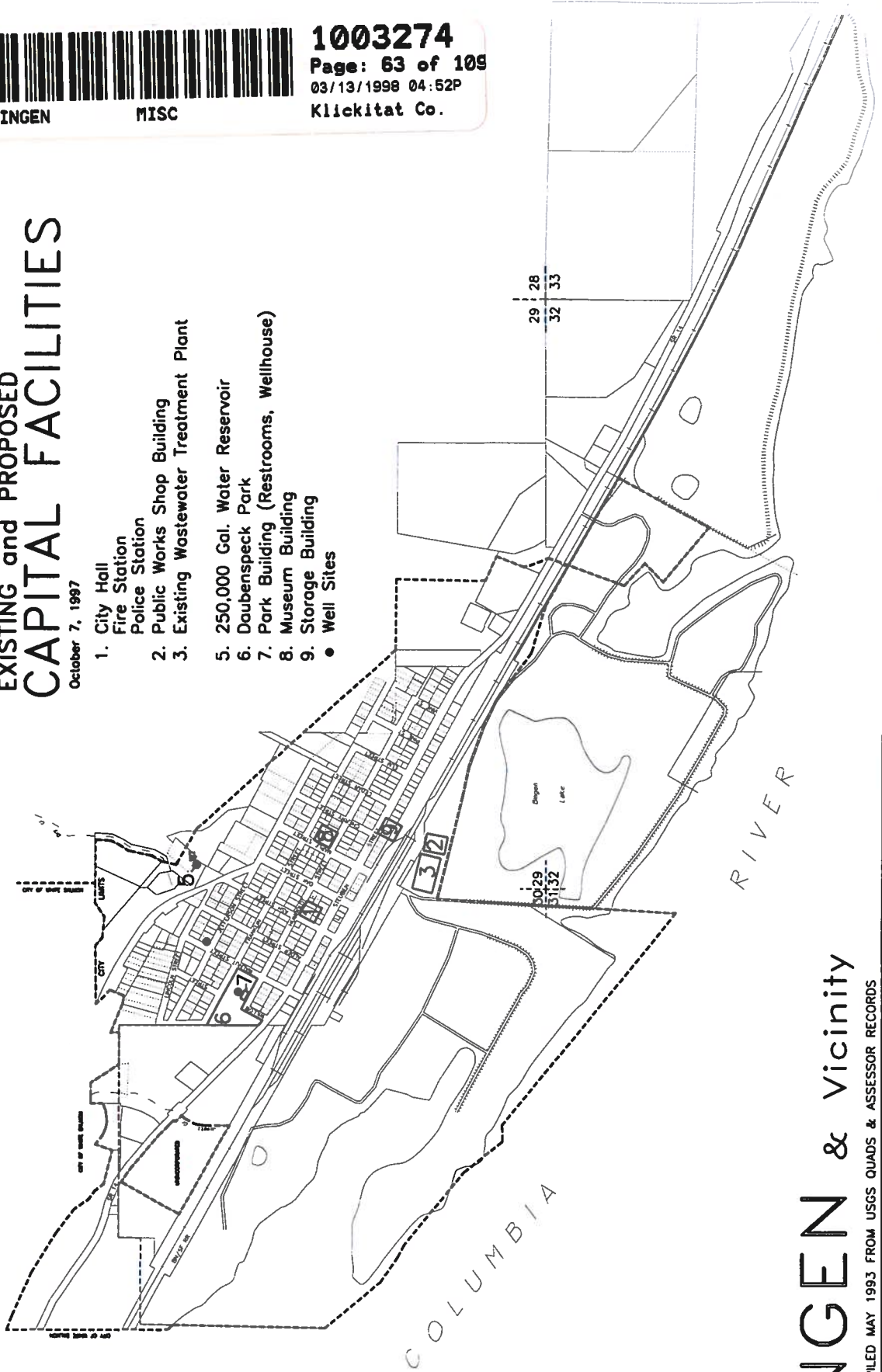
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# EXISTING and PROPOSED CAPITAL FACILITIES

October 7, 1987

1. City Hall
2. Fire Station
3. Police Station
4. Public Works Shop Building
5. Existing Wastewater Treatment Plant
6. 250,000 Gal. Water Reservoir
7. Daubenspeck Park
8. Park Building (Restrooms, Wellhouse)
9. Museum Building
10. Storage Building
- Well Sites



BINGEN & vicinity

BASE MAP COMPILED MAY 1993 FROM USGS QUADS & ASSESSOR RECORDS

CASCADE PLANNING ASSOCIATES

1001 EAST JEWETT, WHITE SALMON, WA 98672-0610

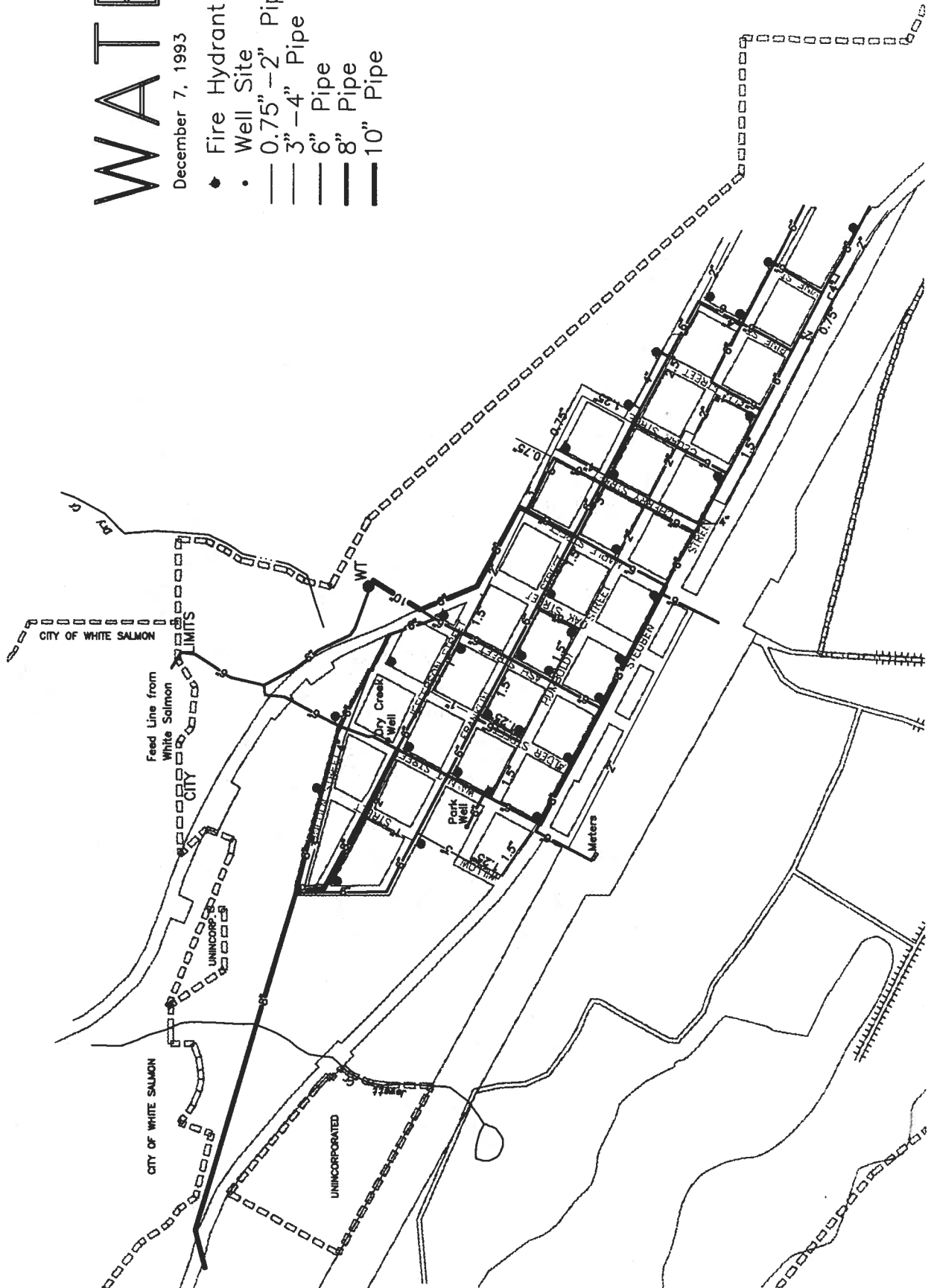
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# WATER

December 7, 1993

- ♦ Fire Hydrant  
 • Well Site  
 — 0.75"–2" Pipe  
 — 3"–4" Pipe  
 — 6" Pipe  
 — 8" Pipe  
 — 10" Pipe



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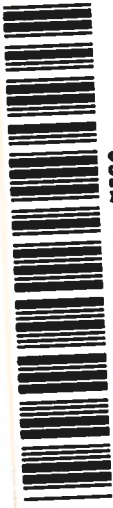
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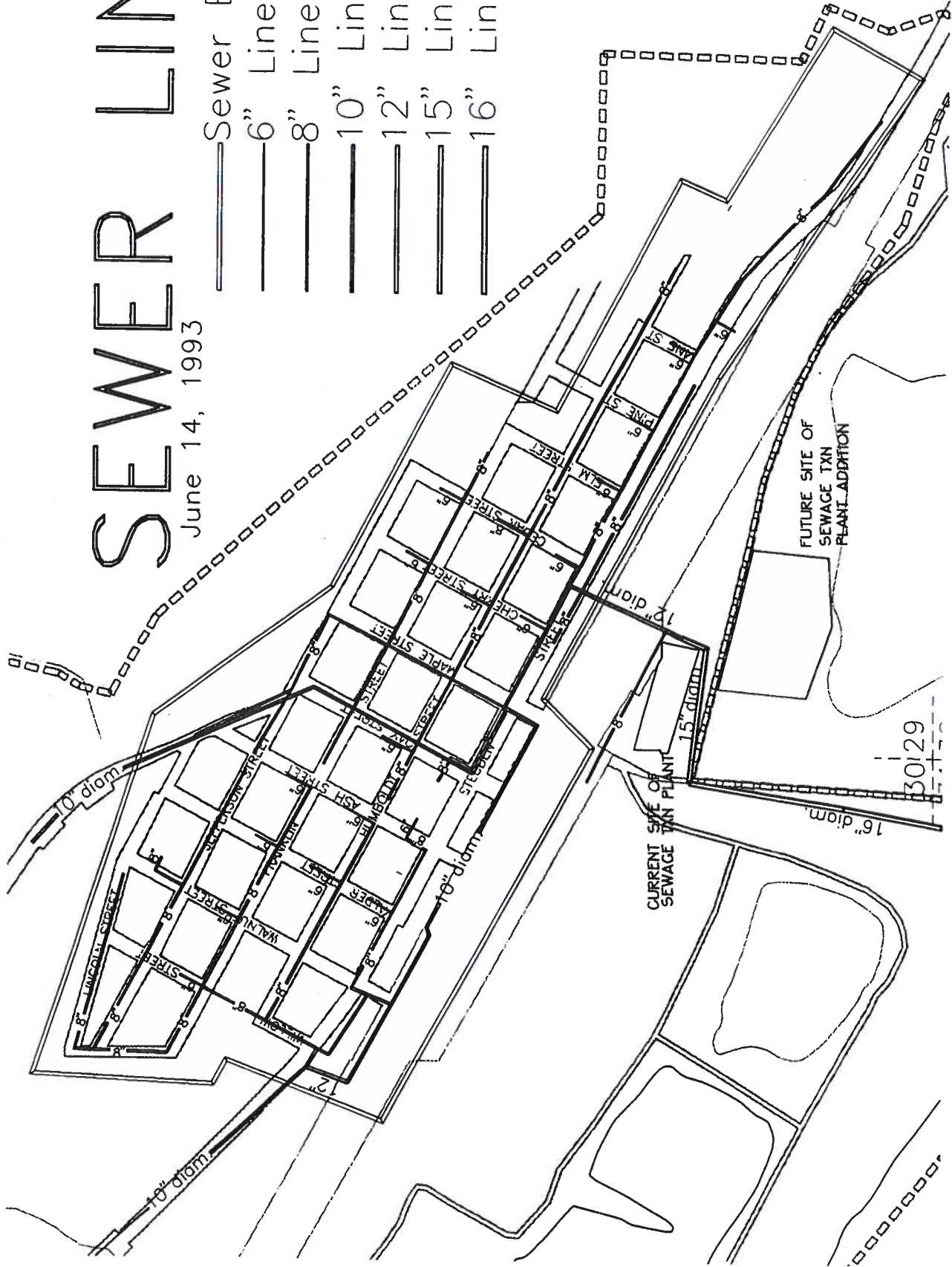
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# SEWER LINES

June 14, 1993

- Sewer Boundary
- 6" Line
- 8" Line
- 10" Line
- 12" Line
- 15" Line
- 16" Line

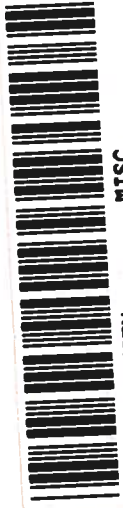


## AREAS SUBJECT TO FREQUENT FLOODING

The state Growth Management Act identifies "frequently flooded areas as being one of five "critical areas" requiring identification and protection. Frequently flooded areas must be consistent with the floodplain designations of the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program.

FEMA maps of the 100-year floodplain boundaries for the city of Bingen were published on September 24, 1984. The 100-year floodplain is defined as land subject to a 1% or greater chance of flooding in any given year. It is identified on FEMA maps as the "A Zone". The National Flood Insurance Program requires that any development occurring within the boundaries of the 100-year flood plain must be protected from flood damage at the time of initial construction. The city regulates development within the floodplain identified by FEMA under Section 15.16 of its municipal code.





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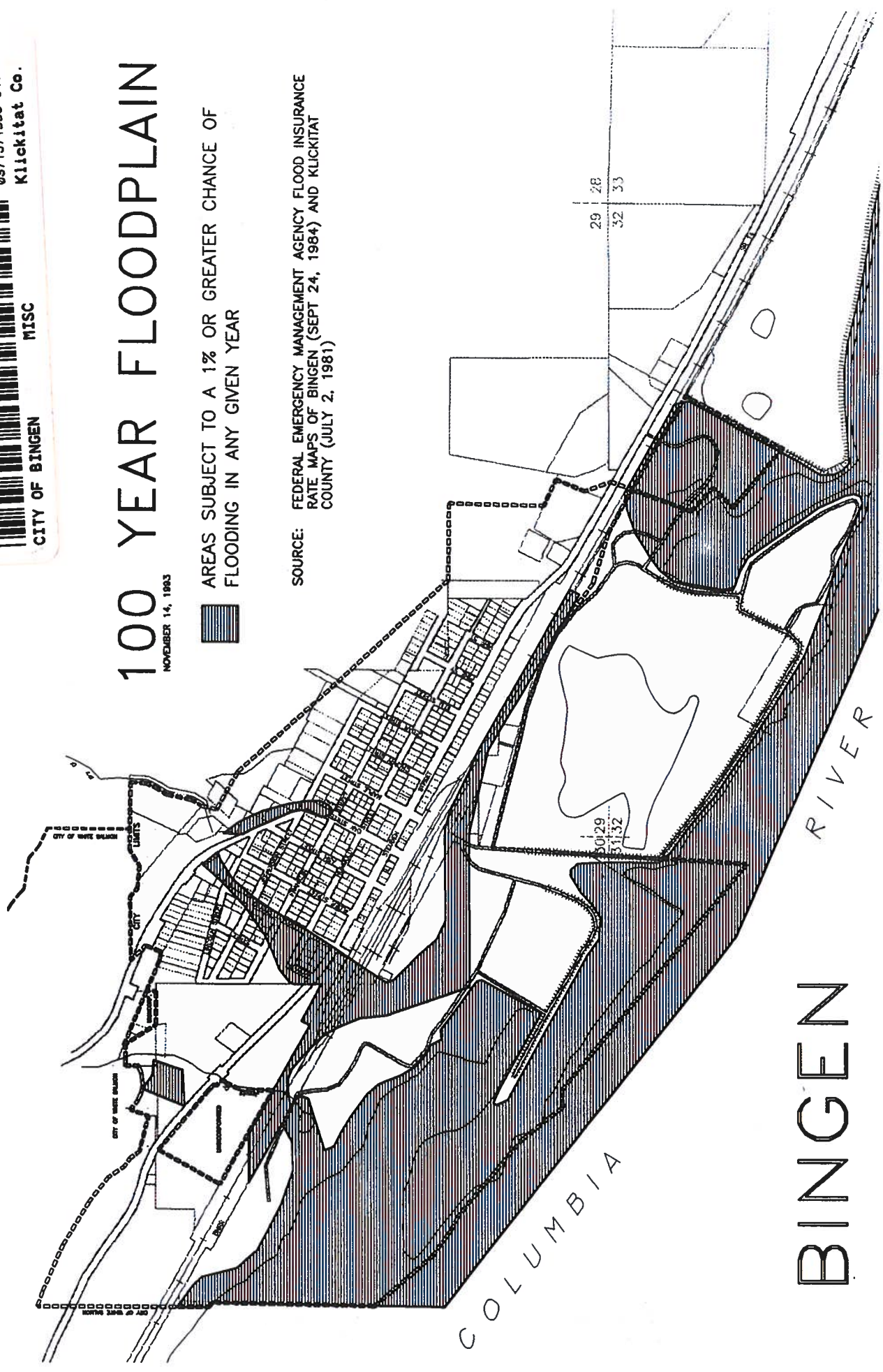
# 100 YEAR FLOODPLAIN

NOVEMBER 14, 1983

AREAS SUBJECT TO A 1% OR GREATER CHANCE OF FLOODING IN ANY GIVEN YEAR



SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAPS OF BINGEN (SEPT 24, 1984) AND KLUCKITAT COUNTY (JULY 2, 1981)



BINGEN

COLUMBIA

RIVER

## FISH AND WILDLIFE HABITAT

The state Growth Management Act identifies "fish and wildlife habitat conservation areas" as being one of five "critical areas" requiring identification and protection. Fish and wildlife habitat conservation areas include: priority habitats and species; waters of the state (the Columbia River is so designated); and lakes, ponds streams and rivers planted with game fish by a governmental or Tribal entity. The local state Department of Wildlife Area Habitat Biologist describes that portion of Jewett Creek between SR 14 and SR 141 as providing important habitat for a population of cutthroat trout. This stretch of the creek also contains valuable spawning beds for the trout, steelhead trout and coho salmon. The state Department of Transportation is committed to making improvements on the culvert at SR 14 which will facilitate passage of steelhead and salmon into this spawning ground.

Another very important fish and wildlife habitat identified by the state wildlife biologist is the shoreline of the Columbia River. Within the city limits the entire Columbia River shoreline is under the ownership of SD&S Lumber Company, who has initiated streambank mitigation to protect this fragile area. Vegetation plantings have been accomplished and underground sprinkler irrigation has been installed and maintained to sustain this habitat.

In addition to fish habitat, both the Jewett Creek and the Columbia River and their shorelines provide habitat for birds and small mammals. Streamside setbacks (buffers) between the stream and new development are a common method of protecting shorelines and their associated habitat. Generally in rural areas setbacks of 100 to 200 ft from the ordinary high water mark are considered adequate protection. Since Bingen is an urban area, narrower streamside setbacks can be justified. The wildlife biologist suggests that a minimum width of 50' be protected from incompatible development.

The city may wish to consider establishing a riparian setback of 50 feet from the ordinary high water mark for new developments that may be proposed in the future. Landowners and developers of these areas should be encouraged to design new construction in ways which have the least disturbance to fish and wildlife in the vicinities of Jewett Creek and the Columbia River.

Consideration to the impacts of fish and wildlife habitat need to be given when reviewing shoreline development permits under the state shorelines management program and when undertaking environmental review of those projects not otherwise exempt from the State Environmental Policy Act.



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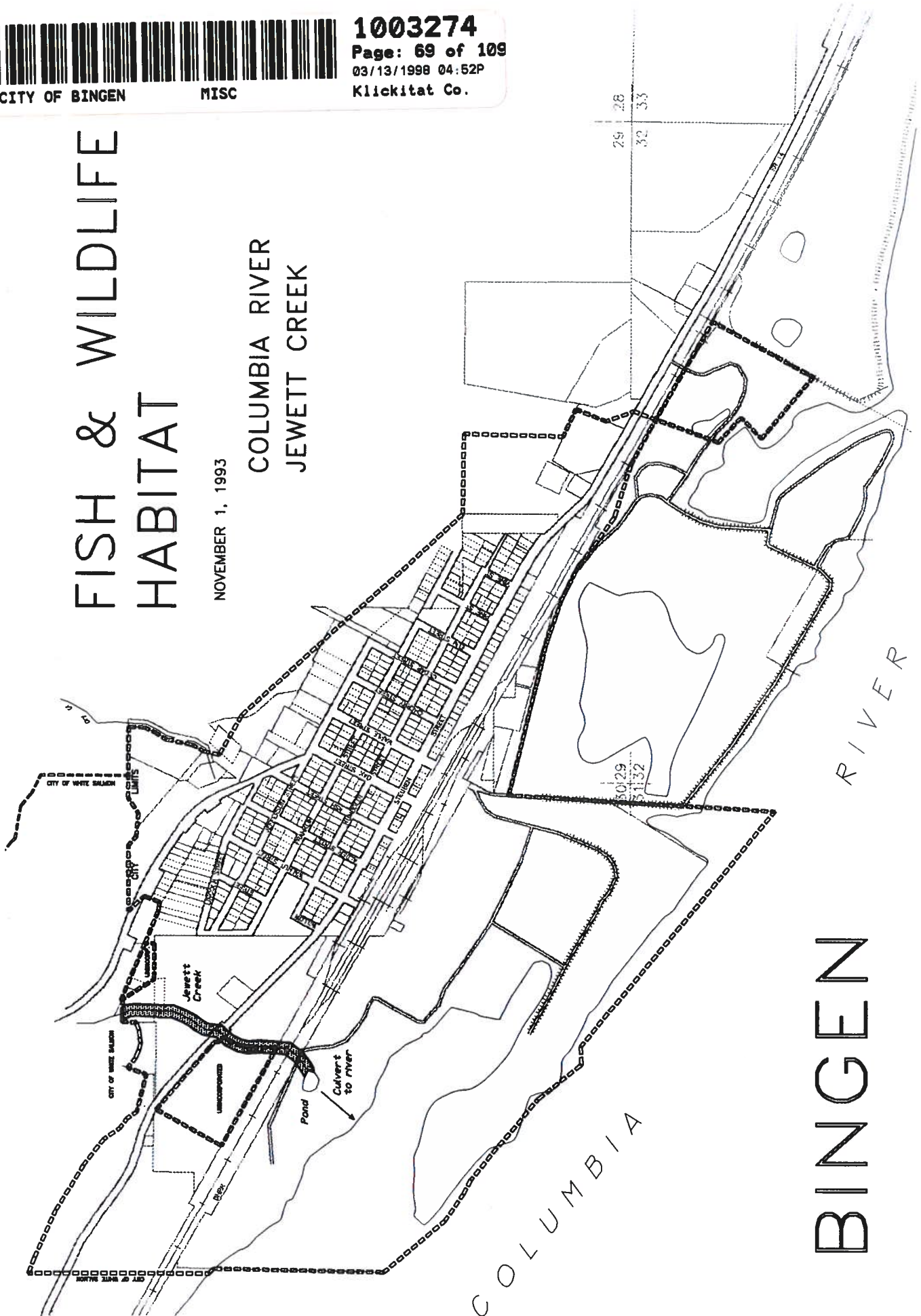
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# FISH & WILDLIFE HABITAT

NOVEMBER 1, 1993

COLUMBIA RIVER  
JEWETT CREEK



BINGEN

RIVER

COLUMBIA



## AQUIFER RECHARGE AREAS

The state Growth Management Act identifies "areas with a critical recharging effect on aquifers used for potable water" as being one of five "critical areas" requiring identification and protection. Protecting aquifer recharge areas from contamination is important because once ground water is contaminated, it is difficult if not impossible to clean it, and the cost of cleanup can be prohibitive.

Bingen's municipal water system is supplied from wells located within the city limits with a back-up supply line coming from the city of White Salmon. The city of White Salmon water supply is the Buck Creek watershed near Husum. Bingen's wells are drilled to a depths of over 200 feet and tap aquifers that lie below and may be recharged from the Columbia River's Bonneville pool. Other sources of recharge would likely be within the confines of the dry creek and Jewett creek drainages, both of which are primarily outside the jurisdiction of the city. With the exception of that portion of the Jewett creek drainage in urban type uses, most of the land area of these two drainages are sparsely developed and are used for cattle grazing. Slopes within these drainages are so steep that little potential exists for the kind of development that has the greatest potential for causing damage.

Without further studies being conducted, it is virtually impossible to ascertain the location and extent of Bingen's ground water recharge areas. It is beyond the scope of this plan to conduct the type of study needed to ascertain this type of detailed information. And given the limited area under the city's jurisdiction as compared to the potential extent of the aquifer recharge areas, it would not appear justifiable to expend the resources required to gain that information. In the absence of information, a "conservative" approach emphasizing prevention would be warranted.

Areas within the city which would appear to have the greatest potential for being the source of contamination would be the existing a planned commercial and industrial areas. Areas designated on the plan map for such uses should be considered areas with a high susceptibility to contamination. Other areas can be considered as having a low susceptibility to contamination. In reviewing proposed developments within these areas of high susceptibility, uses which engage in activities with potential for ground water contamination should be regulated and conditioned in such a manner to prevent contamination. Commercial and industrial uses involving the processing, use, storage or production of hazardous, toxic or dangerous materials should be restricted. Agricultural practices should adhere to all applicable local, state and federal laws regarding pesticide and fertilizer application and be conducted in a manner so as to limit introduction of contaminants to groundwater. All construction within the city should take into account natural drainage patterns to accommodate continued recharge by surface water. In areas where septic systems may be approved, precaution should be exercised by assuring large minimum drainfields in areas where underlying geologic formations may be vulnerable to contamination.







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**APPENDIX B**  
**COMMUNITY SURVEY RESULTS**

The first part of the paper discusses the importance of the research and the objectives of the study. It then presents a literature review of the existing research on the topic. The second part of the paper describes the methodology used in the study, including the data collection and analysis techniques. The third part of the paper presents the results of the study, and the fourth part discusses the implications of the findings. The paper concludes with a summary of the main findings and a list of references.

The results of the study show that there is a significant positive relationship between the variables studied. This finding is consistent with the previous research in the field. The study also found that the relationship between the variables is stronger in certain contexts than in others. These findings have important implications for the theory and practice of the field. The study suggests that further research is needed to explore the underlying mechanisms of the relationship between the variables. The study also suggests that the findings can be used to inform policy and practice in the field.

In conclusion, the study has made a contribution to the understanding of the relationship between the variables studied. The findings have important implications for the theory and practice of the field. The study suggests that further research is needed to explore the underlying mechanisms of the relationship between the variables.



## BINGEN COMMUNITY ATTITUDE SURVEY RESULTS and ANALYSIS

### Introduction

#### Purpose

One of the most important steps in city planning is gathering public input. This input ensures that plans will meet the needs of the community as its citizens perceive them. The Community Attitude and the Business Surveys were the first part of this plan's public participation process. In addition to the surveys, a task force of citizens helped to guide the development of the plan, and the hearing to adopt the plan will be open to the public..

The surveys functioned in part as a means to determine the community's concerns and attitudes in relation to the issues which were to be addressed in the comprehensive plan. Public input on subjects such as the condition of public facilities and whether commercial and industrial uses should be allowed in the same area were useful as a guide in writing the elements of the plan which deal with capital facilities and zoning, for example.

Other responses were helpful in a more general way. The unsolicited comments and the answers to open-ended questions were useful not only in writing the plan; they may also be helpful to the city's government and citizens in determining the community's feelings on other subjects ranging from stray dogs to the economy. Though many of these comments do not relate directly to planning, they may provide ideas and incentive for action in other areas.

The survey questions about Steuben Street were submitted by the firm which is planning the SR-14 improvement project for the State. Bingen's input on this project is especially important because SR-14 forms the town's main business artery. Answers to these questions will be useful to Bingen as well as to the State, since some comments related to issues, such as the appearance and size of the commercial district, which do not fall under the State's jurisdiction.

#### Procedure

The Community Attitude Survey was conducted between March 12 and April 16, 1993. A questionnaire was delivered to every Bingen post office boxholder by blanket mailing. Questionnaires were also sent to the addresses Bingen land owners who do not rent Bingen P.O. boxes. The questionnaires could either be returned by mail or be deposited in boxes at local businesses and City Hall.

This method of surveying was chosen because it allowed us to reach the greatest possible number of Bingen citizens, given the limited resources, time, and personnel available. The only group which did not receive surveys in the mail is non-property



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available. The only group which did not receive surveys in the mail is non-property owning residents who receive their mail somewhere other than Bingen. Copies of the questionnaire were available to these residents on request.

Since it was not possible to determine which P.O. boxes are rented by people who actually live in Bingen, non-resident boxholders also received questionnaires. The questionnaire's cover letter was addressed to "Bingen Resident" and explained that the survey was meant to gather the opinions of Bingen's citizens. Beyond that, we must count on honesty or lack of interest in assuming that non-residents were not responsible for a significant number of the returned questionnaires. In any case, there was no discernable block of completed questionnaires which specifically favored the interests of non-residents over those of residents.

The the greatest shortcoming of mail surveys is a predictably low response rate. A 25% response would be considered extremely high for this type of survey. Though a higher response would be desirable, the kind of response that could realistically be expected is adequate for identifying the general attitudes and concerns of the community. Any planning policies based on these results will be subject to further public input as they are developed.

Of the 628 Community questionnaires mailed out, 75 were completed and returned, for a response rate of 11.94%. This response rate is not large enough to be taken at face value as an accurate representation of the entire community. However, many of the problems and concerns which were identified were consistent enough from survey to survey that the results will be useful as a general guideline. The comments and answers to open ended questions will be particularly useful, since they identify the concerns and suggestions which are most important to the individual respondents.

The Business Survey was conducted in much the same manner as the Community Survey. A questionnaire was sent to each business licensed in Bingen. The questions on these surveys were similar to those on the community surveys which focus on economic development.

Of the 63 business questionnaires mailed out, 15 were returned. This is a 23.7% response rate, but the sample size is not large enough to provide any definite conclusions. These results will be most useful when viewed in light of the results of the community survey, either to reinforce the findings of the larger survey or to provide insight into any areas where the priorities of businesses may differ from those of the general population.

### Analysis

Community Survey:



Answers to multiple-choice questions were interpreted by assigning a numerical value to each individual response, as explained in Part II of this report. These numbers were then compiled, averaged, and reinterpreted using the scales explained in Part I of the report.

Some of the open-ended answers and comments have been summarized in order to keep the report to a readable length. Most of the material in the "Other Comments" section is written as it appeared on the surveys, however, in order to preserve the exact meaning and tone of the commentary. In cases where similar answers were given on more than one survey, the number of times they appeared is shown in parentheses next to the response.

#### Business Survey:

Part IV incorporates the results and analysis of the Business Survey. The number or percentage of respondents who checked each answer is shown after each question. All additional comments are presented as they were written.



## PART I

### Analysis of Survey Responses

#### Interpreting the data

The average ratings derived from the survey data listed in Part II (multiple-choice questions) were interpreted using the following scales:

#### Question 1 a-g:

rating:	very good	good	fair	poor	very poor
scale:	1.2 to 2	0.4 to 1.2	-0.4 to 0.4	-1.2 to -0.4	-2 to -1.2

#### Questions 3 a-g and 14 a-f:

rating:	very important	somewhat important	not important
scale:	1.33 to 2	0.67 to 1.33	0 to .67

#### Questions 4 through 12:

rating:	yes	neutral	no
scale:	0.33 to 1	-0.33 to 0.33	-1 to -0.33

#### 1. Facilities and Services

##### a. Water:

The average rating for water is 0.47, in the lower part of the "good" range. Eleven surveys indicated a need for improvement in the taste and smell of the water.

See Part III Sections A, H, and I (Comment 29)

##### b. Sewer:

The sewer system is rated "good," with a score of 0.55. Eleven surveys indicated a need for expanded capacity and/or more hookups. This need will be accommodated by the planned treatment plant expansion.

See Part III Sections A and I (Comment 29)

##### c. Park:

The park's rating of 0.61 is the highest for any community facility. A number of suggestions were offered, however. Most requests were for better maintenance, improved facilities (including more picnic tables, a fireplace, shelter, stage, and play equipment), and keeping the restroom facilities open more often. There were also recommendations for more park space.

See Part III Sections A, H, and I (Comment 6)

##### d. Streets:

The rating for streets is -0.04, just under the middle of the "fair" range, with only one more response on the negative side than on the positive. Most of the suggestions were for basic repairs, maintenance, and cleaning. Many of these needs are covered in the City's Six-Year Transportation Program.

See Part III Sections A, F, H, and I (Comments 6, 7, 20, 30, 31, 32)



e. Sidewalks:

Sidewalks are rated -0.28, in the lower part of the "fair" range, making them the least satisfactory of the rated facilities. Comments indicate both a need for more sidewalks in various areas and for maintenance and repairs on existing sidewalks.

See Part III Sections A, F, H, and I (Comments 7, 20)

f. Crosswalks:

Crosswalks are rated -0.08, just below the middle of the "fair" range. Seven suggestions for repainting existing crossings were made, as well as three for adding more crossings and two for stricter enforcement of crosswalk laws.

See Part III Sections A and H

g. Senior citizen transportation:

Only 44 of the 75 respondents offered a rating for this service. This probably indicates a limited awareness of the level of services offered. The average rating from those who did respond is 0.3, in the upper part of the "fair" range. This would seem to indicate that the services available are considered adequate by those who use them.

See Part III Section A

## 2. Improvements

a. Community center building:

The average rating for a community center was 0.83, on the lower side of "somewhat important." Its importance rating was the second lowest of the seven facilities and services listed. Several comments were made, however, about the lack of community activities available, especially for children.

See Part III Section I (Comments 15, 17, 30, 32)

b. Fire station:

The fire station was rated 0.71, on the low side of "somewhat important." Its rating was the lowest of the seven facilities. This may be in part because of limited awareness of the limitations of the present facility. Further public education and input on the subject would be necessary before any improvements are planned.

c. Library service:

Library service was rated 1.29, in the upper part of the "somewhat important" range. Its rank is fifth out of seven, but its rating is considerably closer in importance to the four facilities ahead of it than to those behind it. Many respondents who rated library service "very important" appear to have strong feelings on the issue. Six surveys were returned with underlining, stars, arrows, etc., emphasizing this item. The only other items which were marked in this fashion were Business Area Beautification (on 3 surveys) and Fire Station (1 survey).

See Part III Section I (Comments 23, 24, 25, 26, 32)





d. Tourist/recreation area:

A tourist/recreation facility including amenities such as campsites and public restrooms received a rating of 1.37, in the "very important" range. This rating was the highest of the seven facilities, but the difference in ratings between this facility, a visitor parking area, sidewalks, and business area beautification is not great enough to be significant.

The interest in this type of facility reflects the widely held view that much of Bingen's potential for growth is in the tourism/recreation industry. The most practical means of obtaining a facility of this type may be to encourage private development or State Parks Department participation.

See Part III Sections E and I (Comments 23, 27)

e. Visitor parking area:

Parking space is rated among the four most important facilities at 1.35 (very important). Comments suggest that more parking would be good for business and would be particularly useful during special events.

See Part III Sections H, and I (Comment 15)

f. Sidewalks:

Sidewalks walks are rated, at 1.35, as one of the four most important improvements and, as mentioned in Section 1, above, they are rated as one of the least satisfactory existing facilities.

See Part III Sections A, F, H, and I (Comments 7, 20)

g. Business area beautification:

Beautification is also rated as one of the most important improvements (1.36). This reflects the most common themes of the unsolicited commentary: cleanliness and appearance. The most practical means of making this improvement may be cooperation between the city and volunteer groups.

See Part III Sections A, H, and I (Comments 3, 6, 9, 14, 22, 23, 28)

### 3. Housing and Population

Answers to housing-related questions suggest that there is a housing shortage in Bingen, especially in the areas of rentals and multiple-family housing.

The average response to question 4, "Are there enough opportunities to buy housing in the community?" was -0.29, near the negative end of the neutral range. This indicates some need for new housing, but not urgent enough to merit the aggressive pursuit of growth in the housing-to-buy area.

Responses to questions 5, "Is there enough rental housing," and 6, "Is there enough multiple-family housing," fell squarely in the "No" range, with average responses



around -0.5. This indicates that building new rental units or renting out of more existing homes could benefit the community.

An issue that should be addressed is standards for rental housing. Several comments were made about the shortage of high quality rentals and the poor condition and of many existing rental houses.

In view of the shortage of housing in Bingen and the naturally restricted room for expansion, the potential for population growth in the near future is somewhat limited. The average response to question 8, "Should Bingen encourage population growth?" was 0.16, just to the positive side of the neutral range. This indicates that the community does not feel a great need to attract more residents, nor does it perceive a need to restrict population growth at the present time.

See Part III Sections H and I (Comments 20, 23, 28)

#### 4. Economic Growth

Respondents strongly favor economic growth. The average response to question 12, "Does Bingen need to attract economic growth?" was 0.86, near the top of the "Yes" scale. Several comments referred to a need for more employment opportunities, particularly of the year-round variety.

The most potential for development was seen in the areas of retail (73%), lodging (68%), and industry (51%). Most of the "Other" types of businesses which were suggested by respondents were in the areas of tourism and recreation. The most common specification for new types of industry was that they be "light," "clean," "non-polluting," etc.

Response to question 9, "Should light industry be allowed in the commercial zone?" was neutral (.06). Further public input would be necessary before allowing such uses. Respondents suggested that special standards should be applied to such industries and that public hearings would be desirable in each case of this kind of use.

The average answer to question 7, "Are there enough places for businesses to locate?" was neutral (-0.05). The improvement of existing unoccupied commercial properties to attract new businesses was suggested by several respondents as a more efficient means of accommodating growth.

See Part III Sections B, E, G3, H, and I (Comments 1, 8, 9, 13, 15, 16, 19, 20, 21, 23, 25, 27, 28)

#### 5. Resource/Historic Preservation



Support for the preservation of historic buildings is strong, with a score in the upper part of the positive range (0.68). The most commonly mentioned structures are Joslyn House and the church which houses the museum.

The preservation of natural resource lands was also viewed favorably (0.36). Commonly mentioned sites were the bluff area, riverfront, ponds, and wetlands.

It should be noted that 31 respondents checked "no opinion" for this question. A beneficial community activity might be to offer programs (speakers, slideshows, or guided walks) to educate the public on these subjects. Some of the respondents who answered "Yes" to these questions may be knowledgeable enough to conduct such activities.

See Part III Sections C, D, and H

#### 6. Appearance/ Atmosphere

The greatest number of comments volunteered by respondents related to the subject of Bingen's appearance. The word which was chosen most often (15 times) to describe the town was "dirty." In addition, at least as many more of the words selected had a similar meaning. On the positive side, the second most common word was "friendly," with 11 responses. Suggestions included business area beautification, new junk ordinances or enforcement of existing ordinances, and organizing a volunteer effort to assist senior citizens who are unable to clean up their property and paint their houses.

See Part III Sections A, G2, H, and I (Comments 1 through 11, 14, 18, 22, 23, 25, 28, 30)

#### 7. Other Comments

Leadership, Government, City Employees: Part III Sections A, G4, H, and I (Comments 1, 6, 13, 26)

Community Attitude, Spirit: Part III Sections G1, H, and I (Comments 1, 11)

Change, Potential: Part III Sections H and I (Comments 12, 19, 26)

Animal Control: Part III Sections H and I (Comments 10, 30)

Relationship with White Salmon: Part III Sections H and I (Comments 15, 23)

Zoning: Section I (Comments 21, 22, 28)



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## PART II

### Multiple-choice Responses

75 of 628 questionnaires returned (11.94% response).

#### 1. Rate the following community facilities and services:

*The average ratings were calculated using a scale in which each "very good" answer =2, "good"=1, "fair"=0, "poor"=-1, and "very poor"=-2.*

	<u>very good</u>	<u>good</u>	<u>fair</u>	<u>poor</u>	<u>very poor</u>	<u>averag rating</u>
a. Water	11	31	19	8	5	0.47
b. Sewer	12	33	16	7	5	0.55
c. Park	16	25	25	4	4	0.61
d. Streets	2	19	31	18	4	-0.04
e. Sidewalks	2	14	27	23	8	-0.28
f. Crosswalks	3	22	21	22	6	-0.08
g. Senior transportation	3	19	14	4	4	0.30

#### 3. Rate the importance of the following potential improvements:

*The average ratings were calculated using a scale where "very important" answers =2, "somewhat important"=1, and "not important"=0*

	<u>very important</u>	<u>somewhat important</u>	<u>not important</u>	<u>average rating</u>
a. Community center	13	32	25	0.83
b. Fire station	16	19	37	0.71
c. Library service	34	22	14	1.29
d. Tourist/recreation area	40	20	13	1.37
e. Parking area	36	25	10	1.35
f. Sidewalks	33	30	8	1.35
g. Bus. area beautification	40	19	14	1.36

*Average responses for questions 4 through 12 were calculated on a scale where "Yes"=1, "No"=-1, and "No Opinion"=0.*

	<u>yes</u>	<u>no</u>	<u>no opinion</u>	<u>average response</u>
4. Are there enough opportunities to buy housing in Bingen?	21	38	16	-0.29
5. Is there enough rental housing?	15	47	13	-0.52
6. Is there enough multi-family housing?	14	42	19	-0.50
7. Are there enough places for businesses to locate?	29	32	14	-0.05
8. Should Bingen encourage population growth?	37	27	11	0.16



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9.	Should light industry be allowed in the commercial zone?	34	30	11	0.06
10.	Are there any historic sites which should be preserved?	37	7	31	0.68
11.	Are there any natural resource lands that should be preserved?	30	14	31	0.36
12.	Does Bingen need to attract economic growth?	69	5	1	0.86

What areas should this economic growth be in?

*Figures represent the percentage of respondents who selected each type of business.*

Industry	51%
Lodging	68%
Restaurants	47%
Professional	44%
Retail	73%



13. Do you think improvements are needed on SR-14/Steuben Street?

*Yes 66, No 9. 76% in favor of improvements.*

14. What improvements are needed on SR-14?

*The average ratings were calculated using a scale where "very important" answers =2, "somewhat important"=1, and "not important"=0*

	<u>very</u> <u>important</u>	<u>somewhat</u> <u>important</u>	<u>not</u> <u>important</u>	<u>average</u> <u>rating</u>
a. Provide more parking	19	38	17	1.03
b. Improve Dock Gr. intersection	37	17	17	1.28
c. Relieve traffic congestion	23	25	23	1.00
d. Traffic signals at Oak	22	18	28	0.91
e. Traffic signals at Maple	9	19	38	0.56
f. Improve pedestrian conditions	34	19	18	1.23

# Community Survey Results

## PART III Open-ended Answers and Comments

### Section A

#### 2. Recommended improvements

beautification: planters	railroad: train crossing guards
clean up: enforce ordinance	seniors: more services
clean up: general (2)	sewer: expand capacity, more hookups (11)
clean up: landscape and trash cleanup crews	sewer: W.S. should get their own
community center: place for kids to play	sidewalks: keep clean, snow free (2)
crosswalks: enforce crosswalk laws, speed limits (2)	sidewalks: maintain islands next to sidewalks on Steuben.
crosswalks: mark or repaint (7)	sidewalks: need improvements on sidestreets, residential area (7)
crosswalks: need more (3)	sidewalks: need more in general (7)
employees: should work harder	sidewalks: need one to W.S.
intersections: cut hedges at Oak and Jefferson	sidewalks: ramps at crosswalks are too steep
intersections: keep clear	sidewalks: repair, maintain (9)
land: City should get rid of any unimproved lots	streets: more stop signs near the park
marina: bigger, more attractive	streets: clean (6)
park: keep restroom facilities open (3)	streets: need repairs, maintenance (5)
park: bigger, scenic park where people could picnic or jog	streets: need signal at Oak and Steuben
park: improve, maintain park facilities (3)	streets: repaint markings or clean so they can be seen
park: more maintenance (3)	streets: widen
park: more parks	taxes: lower
park: more tables	water: improve smell, taste (11)
park: bigger	water mains
park: new play structure	water: too expensive
	zoning: more commercial

---

### Section B

#### 9. Types of industry in commercial zone

clean	must meet standards for value, stability, community benefit
common interest	must pay a family-supporting wage
computer software and technology	no garbage transfer
industry/retail combinations	non-noisy
light industry, with strict codes and kept clean	non-polluting (5)
light manufacturing (4)	none on Steuben, just at port area



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none without public hearing  
sailboards/accessories (4)  
softgoods  
tourist-connected products

towing/auto repair  
wood related  
year-round

### Section C

#### 10. Historical buildings

any Gorge history  
any pre-1950, non-metal, non-mobile  
home  
Joslyn House (18)  
museum (16)  
older buildings on Steuben (2)

pre-1940  
preserve older buildings, don't allow  
mobiles, prefab  
school (4)  
SDS Lumber Co.  
Suksdorf House(3)

### Section D

#### 11. Natural resource areas

agricultural lands  
Bingen Lake (5)  
Bingen point (3)  
bluff area (3)  
could there be public river access b/w  
town and Underwood Fruit?  
Dickey fields (2)  
Hospital canyon  
Jewett Creek  
marina (3)

Marina Lake  
open space (2)  
park(2)  
pond by Dickey's (2)  
pond in port area(3)  
riverfront (3)  
riverfront between marina and SDS  
streams (2)  
swamp/pond along Marina Road (2)  
wetlands (4)

### Section E

#### 12. Desirable types of new industry

any kind (3)  
any kind that creates jobs  
clean (3)  
composites  
distribution  
electronics  
high-tech  
home businesses  
light (7)  
low impact manufacturing  
manufacturing (2)  
Maryhill-style park at marina

no destruction of land (gravel pits) (2)  
no taverns  
non-polluting(3)  
sewing  
small  
small manufacturing(3)  
small, in the center of town  
softgoods  
tourism (2)  
wood related  
year round, good pay scale

#### Other desirable types of business





attract windsurfing market  
 auto repair  
 camping  
 camping/destination areas  
 camping/RV  
 care homes  
 creative/artistic  
 deli/coffee house  
 farming  
 fast food

light industry in port area only  
 lodging, higher quality  
 nursery (plants)(2)  
 recycling program  
 RV park  
 service industries  
 tourism(2)  
 tourist shops  
 vacant buildings brought up to code  
 and used

## Section F

### 14. Other Steuben improvements:

beautification coming into town from either side	make it lively, colorful, plants, dress up store fronts
beautify with vegetation (2)	make one-way streets
clean around public buildings, especially the post office	more commercial zoning
clean up	no more mobile homes/metal sheds/junk collections
clean up broken down cars, trucks, shops.	remove roadside brush
crosswalks, light at Steuben and Oak	sidewalks from east city limit to west city limit, also to W.S.
enforce traffic, crosswalk, and speed laws	sidewalks on east side to PJ's restaurant sidewalks on west end toward Dickey's

## Section G

### 15. Bingen synonyms

This section is divided into four categories: social, atmosphere, economy, and government. Each word appears in only one category, but some of them may be appropriate to two or more categories.

#### 1. social:

anti-progress	non-progressive
backward	regressive
conservative (4)	retirement (2)
doesn't want change	senior citizens
don't care	stubborn
friendly (11)	unprogressive
good place to work	unspirited
no community pride (3)	unsupportive

#### 2. atmosphere:

beautiful	blue collar
beautiful view	boring (2)



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busy  
busy streets  
cluttered (2)  
comfortable  
complacent  
cozy  
dead  
dingy  
dirty (15)  
disgusting  
dumpy  
dusty (3)  
European  
eyesore (3)  
fixable  
good climate  
good location  
gray  
growing  
harmony with nature  
has a soul  
historic  
homey (2)  
improving  
industrial  
interesting  
junky(2)  
little  
livable  
loud mill  
mill town(3)  
needs cleanup  
neglected (2)

nice (2)  
noisy (3)  
not very clean  
odd  
old(2)  
over-industrialized  
peaceful (4)  
pigeons ("I love 'em")  
pleasant  
potentially quaint  
quaint (5)  
quiet(3)  
room for improvement  
run down (4)  
rural  
sawdust  
scenic (2)  
seedy  
simple  
sloppy  
slow  
small (8)  
stagnant(2)  
stereotyped  
sunsets  
ugly  
unattractive  
uncluttered  
unimpressive  
unkept  
unwelcoming  
village  
worth saving

---

3. economy:

at a crossroads  
dead business  
depressed (2)  
economically oppressed  
expensive  
guided growth  
jobless  
limited growth

low budget  
poor(3)  
potential(6)  
sluggish  
stagnant  
useless  
welfare



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4. government:

no enforcement of ordinances (2)  
small minded council

unmanaged

**Section H**16. Changes

Surveys requested one suggestion from each respondent for what needs to be changed, but many offered a series of ideas. All of these ideas are listed here, except for some of the longer ones, which are printed full-length in Section I.

annexation: consolidate with W.S (3)  
appearance

appearance: clean up, beautify with  
plants, trees, benches, sidewalks

appearance: moratorium on mobile  
homes (2)

attitude

beautification: plant trees (2)

clean up: beautify, maintain main  
streets(3)

clean up: garbage, litter (5)

clean up: general (13)

clean up: get rid of junked cars along  
streets

clean up: get rid of noisy, filth  
producing mill which is hazardous  
to respiratory well being

clean up: houses, private property,  
yards (11)

clean up: major cleanup project and junk  
control ordinance.

community spirit (4)

dogs: enforce dog control law (2)

economy: Bring in more tax revenue by  
encouraging new businesses to open  
in Bingen.

economy: liven it up and make for  
winter opportunities to work.

economy: UDAG not used to help small  
industries

economy: cater more for night life,  
music and dancing

employment: more, better paying (4)

fire station: larger

government: need leader who cares for  
Bingen as a whole, growing,  
changing community with potential.

government: change mayors (2)

government: work together with W.S.  
on projects instead of fighting about  
everything

growth: keep so many people from  
coming here. Secure the futures of  
people who are already here before  
you let more in.

growth: more tourist guided growth,  
learn from H.R..

history: move museum to Joslyn house,  
promote history as mill town, early  
settlement

housing: more rentals (2)

housing: start volunteer program to  
help older people without  
money/strength to clean up, paint

image: change reputation that "nice  
people don't live in Bingen"

library: start library/bookmobile  
program (3)

livability: "I'd make it a place where my  
girlfriend would want to live"

meter reading: get a scooter, using a  
pickup truck and two people is too  
expensive

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noise: ordinances on noise pollution  
(e.g. cars)

park: organize volunteer effort for play  
area, fireplace, shelter or permanent  
stage.

parking: Off street parking would be  
good for business

pets: roaming free

Railroad: crossing to silence train horn  
(2)

renewal: bring in some new life

social: need more local social events

streets: don't allow big trucks on E.  
Franklin

streets: get the highway out of Bingen's  
main street

streets: One-ways on Steuben-  
Humboldt, Oak-Ash

sunshine: a bit more

traffic: check speeds all through town  
water and sewer: improve

White Salmon: forget about past feud  
and move forward

windsurfers: get rid of some

youth: activities (2)

youth: skatepark, bike area, recreation  
facility (2)

---

### Section I Other Comments

#### 1. leadership; growth; attitude; appearance:

While Bingen has a great location in the heart of the gorge and has become a major destination area for recreationists, the town leaders have turned their backs on the real future of the town: tourism. While they are busy clinging to a dying industry, the towns around us move forward with the flow. We missed the chance for the new Skamania Lodge. Another chance like this probably won't come along, but if it does, Bingen should come out of its hole and do something positive.

I pay big taxes every year while my neighbors who create major dust and filth pay very little. Something is wrong here.

The city employees are all very friendly, but the overall community attitude could use some changes. The dominant attitude is "every person for himself." Lets work together to make Bingen a better place.

---

#### 2. appearance:

When people ask me where I'm from, I don't say Bingen any more. . . Make the town look nice, so I can say "Yes, I live in Bingen."

---

#### 3. appearance; atmosphere; growth; zoning:

Bingen needs an attractive downtown to appeal to any business looking to locate here. The main street needs trees and parking and requirements for existing businesses to have an organized facade.

Steuben St. is what our town is judged by. It is the worst eyesore of the gorge. Old mobile homes must not be dumped here. With the Scenic Area creating valuable resources, we must create a community which can benefit, not deface the community



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for the benefit of a few landowners who don't live here and just want to make a quick buck.

The city must consider the serious disservice which it is doing to the real taxpayers in town. Our taxes are at an all time high, and the depositing of mobile homes devalues our investments in site-built homes. We seriously need a moratorium on mobiles (especially old ones).

Create master plan with balance of well kept homes and property for people who work in Bingen & the Gorge and light industry and tourism to offer prosperity to the same. Pride must be returned to the town of Bingen.

Too many lots on Steuben and Humboldt have been developed without required parking and setback. Too many lots are strewn with junk and old cars in total disrepair and no value, especially on a 50 x 100 city lot.

Port of Klickitat is all wrong to put a metal shop building on the point. You must build to suit. Windsurfing and tourism brought all of the money here. Let's not ruin the momentum by putting poorly thought-out, ugly, empty structures on one of the Gorge's most valuable assets. The potential income from a beautiful park, office complex, and sporting, cultural, or educational center could be great. Forget the dirty minimum wage industry which will keep the community in poverty. SDS obviously wants to rape the community, then deposit their funds elsewhere.

Stop the mining on our hillside, stop constant gravel hauling on local streets.

Have Burlington Northern put in underpasses or bridges in place of noisy railroad crossings.

---

4. appearance; taxes:

Canada charges higher property taxes on junky places, lower on neat places.

---

5. appearance; garbage pickup:

Make garbage pick-up mandatory even if low income residents need a reduced price. Everyone should help keep their own area neat.

---

6. appearance; community activities; leadership; park; streets:

If they do not put traffic lights at the bottom of Dock Grade, then close it.

We need a new mayor with new ideas and enthusiasm, as well as a creative council.

Get the people to clean up the town. This needs publicity and organization. Divide up the city and give a prize to the cleanest section.

Break holes in the sidewalk along the main street and plant trees. Make a truck route to get highway traffic off main street so we could have kind of a mall atmosphere. Plant flowers in the park to make it more pleasing to look at. Have "parties in the park" for children to meet policemen.

---

7. appearance; streets:



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Bingen has gone downhill in last 10-15 years due to lack of pride. Ordinances have not worked. Present problems include:

- Debris and garbage piled against trees on Maple St.
- Stove ashes and rotting fruit are thrown out on street at Maple and Franklin.
- Old cars are being overhauled in city streets throughout town.
- Some yards where cars are being worked on reek of gas and oil.
- Other yards are full of debris and garbage without a fence to hide mess from public view.
- Snow is piled 8 ft. high on sidewalks. Pedestrians must walk on streets.
- Burn barrels, woodpiles on city streets.
- Heavy dump trucks are ruining the blacktop on residential streets.

---

8. appearance; growth:

I don't know your line of thinking, but letting the Skamania Lodge pass by was complete stupidity!

A general cleanup day where the city will pick up the tab for garbage service on that day might get people to clean up their act.

---

9. appearance; growth:

Bingen has a lot of East-West traffic that just passes through without stopping to spend money. I believe this is due largely to the initial appearance of being harsh and dusty in summer and stark and sparse in winter. Any effort and finances directed toward improving those factors would entice tourist dollars and new business and residents. The sewer capacity problem must also be solved before new development commences.

---

10. appearance; dogs:

Bingen is a beautiful town but something needs to be done to make people clean up around their places. Some places are awful with junk. It would make our town look so much nicer if this was cleaned up. We also have a dog problem. People don't keep them tied or fenced in, and they don't keep them quiet.

It would be so nice to have these two problems taken care of. Maybe if the people who don't clean up around their places were written tickets for large amounts it would make them keep their places clean. And we need a dog catcher. People just won't keep their pets at home. Sometimes its hard to take a walk without having a dog try to bite you.

---

11. appearance; attitude:

Develop community pride. Clean up, repair and paint. An aggressive campaign to "encourage" cleanup of private property.

---

12. change:



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Don't change things too much; I've lived here for many years, and all in all I still love Bingen.

---

13. economy; growth; city employees; government:

The community should be improved for local people, not tourists. We locals are here year round. We keep the community going, but the only improvements I see are for tourists and the few short months they are here. If logging isn't the answer, then you must find or create businesses for new jobs. We need businesses for year round work to keep the town alive and the public involved in its improvement.

I would like to know about special privileges for city employees. Have witnessed a city worker who takes personal garbage to work and does not pay for trash disposal.

City government and other issues should be everyone's concerns.

---

14. atmosphere; growth:

Bingen should encourage economic growth- It is a depressed town which could economically benefit from the tourist traffic from across the river. The town just needs to be more appealing for both visitors and people who live in Hood River.

---

15. economy; parking; White Salmon; youth:

Kids need a place to skateboard and ride bikes other than sidewalks and parking lots. Off street parking is needed to accommodate tourists and tournament crowd while allowing others to stop and spend money in one of our struggling local businesses. We who stay all year need the summers to get us through the winter.

What is White Salmon doing running Bingen?

---

16. economy:

With the reduction of logging and the fruit industry, and the pollution of the river, how will people be able to stay in the area? And how long will windsurfing continue its boom without jobs?

---

17. youth:

Some activities are needed for the children.

---

18. appearance:

Rundown, non-maintained houses should be cited. If they are owned by elderly persons who don't have the money, energy, or strength to clean and paint, the community should volunteer to help out.

---

19. growth; potential:

Let's learn from Hood River. Think of where we are: the center of an uncrowded paradise to the rest of the U.S.. Bring business owners together for ideas on growth. The Gorge has not yet reached 10% of its exposure to the rest of the world.



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Balance living standards with growth. Let tourists pay for growth, not residents.

---

20. economy, growth; housing; port property; streets; zoning:

Limit commercial/light industry to the strip along SR14. The neighborhood is not deep enough to withstand expansion of the strip and more families will flee if business moves back off the road.

Multi-family vs. single family: Sure, go for it. Turn Bingen into a migrant labor camp to provide cheap housing for OR and WA! But don't expect single family house owners to stay around.

Tourism is a part of Bingen. Don't let the port use valuable water front property for developments which do not need to be there. Port of Hood River is a good example of this kind of short sighted stupidity.

Preserve and support through tax policy some open space such as parks, Dickey fields, and city property.

Support existing local businesses.

Some curbing and street work will improve appearances but increasing these costs will drive residents out and turn it into a tourist trap.

---

21. growth; zoning:

Please do not allow heavy or light industry or open up this little community to obtrusive developments (windsurfing condos or shopping malls.) We like it small and uncluttered. Improvements should be made, but not at cost of space, privacy, or community.

---

22. appearance; zoning:

Allowing light industry in the commercial area would negate any beautification efforts and make it less attractive for out of town visitors.

---

23. appearance; camping facilities; growth; housing; library; relationship w/ W.S.; traffic:

I know that people living in town don't want things to change, but it is inevitable. The town must encourage economic growth or those of us with children will see them grow up and leave the area.. It seems that new business is discouraged rather than encouraged.

If the city doesn't provide public restrooms and camping facilities, tourists will camp wherever they please. It would be best to have some of these facilities so that there is at least some control.

It seems that there are two kinds of housing: that which is occupied by the owner and run down rentals. Most of the houses which are in bad shape are rentals. I think rental owners should be encouraged to upgrade their properties, so the entire town will look better. Finding affordable, non-substandard housing is a problem throughout the county, not just in Bingen.



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It would be really nice if we could beautify the downtown area. Stevenson did a nice job by planting trees and shrubs in large planters. It would be beneficial to businesses if people driving through found it attractive.

I am concerned about the amount of traffic and the speed on SR-14. Sometimes it seems traffic goes very fast. I get concerned for my children. I think a stabilized police force could have an impact on this situation. (It is nice to have a police chief who has stayed for several months)

I wish Bingen would participate in the library system. We pay to allow our family to use it. I think more people would use it if they had access. It seems that seniors would be especially interested in using it.

Even though most of the population doesn't want Bingen to change, it is going to. By careful objective planning, those changes can be controlled for the benefit of everyone living here. Decisions cannot be based just on how Bingen feels. We live too close to White Salmon not to take their needs, plans, etc. into consideration. There are times when I think the most cost effective option would be to combine the two towns. I know that historically that is not possible

---

24. library:

Our children need to have a library or bookmobile available. Because of the tax structure, we can no longer use Hood River's library either. Unfair.

---

25. appearance; economy; library; noise:

I know the mill is the lifeblood of the community, but the 24-hour noise along with train noise, dump trucks, and rock pit noise and all this nonsense with cranes and backhoes down on the river are about to drive me away from Bingen to preserve my sanity. I don't think Bingen is a good candidate for lodging facilities because the noise is non-stop and overwhelming. It's a shame that such a spot as this, which must have once been a beautiful paradise, has been turned into the noisiest and dirtiest industrial hub of the gorge.

Restaurants, maintaining a large and attractive park, and interesting retail shops are great ideas for this town- for local people to enjoy and tourists too, especially with a state highway going right through town.

I was shocked when I moved here and found that I was forbidden to use the H.R. and W.S. libraries because I am a Bingen resident. I was told that the City of Bingen deemed library access as unimportant and of no interest to the majority of citizens. It made me embarrassed for the town and it made me embarrassed to be a resident of Bingen. I hope this will change as soon as possible. It would certainly be helpful to my teenaged son and his peers, but also an important benefit for all Bingen citizens. If I want to use the library I must lie about my address. That's pitiful.

---

26. library; police; potential:



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We need better police enforcement. Nearly every day this year a young man has driven recklessly around children waiting for the bus at Cedar and Humboldt between 7:30-7:45 AM. It has been reported, to no avail.

It is a crying shame we don't have library service. As a student, this has been a real problem for me.

This town has the potential for being quite quaint.

---

27. economy; recreation:

It seems every time the sailboarders shake the state money tree, funds are available for better recreational facilities. Doug's beach State Park and Swell City being two examples. Look into the number of (non-windsurfing) sportsmen's dollars spent in town. Try for more state money for camping and boating facility improvements.

---

28. appearance; economy; zoning:

Bingen has the potential for being a cute downtown area. Presently Bingen has no appeal, aesthetically. Allowing mobile homes or manufactured homes is degrading and lowering property values. Place more emphasis on upgrading existing buildings. The architecture of older buildings is aesthetically much more pleasing and inviting.

Require that landlords of rental properties landscape and maintain their yards. Make an effort to keep properties free of junk and garbage. Implement a city organization to promote clean and well-kept yards.

I live in Bingen and would love to see the area improve. Bingen is a prime location for tourism, recreation, and small business opportunities. Small things can make a big difference! Plant flowers and trees. Clean up yards. Maintain and lengthen sidewalks. Incentives for new business. Extend Steuben St. commercial zone.

---

29. seniors; water and sewer:

Keep water and sewer costs down for senior citizens. Let outside people pay for sewer, let Bingen keep their sewer as is.

---

30. appearance; animals; streets; youth:

Get parked cars off corners of roads. There are streets where cars block the view of oncoming traffic. There are streets that are narrowed to one-way traffic within 2 blocks of city hall. People are doing business as junk collectors and mechanics along side of streets. This is very unsightly and illegal.

Dogs and cats are running rampant. Kids are running in packs with no parental control.

---

31. snow removal:

Thank you city and county for a great job on snow removal this year!

---

32. library; streets; youth:

There is no reason why Bingen can't use White Salmon's library.



A 4-way stoplight is needed at Oak and Steuben.

There is nothing for youth and teens. A gym would be nice. Somewhere for kids to play basketball, roller-skate, etc.



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**PART IV**  
**Business Survey Results and Analysis**

1. Is there enough business space in Bingen?

The response by business people to this question was similar to that of the rest of the community, with eight answering "yes" and seven answering "no." This neutral response indicates that there is enough business space for the businesses which currently exist, but there is no glut of unused business property. Extra comments on this question included "Not for the future," "For now," and "Just enough," indicating that there may be some potential for growth in this area.

2. Should the business district remain concentrated on the main street or expand into other parts of the town?

Response to this question was split almost 50-50, with eight in favor of a concentrated business district and seven in favor of an expanded one. Since the Community Survey indicates a greater need for housing than either survey indicates for business space, and there are currently some vacancies in the business district, it is advisable to keep the business zone concentrated on the main street.

3. Should light industry be allowed in the commercial zone?

The business response to this question was considerably more positive than that of the community in general, with twelve in favor of allowing light industry and two against. The types of industry which were suggested by business people mirror those suggested by the community in general.

Suggested types of industries:

- any good business
- clean (2)
- industry/retail combo
- light (need small shop space)
- non-toxic
- quiet
- sailboards
- sewing
- something that will employ some people
- woodworking

4. Where does most of your business come from?

Seven businesses checked "area residents" as their main source of business. Six checked "an even mix of locals and visitors," and two indicated that most of their business was done by mail or shipping with clients who are neither tourists or locals. None of the respondents indicated that most of their business comes from tourists.



5. What types of new businesses would be beneficial to Bingen's existing businesses?

Percentage of respondents in favor of each type of business:

Industry	66%
technology	66%
professional	19%
service/hospitality	47%
retail	60%
home-based	53%

Other business types/suggestions:

- Industry at the Port
- Sales tax hurts retail
- Small industry
- New businesses that bring in more people
- Tourist attractions
- Support existing businesses before attracting new ones



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6. Which improvements would help business?

Percentage of respondents in favor of each type of improvement:

on-street parking	40%
public parking lot	67%
sidewalks	27%
traffic signals	33%
crosswalks	20%
relieve congestion	20%
plants and trees	60%

Other improvements/suggestions:

- require that tavern pool tournaments use parking lot, leaving street parking open for others
- traffic signal is needed on the corner of Oak and Steuben
- signal is needed at Ash and Steuben
- keep the area clean
- more frequent street cleaning
- clean up the central residential area
- shop space for small manufacture (1,000-2,000 sq. ft.)
- The most important thing will be attitude. If all of us are positive and enthusiastic about new business it would help. Attitudes that surfaced during the Bingen Point episode will kill us.







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## APPENDIX C

### REVENUE SOURCES for CAPITAL FACILITIES





## Revenue Sources for Capital Facilities Improvements

The following list and definitions were adapted from the Washington State Department of Community Development's publication, *Making Your Comprehensive Plan a Reality: a Capital Facilities Plan Preparation Guide*.

### Part 1: Multiple-use Revenue Sources

These sources of revenue can be used to fund virtually any type of capital facility. They may have some restrictions, or may become restricted when a local government adopts them for a specific type of capital facility.

#### **1. Ad Valorem Property Tax**

- a. Source/Purpose: RCW 84.52 authorizes this tax on the assessed valuation of real property. Tax rates are expressed in mills (1/10 cent per dollar of taxable value). The current maximum rate a city can tax is \$3.60 per \$1000 assessed valuation. A property tax 106% lid was imposed in 1973. It prohibits a local government from raising its levy more than 6% of the highest amount levied in any of the last 3 fiscal years, before adjustments for new construction and annexation
- b. Limitations/Requirements: None.
- c. Decision Basis: County Council decision for levy up to 106% not to exceed current tax revenues; see revenue source 3 below for decision basis required for levy above \$3.60 per \$1000 assessed valuation.

#### **2. Regular Tax Levy "Lid Lift"**

- a. Source/Purpose: State authorized annual increase in tax revenues (without local voter approval) within the current levy up to the 106% tax lid. Local voter approval is required for more than 6% tax increase up to \$3.60 per \$1000 assessed valuation authorized by statute for cities.
- b. Limitations/Requirements: None.
- c. Decision Basis: No voter approval required if tax revenue amount does not exceed the 106% tax lid. However, 50% voter approval is required for a "lid lift" if the tax revenue amount exceeds 106% of the tax revenue received in any one of the last three years.

#### **3. Ad Valorem Property Tax Levy (Excess Levy)**

- a. Source/Purpose: State authorized increase in the regular property tax levy (RCW.52) above the \$3.60 per \$1000 statutory limit imposed in 1973. The excess levy may be either temporary or permanent. If the change is temporary, the proposition must state the proposed levy rate, the time period for which the levy will be in effect, and the purpose of the levy increase. After the expiration of the limited time period, or the satisfaction of the limited purpose, whichever comes first, subsequent levies are computed as if the excess levy had not been approved.



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A permanent excess levy is not required to have a specific time period or purpose associated with it. Once voters have approved the permanent excess levy, the new levy rate is used to compute the limitation of all subsequent levies.

- b. Limitations/Requirements: None.
- c. Decision Basis: Requires approval of 60% of voters.

#### **4. Business and Occupation Tax**

- a. Source/Purpose: RCW 35.11 authorizes this tax on the gross net income of businesses, statutory limit at 6% of gross retail sales.
- b. Limitations/ Requirements: Revenue can be used for capital facilities acquisition, construction, maintenance, and operations.
- c. Decision Basis: Tax levied at local discretion subject to voter approval for new tax or rate increase.

#### **5. Community Development Block Grant (CDBG)**

- a. Source/Purpose: Department of Community Development revenue available for public facilities projects, economic development, housing, and comprehensive projects which benefit low and moderate income households, such as design, construction, and reconstruction of water and sewer projects, flood and drainage facilities, and street improvements, including traffic signals.
- b. Limitations/Requirements: Revenue must be used for projects which principally (51%) benefit low and moderate income households, citizen participation/ community development plan. Funds may not be used for maintenance and operations.
- c. Decision Basis: 100% grants available primarily to applicants who indicate prior commitment to project.

ntact: Charmaine Hays  
Department of Community  
Development  
P.O. Box 48300  
Olympia WA 98504-8300  
(206) 586-1243

#### **6. Community Economic Revitalization Board (CERB)**

- a. Source/Purpose: Department of Trade and Economic Development revenue available (varies) for low interest loans and occasional grants to finance sewer, water, access roads, bridges, etc. for a specific private sector development.



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Additional Timber Counties program of low interest loans and grants is available to support manufacturing or tourism growth in timber communities. Projects must demonstrate economic feasibility tied to manufacturing or tourism jobs. Max. \$500,000 available for industry, \$250,000 for tourism, and \$25,000 for feasibility studies.

- b. Limitations/Requirements: Funding is available only for projects which will result in specific private developments or expansions in manufacturing and businesses that support the trading of goods and services outside of the state.

Cannot be used to support retail shopping developments, projects which would displace existing jobs within the state, or acquisition of real property. Projects must create or retain jobs. The average requirement is to create one new job per \$3,000 of financing.

- c. Decision Basis: All Counties CERB: Funds are available by application without matching requirement, although funds will be available mostly to applicants that demonstrate prior commitment to the project. Loan interest rates fluctuate with the state bond rate; maximum is 10% for up to 20 years.

Timber Counties CERB: 10% matching funds required for individual and tourism projects. Dollar for dollar on feasibility studies.

d. Contact: Kathleen Engle  
Department of Trade and Economic  
Development  
MS: TB-40  
Seattle WA 98121  
(206) 464-6282

## 7. General Obligation (GO) Bonds

- a. Source/Purpose: GO Bonds are backed by the value of the property within the jurisdiction (full faith and credit). There are two types of GO Bonds: voter-approved and councilmanic. Voter-approved bonds raise property tax rates, with the increased revenues dedicated to paying the principal and interest on the bonds.

Councilmanic bonds are authorized by the city council without the need for voter approval. Principal and interest payments come from general government revenues, without a corresponding increase in taxes, which means that this method of bond approval does not utilize a dedicated funding source for repaying bondholders.

- b. Limitations/Requirements: None.



- c. Decision Basis: Local government decision: 60% voter approval or councilmanic

## 8. Local Option Sales Tax

- a. Source/Purpose: State legislature authorizes local option retail sales and use tax (RCW 82.14) of up to 1%. The first .5% was granted in 1970 and an additional .5% was granted in 1982. An additional .01% was approved in 1991, with "Sunset" of January 1, 1994 for criminal justice.
- b. Limitations/Requirements: Local governments that levy the second .5% may participate in a sales tax equalization fund, whereby all counties and cities can obtain up to 70% of the statewide average per capita yield of the total sales tax.
- c. Decision Basis: Local discretion with voter approval.

## 9. Motor Vehicle Excise Tax

- a. Source/Purpose: RCW.44 authorizes this annual excise tax paid by motor vehicle owners and administered by the Department of Licensing. Cities receive 17% of base allocations.
- b. Limitations/Requirements: Cities are required to spend these funds for police and fire protection and the preservation of public health (including capital facilities). Counties receive 2% of the base allocations as revenues for their sales tax equalization fund. The state receives the remainder.
- c. Decision Basis: State shared revenue distributed to cities and counties.

## 10. Public Works Trust Fund (PWTF)

- a. Source/Purpose: Department of Community Development revenue available for capital facilities construction (\$36 million annually), emergency planning (varies), and capital improvement planning (\$400,000) annually. Low interest loans are used for construction projects for bridges, roads, domestic water, sanitary sewer, and storm sewer; emergency planning projects for remedying public works emergencies, and capital improvement planning projects for upgrading planning capabilities.
- b. Limitations/Requirements: Applicants for construction loans must have a capital facilities plan in place, cities and counties must be levying the original .25% real estate excise tax, and both construction and emergency planning projects must be for construction or reconstruction of existing capital facilities only. Capital improvement planning projects are limited to planning for streets and utilities.
- c. Decision Basis: Loans for construction projects are available by application with matching local share generated only from local revenues or state shared entitlement (gas tax) revenues. Required local share is 10% match for 3% loan, 20% match for 2% loan, and 30% match for 1% loan.



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d. Contact: Dept. of Community Development  
PO Box 48300  
Olympia WA 98504-8300  
(206) 586-7186

#### 11. Real Estate Excise Tax

- a. Source/Purpose: RCW 82.46 authorized the initial real estate excise tax levy of .5% (as an option to levying the second .5% sales tax for general purposes) subject to voter referendum. Later, an additional .25% was authorized for capital facilities. Finally, ESHB 2929 authorized another .25% for capital facilities, but requires the existing .25% real estate excise tax to be used, primarily for financing capital facilities specified in the local government's capital facilities plan.
- b. Limitations/Requirements: Revenues from this tax must be used solely for financing capital facilities specified in the local government's capital facilities plan. For counties and cities within those counties that "opt in," this additional tax must be voter approved.
- c. Decision Basis: Local government discretion per ESHB 2929 requirements.

#### 12. Special Assessment Districts

- a. Source/Purpose: Special assessment districts implement financing methods for capital facilities which require partial or complete financing by entities other than the jurisdiction. These financing alternatives include those that require financial participation by property owners or developers (i.e. special assessment bonds such as Local Improvement Districts, Road improvement Districts, and Utility Local Improvement Districts; and the collection of development fees.)
- b. Limitations/Requirements: Use of special assessment is limited to the uses related to the purpose for which the special assessment district is created.

#### 13. Special Purpose Districts

- a. Source/Purpose: Special purpose districts (\$9.15 property tax limit) are usually established when a community's need may be too large for existing governmental resources. Special purpose districts in Washington include fire, hospital, library, parks, sewer, water, flood control, irrigation, and cemetery districts, among, others. A tax base, other than the community's, is used to finance capital facilities, maintenance, and operations.
- b. Limitations/Requirements: Use of tax revenue is restricted to uses related to the purpose for which the district is created.
- c. Decision Basis: Local government discretion, except with voter approval for airport, parks and recreation, and cultural arts/stadium and convention districts.



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**14. Utility Tax**

- a. Source/Purpose: State authorized tax (RCW 35a.52) on the gross receipts of electric, gas, garbage, telephone, cable TV, water/sewer and stormwater entities. The taxes are passed on indirectly to service users as part of their utility bill.
- b. Limitations/Requirements: State law limits the maximum to 6% of total receipts unless a majority of the voters approve a higher rate. Revenue can be used for capital facilities acquisition, construction, and maintenance.
- c. Decision Basis: Local discretion without voter approval up to 6% of gross receipts; voter approval required for rate increases.

**15. Community Facility Loans**

- a. Source/Purpose: Farmer's Home Administration loan funds available to construct, enlarge or improve facilities for health care, public safety, and public service.
- b. Limitations/Requirements: Available to communities under 20,000 population.
- c. Decision Basis: The FHA will assist the applicant in making first determinations regarding engineering feasibility, economic soundness, cost estimates, organization, financing, and management matters in connection to proposed improvements.

**d. Contact:**

John Brugger  
Farmer's Home Administration  
PO Box 2427  
Wenatchee WA 98807  
(509) 662-4358

**Part 2: Single Use Revenue Sources**

These sources of revenue are available to fund only specific types of capital facilities.

**A. EMERGENCY MEDICAL SERVICES (EMS)****1. EMS Levy**

- a. Source/Purpose: State authorized property tax levy (\$0.25) for emergency medical services. EMS can be levied by fire and hospital districts, cities/towns, or counties.
- b. Limitations/Requirements: None. Revenue may be used for capital facilities, maintenance, and operating costs, but rarely covers full costs of services provided.
- c. Decision Basis: Local government decision.

**2. Impact Fees and Benefit Charges**

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Fire impact fees for municipal fire protection and benefit charges for fire districts can also assist in paying for EMS capital facilities, as discussed in B.1 and B.2 below.

## B. FIRE PROTECTION



### 1. Fire Impact Fees

- a. Source/Purpose: An interim (prior to July 1, 1993) or final (after July 1, 1993) charge (authorized by ESHB 2929) paid by new development to pay for its "fair share" of the cost of fire protection and emergency medical services that are required to serve the development.

Usually collected at the issuance of building permits, or certificates of occupancy, fire protection impact fees are charged on the basis of the number of square feet of residential and commercial development. Adjustments must be made to fee calculations to account for fire protection facilities costs that are paid by other sources of revenue, and additional "credits" can be given to developers who contribute land, improvements, or other assets.

Impact fees, as authorized by ESHB 2929, do not include any other form of developer contributions or exactions, such as mitigation or voluntary payments authorized by SEPA, local improvement districts or other special assessment districts, linkage fees, or land donations or fees in lieu of land.

- b. Limitations/Requirements: Impact fees must be used for capital facilities needed by growth, and not for operating expenses or current deficiencies in levels of service. Impact fees must show a "rational nexus of benefit" between the payer of the fee and the expenditure of the fee.
- c. Decision Basis: Impact fees can be charged at the discretion of local governments per GMA requirements.

## C. LIBRARIES

RCW 27.12.050 and 27.12.150 authorize library special purpose districts with independent taxing authority (\$.50 property tax levy limit without voter approval) to finance capital facilities. See Unrestricted Revenue Source #12 "Special Purpose Districts" for more detail.

## D. PARKS & RECREATION

### 1. User Fees and Program Fees

- a. Source/Purpose: Fees or charges for using park facilities, or for participating in recreational programs. The fees often take the form of entrance fees or registration fees.
- b. Limitations/Requirements: None, unless limits are voluntarily imposed by the local government when the fee is established.

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- c. Decision Basis: Local government discretion.

## **2. Park Impact Fees**

Similar to Fire Impact Fees, but used to fund parks and recreation. Can be charged by cities and counties per the requirements of ESHB 2929.

## **3. State parks and Recreation Commission Grants**

- a. Source/Purpose: Federal and state grants primarily for parks capital facilities acquisition and construction.
- b. Limitations/Requirements: Specific project applications must be approved by the Parks and Recreation Commission.
- c. Decision Basis: Grant funds available at local government discretion, based on a 50% State/50% Local matching requirement.

## **E. ROADS**

### **1. Federal Aid Safety Programs (FASP)**

- a. Source/Purpose: WSDOT State Aid Division revenue available (Hazard Elimination- \$1.7 million annually; R/R Protection- \$2.2 million annually) for improvements at specific locations which constitute a danger to vehicles or pedestrians as shown by frequency of accidents.
- b. Limitations/Requirements: The criteria for submittal is specified when the application is solicited. The number of projects is based on the funds available.
- c. Decision Basis: Entitlement funds are available on a 90% Federal/10% Local matching requirement based on the highest ranking projects from statewide priority formulae used by State Aid.

### **2. Urban Arterial Trust Account (UATA)**

- a. Source/Purpose: State Transportation Improvement Board (TIB) revenue available for projects to alleviate and prevent traffic congestion.
- b. Limitations/Requirements: Road should be structurally deficient, congested by traffic, and have geometric deficiency, or have accident problems.
- c. Decision Basis: Entitlement funds are available on an 80% Federal/20% Local matching requirement (except for 10% for roads in rural incorporated cities), and are subject to UATA guidelines.
- d. Contact:

John Tevis  
Transportation Improvement Board  
PO Box 40901  
Olympia WA 98504-0901  
(206) 586-8714

### **3. Transportation Improvement Account**



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- a. Source/Purpose: State Transportation Improvement Board revenue available (\$40 million annually) for projects to alleviate and prevent traffic congestion caused by economic development and growth.
- b. Limitations/Requirements: Project should be multi-agency, multi-modal, congestion related, related to economic development activities, and partially funded locally.
- c. Decision Basis: Entitlement funds are available on 5% matching basis for towns of 501 to 5,000 population.

d. Contact:

Charles Gibson  
Transportation Improvement Board  
PO Box 40901  
Olympia WA 98504-0901  
(206) 586-6262

#### **4. Road Impact Fees**

Similar to the other impact fees listed above, but for the purpose of building or improving roads to accommodate for new development. Can be charged at the discretion of the city per the requirements of ESHB 2929.

#### **5. Motor Vehicle Fuel Tax**

- a. Source/Purpose: RCW 82,36 authorizes this tax, which is administered by the Department of Licensing, and paid by gasoline distributors. Cities and counties receive 11.53% and 22.78%, respectively, of the motor vehicle fuel tax receipts.
- b. Limitations/Requirements: Revenues must be spent for "highway purposes" including construction, maintenance, and operation of county streets, county roads, and state highways.
- c. Decision Basis: State shared revenue distributed to cities and counties.

#### **6. Local Option Fuel Tax**

- a. Source/Purpose: The Transportation Improvement Act (ESSB 6358) authorized countywide (no county levy) local option tax equivalent to 10% of statewide Motor Vehicle Fuel Tax and a special fuel tax of 2.3 cents per gallon. Revenues are distributed back to the county and cities within the county levying the tax on a weighted per capita basis (1.5 for population in unincorporated areas and 1.0 for population in incorporated areas).
- b. Limitations/Requirements: Revenues must be spent for "highway purposes" including the construction, maintenance, and operation of county streets, county roads, and state highways; policing of local roads; county ferries, and related activities.
- c. Decision Basis: Local option tax requiring voter approval.

#### **7. Local Option Vehicle License Fee**



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- a. Source/Purpose: ESSB 6358 authorized countywide (no county levy) local option fee up to \$15 maximum per vehicle registered in the county. Revenues are distributed back to the county and cities in the same manner as the Local Option Fuel Tax.
- b. Limitations/Requirements: Revenues must be spent for "general transportation purposes" including highway purposes (discussed in Revenue Source 6, above), public transportation, transportation planning and design; and other transportation related activities.
- c. Decision Basis: Local option fee not requiring voter approval.

## 8. Street Utility Charge

- a. Source/Purpose: RCW 35.95.040 authorized County levy for county street utilities. Subject to County council approval, a street may be created to maintain, operate, and preserve county streets. Businesses may be charged up to 50% of actual costs of construction, maintenance, and operations; cities provide the remaining 50% of actual costs of construction, maintenance, and operations. The fee charged to businesses is based on the number of employees and cannot exceed \$2.00 per employee per month. Owners or occupants of residential property are charged a fee per household that cannot exceed \$2.00 per month. Businesses and households must both be charged.
- b. Limitations/Requirements: The law states that the following can be included in a street utility: street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities.
- c. Decision Basis: Local option tax requiring local referendum.

## F. SEWER

### 1. User Fees

- a. Source/Purpose: State authorized rate charged to generators of wastewater. Some fees are based on the amount of potable water consumed, on the assumption that there is a correlation between water consumption and wastewater generation. Other sewer utilities charge a flat rate per account.
- b. Limitations/Requirements: Fee revenues may be used for capital facilities, as well as for operating and maintenance costs.
- c. Decision Basis: Local Discretion.

### 2. Centennial Clean Water Fund (CCWF)

- a. Source/Purpose: State grants and loans (\$45 million annually) administered by the Department of Ecology for the design, acquisition, construction, and improvement of water pollution control facilities, and related activities to meet state and federal WPC requirements and protect water quality.



- b. Limitations/Requirements: Use of funds limited to planning, design, and construction of WPCF's, stormwater management, groundwater protection, and related projects.
- c. Decision Basis: State Grants and loans available based on 50%-25% local matching share range.

d. Contact:

Helen Bresler  
Department of Ecology  
PO Box 47600  
Olympia WA 98504-7600  
(206) 459-6096

### 3. State Revolving Fund (SRF)

- a. Source/Purpose: State low interest loans and loan guarantees administered by the Department of Ecology for water pollution control projects.
- b. Limitations/Requirements: Applicants must show water quality need, have a facilities plan for treatment works, show the ability to repay a loan through a dedicated source of funding, and conform to other state and federal WPC requirements. Funds must be used for construction of WPCF's (i.e. secondary treatment, stormwater management, etc.) and other related WPC projects.
- c. Decision Basis: State loans available at local discretion, based on committed, dedicated funding available for loan repayment.

d. Contact:

Dan Filip  
Department of Ecology  
PO Box 47600  
Olympia WA 98504-7600  
(206) 459-6061

## G. WATER

### 1. User Fees

- a. Source/Purpose: State authorized rate charge to each residential and commercial consumer, usually based on volume of water used.
- b. Limitations/Requirements: Revenue may be used for capital facilities, as well as operating and maintenance costs.
- c. Decision Basis: Local government discretion.

### 2. Farmers Home Administration (FHA)

- a. Source/Purpose: Federal funding available (i.e. grants, loans, loan guarantees) for water projects for rural residential users.
- b. Limitations/Requirements: Funds must be used for capital facilities construction and related costs, including engineering and legal, for projects which serve rural residents in towns less than 10,000 and open space areas.
- c. Decision Basis: Federal Loans available within a 45%-25% local matching range.



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## d. Contact:

John Brugger  
Farmer's Home Administration  
PO Box 2427  
Wenatchee WA 98807  
(509) 662-4358

**3. Department of Health (DOH)**

- a. Source/Purpose: State grants available for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. Grant funds can be used for technical assistance for upgrading current water systems.
- b. Limitations/Requirements: Funding priorities are determined through intergovernmental review.
- c. Decision Basis: State grants available, based on a 40% State/60% Local matching requirement.



