



Yakima Urban Area Comprehensive Plan 2025



**December 2006
Final Adopted Version**



YAKIMA URBAN AREA COMPREHENSIVE PLAN 2025

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Adopted December 12, 2006



YAKIMA URBAN AREA COMPREHENSIVE PLAN 2025

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CHAPTER I: INTRODUCTION



This introductory section explains what a comprehensive plan is, why this update is being undertaken, the State planning laws under which it falls, and what vision of the City the citizens have.

This Urban Area Comprehensive Plan (UACP) was developed in accordance with the Growth Management Act¹ to address growth issues in the City of Yakima and the adjacent Urban Growth Area. It represents the community's policy plan for growth over the next 20 years. It will assist the management of the City by providing policies to guide decision-making for growth, development and public services. Cities are required to update their plans every ten years. The original Yakima GMA Plan was adopted in 1997 and planned through the year 2015. This update will carry the community forward through 2025.

COMMUNITY VISION

THE VISION OF YAKIMA AS A VITAL, PROSPEROUS COMMUNITY WITH A HEALTHY ECONOMY AND QUALITY OF LIFE FOR ALL CITIZENS DEPENDS UPON COOPERATION AND COMMON GOALS. THIS PLAN IDENTIFIES THE STRATEGIES AND CHALLENGES TO GUIDE FUTURE DEVELOPMENT IN THE YAKIMA URBAN GROWTH AREA. THIS PLAN IDENTIFIES CURRENT TRENDS, CHOICES AND PREFERRED ALTERNATIVES TO ACHIEVE OUR COMMON VISION. THIS VISION WILL SERVE AS A FOUNDATION FOR ALL SUBSEQUENT PLANNING EFFORTS IN THE YAKIMA URBAN AREA.

The Growth Management Act has thirteen planning goals that must be addressed in any city's comprehensive plan:

1. Urban Growth: "Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner."

Chapters VII and VIII discuss these service issues. Chapter III discusses how urban growth over the coming decades will occur.

2. Reduce Sprawl: "Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development."

¹ RCW 36.70A.070



Chapter III discusses how growth will be accommodated in an orderly, quality manner.

3. Transportation: *“Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.”*

Chapter VI summarizes the Yakima Urban Area Transportation Plan 2025 and how transportation will serve future land uses and the population.

4. Housing: *“Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”*

Chapter V discusses the current housing situation in Yakima and future affordable housing needs through 2025 based on population projections.

5. Economic Development: *“Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state’s natural resources, public services, and public facilities.”*

Chapter IV addresses economic development challenges and opportunities for the community.

6. Property Rights: *“Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.”*

The Yakima Urban Area Comprehensive Plan has been developed over the years as a policy document that aims to achieve a quality community while respecting the rights of each business owner and property owner to develop his or her land to the fullest extent within those policies. The public has been very accepting of this balance. As with other GMA communities, Yakima has an annual review process where adjustments can be made to the Plan based on changing circumstances.

7. Permits: *“Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.”*

An up-to-date comprehensive plan, and the updated regulations to follow, are the best opportunity for a predictable permitting process. The updated plan strives to be as specific as possible to avoid the ambiguities that create controversy and delay.

8. Natural Resource Industries: *“Maintain and enhance natural resource -based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.”*



Cities and counties must identify “resource lands” with *long-term commercial significance*. The City works closely with Yakima County in coordination of planning efforts so that the growth that often encroaches on our natural resource industries is accommodated within the Urban Growth Area. The City is supportive of Countywide Planning Policies intended to protect our local resource industries.

9. Open Space And Recreation: *“Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.”*

Chapter IX of the Plan addresses Yakima’s Park and Recreation, as contained in the City’s Parks and Recreation Plan.

10. Environment: *“Protect the environment and enhance the state’s high quality of life, including air and water quality, and the availability of water.”*

The Natural Environment Section of the Plan (Chapter X) speaks to these issues.

11. Citizen Participation And Coordination: *“Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.”*

As stated, Yakima is cooperating with Yakima County to coordinate development of their respective Plan updates. The City will also be working with the Terrace Heights and West Valley communities – both within the Yakima UGA – as they develop neighborhood plans. The series of community workshops and the public hearings before the Regional Planning Commission and Yakima City Council have provided maximum opportunity for citizens to speak out on their community’s vision and plan.

12. Public Facilities And Services: *“Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.”*

Chapters VII and VIII discuss capital facilities and public services and how they will be expected to serve increasing growth in the Yakima area.

13. Historic Preservation: *“Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.”*

Policies are provide in Chapter III (Land Use) discusses the historic preservation implications of future housing growth.

According to the Growth Management Act, all of the planning elements must be integrated into a single, internally consistent plan that balances the goals in each element. While each element is focused on its’ specific topic, it must be done so within the context of the



whole plan. Done right, the Comprehensive Plan should be an effective tool in achieving the community’s vision.

YAKIMA SINCE 1997

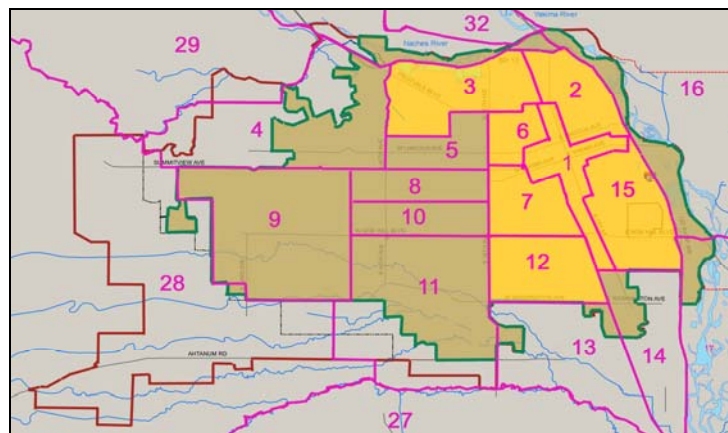
Much has happened since the original UACP was developed in 1997. The City of Yakima grew in population by 31% between 1990 and 2000; and by 10.6% between 2000 and 2004. 24,653 people were added to the City between 1990 and 2004. The average annual growth rate is 2.5%. In 2005, the State reported that population growth in Yakima County was slightly ahead of the 1990 “Intermediate” forecast.²

The older workforce population (age group 45-64) and students (age group 5-17) had the most significant growth during the last decade. The Hispanic population grew 176% and added 15,300 people between 1990 and 2000. About 90% of the City’s total population gain was from the Hispanic population.

Figure 1 – Yakima Census Tracts

The City of Yakima has begun to evolve from a primarily agricultural-based economy into a more diversified economy.

Growth occurred most in the west and north, but remained stable in the south and east side of the City. Census Tract 9, 15, 16 and 28 had the largest increase in population (see **Figure 1 – Yakima Census Tracts**).



Census Tract 9 in West Valley had the largest number of occupied housing units in 2000 and had the largest gain between 1990 and 2000, followed by Census Tract 28.

The physical size of the City grew from 9,466 acres in 1990 to 12,335 acres in 1997 to 15,186 acres in 2004 as a result of annexation. In 2006, the City comprises 16,200 acres (25.3 square miles). The City occupies about 75% of the Urban Growth Area.

COMPREHENSIVE PLANNING HISTORY

As the City moves forward on updating its Comprehensive Plan, it is helpful to review past planning efforts. This gives context and continuity to the current effort.

² Growth Management Population Projection Tracking Report, Office of Financial Management, Forecasting Division, August 2005



During the past 40 years, the City of Yakima has developed a history of innovation and excellence in planning for its future. The first major policy on future land use planning was Resolution number D-791 adopted in 1965, addressing the extension of City water and sewer services beyond existing City limits. The Resolution states in part “...the City Council desires to encourage the *orderly growth and sound development* of the entire community, both inside and outside the corporate limits...” The Resolution described the area to be served as a basis for planning beyond its boundaries.

During the 1970’s, the City continued to plan for ‘orderly growth and sound development’ both within the City and in areas near the City that were developing to urban densities. The Urban Yakima Area Planning and Development Agreement, Resolution D-3208 was adopted by the City, Yakima County and Union Gap in 1974 to “...establish a means of communication and cooperation among the parties concerning the planning and development of the urban Yakima area...” The agreement specifically addressed issues related to delineation of an urban Yakima area boundary, comprehensive land use, zoning and subdivision controls, and urban growth and utility policies, and created a Joint Board for Urban Yakima Area Planning and Development.

During 1976 these same three jurisdictions, with the addition of the Terrace Heights Sewer District, adopted the 1976 Agreement for Wastewater Treatment and Disposal Service, “...for the purposes of providing wastewater treatment and disposal services to developed areas within the Yakima Urban Area.”

The agreement designated and legally described the urban boundary of the Yakima Urban Area.

In January 1977 these jurisdictions adopted the Urban Yakima Area Regional Planning Agreement, to “... create an Urban Yakima Area Regional Planning Commission and provide for its administration by a Joint Board for Urban Yakima Area Planning and Development...”, in order to “...provide for the planned growth and development of the Yakima Urban Area.” The Yakima Urban Area boundary and Planning Boundary were a part of the agreement as indicated on the adopted map (***Map I-1 – Yakima Urban Area Vicinity***).

The boundary of the urban area was based upon population projections for the 20-year planning period specified by the Federal Water Pollution Control Act Amendment of 1972. This law called for the protection of water quality and elimination of pollution through the establishment of area-wide waste treatment. The Wastewater Agreement adopted the Yakima Wastewater Facilities Planning Study, and provided for implementing the Regional Wastewater Program.

The newly formed Regional Planning Commission completed the Yakima Urban Area Growth Policy in 1977, which was subsequently adopted by each jurisdiction, establishing overall goals and policies for directing growth within the Yakima Urban Area.



THE 1981 YAKIMA URBAN AREA COMPREHENSIVE PLAN

During the next two years, the 1976 Wastewater Agreement was amended in order to expand the Yakima Urban Area Boundary, and the stage was being set for development of the Yakima Urban Area Comprehensive Plan, jointly adopted in 1981 by the City of Yakima, Yakima County and Union Gap. Adoption of the 1981 Plan began a process unique to Washington State. The Plan set the standards for land use decision-making within the City and surrounding portions of the unincorporated area of Yakima County within the Yakima Urban Area.

In 1986 the City of Yakima and Yakima County adopted the Yakima Urban Area Zoning Ordinance, the implementation tool of the 1981 Comprehensive Plan. The 1981 Plan additionally envisioned the adoption of an urban area subdivision ordinance, but one was never adopted. Although the City of Union Gap did not adopt the 1986 Zoning Ordinance, it continued to participate in the decision-making process associated with the Yakima Urban Area Regional Planning Commission.

THE GROWTH MANAGEMENT ACT

In 1990, Washington State lawmakers adopted the Growth Management Act. The Act ushered in a new era of mandatory comprehensive planning for most of Washington’s counties and cities. It was because of GMA that the 1997 Urban Area Comprehensive Plan was adopted, after more than a three-year process.

THE 2006 COMPREHENSIVE PLAN

GMA does not intend that communities “start over” with their plans. The Act encourages continuity from one planning period to another and requires only that communities update information and confirm their planning goals. That is the thrust of this 2006 Plan update.

The 2006 Yakima Plan includes the following elements:

- Land Use (Chapter III)
- Economic Development (Chapter IV)
- Housing (Chapter V)
- Transportation (Chapter VI)
- Capital Facilities (Chapter VII)
- Utilities and Public Services (Chapter VIII)
- Parks and Recreation (Chapter IX)
- Natural Environment (Critical Areas Protection) (Chapter X)

This Plan updates those chapters from the 1997 Plan. The chapter on Economic Development and Critical Areas Protection was not a part of the Plan in 1997. The Critical Areas Protection element was added in 2006 to address “Best Available Science” requirements of GMA.



PUBLIC INVOLVEMENT

The GMA requires significant opportunity for public involvement in developing a comprehensive plan. In the original adoption of the UACP in the mid 1990's, the City held numerous public meetings within the City and the UGA for the purpose of obtaining input from the community. These included public meetings, a resident mail-in survey and public hearings.

Citizen participation has played a key role in development and adoption of several critical planning documents that are a part of or have contributed to development of this 2006 Plan. These were a part of the 1997 Plan and included:

- “Yakima Countywide Planning Policy (see Appendix F)
- Vision 2010: Upper Yakima Valley Visioning Report
- Vision 2010: Comprehensive Plan Policies
- “Looking Ahead: Planning Yakima’s Future”, February, 1993. An award winning live call-in television program, broadcast on Yakima Cable TV.
- “Urban Growth Area Concepts” Open House Meetings
- “Neighborhood Open House” round table discussion meetings
- “Report on Proposed Urban Growth Area for the Upper Yakima Valley”
- “Neighborhood Yakima” A series of open house meetings.

During the process of reviewing development regulations meant to implement the 1997 Plan, the Regional Planning Commission continued to be the forum for citizen participation. In addition, there have been public meetings and hearings on several land use issues (plats, rezones, etc.) since 1997. Recent annexations have also included community workshops and public hearings. These have all provided opportunities for citizens to weigh in on the community’s growth and future.

Each year since 1997, citizens have had the opportunity to submit requests for changes as a part of the annual amendment (“docketing”) process. This process will continue after adoption of the 2006 Plan update.

The current update process began in 2004 with workshops and meetings by the Regional Planning Commission (RPC) and planning staff. In some cases, direct contact was made with property owners to obtain their opinions on proposed policies and land use changes. From late 2004 to mid-2006 the RPC reviewed and commented on several draft changes.

Public Meetings were also held as follows during the adoption process for the Plan:

- | | |
|--------------------|---|
| July 10, 2006 | ▪ Regional Planning Commission Public Meeting |
| September 25, 2006 | ▪ RPC Public Hearing on SEPA/GMA Plan |
| October 23, 2006 | ▪ Final RPC Recommendation |
| November 14, 2006 | ▪ City Council Public Hearing |
| December 12, 2006 | ▪ City Council Adoption |



THE PLANNING AREA

The unifying element for the UGA is that the City of Yakima’s Regional Wastewater Treatment Plant serves them all. According to a 1976 agreement, the City of Yakima and unincorporated West Valley are to be served directly by the City. Union Gap and the Terrace Heights Sewer District are served as wholesale customers of Yakima’s sewer treatment service. Because of the obvious relationship of sewer service to urban growth, these subareas have been brought together under the City’s UGA for planning purposes. The City of Union Gap and Terrace Heights are considered to be part of the Yakima Urban Growth Area. The City of Union Gap has their own comprehensive plan, while Yakima County created a neighborhood plan for the Terrace Height area, which is in the City of Yakima’s UGA. The entire 41 square miles of the planning area is referred to as the Yakima Urban Growth Area or “UGA”. **Map I-1 – Yakima Urban Area Vicinity** shows the Urban Growth Area and the Yakima City limits.

To implement the Comprehensive Plan, the City of Yakima, Yakima County and Terrace Heights – which is unincorporated – are subject to the same zoning ordinance (Urban Area Zoning Ordinance, or UAZO). The City of Union Gap has its own UGA and its own zoning ordinance. As stated, it is included in the Yakima UGA for planning coordination purposes only.

The West Valley planning area is divided into two subareas:

- The unincorporated property within the UGA that also lies within the sewer treatment service area. This area, extending to about 88th Avenue, is subject to the Yakima Urban Area Comprehensive Plan and Zoning Ordinance.
- The area lying beyond the sewer service boundaries. This area is considered to be part of the City of Yakima’s future growth area. At the present time the City of Yakima can provide sewer service only to certain portions of this area because the sewer service boundary and growth boundary are not yet co-terminus. This portion of the UGA is currently subject to Yakima County’s rural Comprehensive Plan and Zoning Ordinance.

Yakima County is presently working on a West Valley Neighborhood Plan that will provide this portion of the UGA with the same comprehensive plan and zoning designations currently used in other portions of the UGA making this area co-terminus with all City of Yakima development regulations.

The 2006 updated Comprehensive Plan presents a strategy for development within each of its future annexation areas so that urban services are capable of serving them as well as the existing residents and businesses of Yakima.

ENVIRONMENTAL REVIEW

This Comprehensive Plan was created as an integrated GMA/SEPA document. SEPA requires all State and local agencies to use an interdisciplinary, integrated approach to include environmental factors – both natural and built – in its long-range planning and day-to-day decision-making. Conducting the environmental review at the planning stage



allows the City of Yakima to effectively integrate the goals and requirements of SEPA and GMA, while coordinating individual development decisions as the Plan is implemented.

The SEPA review of the Plan is a “planning level” analysis as opposed to a “project level” analysis. The latter is done for specific projects on specific sites and is much more detailed. A planning-level analysis is more general in nature. SEPA requires that analysis be as specific as the information available. Because the comprehensive plan is more general in its discussion of topics, so will the analysis be more general than what might be found in a project-level SEPA review. It is assumed that as specific projects or decisions are made in the future, more detailed information will be provided, and that the policies of this Plan will be considered in decision-making. This is referred to as “Phased Review” and will be a part of future decision-making using this 2006 Plan.

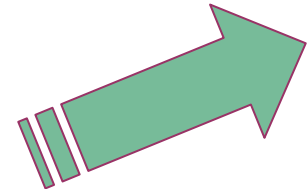
A complete environmental review can be found in **Appendix A** of the Comprehensive Plan. Comments on the environmental analysis were gathered at the same time the overall plan was circulated for public review. Adjustments were made based on comments received. The result is a comprehensive plan that responds to environmental goals of the community and complies with the State Environmental Policy Act. The comments received and the City’s response to those comments can be found in **Appendix A-1**.

For this integrated EIS the Proposed Action (updating the Comprehensive Plan) and the No-Action Alternative (retaining the current Comprehensive Plan) are discussed.



CHAPTER II: ACTION PLAN AND IMPLEMENTATION

This Chapter is devoted to an outline of action steps agreed to by the community as a means for implementing the policies of the Urban Area Comprehensive Plan. During the public review of this Plan, the Staff and the Regional Planning Commission will solicit opinions from the public on which actions should occur and what the timing should be. A prioritized list will be adopted as part of final UACP approval in November 2006. Actions could result in other plans being developed at the neighborhood or subarea level; new capital improvement projects; new regulations; or other specific measures to implement the Plan.



The actions listed below are also intended to mitigate impacts identified in the “Environmental Summary” section of each chapter in the Plan (“Plan Elements and Impacts Addressed”). Because this Plan is an integrated SEPA/GMA document (see Chapter I discussion), the City must identify mitigation measures to deal with the impacts of Plan implementation.

Table II-1: Yakima Urban Area Comp. Plan 2006-2025 Implementation Schedule

Action Steps	Schedule	Plan Elements and Impacts Addressed								
		Land Use	Economic Development	Housing	Transportation	Capital Facilities	Utilities	Parks and Recreation	Natural Environment	
Land Use										
Identify areas for study that are not zoned consistent with the Future Land Use Map, to be evaluated for potential rezone actions.		X								
Study the potential use of the “Neighborhood Unit Concept” for planning new subdivisions.		X		X						X
Study code changes to provide incentives such as density bonuses in exchange for common open space for recreational use.		X						X		X
Establish an evaluation process to determine when and if rezoning is necessary to implement the Future Land Use Map.		X								
Establish measurable criteria that can be used to evaluate the need for rezoning.		X								
Designate Yakima Avenue as the gateway corridor to downtown Yakima.		X	X							
Expand the east side of CBD boundary to include the Convention Center, and lodging facilities.		X	X							



Action Steps	Schedule	Plan Elements and Impacts Addressed							
		Land Use	Economic Development	Housing	Transportation	Capital Facilities	Utilities	Parks and Recreation	Natural Environment
Improve standards for public and private development to reduce noise and keep light out of residential neighborhoods.				X					
Develop or amend regulations to discourage new strip commercial ³ development.		X	X						
Establish a review process for Essential Public Facilities that achieves the goals of the Countywide Planning Policies Section C.3.3 through Section C.3.6 (see Appendix F).		X							
Amend the Airport Land Use Compatibility Overlay Ordinance as necessary to ensure the master plan's success and to protect surrounding uses from airport impacts.		X	X						
Amend the Future Land Use Map as necessary to prevent incompatible uses from being located within noise or other impact areas.		X	X	X					
Develop or amend regulations to require a development plan regional commercial projects.		X	X		X		X		
Economic Development									
Focus coordination on service to key industrial sites.									
Investigate successful public/private partnership models and advocate partnerships.									
Design an expedited review process.									
Transportation									
Provide dedicated funding sources for street and traffic signal maintenance	2007			X	X				
Modify Municipal Code Street Development standards for common requirements between City and County, including sidewalk, street width and related issues	2007	X		X	X				
Develop and fund Neighborhood Traffic Management Program to reduce speeding and cut-through traffic	2008	X		X	X				
Update Transportation Concurrency Program to include revised capacity definitions, and traffic study guidelines for SEPA review	2007	X			X				
Update Functional Classification system as outlined in the Transportation Plan, in cooperation with Yakima County, WSDOT and YVCOG	2007	X			X				
Work with Yakima County to develop Transportation Plans for West Valley Reserve and Terrace Heights Neighborhood Areas	2007	X			X				

³ "Strip Commercial" development is usually described as commercial properties developed along a street in linear fashion (as opposed to the downtown or malls), where individual driveways, separated parking lots, different building designs and access points, can lead to problems including traffic safety, shopper confusion, higher failure rates among businesses, poor aesthetics, etc.



Action Steps	Schedule	Plan Elements and Impacts Addressed							
		Land Use	Economic Development	Housing	Transportation	Capital Facilities	Utilities	Parks and Recreation	Natural Environment
Amend and update speed limit ordinance for Yakima Arterial Streets	2008				X				
Identify and plan for street improvements to encourage use of truck routes	2009	X			X	X	X		
Improve trail-head connections from city streets to the Greenway, Canal Path and other off-street paths	2007				X		X	X	
Develop Access Management policies or ordinances	2008	X			X				
Develop corridor plans for major street safety and capacity improvements for 16 th Avenue, 40 th Avenue, Nob Hill Blvd and South 1 st Street	2009	X			X		X		
Prioritize Street Improvements as outlined in Transportation Plan for Capacity, Safety, and System needs	2007	X			X	X	X		
Provide funding to preserve, re-construct, and maintain the existing street system.									
Require sidewalks on both sides of all streets with all new development.									
Continue to improve the Sidewalk Inventory for location and condition of existing sidewalks.									
Create safe "Walk to School Routes.									
Implement ADA sidewalk ramp repair and construction program.									
Prioritize streetscape and pedestrian improvements.									
Implement an active sidewalk repair program.									
Modify design standards to provide gateway treatments on major arterials.									
Develop and maintain a map of planned bicycle route improvements.									
Improve connections between City streets and the Yakima Greenway.									
Implement grade separation of arterial street crossings with rail lines. Priority is given to the grade separation of B Street and Lincoln Avenue.									
Update the Transportation Concurrency Program to include project level coordination with SEPA mitigation.									
Amend Street Standards to increase flexibility in construction related to topographic and right-of-way constraints and neighborhood livability.									
Housing									
Allow accessory housing units.		X		X					
Increase enforcement of housing codes to preserve housing and prevent blight.		X		X					



Action Steps	Schedule	Plan Elements and Impacts Addressed							
		Land Use	Economic Development	Housing	Transportation	Capital Facilities	Utilities	Parks and Recreation	Natural Environment
Review zoning ordinance for inclusion of development standards that encourage a range of affordable homeownership options.		X		X					
Work with existing housing providers and private lenders to provide homebuyer education seminars for potential first-time homebuyers; include outreach to current renters.				X					
Create an inventory of potential sites for affordable housing development and redevelopment.		X		X					
Consider formation of a Community Development Corporation whose primary function will be to land bank potential multi-family sites and housing for low and moderate-income persons.				X					
Provide sponsorship for agencies applying for State or federal housing funds targeted to low-moderate incomes.				X					
Assist in the implementation or operation of programs that benefit low/moderate income groups.				X					
Request increased flexibility in State and federal matching fund requirements to allow more subsidies.				X					
Explore cooperative public/private relationships to develop housing targeted to low-moderate income households.				X					
Encourage site development throughout the community to disperse affordable housing units.		X							
Review and consider provisions that allow rezoning for increased residential densities.		X							
Identify historic neighborhoods within the Yakima Urban Area.		X		X					
Establish zoning ordinances for residential and adjacent areas that are designed to protect neighborhood integrity and to provide safety.		X							
Allow for housing developments that promote multiple-level income occupancy.		X							
Allow a mix of housing types in and around the downtown area to encourage a diversity of rental and ownership opportunities.		X	X	X					
Allow mixed uses in infill developments.		X							
Encourage new housing developments to locate near existing municipal services and public facilities.		X				X	X		
Encourage housing providers and lenders to create or expand existing outreach program to renters to promote first-time homeownership.				X					
Identify units slated for demolition and/or removal. Seek possible alternatives to demolition.				X					



Action Steps	Schedule	Plan Elements and Impacts Addressed							
		Land Use	Economic Development	Housing	Transportation	Capital Facilities	Utilities	Parks and Recreation	Natural Environment
Remove abandoned or dangerous buildings from housing stock quickly where retention/relocation alternatives have not been identified.		X		X					
Cite violations and maintain record of offenses by site location and owner/resident.		X							
Develop and implement design standards for residential infill housing development that promote compatibility with existing neighborhoods.		X							
Neighborhood Plans									
Create residential development/historical preservation guidelines to foster good architectural design compatibility, and aesthetically pleasing streetscapes.		X		X					
Create a guideline to illustrate the development criteria of establishing an Institutions Overlay.		X							
Establish where appropriate neighborhood-based design review committees.		X							
Work with neighborhood associations to better define neighborhood boundaries and neighborhood needs.		X							
CBD Improvements									
Improve lightings, sidewalks, ADA access & irrigation along Yakima Avenue from N. Front Street to 8 th Avenue.			X				X		
Consider adoption of tax assessment deferrals as an incentive for new downtown housing development.			X	X					
Improve building facades of the Historic North Front Street blocks.		X							
Utilities									
Connect areas with failed septic systems to sanitary sewer.							X		X
Parks and Recreation									
In addition to the Action Steps listed below, readers are also directed to the Goals and Policy section of Chapter 9. These goals and policies are taken directly from the adopted Parks and Recreation Plan, which has gone through environmental review and which will serve as the implementation guide for park and recreation facilities.									
Explore park districts for neighborhoods wishing to own, develop, and maintain local parks.						X		X	
Extend the Powerhouse Pathway from Chesterley Park to the Yakima Greenway at north along S.R. 12.					X			X	
Connect the Powerhouse Pathway between 24 th and 20 th Avenues along Lincoln Avenue.					X			X	
Create the William O. Douglas Pathway from Davis High School north via 6 th Avenue to the Greenway.					X			X	
Add mini-parks to neighborhood.								X	
Add neighborhood parks to neighborhoods.								X	
Add a year round ice hockey/skating rink.								X	



Action Steps	Schedule	Plan Elements and Impacts Addressed							
		Land Use	Economic Development	Housing	Transportation	Capital Facilities	Utilities	Parks and Recreation	Natural Environment
Install water playgrounds at Martin Luther King Park and Miller Park.								X	
Study the feasibility of building a new aquatic center.								X	
Add field #4 to the Kiwanis Ballfield.								X	
Add a skate park facility within Kiwanis Park site						X		X	
Natural Environment									
Establish improved watershed surface and groundwater management programs.							X		X
Create and implement water conservation programs.									X
Develop a local Wellhead Protection Program.									X
Develop a regional salmon recovery plan.									X
Development Regulations									
Review and update the City’s development regulations to include best available science standards.		X							X
Pursue general rezoning in areas that are zoned CBDS but are not contiguous to CBD zone.		X							
Amend the Residential PD regulations to allow flexibility in residential development design.		X							
Amend the Residential PD Ordinances to include new regulations for Cluster Development (CD).		X		X					
Create an Institutional Overlay Ordinance for new development of expansion of hospitals and higher educational facilities.		X							
Revise commercial off-street parking standards by providing parking space bonuses in exchange for enhanced landscaping to the parking lot.			X		X				
Evaluate off-street parking standards to add the maximum parking space requirements to existing standards.		X			X				



CHAPTER III: LAND USE



INTRODUCTION

The Land Use Element is one of the six mandatory elements required by the Growth Management Act⁴:

[The City must adopt a] Land Use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. [It] shall include population densities, building intensities and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state...

This section establishes the framework for the City's future land use development. It represents the community's policy plan for growth over the next 20 years in a very tangible way. It considers the general location, intensity and density of land uses, how traffic, drainage, community services, etc. will be affected and controlled by regulating development. It has a high emphasis on how citizens will be able to use their land and therefore is among the most sensitive topics of government regulation.

Throughout this Plan there is discussion of groundwater, drainage, flooding, storm water run-off and other elements mandated by GMA. These, along with traffic, community services, etc. are all related to land use. So, while there may not be extensive discussion of these issues within this Land Use section, they are basic considerations in deciding the Future Land Use Map (FLUM) for the City.

YAKIMA LAND USE IN 2006

Physical Setting

Located in south central Washington, the City of Yakima covers approximately 24 square miles south of the confluence of the Naches and Yakima Rivers. The City is bounded to the north and east by these two rivers and is characterized by the gentle slopes and rich silt-loamy soils of a river basin. Irrigation is a necessary factor throughout the Yakima Valley due to the dry semi-arid climate.

⁴ RCW 36.70A.070(1)



Population Growth Trends

Table III-1: Urban Growth Area Summary (2005)

	City of Yakima	Unincorporated Area	Total Urban Growth Area
Total Area** (Sq. Mi.)	24	17	41
(Acres)	15,337	10,835	26,173
Developed Areas (acre)	13,985	8,464	22,450
Vacant Land (acre)	1,099	2,192	3,291
2004 Population Estimate*	79,480	12,289	91,769

* Source: Office of Financial Management, Forecasting Division, June 28, 2005.

** Includes the water area, which is neither counted as developed nor vacant.

Current Population

The City of Yakima was incorporated in 1886 and consisted of 159 blocks on the east side of the Northern Pacific Railroad. The population in 1890 was 1,535. In 2004, the City encompassed approximately 24 square miles with an estimated population of 79,480 comprising 35% of the County’s population. In the 1997 UACP the City’s projected 2005 population was 64,351. The 1997 forecast for the entire UGA in 1997 was between 85,000 (low) and 103,000 (high). The actual 2004 figure is 91,769.

Hispanics are the fastest growing ethnic group in the Yakima Urban Area. In 1990, Hispanics comprised 16% of the City’s population. In 2000, with a gain of 15,299 people and a growth rate of 171.6%, the Hispanic population comprised 34% of the City’s population. In contrast, the non-Hispanic population dropped from 84% of the City’s population in 1990 to 64% in 2000, (see **Table III-2: Population and Housing Characteristics by Census Tract** and **Table III-3: Population Change by Ethnic Origin, City of Yakima, 1990-2000.**)



Table III-2: Population and Housing Characteristics by Census Tract

Census Tract	Total Population	% Non-Hispanic	% Hispanic	Median Household Income	Total Housing Unit	% Owner occupied	% Renter occupied
1	2,778	53.00%	47.00%	\$12,269	898	13.30%	86.70%
2	5,374	39.40%	60.60%	\$20,724	1,630	34.50%	65.50%
3	3,905	76.00%	24.00%	\$25,054	1,951	42.60%	57.40%
4	6,543	94.90%	5.10%	\$57,219	2,742	82.00%	18.00%
5	5,011	85.00%	15.00%	\$31,380	1,984	60.20%	39.80%
6	6,485	34.90%	65.10%	\$21,189	1,901	34.40%	65.60%
7	6,684	72.10%	27.90%	\$25,693	2,615	42.70%	57.30%
8	4,614	93.50%	6.50%	\$54,795	1,899	79.90%	20.10%
9	10,560	91.80%	8.20%	\$43,750	4,180	71.40%	28.60%
10	5,725	83.30%	16.70%	\$37,880	2,345	52.60%	47.40%
11	6,418	84.50%	15.50%	\$43,714	2,475	68.90%	31.10%
12	9,048	68.10%	31.90%	\$27,378	3,343	57.20%	42.80%
15	9,617	32.80%	67.20%	\$19,830	2,647	43.20%	56.80%
28	10,133	90.90%	9.10%	\$52,455	3,427	84.90%	15.10%
31	9,183	90.70%	9.30%	\$46,924	3,263	81.60%	18.40%
Yakima	71,845	59.80%	33.70%	\$29,475	28,643	53.20%	46.80%

Source: U.S. Census

Table III-3: Population Change by Ethnic Origin, City of Yakima, 1990-2000

Ethnic Origin	1990	2000	Change	% Change
Hispanic	8,914	24,213	15,229	171.6%
Non-Hispanic	45,913	47,632	1,719	3.7%
Total	54,827	71,845	17,018	31.0%

Source: U.S. Census

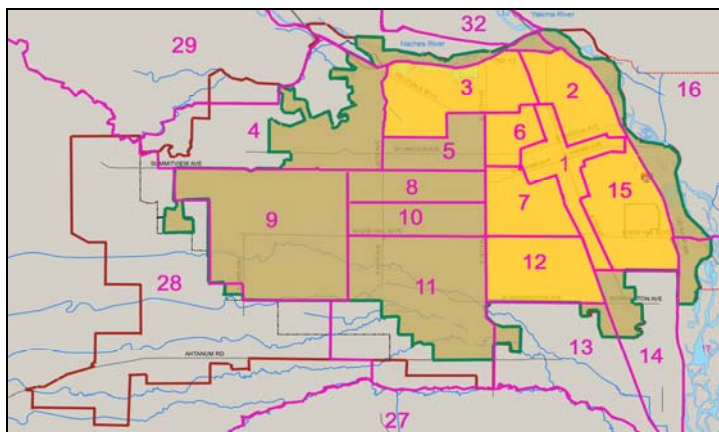


Figure 1 – Yakima Census Tracts

A study of the Hispanic population by census tract within the Yakima Urban Area shows that 75% of the Hispanic population resided within seven census tracts (Tracts 1, 2, 3, 6, 7, 12, 15) located on the east side of Yakima. These seven tracts also had the lowest median household income and highest percentage of renter occupied housing among all 17 tracts within the Yakima Urban Area (see **Table III-2: Population and Housing Characteristics by Census Tract**).



Population Projections

Table III-4: Yakima Urban Area Population Projections (High Projection)

Area	2005	2010	2015	2020	2025	Change 2005-25
Urban Service Area*	85,387	88,686	93,088	97,295	101,499	16,111
West Valley Neighborhood Plan	7,215	10,347	14,527	18,522	22,513	15,299
Terrace Heights Urban Area	7,454	8,689	10,337	11,913	13,487	6,033
Urban Growth Area	100,056	107,721	117,952	127,730	137,499	37,443

Source: Washington State OFM, City of Yakima Planning Division

The City of Yakima and the Urban Growth Area (UGA) (see *Map I-1 – Yakima Urban Area Vicinity*) will be discussed throughout this section as the two main boundaries of study in this update. However, in some cases there are two other boundaries of significance that will be mentioned to signify they will not be completed in this update, but in a future update starting in 2007. Those areas are the Terrace Heights area east of the Yakima River and the West Valley Neighborhood Plan area on the western boundary of the UGA. Yakima County is in the process of completing the West Valley Neighborhood Plan by the end of 2006. Once the West Valley Neighborhood Plan has been completed by Yakima County, the City of Yakima will start the process to combine the West Valley Neighborhood Plan area and Terrace Heights into the Yakima Urban Area Comprehensive Plan. Population projections are important to planning for future public service needs such as roads, parks, schools, infrastructure (transportation, utility services, etc.), and social services. It also identifies needs for new facilities and services for the growing population of different age groups, from school-age students to workforces and retirees.

The population projections for the Yakima Urban Area are based on the projections for Yakima County developed by Washington State’s Office of Financial Management¹. The High Growth Scenario projects that between 2005 and 2025, approximately 16,000 people will be added to the City of Yakima and approximately 37,000 people will be added to the Yakima Urban Growth Area (UGA). The Intermediate Growth Scenario, projects that approximately 10,000 people will be added to the City of Yakima and approximately 23,000 people will be added to the Yakima UGA [see *Table III-4: Yakima Urban Area Population Projections (High Projection)* and *Table III-5: Yakima Urban Area Population Projections (Intermediate Projection)*]. In comparing the two growth scenarios, the Intermediate Projection is assumed to be the more likely scenario for the next 20 years, and will be used for further analysis in the Comprehensive Plan.

¹ The Washington State’s OFM population projections (High and Intermediate Projections) for Yakima County, 2005-2025 are used as basis for these projections. The two population projections were developed utilizing the Growth Shared projection techniques for areas between the West Valley Neighborhood Plan, Terrace Heights, the UGA and Yakima County within the period between 2000 and 2004.



Table III-5: Yakima Urban Area Population Projections (Intermediate Projection)

Area	2005	2010	2015	2020	2025	Change 2005-25
Urban Service Area*	83,864	85,392	88,442	91,188	93,815	9,951
West Valley Neighborhood Plan	5,768	7,219	10,115	12,723	15,217	9,449
Terrace Heights Urban Area	6,884	7,456	8,598	9,626	10,609	3,726
Urban Growth Area	96,515	100,066	107,155	113,537	119,641	23,125

Source: Washington State OFM, City of Yakima Planning Division

Population projections by age group can indicate future public service and facility needs for specific age groups, as well as predict the different ages of new residents. Most notably, the Student (Age group 5-19) and the Younger Workforce (Age group 20-44) will have the largest population gain between 2005 and 2025. These two age groups are projected to account for over 57% of the total population gain in the next 20 years, and will demand a higher employment growth rate. The baby boomer generation, including the Older Workforce (Age group 45-64) and the Retirees (Age Group 65-74) are projected to share about 32% of the total population gain within the same period. The service demands for the aging population includes health care, housing, transportation, etc.

Population Density

Population density is the average number of people occupying an area relative to the area’s size. Density is an important factor in determining how much land will be needed to accommodate the estimated 2025 population. Historical trends help to understand how Yakima has developed in the past as an indicator of how it will develop in the future.

A review of the population densities of the Yakima Urban Area by census tract between 1990 and 2000 showed that Census Tract 6, located on the northwest edge of the Central Business District (CBD) core area, had the largest gain in population density among all tracts due to the increase of multi-family residential development during the last decade. Census Tract 6 gained 3,199 people per square mile between 1990 and 2000. Census Tracts 2 and 15, located on the east side of the City, added over 800 people per square mile in the last decade. They are the oldest neighborhoods in the City and gained a large percentage of Hispanic population between 1990 and 2000. Census Tract 9, located on the west side of the City was the fastest growing tract in new residential development and added 629 people per square mile between 1990 and 2000. Census Tract 28, generally named West Valley and located on the western boundary of the Yakima Urban Area, represents the fastest growing residential tract outside the Yakima City limit. It is predicted that both Census Tracts 9 and 28 will continue gain in population density in the future due to the large availability of vacant land for future development (see **Table III-6: Population Density** and **Figure 1 – Yakima Urban Area by Census Tract**).



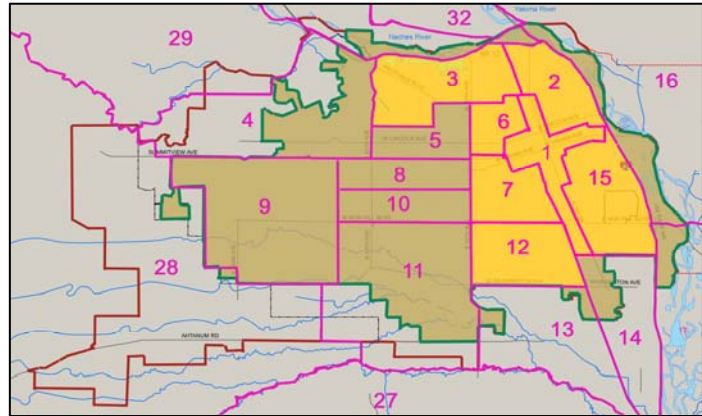
Table III-6: Population Density*

Census Tract	1990	2000	Change
Tract 1	2,132	2,475	344
Tract 2	3,124	3,981	857
Tract 3	1,452	1,953	501
Tract 4	1,542	1,588	46
Tract 5	5,149	5,220	71
Tract 6	7,793	10,992	3,198
Tract 7	5,655	5,863	208
Tract 8	4,871	4,661	-210
Tract 9	1,903	2,532	629
Tract 10	5,727	5,668	-58
Tract 11	1,199	1,310	111
Tract 12	5,057	5,763	706
Tract 13	725	787	62
Tract 14	1,395	1,558	163
Tract 15	4,462	5,343	881
Tract 28	166	215	49
Yakima	4,558	3,488	-1,070

Source: U.S. Census

* Number of people per square mile.

Figure 1 – Yakima Urban Area by Census Tracts



EXISTING LAND USE

Availability of land resources in the community affects the location and nature of new development, as well as opportunities for redevelopment of existing areas. Existing land use directly impacts the community’s future growth, transportation and public facility needs. An analysis of existing land use is important prior to the preparation of the Future Land Use Map.

Yakima’s present land use pattern is a result of the City of Yakima’s unique valley location in south-central Washington where dry semi-arid climate, rich volcanic soil, an extensive irrigation system and the location of the railroad corridor fostered the growth of an agricultural industry.

Today, Yakima is the largest community in the central Washington region with diverse land uses that provide shops, services, and jobs for local residents and those within the region.

Major Land Use Changes

Residential uses – predominantly single-family – occupy approximately one-third of the existing land in the Yakima Urban Growth Area. Agriculture/forestry/mining is the second largest land use but this will change over time to other uses as urbanization continues in the Urban Growth Area. There has not been much new industrial development in the Urban Area since the last plan was adopted. In 2005, the Boise Cascade lumber facility adjacent to I-82 announced a planned closure as of August 2006.

Retail businesses grew in neighborhoods with the addition of several new shopping



centers (Rosauers, Gateway). The Yakima Mall closed February 2004 reducing the retail base in downtown. In spite of the Mall closure, the employment in the downtown has increased by 1,000 employees between 2005 and 2006. In 2006 a new 50-acre shopping center, with over 500,000 square feet of retail space, has been proposed near the intersection of Old Town Road and S. 1st Street in the south end of the City. Plans have also been discussed for redevelopment of the Boise Cascade (Yakima Resources) land.

Office development was a fast growing land use, particularly in the Englewood/40th Avenue area, and the Washington/40th Avenue area.

Neighborhoods

Yakima is comprised of numerous neighborhoods. The Older Neighborhoods cover the east side of the City, from the Yakima River to approximately 16th Avenue. This area includes the original City and the growth occurring prior to World War II. This area also contains some of the more architecturally significant, historic neighborhoods in the City. The original layout of the City was characterized by a “grid” street pattern, wide streets, wide alleys, rows of shade trees on both sides of the streets, and an extensive system of sidewalks. This area, including the Central Business District (CBD), is the largest employment center in the City and includes offices, retail stores, the warehouse storage district, a hospital and a lumber mill. The CBD provides a wide range of cultural and civic entertainment activities, and retail services to the residents and visitors. Many houses located adjacent to northeast downtown have been gradually converted to offices and serve as an effective transitional use between commercial development along First Street and the Northeast Neighborhoods.

Table III-7: Existing Land Use, 2005

Land Use	City		Unincorporated Area		Urban Growth Area	
	Acreege	%	Acreege	%	Acreege	%
Single Family Detached	4,875	31.8%	3,570	33.0%	8,445	32.3%
Single Family Attached	379	2.5%	16	0.1%	395	1.5%
Multi-family	420	2.7%	232	2.1%	653	2.5%
Manufacturing/Industrial	789	5.1%	60	0.6%	849	3.2%
Transportation/Utilities	2,902	18.9%	281	2.6%	3,183	12.2%
Wholesale/Storage	173	1.1%	37	0.3%	210	0.8%
Retail Trade & Services	913	6.0%	42	0.4%	955	3.7%
Office	379	2.5%	133	1.2%	512	2.0%
Public/Semi-Public	917	6.0%	306	2.8%	1,223	4.7%
Parks & Recreation	544	3.5%	435	4.0%	980	3.7%
Agricultural/Forestry/Mining	1,693	9.0%	3,351	30.9%	5,045	19.3%
Vacant/Undeveloped	1,099	7.2%	2,192	20.2%	3,291	12.6%
Water Area	253	1.7%	179	1.7%	432	1.7%
Total	15,337	100.0%	10,835	100.0%	26,173	100.0%

Source: Yakima County Tax Assessors, City of Yakima Planning Division, Yakima Information Services, 2005

At the same time, this area continues to be challenged by issues that occur in older, inner-city neighborhoods. The six census tracts that covered this area are generally low-income neighborhoods with high unemployment rates and low education attainment (see **Table III-2: Population and Housing Characteristics by Census Tract**). Some neighborhoods,



particularly in the Northeast and Southeast areas have numerous single-family homes converted to multi-family units, resulting in a shortage of parking on properties. Vehicles are often seen parked on sidewalks or on the lawn. Substandard housing, both vacant and occupied, with poor exterior conditions is sporadic in these two neighborhoods. Incompatible land uses exist where residential, commercial and office uses are intermixed along Second Street and Third Street, south of East Spruce Street. Future growth in these neighborhoods will likely involve development of vacant lots and redevelopment of parcels with underused or substandard uses and structures.

The newer neighborhoods extend westerly from 16th Avenue to about 40th Avenue and the northwesterly City limit. Most of the houses in these areas were built after World War II. The post-war suburban housing, where subdivisions, curved roads, cul-de-sacs, larger lots, and ranch style housing with driveways and garages, begins approximately west of South 24th Avenue. Many of the neighborhoods in this area have better maintained streets and the houses are generally in good condition. The average density in this area is 3-4 residential units per acre. In this area, there are still a few large tracts of vacant land and some agricultural land that can be developed. It is anticipated that modest growth in this area will continue. Suburban development generally requires larger development costs than traditional neighborhood housing due to the need for sidewalks, utility lines, and greater street length. The commute to the City's downtown employment center is longer. Suburban housing also generates more stormwater runoff per housing unit, due to more street and driveway pavement, which must be taken into consideration for environmental impacts.

West Valley extends to the westerly City limits. The area contains the fastest growing residential areas within the Urban Growth Area during the last decade. Census Tract 9 (see **Table III-2 – Population and Housing Characteristics by Census Tract**), located on the west side of the City, had about one-third of the total housing units built after 1990, and Tract 28, consisting of the unincorporated West Valley Neighborhood Plan Area had over one-quarter (26.3%) of the total housing units built after 1990. Continued growth of the West Valley area is anticipated due to the abundant vacant and agricultural land that can be developed for urban use. The continuous growth of the West Valley area brought the same issues as the Newer Neighborhoods – higher development costs and greater distance from the major employment center. The availability of developable land for various land uses raised concerns in neighborhood groups that intense non-residential future development would generate high traffic volumes, negatively affecting the existing residential neighborhoods. Another concern is the lack of direct road access to the West Valley area for commercial traffic. Increased truck and automobile traffic often has to pass through existing neighborhoods along arterials such as 40th Avenue, Nob Hill Boulevard and Summitview Avenue corridor to reach the West Valley area.

Automobile oriented commercial development is located along major arterials including First Street, Fruitvale Boulevard, Yakima Avenue and Terrace Heights Drive. These arterial streets are currently constructed to accommodate commercial traffic and generally have minimal impacts on residential neighborhoods.



COMMERCIAL AND OFFICE AREAS

Commercial areas include retail establishments and commercial services. Major commercial areas include the Yakima downtown and arterial corridors such as First Street, 40th Avenue, Nob Hill Boulevard, Fruitvale Boulevard and Terrace Heights Drive east of I-82.

The Yakima Downtown area is the regional center for commerce, cultural and governmental land uses. This area is the oldest commercial district and provides a variety of intense retail, office, institutional and high-density residential land uses.

Downtown has been in an economic decline since the Yakima Mall closed and numerous large retail stores departed the area. The ripple effect caused the closure of many smaller retail establishments surrounding the mall area. The mall closure also left a vacant parking garage and a vacant parking lot that had been used to serve the mall customers. In 2005, redevelopment of the former Mall began by converting the Mall into mixed-use buildings and a hotel.

The First Street commercial corridor is the longest commercial corridor in the City. It is characterized by business developments with individual curb cuts for access to their lots and lack visual landscape buffers. This corridor was developed in the early 20th century when zoning codes were less restrictive. Though sidewalks were built along the street, the corridor was designed to attract customers who were driving an automobile, and oversized signage can be seen along the corridor. The results led to multiple curb-cut/driveways crossing the sidewalks that further contributed to traffic delays.

Nob Hill Boulevard is the second longest commercial corridor in the City. It is also the major arterial that connects the east and the west sides of the City. Restricted by the City's zoning codes, a majority of the commercial uses were developed for neighborhood services. Multiple driveways are commonly found along the corridor and cause traffic delays during peak hours.

Office development has seen continuous growth in the last ten years. Downtown Yakima continues to provide the largest concentration of office space in the Yakima Urban Area. Many houses located north of Lincoln Avenue and east of First Street have been converted to professional offices. The offices serve as effective transitional use between housing in the Northeast Neighborhood and commercial uses along First Street. Two areas in the City have seen significant growth in office development in the last ten years. The area between Powerhouse Road and Englewood Avenue along N. 40th Avenue has seen tremendous development of new offices and business parks. Another new growth area for office development is on S. 40th Avenue and north of Washington Avenue where high quality office parks were built within the last five years.

INSTITUTIONAL

Institutional uses include colleges; and health care facilities including hospitals. There are two hospitals located in Yakima. Each is located either adjacent to or in close proximity to residential areas. While providing many benefits to the community, these medical-related land uses also have impacts upon the residential areas including increased traffic and



parking congestion, and elimination of housing stock through expansion. Similarly, Yakima Valley Community College is located in a residential area along S. 16th Avenue and has plans for future expansion. Other governmental facilities sometimes considered to be “institutions” (jails, City Hall, airport, etc.) are located in the downtown or other commercial/industrial areas and their expansions have little, if any impact on local neighborhoods. Where necessary institutions (e.g. hospitals, YVCC) are located in more sensitive residential areas, then special processing and conditioning are warranted. This provides predictability to the institution as it plans for future growth; and security to neighborhoods by assuring that expansions are properly mitigated.

INDUSTRIAL

Industrial areas include large and small scale manufacturing plants, warehousing and distribution facilities. The agricultural industry remains the largest economic sector in Yakima County although much agricultural land within the Yakima Urban Area has been changed gradually to other uses. The County’s agricultural base remains strong, however, and agriculture-related industry – including food processing, packaging supplies and fruit packing and storage – remain core industries within the Yakima Urban Area. New industries developed after World War II utilized trucks rather than the railroad for their transportation needs. Concentrations of new industry are found along Washington Avenue close to the Yakima Municipal Airport.

There has not been a significant amount of new industrial development located in the Yakima Urban Area since the last Comprehensive Plan was adopted in 1997. The largest tract of industrial land in the City is the 230-acre plywood and sawmill facility located on the northeast side of the City. The sawmill was closed in 2005 due to a slow economy. The entire site would be considered a brownfield (i.e. would require environmental clean up of contaminated soils) as new uses for the land are explored. The land does, however, present an attractive location for future regional large mixed-use growth.

Yakima Air Terminal

The Yakima Air Terminal (YAT) is located on the southern boundary of the City. It has an air traffic control tower, which is staffed on a part-time basis for 18 hours a day. There are two runways, one being 7,603 feet long; the other being 3,835 feet long. The Airport has 115 privately owned aircraft housed on the site.

In 2002, Yakima Air Terminal had 57,670 operations (takeoffs and landings). The airport is classified as a primary commercial service airport. Horizon/Alaska Airlines provides service to Seattle. Cargo carriers serving the Airport include FedEx and United Parcel Service.

At the time of this update to the City’s Comprehensive Plan, the Yakima Air Terminal Master Plan has not been adopted by either the City of Yakima or Yakima County. The FAA has established a comprehensive process for airport planning to ensure the rational and uniform development of the national aviation system and the efficient use of federal funds for airport improvements. The airport master plan identifies the impact of airport operations on land use in the vicinity, the surrounding community, and recommends actions to alleviate negative impacts. Airport Safety Overlay (ASO) designations identify



those areas where special land use restrictions may be imposed. These are shown on **Map III-1 – City of Yakima and Union Gap Airport Safety Zone.**

In absence of an adopted Master Plan, the City has made certain assumptions regarding its eventual content and has developed policies for integrating the Yakima Air Terminal operation into other aspects of community development. The Growth Management Act includes specific requirements for regulation of airports and also includes requirements regarding what uses may be permitted in an urban area. These GMA requirements are applicable to the Yakima Air Terminal (YAT), and City of Yakima. The City supports continued development of the Yakima Air Terminal as an economic asset to the community since the City is one of the owners of the airport.

Along with this support, the City's adopted land use policies must be geared to reducing impacts on the airport operations by incompatible land uses. A number of factors underlie the need for controlling land uses around airports. Among these factors are safety, airport growth constraints, traffic, and environmental concerns, but the most prominent issue is that of aircraft noise. Most commercial and industrial uses, especially those associated with the airport, are good neighbors. Land uses that are associated and considered compatible with airport activity are motels, restaurants, warehouses, shipping agencies, aircraft related industries, and other industries that benefit from airport and airport related land uses. Because businesses with these types of interests are drawn to land in and around the airport, the City may find it desirable to promote these uses through appropriate zoning and incentives.

Residential housing is recognized as the largest overall urban land use. However, it is also the land use most incompatible with aircraft operations and airports. During periods of rapid growth, residential land uses have often developed too close to airports. Where residential land use has already expanded into the area around the airport, homeowners have inevitably expressed concerns, primarily regarding high noise levels. There are a number of measures that are presently used to lessen the undesirable effects of noise in the vicinity of airports. The continued effort of the aviation industry to develop methods to reduce the noise of aircraft operations by updating design standards for both aircraft and airports will further reduce the noise impacts. Therefore, the effect of commercial aircraft today versus the effect of commercial aircraft of yesterday is significantly different.

The only area outside of the airport with a significant noise level (i.e. above 65 DNL) is the area just outside of the runway but primarily on airport property. Noise impacts from aviation activity are expected to remain moderate (no significant increase over current levels) over the next several years.

Uncontrolled residential growth restricts the airport by acquiring the land needed for airport expansion. It also removes the buffer between airport and established residential neighborhoods. This buffer is important because by increasing the distance between residential dwellings and airport activity, the impact of aircraft noise, traffic and other potential airport hazards are diminished. As residential development fills the vacant or former agricultural land around the airport, the possibilities of airport growth restrictions increase.



RESIDENTIAL LAND SUPPLY

In updating its Comprehensive Plan, the City must show that it has adequate buildable land to accommodate the projected population through 2025.

It is estimated that the Yakima wastewater service area will have a range of population between 93,815 and 101,499 persons by the year 2025. To plan for the maximum growth, approximately 4,000 to 6,400 new housing units will be needed to accommodate the growth over the next 20 years.

The Urban Growth Area, including the West Valley Neighborhood Plan Area and Terrace Heights Area, is projected to have a new population between 29,000 and 37,000 persons by the year 2025 and will add approximately 9,300 to 15,000¹ new housing units within the same period (**Table III-8: Projected New Population and Housing Units, 2005-2025**).

An inventory of the City of Yakima shows that about 86% of the residential land was developed for low-density residential; about 6% was for medium density residential; and another 8% was for high-density residential. The current average density in the City of Yakima is estimated to be 5.7 dwelling units per acre. It is predicted that there will be a demand for land suitable for medium and high-density residential uses to provide more affordable housing for low to medium income families in the next 20 years. Based on an assumption that 60% of the new housing units will be developed for low-density residential, 15% for medium density residential, and 25% for high-density residential through 2025, the City of Yakima will need a total of 710 to 1,144 acres of vacant land for future residential development based on the two population projections. The Urban Growth Area will need a total of 1,650 to 2,660 acres of vacant land within the same period (see **Table III-9: Land Needs, 2005 - 2025**).

Table III-8: Projected New Population and Housing Units, 2005-2025

Projections	City of Yakima		Urban Growth Area	
	Intermediate Projection	High Projection	Intermediate Projection	High Projection
Projected New Population	10,000	16,100	29,130	37,443
Projected New Housing Units	4,000	6,444	9,252	14,977

Source: City of Yakima Planning Division, 2005

Table III-9: Land Needs, 2005 - 2025

Urban Service Area	Average Density	Intermediate Projection		High Projection	
		New Units	New Residential Land	New Units	New Residential Land
Low Density Residential	4 du/ac.	2,400	600 ac.	3,866	967 ac.
Medium Density Residential	10 du/ac.	600	60 ac.	967	97 ac.
High Density Residential	20 du/ac.	1,000	50 ac.	1,611	81 ac.
Total – Urban Service Area		4,000	710 ac.	6,444	1,144 ac.
Urban Growth Area		9,252	1,642 ac.	14,977	2,628 ac.

Source: City of Yakima Planning Division, 2005



Table III-10: Gross Developable Land shows that with the above projections, residential land will consume 25%-40% of the gross developable land within the City of Yakima and 33%-53% of the land within the Urban Growth Area. The remaining developable land can and will be used for future non-residential development. These figures indicate that there will be sufficient land to accommodate the future growth of the Yakima Urban Growth Area within the next 20 years.

Table III-10: Gross Developable Land

Developable Land	Urban Service Area	Urban Growth Area
Vacant /Undeveloped	1,996 ac.	3,291 ac.
Agricultural Not in Current Use	862 ac.	1,658 ac.
Total	2,858 ac.	4,949 ac.
Projected Percentage Use of Residential Land	25% - 40%	33% - 53%

Source: City of Yakima Planning Division, 2005

FUTURE LAND USE

The Future Land Use Map (FLUM) (**Map III-2**) shows the proposed distribution and location of various land uses anticipated during the next 20 years. The map serves as a guide for development and land use planning; and outlines where development is expected to occur. The City of Yakima map [**Map III-3 – General Land Use (Existing)**] also shows the mixture of land uses, which are necessary for the future community. For example, the map shows land for residential areas of different densities, and commercial service centers located to serve existing neighborhoods. These indicators of Future Land Use show the preferred use of lands within a particular area and include facility planning for all necessary urban services within the study area. This is important because GMA requires development regulations to implement the comprehensive plan. Based upon the 2006 Comprehensive Plan update, the City of Yakima foresees the need to modify some of some of the development regulations to a minor degree and others possibly might be modified entirely. The development regulation updating process will begin the first part of 2007.

The City of Yakima’s current Zoning Map will remain in place until modified through the public hearing process. There will be an evaluation to determine when and if rezoning of land will be necessary. Some of the factors considered in this evaluation are: existing residential densities; water/sewer availability; street capacity; neighborhood characteristics; vacant land; and existing institutions (schools, hospitals, etc.).

The Future Land Use Map proposes long-range general use of property for the next 20 years. In contrast, the City of Yakima Zoning Map indicates the specific type of land use that the property is currently suited for based on existing conditions. The Zoning Map is subject to continuous amendments so that land, over time, will gradually and systematically be rezoned to be consistent with the planning policies and long-range objectives of the Comprehensive Plan. There may be more than one appropriate zoning category within a particular area if it meets environmental and other regulations and if it fits the needs for that area as well as the betterment of the community. If the Future Land Use Map indicates a land use that current zoning in that area does not allow, a rezone may be considered appropriate.



FUTURE LAND USE DESIGNATIONS

Following is a brief description of each designation on the Future Land Use Map. Again, these are land use *designations*, not *zoning* districts. For a zoning designation or district to be allowed on a piece of land, it must be compatible with these land use designations on the Future Land Use Map. Conversely, once the FLUM is adopted, it can be assumed that zoning will be applied that results in land being developed as described in the following. The relationship between the FLUM and Zoning Map is described on **Table III-11: Future Land Use and Current Zoning Comparison**.

Low Density Residential

Primarily free standing single-family residences. Residential density is less than 7.0 dwelling units per acre. This is considered the lowest possible residential density that can efficiently support public services.

Medium Density Residential

Characterized by a mixture of single-family detached residences and duplexes, with a variety of other housing types at a residential density ranging between 7.0 and 11.0 dwelling units per acre.

High Density Residential

Multi-family residential development may include apartments, condominiums and townhouses, containing 12 or more dwelling units per acre. A limited range of other mixed land uses may be permitted, such as some professional offices and community services.

Professional Office

A wide range of office uses, such as financial institutions, real estate, insurance, engineering, legal, medical offices and other similar business uses, specifically permitted by the applicable zoning district.

Institutions (Extremely Modified Category)

Institutions include existing and new large-scale institutional facilities such as hospitals and higher educational facilities that may have significant impacts to the surrounding land uses. Institutions such as hospitals and higher education facilities play an important role in the community, providing needed health and educational services to the citizens of the community and region. Hospitals and higher educational facilities also provide major employment in the Yakima Urban Growth Area and contribute to the growth of Yakima's economy. However, when these institutions are located in or adjacent to residential or pedestrian oriented commercial areas, their activities and facilities can generate noise, traffic, and other effects that could be potentially incompatible with the surrounding land uses.

Other Yakima institutions that are in smaller scale such as churches, schools, libraries, museums, public utilities and government buildings may not be designated as Institutions



on the Land Use Map. These uses have lesser effects on the public and are accepted outright in other land use designations. These can be developed under the procedures established in the Yakima Urban Area Zoning Ordinance.

It is anticipated that uses shown, as “institutions”, on the FLUM will be regulated under an “Institutional Overlay (IO)” zone. Designation of an IO on the City’s Zoning Map would occur only after approval of a detailed master site plan by the City following the public process, which includes public hearings. The site plan approval would include specific development standards that allow for appropriate growth and development of new or expanding an institution, along with methods for mitigating identified impacts.

It should be mentioned when an institutional use is placed in a commercially zoned district the conditions associated with the approval would be the minimum. But as the institutional use moves toward residential uses the conditions would increase significantly.

Neighborhood Commercial

Small scale, neighborhood convenience commercial uses and services primarily for residences of adjacent neighborhoods. These areas are typically located along a minor arterial, or at the intersection of a minor arterial and a collector arterial street.

Large Convenience Center (To be removed in future update)

Provides areas for commercial activities to meet retail shopping and service needs of the community. Accommodates clusters of retail, financial, professional service business and entertainment activities that attract shoppers from an area significantly larger than neighborhood. Regional centers may be considered appropriate when they demonstrate that they will complement, and not have a detrimental impact on existing commercial areas or surrounding land uses.

Community Commercial (Name Change and blending of Neighborhood & General Commercial)

Community Commercial provides medium scale commercial uses that serve multiple neighborhoods and residential areas in the community. These areas are typically located along a principal arterial, or selected minor arterial or at the intersection of a principal arterial and a minor arterial street.

Arterial Commercial (To be removed in future update)

Land uses which require high auto visibility such as restaurants, service stations, car washes, as well as wholesale and retail activities.

General Commercial (New Category)

General Commercial provides a wide variety of commercial retail and services that are heavily dependent on convenient vehicle access along major travel routes. General Commercial land uses may include those uses identified in Neighborhood Commercial or Community Commercial, but do not serve only the adjacent neighborhoods. General



Commercial includes uses such as fast food restaurants, auto-oriented services and other commercial services. The City has designated these areas with the intent that each will be intensively developed within designated boundaries and that undesirable strip commercial development is avoided. (“Strip Commercial” development is usually described as commercial properties developed along a street in linear fashion (as opposed to the downtown or malls), where individual driveways, separated parking lots, different building designs and access points, can lead to problems including traffic safety, shopper confusion, higher failure rates among businesses, poor aesthetics, etc.)

Regional Commercial (New Category)

The Regional Commercial designation is intended to provide the community with a mix of retail, service and business establishments on a medium to large scale. Commercial firms span a wide range of activities such as retail stores, business and professional services, hotel/motel operations, restaurants, theaters and gas stations. Generally, regional commercial uses are the source of consumer goods and services for the community and the traveling public. Their locational, market area and site requirements tend to be as diverse as the mix of activities. In common, these firms are generally dependent upon visibility for customer attraction, and prefer locations with heavy traffic flows.

The typical size of a regional commercial development is 10-60 acres and serves a population of 100,000-200,000 people.

Mixed Use Planned Development (MU-PD)

The purpose of this overlay district is to recognize and accommodate the changing commercial/residential marketplace by allowing commercial and residential mixed uses that create an opportunity for the redevelopment of underdeveloped or redeveloping sites into more intensive uses in the core of the urban area. It is intended that development on designated sites would be implemented in conjunction with the approval of a Master Planned Development application. Possible future application of the Mixed Use Planned Development District can be implemented through a rezone process that is consistent with ***Table III-11: Future Land Use and Current Zoning Comparison*** and the land use designation as Regional Commercial. The MU-PD zone would allow for a mixture of industrial, commercial, and residential uses within a framework that protects existing uses and provides compatibility through a Master Plan process. The Mixed Use Planned Development would allow flexibility in the uses permitted for properties.

Central Business District Core Commercial

Central Business District Core Commercial designation is a wide variety of intense retail, office, institutional and high-density residential land uses with the broadest range of mixed uses and flexibility. Land uses to be encouraged in this area are those new developments that foster the unique, regional nature of the Yakima Central Business District.

Industrial

The Industrial designation is a range of activities, including construction businesses,



manufacturing, transportation, communication, utilities, and wholesale and warehouse activities, which may include some accessory office and retail use.

Wholesale/Warehouse (To be removed and/or combined with Industrial in future update.)

Quasi-industrial areas, which provide for a mixture of wholesale and warehousing activities, as well as some limited office and retail land uses.

Parks and Recreation

Includes all existing public parks, playgrounds, recreation areas, greenways, pathways, golf courses, conservancy and designated open spaces. This designation may also include land that is preserved by Yakama Nation, State and or Federal agencies and private entities.

Comparing Future Land Use Plan and Current Zoning

The Future Land Use Map (FLUM) (see **Map III-2**) recommends the best use of land over the next 20 years. The Yakima Urban Area Zoning Ordinance implements the Future Land Use Map. The Yakima Urban Area Zoning Ordinance tells the property owner what legal use can be made of his or her property and what development requirements are attached to the land.

For a piece of property to be zoned a certain way, it must be consistent with the Future Land Use Map. There may be several types of zoning districts that implement a particular FLUM designation. Conversely, if a particular zoning district is not considered to be an “implementing zone” of the FLUM designation, it cannot be allowed. For instance, according to **Table III-11: Future Land Use and Current Zoning Comparison** (following), the “Medium Density Residential” FLUM designation could have R1, R2 or R3 zoning as an implementing zone. However, a property owner could not request a B1 (Business) zoning for his or her property if the FLUM shows the Medium Density Residential category.

Table III-11: Future Land Use and Current Zoning Comparison will be used to determine the consistency of the zoning district with the Future Land Use Map designation. The City’s Zoning Map will be updated as necessary to ensure this consistency. In the future, property owners wishing to rezone land to a different category (e.g. from R1 to R3) must show that the rezone will be consistent with **Table III-11: Future Land Use and Current Zoning Comparison**. Because actual zoning is based on factors in addition to the Land Use Map (e.g. land use compatibility, location, availability and capacity for public services and facilities, market demand, environmental features, etc.), consistency with **Table III-11: Future Land Use and Current Zoning Comparison** will not guarantee rezone approval. However, inconsistency of a request with **Table III-11: Future Land Use and Current Zoning Comparison** will preclude approval. If the **Table III-11: Future Land Use and Current Zoning Comparison** zoning column does not indicate an “X” with the Future Land Use designation, then the property owner would request a change to the Future Land Use Map before a rezone could be approved. Both changes could occur concurrently during the annual Comprehensive Plan amendment



process. As long as the Future Land Use Map change and the rezone request were concurrently done during the Comprehensive Plan amendment process, both requests would be considered a legislative action.

For the 2006 Plan update, three new FLUM designations and four new zoning categories have been developed. These changes are in response to new methods of encouraging innovative development, to citizen requests or to changed circumstances since 1997. Each is summarized as follows and is the basis for policies listed later in this chapter. Drafting and adoption of the amendments to the zoning code will occur after adoption of the updated Comprehensive Plan.

Table III-11: Future Land Use and Current Zoning Comparison

Zoning Land Use	SR	R1	R2	R3	HB	B1	B2	SCC	LCC	CBDS	CBD	M1	M2	R-PD*	C-PD*	MU-PD*	I-PD*
Low Density Residential	X	X	X											X			
Medium Density Residential		X	X	X										X			
High Density Residential			X	X		X					X			X			
Institutions*	X	X	X	X	X	X	X	X	X	X	X	X					
Professional Office				X		X	X			X					X		
Neighborhood Commercial				X	X	X	X										
Community Commercial						X	X	X								X	
General Commercial*						X	X	X	X	X		X			X	X	
Regional Commercial*									X		X				X	X	
Arterial Commercial**							X		X	X	X	X					
CBD Commercial											X					X	
Industrial												X	X				X
Large Convenience Center**							X		X	X	X						

New; * Compatible with Master Plan (Institutional Overlay) Institutional Overlay zoning will be applied after Master Site Plan approval. Underlying zoning will remain.

To Be Removed: ** In 2007 Comp Plan update this designation will be removed.

ZONING CLASSIFICATIONS

The Urban Area Zoning Ordinance (UAZO) and the Zoning Map will determine the actual use that can be made of land within the City and Urban Area. Using **Table III-11: Future Land Use and Current Zoning Comparison** future requests for rezones may also be submitted and possibly approved by the City. The intent will be to have zoning comply with the policies of this Plan, other ordinances of the City and the Future Land Use Map.

Four new zones are proposed as part of this Comprehensive Plan update process.

The R-PD zone would be applied to a development parcel upon a request by the owner and upon submittal of a master site plan (see **Figure 2 – Residential Planned Development**). Cluster Development (CD) and other innovative residential development can be implemented in any residential designation through an approval of R-PD rezoning.

A Cluster Development (CD) promotes designing development to fit the natural landscape and protect critical areas. It supports the goals of respecting nature, protecting hillsides



and wetlands, preserving open space, and minimizing the loss of woodlands and wildlife habitats. Cluster Development shall be developed according to regulations provided through Residential PD zone in the Yakima Urban Area Zoning Ordinance (see **Figure 3 - Cluster Development**).

Commercial Planned Development (C-PD)

The Commercial Planned Development zone would encourage in commercial zones what the cluster subdivision or other techniques provide in residential zones. It is intended to encourage clustering of office development in concentrated areas and to assist in the transitioning of uses from commercial to residential areas. It could include high quality, campus style office parks or smaller, more conventional office developments.

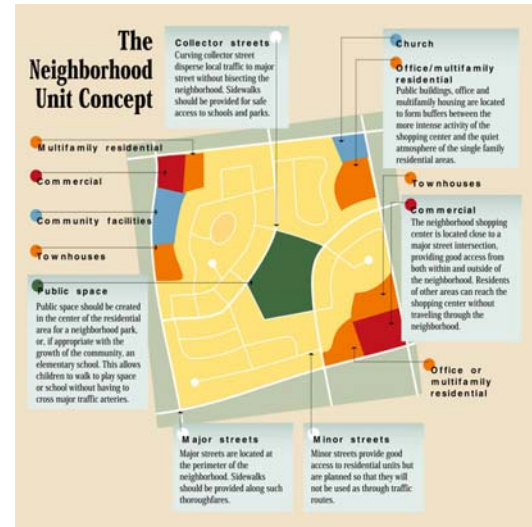


Figure 2 – Residential Planned Development

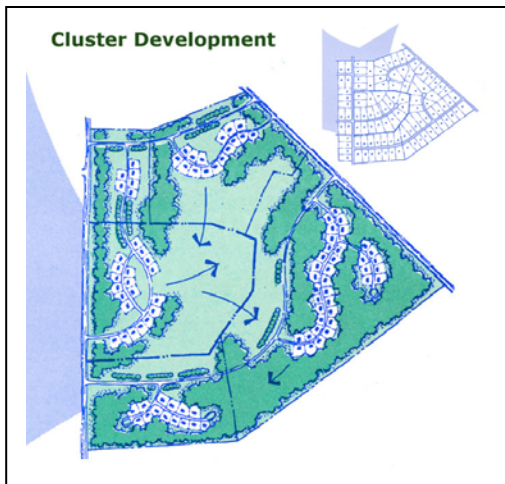


Figure 3 – Cluster Development

As an inducement to owners to provide well-designed commercial centers, incentives such as increased floor area, increased height, etc. would be allowed. As with the residential techniques, a master site plan would undergo review and approval by the City and would involve the public in the review process.

Mixed Use Planned Development (MU-PD)

The Mixed Use Planned Development Zone would allow a greater mix of uses than the “purer” residential, commercial or industrial planned development zones. Developers of Regional Commercial or large size commercial or industrial designated lands could propose industrial, commercial, residential, open space, recreational or virtually any combination of uses according to an approved master plan. This would be a market-

driven land development concept where the proponent could design a plan around new and creative design themes, with the City having review authority and the ability to attach conditions to mitigate impacts. The process, as with other Planned Development zones, would involve significant public outreach.



Both the commercial and industrial planned development tools will assist in bringing jobs closer to residents in a manner that serves the needs of business and residents.

GOALS AND POLICIES

Goals and Policies will serve two principal purposes: to guide development decisions in the UGA, such as rezone requests, development reviews, etc. or to outline specific actions or programs that implement the Plan. The latter are presented in Chapter II – Action Plan, both as a means of implementation and to meet the mitigation requirements of this integrated SEPA/GMA document.

GOAL 3.1: PROVIDE FOR A BROAD DISTRIBUTION OF HOUSING IN YAKIMA THAT MEETS THE AFFORDABILITY AND NEIGHBORHOOD DESIGN NEEDS OF THE PUBLIC.

Policies

3.1.1 High Density Residential

3.1.1.1 Development shall be at an overall density of 12 dwelling units per acre or more. Recommended zones: Two-Family Residential (R-2) and Multi-Family Residential (R-3), Professional Business District (B-1), and Central Business District (CBD).

3.1.1.2 Permitted housing types include townhouses, condominium, multi-family and manufactured housing.

3.1.1.3 Provide high-density residential as a transitional use between commercial/office and medium density residential areas.

3.1.1.4 Development shall be located along arterials or collector streets and should have good access to public transit.

3.1.1.5 Sidewalks shall be provided in the development site with connections to existing and proposed pedestrian sidewalk systems.

3.1.1.6 Connect schools, parks and meeting places with neighborhoods through a system of pedestrian network such as sidewalks, greenways and pathways.

3.1.1.7 Development shall be encouraged to minimize impacts on surface water. Low impact practices are encouraged.

3.1.2 Residential Planned Development (Residential PD)

3.1.2.1 Residential PD can be developed if the size of a development exceeds 20 acres.

3.1.2.2 Residential PD allows new development to provide a mixture of housing sizes and prices and to provide incentives for developers to include affordable units in higher cost developments.

3.1.2.3 Residential PD requires a new development to include open space, recreation areas, trails, sidewalks, streetlights, landscaping and underground utilities in exchange for site design flexibility and density bonus. This allows neighborhood commercial uses to be located within a Residential PD.



GOAL 3.2: BUILD SUSTAINABLE NEW NEIGHBORHOODS.

Policies:

- 3.2.1 For large-scale residential projects, encourage development through Residential Planned Development (Residential PD) zone.
- 3.2.2 Provide incentives such as allowing developers a density bonus in exchange for common open space for recreational use and a legally binding commitment to continue to protect environmentally critical areas within a Residential – PD development.
- 3.2.3 Innovative design, such as Cluster Development (CD) and other Low Impact Development ideas are encouraged to develop within the Residential PD zone.

GOAL 3.3: PRESERVE EXISTING NEIGHBORHOODS.

Policies:

- 3.3.1 Preserve the character of neighborhoods such as historical character, architecture, natural features and layout.
- 3.3.2 Ensure that new development is compatible in scale, style, density, and aesthetic quality to an established neighborhood.
- 3.3.3 Integrate historic preservation by ensuring new construction and development integrate the existing historical buildings and landscaping to help create a distinctive identity for the neighborhood.

GOAL 3.4: RESTORE OLD NEIGHBORHOODS AND REVITALIZE DECLINING NEIGHBORHOODS.

Restoration and revitalization of older neighborhoods will increase property values, provide housing close to work and preserve historic structures. Since older neighborhoods are already served with roads, sidewalks, utilities, schools, parks and landscaping, upgrading of these services and features is important to keeping the neighborhoods desirable and livable.

Many policies under the goal “Build Sustainable New Neighborhoods”, and the goal “Preserve Existing Neighborhoods” can also be applied to improving old and declining neighborhoods. In addition, the following policies also apply:

Policies:

- 3.4.1 Encourage preventive maintenance and appropriate reinvestment in older and declining neighborhoods. Improve the infrastructure including, but not limited to: park improvements, sidewalks, alleys, street maintenance, street lighting, trees and other landscaping within the right-of-way.
- 3.4.2 Maintain neighborhood upkeep through strict City code compliance.
- 3.4.3 In the residential areas where commercial and residential uses are heavily mixed, encourage the establishment of neighborhood commercial services and foster mixed uses including retail, office and apartments. This is particularly important in areas on South Second Street and South Third Street



north of East Race Street. Discourage commercial uses that are non-neighborhood related.

- 3.4.4 Maintain and preserve the existing single-family residential neighborhoods of Northeast, Southeast and Barge/Chestnut areas of the City.
- 3.4.5 Minimize the overcrowding/over-parking issues in old neighborhoods through:
 - Discouraging the conversion of single-family detached structures to multi-family structures through zoning control. Limit, and in some cases restrict, rezoning of R-1 to R-2 for individual single-family detached structures.
 - Encouraging development of multi-family projects as infill or redevelopment projects in old neighborhoods as a means to provide affordable housing.
 - Encouraging the conversion of residential houses to offices in areas that serve as transitional uses between commercial and residential, particularly along North Second Street north of Lincoln Avenue in the Northeast Neighborhood area.
 - Encouraging cohesiveness among neighborhood residents and community, and encourage interaction between neighborhoods and the government.
- 3.4.6 Preserve and restore historic houses within the neighborhoods, using private and public partnership when possible.
- 3.4.7 Allow home occupations that would not generate excessive traffic, create parking problems, or degrade the livability or appearance of the neighborhood.

GOAL 3.5: PROTECT AND PROMOTE IDENTIFICATION OF ARCHEOLOGICAL AND SIGNIFICANT HISTORICAL SITES AND STRUCTURES.

Policies

- 3.5.1 Integrate historic preservation planning with plans for land use, economic development and capital improvements.
- 3.5.2 Identify historic neighborhoods within the Yakima Urban Area and assist in obtaining an official classification as historic by the Local or National Register of Historic Places.
- 3.5.3 Develop a process, in conjunction with State agencies and the Yakama Nation, to evaluate significance and ensure identification of historic, cultural and archeological resources.
- 3.5.4 Maintain a process to evaluate impacts of proposed land use on archeological and significant historical sites.
- 3.5.5 Provide for adaptive reuse of archeological or significant historical sites when the original or present use of a site ceases to be feasible.

GOAL 3.6: PROVIDE OPPORTUNITIES FOR OFFICE DEVELOPMENT TO PROMOTE ECONOMIC GROWTH AND TO MEET THE NEED FOR OFFICE SPACE IN THE YAKIMA URBAN AREA.

Policies:

- 3.6.1 Encourage clustering of office development in concentrated areas.



- 3.6.2 Use offices as transitional uses between commercial and residential areas.
- 3.6.3 Promote small-scale office development that will not have significant adverse impacts on adjacent neighborhoods.
- 3.6.4 Encourage placing parking lots behind buildings, or along the side of the buildings.
- 3.6.5 Low to mid-rise office buildings should be located next to commercial or industrial areas, along expressway corridors, on or around hospital areas, and in the Central Business District. High-rise office buildings should be limited to the Central Business District or when associated with a master plan development utilizing the visibility of a freeway or State highway.
- 3.6.6 Encourage the development of a high quality, campus style office park through Commercial Planned Development (Commercial PD) or when associated with a master plan development and/or Regional Commercial designation.

Central Business District (CBD)

The Yakima Downtown area is the regional center for commercial, cultural and governmental land uses. This area provides for a wide variety of intense retail, office, institutional and high-density residential land uses. Encouragement should be given to support land uses, which foster the unique, regional nature of the Yakima CBD.

GOAL 3.7: MAINTAIN THE CENTRAL BUSINESS DISTRICT (CBD) AS A VITAL AND PRIMARY BUSINESS AREA.

Policies:

- 3.7.1 Designate Yakima Avenue as the gateway corridor to downtown Yakima and the community with improved streetscape such as sidewalks, street furniture, lighting, landscaping, etc.
- 3.7.2 Expand the east side of CBD boundary to include the Convention Center and lodging facilities as part of the CBD district.
- 3.7.3 Encourage a diversity of uses and activities and cluster complementary activities and businesses together in specific areas of the downtown. Among the identified activities are: government and institutional, historic and retail, cultural, arts and entertainment, and hotel and convention center, etc.
- 3.7.4 Promote multi-level development that combines multiple uses, such as office, retail and housing in single buildings.
- 3.7.5 Encourage uses that will provide both daytime and evening activities.
- 3.7.6 Support civic, cultural, and entertainment activities.
- 3.7.7 Provide public open space and recreational opportunities for downtown users.
- 3.7.8 Provide pedestrian linkage to the surrounding neighborhoods through sidewalks, Yakima Greenway and the City's pathways.
- 3.7.9 Encourage efficient use of land in the downtown area by reducing off-street surface parking areas with parking garages.
- 3.7.10 Encourage main governmental and civic uses serving the entire community to locate in the downtown area.
- 3.7.11 Provide incentives for residential development of vacant downtown buildings.



- 3.7.12 Promote and encourage restoration of existing buildings when feasible to preserve original buildings.

GOAL 3.8: MAKE COMMERCIAL AREAS A DESIRABLE PLACE TO SHOP AND WORK.

Policies:

- 3.8.1 Commercial uses and developments should be designed to be compatible with surrounding land uses, especially to avoid encroachment into residential areas.
- 3.8.2 Allow and encourage transitional uses or development, such as office, multi-family or buffer areas, such as open spaces.
- 3.8.3 Avoid placing land uses that create excessive noise, unless the noise level can be mitigated, in locations that are close to residences or other noise-sensitive land uses.
- 3.8.4 Improve standards for public and private development to reduce noise and keep light pollution out of residential neighborhoods.
- 3.8.5 Ensure compatibility between commercial structures and adjoining residential uses. Require commercial structures to use building scale, roof style, and building materials similar to, or compatible with, the adjoining residential structures.
- 3.8.6 Commercial uses adjacent to residential areas should use effective landscape buffers with living plant vegetation such as evergreen trees, bushes, open space or other design controls to minimize noise, glare, and other impacts associated with commercial land use to ensure that their location will not adversely affect the residential areas.
- 3.8.7 Parking lots for commercial land uses that are adjacent to residential housing should be screened from the view of residents using vegetation, fences, berms or other screening devices.

Regional Commercial

GOAL 3.9: PROVIDE AREAS ALONG EXISTING HIGHWAYS OR FREEWAYS FOR COMMERCIAL DEVELOPMENT AND ACTIVITIES THAT REQUIRE LARGE SITES AND HIGH VISIBILITY TO SERVE THE NEEDS OF THE COMMUNITY AND THE ENTIRE REGION.

Policies:

- 3.9.1 Regional Commercial may include uses such as large-scale shopping centers, discount “club” stores, factory outlets, specialty stores, restaurants, offices, recreation complexes, theatres, entertainment activities, auto-plexes and travel accommodations that may attract people from other communities and outside of Yakima County.
- 3.9.2 Regional Commercial uses shall be located along a freeway or highway or at the intersection of a principal arterial with a freeway or highway. Access to the center shall be located a sufficient distance from any freeway interchange to minimize traffic congestion. If feasible, a frontage road along the freeway or highway would be encouraged.



- 3.9.3 The typical size of a regional commercial development is 10 – 60 acres and serves a population of 100,000 - 200,000 people.
- 3.9.4 Regional commercial may be allowed when water and sewer service, street improvements, traffic control devices, municipal services and other development-related improvements are in place or other financial securities have been obtained.
- 3.9.5 Provide for tourist commercial uses in clusters at highway interchanges or in areas with special tourist attractions.
- 3.9.6 Require a development plan for regional commercial projects. A master development plan is required if the proposed development exceeds 10 acres in size.
- 3.9.7 Transit service and safe bus stop areas should be provided and placed on streets that would accommodate the transit route.
- 3.9.8 Adequate buffering shall be provided between adjacent residential land uses, such as greenbelt, landscaped pathway, park-like buffer, etc.
- 3.9.9 Motor vehicle access and circulation from local access functional classification roads to the commercial site shall be restricted through residential areas and may be subject to additional mitigation measures to limit potential impacts.
- 3.9.10 A traffic impact assessment may be required.
- 3.9.11 “Transitional Zoning” may also be considered placing higher density residential uses between single-family residential and commercial areas

General Commercial

General Commercial land use may include those uses identified in Neighborhood Commercial or Community Commercial, but do not necessarily serve the adjacent neighborhoods. General Commercial includes uses such as fast food restaurants, auto-oriented services and other commercial services.

GOAL 3.10: PROVIDE WIDE VARIETY OF COMMERCIAL RETAIL AND SERVICES THAT ARE HEAVILY DEPENDENT ON CONVENIENT VEHICLE ACCESS AND SERVE SECTIONS OF THE URBAN AREA ALONG MAJOR TRAVEL ROUTES.

Policies:

- 3.10.1 General commercial uses and services that are heavily dependent on convenient vehicle access shall be located along major travel routes.
- 3.10.2 Discourage new strip commercial development. Strip commercial land uses shall only be allowed as infill of existing strip commercial areas, and will not extend the existing strip commercial areas.
- 3.10.3 Encourage the “infill”/new development within existing commercial districts to share access and parking with adjacent commercial development to minimize multiple curb cuts.
- 3.10.4 Improve the appearance of existing commercial strips by encouraging better landscaping in pedestrian sidewalks and parking lots, and fewer signs and billboards.



- 3.10.5 Improve the appearance of commercial corridors by encouraging new development to place parking lots behind buildings, or along the side of the buildings.
- 3.10.6 Require a development plan if the proposed development exceeds five acres in size.

Community Commercial

GOAL 3.11: PROVIDE MEDIUM SCALE COMMERCIAL USES THAT SERVE MULTIPLE NEIGHBORHOODS AND RESIDENTIAL AREAS.

Policies:

- 3.11.1 Community Commercial center may include a lead business such as a discount or junior department store, building/home improvement store, drug store, or grocery store with an additional variety of small retail stores to provide services to the surrounding neighborhoods.
- 3.11.2 The typical size of a Community Commercial development is 10–30 acres and serves a population of 10,000-80,000 people.
- 3.11.3 Community Commercial uses shall be located along principal arterials, or at the intersection of a principal arterial and minor arterial.
- 3.11.4 Community Commercial may be allowed when water and sewer service, street improvements, traffic control devices, municipal services and other development-related improvements are in place or other financial securities have been obtained.
- 3.11.5 A development plan is required if the proposed development exceeds ten acres in size.
- 3.11.6 Transit service and safe bus stop areas should be provided and placed on streets that would accommodate the transit route.
- 3.11.7 Adequate buffering shall be provided between adjacent residential land uses. In some larger sites the need to use similar buffer found in the regional commercial designation might be encouraged.
- 3.11.8 No motor vehicle access to the commercial site shall be routed through residential areas using local access functional classification roads.
- 3.11.9 A traffic impact assessment may be required.
- 3.11.10 “Transitional zoning” may also be considered placing higher density residential uses between single-family residential and commercial areas.

Neighborhood Commercial

GOAL 3.12: PROVIDE SMALL SCALE, NEIGHBORHOOD CONVENIENCE COMMERCIAL USES AND SERVICES, PRIMARILY SERVING RESIDENTS OF ADJACENT NEIGHBORHOODS.

Policies:

- 3.12.1 A Neighborhood Commercial center will provide land uses for businesses such as grocery stores, convenience stores, drug stores, restaurants and small retail stores.



- 3.12.2 The typical size of a Neighborhood Commercial development is three to ten acres and serves a population of 3,000 - 40,000 people.
- 3.12.3 Neighborhood Commercial uses shall be located at the intersection of a principal arterial, minor arterial or collector arterial.
- 3.12.4 Neighborhood Commercial may be allowed when water and sewer service, street improvements, traffic control devices, municipal services and other development-related improvements are in place.
- 3.12.5 Adequate buffering shall be provided between adjacent residential land uses.
- 3.12.6 No motor vehicle access to the commercial site shall be routed through residential areas.
- 3.12.7 Neighborhood Commercial uses shall be located in areas that will enhance, rather than hinder, the stability of residential areas.
- 3.12.8 The predominant uses of Neighborhood Commercial shall be small-scale business that will not have significant adverse impacts on adjacent neighborhoods.

Industrial

Industrial provides a range of activities, including construction businesses, manufacturing, transportation, communication, utilities, and wholesale and warehouse activities.

GOAL 3.13: PROVIDE SUFFICIENT AND SUITABLE LAND FOR INDUSTRIAL USES TO HELP CREATE JOB OPPORTUNITIES AND TO PROMOTE ECONOMIC GROWTH.

Policies:

- 3.13.1 Locate industries in areas where public utilities are available and have adequate transportation access.
- 3.13.2 New industrial development should be located in areas that take advantage of access to I-82, Highway 12, SR-24, and existing rail and airport facilities.
- 3.13.3 Encourage infill and promote efficient utilization of vacant land within areas that are designated for industrial uses.
- 3.13.4 Encourage development of compact, small-scale high quality industrial parks through Industrial Planned Development (Industrial PD).
- 3.13.5 Allow high quality industrial park or Industrial PD for light industrial uses to be located adjacent to residential neighborhoods, with adequate buffers.
- 3.13.6 New storage, warehousing, and light industrial development shall be located in clusters with existing development.
- 3.13.7 Industrial uses which locate adjacent to residential areas should use effective landscaping of living plant vegetation such as evergreen trees and bushes, open space or other design controls to mitigate noise, glare, and other impacts associated with the uses to ensure that their location will not adversely affect the residential areas.

Institutions

GOAL 3.14: MAXIMIZE THE PUBLIC SERVICE AND ECONOMIC BENEFITS OF INSTITUTIONS, WHILE MINIMIZING THE ADVERSE IMPACTS



ASSOCIATED WITH THEIR DEVELOPMENT GROWTH AND EXPANSION.

Policies:

- 3.14.1 New institutions should be placed where they are compatible with surrounding land uses, and existing institutions should be developed to be compatible with adjoining land uses.
 - 3.14.1.1 Institutions within established commercial and industrial areas will be regulated under the codes affecting those land use zones.
 - 3.14.1.2 Institutions proposed for location in or adjacent to residential areas will be reviewed under the “Institutional Overlay” zoning requirements, when adopted.
- 3.14.2 Access to institutions shall be from the nearest arterial and should not increase traffic on local residential streets.
- 3.14.3 An impact analysis of how improvement to institutions will affect traffic, parking and other qualities in surrounding areas will be prepared as part of an Institutional Overlay request.
- 3.14.4 Institutions that are identified as essential public facilities should meet the policy requirements under the section “Siting Essential Public Facilities” in this Comprehensive Plan.
- 3.14.5 All new development or expansion of hospital and higher educational facilities can be developed through establishing IO districts.
- 3.14.6 The establishment of an Institutional Overlay (IO) district on the Zoning Map will provide specific development standards that allow for appropriate growth and development for new institutions, or for the expansion of existing institutions within their existing or proposed development boundaries.
 - The purpose of establishing an IO is to reduce or eliminate land use conflicts between the proposed use and the surrounding areas.
 - An IO provides additional new regulations to the existing underlying zoning district provisions.
 - An IO district allows institutions to freely choose design and development that best suit their facility and surrounding areas.
 - Citizen participation will be encouraged throughout the planning process.
 - A Public Hearing before the Hearing Examiner using the Class (3) review process will be required prior to the approval of the establishment of an IO.
 - Review criteria will become more restrictive the closer the institution siting gets to the residential uses.
- 3.14.7 Establish boundaries for institutions to reasonably protect established residential neighborhoods from further encroachment by institutions and allow the institutions to plan for future growth.
- 3.14.8 Require development and expansion of institutions to be reasonably compatible with the adjacent residential neighborhoods, and to reasonably minimize the parking and traffic impacts on the adjacent residential neighborhoods.
- 3.14.9 Encourage institutions to develop master plans for their future development to ensure that future growth is planned and coordinated specific to the needs of the adjacent residential neighborhoods. Master plans may allow institutions



to develop more intensively to reduce the amount of property necessary for their future growth.

Public Schools

Goal 3.15: WORK WITH SCHOOL DISTRICTS AND PRIVATE SCHOOL OFFICIALS TO PROPERLY LOCATE SCHOOL FACILITIES AS NECESSARY TO MAINTAIN HIGH QUALITY EDUCATION FOR YAKIMA RESIDENTS.

Policies

- 3.15.1 Encourage the location of new elementary and middle schools within the residential neighborhoods the schools will serve.
- 3.15.2 Encourage the location of new high schools on the periphery of residential neighborhoods, where access to major roads is available.
- 3.15.3 Public schools shall be accessible by sidewalks and bikeways.
- 3.15.4 Locate schools on relatively flat land that is in the center or on the borders of the neighborhoods being served. Elementary schools should be located on collector streets, middle and high schools should be located on arterial roads.

Siting Essential Public Facilities

Essential public facilities include those that are often difficult to place because no one wants them in or near their community. These include airports, State education facilities, State or regional transportation facilities, correctional facilities, solid waste handling facilities and in-patient facilities including hospitals, substance abuse facilities, mental health facilities and group homes.

The Growth Management Act requires the Comprehensive Plan to include a process for identifying and siting essential public facilities. The GMA also states that no local comprehensive plan for any neighborhood may forbid the placement of essential public facilities within that neighborhood. It is important to recognize that the location of these facilities may have negative impacts on surrounding land use areas and different essential public facilities may have different needs in terms of their physical location.

GOAL 3.16: PROVIDE ADEQUATE LOCATIONS FOR SITING ESSENTIAL PUBLIC FACILITIES.

Policies:

- 3.16.1 All essential public facilities shall be located and developed to be compatible with adjoining land uses to the greatest possible extent.
- 3.16.2 Essential public facilities shall be located in areas where they are best able to serve the individuals they are intended to serve.
- 3.16.3 All essential public facilities providing County-wide or Statewide services shall be identified according to the requirements under the Yakima County-wide Planning Policies Section C.3.1 through C.3.2 (see Appendix F).
- 3.16.4 A review process for siting or the expansion of essential public facilities shall be established according to the requirements under the Yakima County-wide Planning Policies Section C.3.3 through Section C.3.6 (see Appendix F).



- 3.16.5 The criteria for determining the location of essential public facilities should be coordinated and consistent with other planning goal requirements, such as - reducing sprawl, promoting economic development, protecting the environment, and supporting affordable housing.

GOAL 3.17: SUPPORT GROWTH OF THE YAKIMA AIR TERMINAL SUBJECT TO MITIGATION OF IMPACTS ON THE SURROUNDING COMMUNITY.

Policies

- 3.17.1 The City will support efforts to update the airport master plan to ensure the airport’s long-term vitality as an economic asset to the community.
- 3.17.2 The Airport Overlay Ordinance will be amended as necessary to ensure the Yakima Air Terminal Master Plan’s success and to protect surrounding uses from airport impacts.
 - 3.17.2.1.1 The purpose of the airport overlay is to identify noise levels associated with the airport development at Yakima Air Terminal and ensure minimized adverse impacts on the community.
 - 3.17.2.1.2 The Ordinance should prohibit buildings, structures, or other objects from being constructed or altered such that those buildings, structures, or other objects do not penetrate the imaginary surface airspace.
 - 3.17.2.1.3 The master plan must include land acquisitions and easements to ensure exclusion of non-noise-sensitive uses.
- 3.17.3 The following uses will serve as examples of uses considered compatible with Yakima Air Terminal operations:

<p><u>AVIATION INDUSTRIES:</u> Air Freight Terminals Air Cargo Forwarders Aircraft and Parts Manufacturers Aircraft Repair Shops Aerial Survey Companies Aviation Schools Aviation Research and Testing</p>	<p><u>OTHER USES:</u> Storage Facilities Warehouses Wholesale Distribution Center Shopping Centers Banking Services Office Buildings Factories Large Store Retail Sales</p>
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<p><u>AIRPORT RELATED USES:</u> Trucking Terminals Taxi and Bus Terminal Parking Facilities and Auto Storage Car Rental Agencies Gas Stations Motels and Hotels Restaurants Convention Centers/Museums Night Clubs</p>	<p><u>OPEN SPACES:</u> Golf Courses Picnic Areas Forests Landscape Nurseries Arboretum Farming Mining and excavation Cemeteries</p>
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- 3.17.4 The following uses will serve as examples of uses considered incompatible with Yakima Air Terminal operations:

<p><u>RESIDENTIAL:</u> Residential development > 1 DU per acre Mobile/Manufacture Home Parks Multi-family Large Complexes</p>	<p><u>INSTITUTIONAL:</u> School Church Hospital</p>
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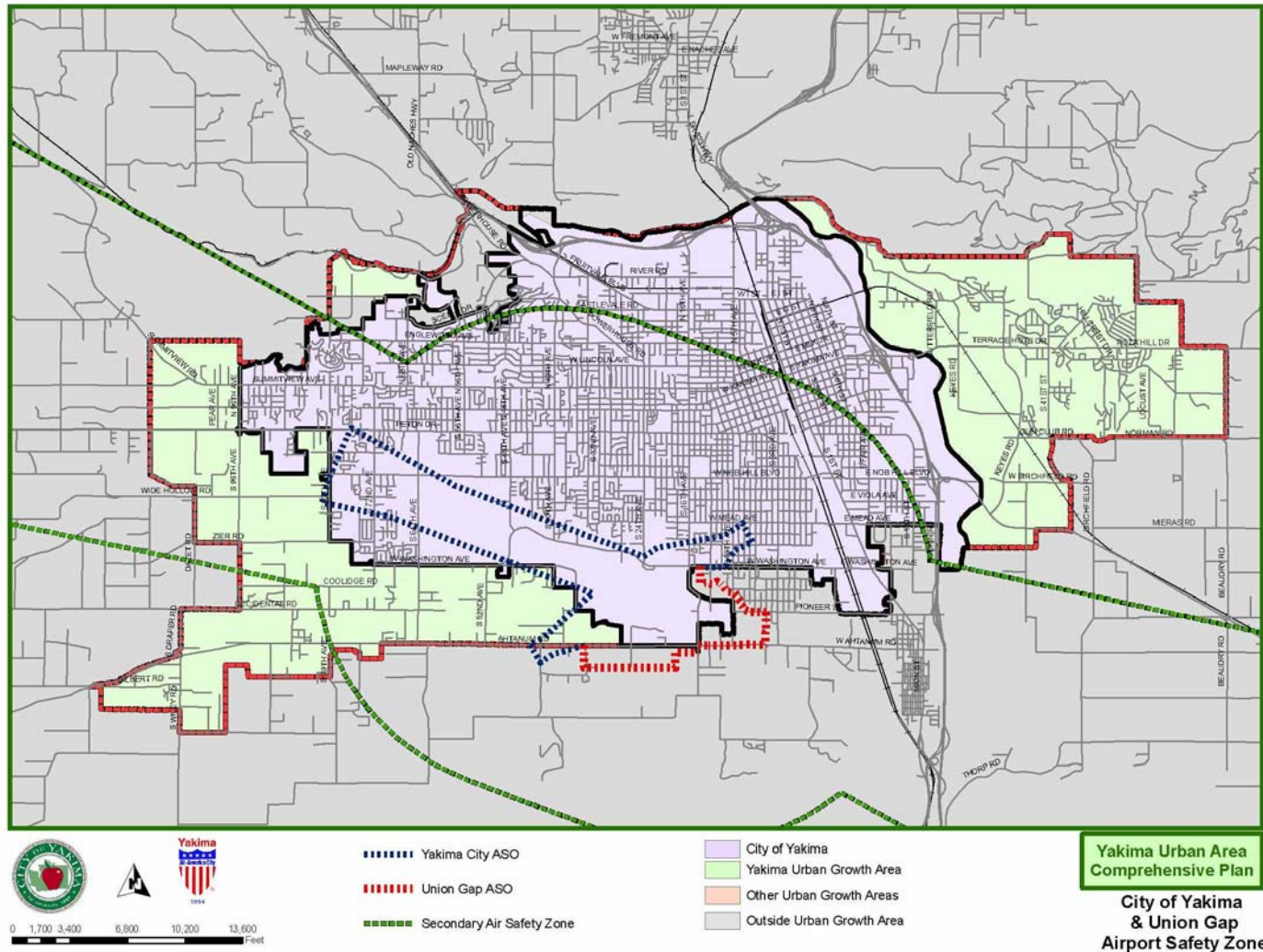


	Nursing home Day care Facilities
<u>SANITARY:</u> Landfill Transfer Station Sewage Pond Sludge Disposal	<u>WILDLIFE:</u> Water Reservoir Feed Lot Slaughter House Waterfowl Production Wildlife Refuge/ Sanctuary Fish Pond Lake/Pond Wetland Pond Sanctuary

- 3.17.5 The Future Land Use Map may need to be amended as necessary to prevent incompatible uses from being located within noise or other impact areas.
- 3.17.6 Noise-sensitive uses, such as residential development or noise-sensitive businesses, may need to be excluded from being located in the 65 DNL noise contour.

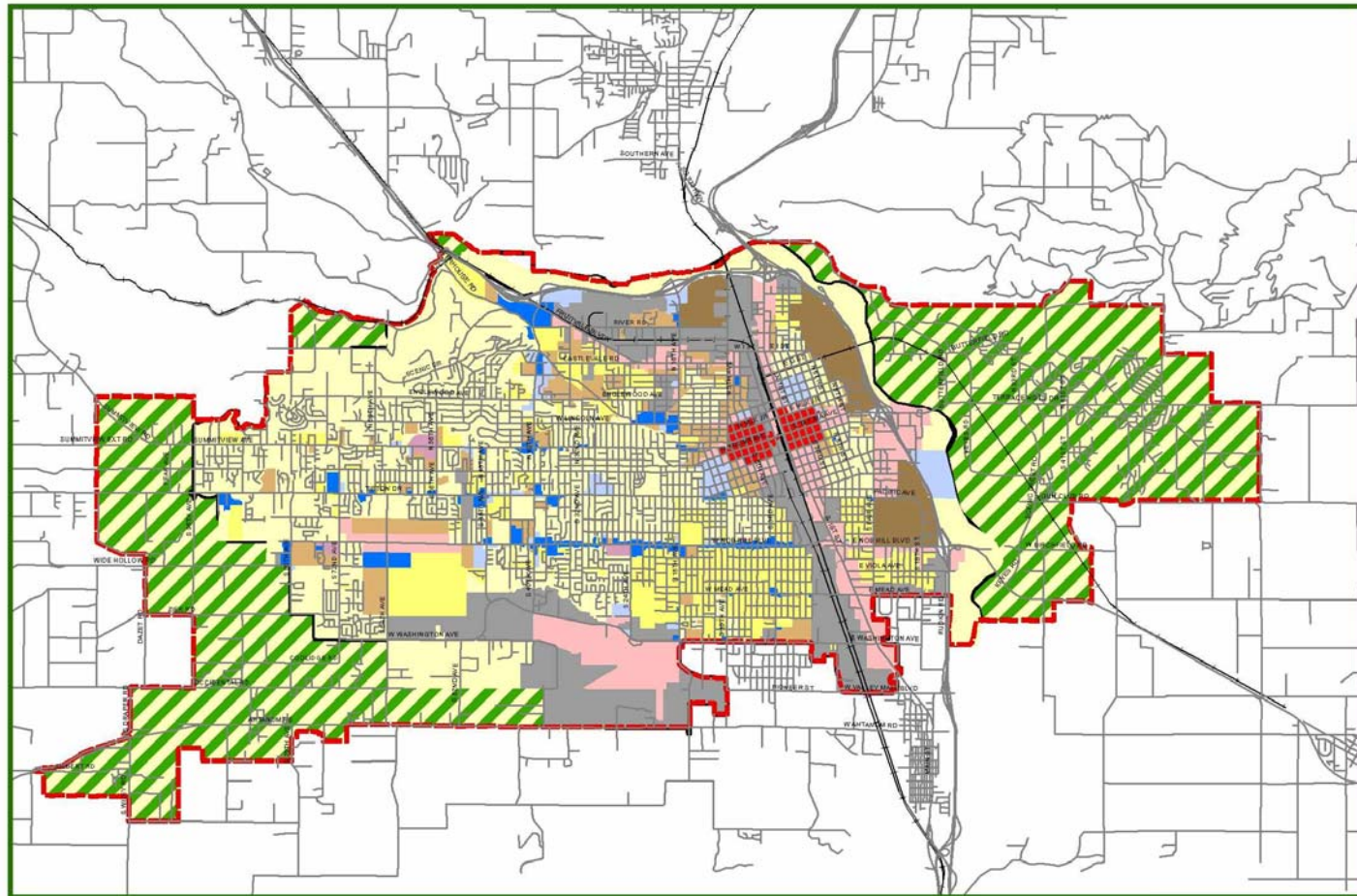




Map III-1 – City of Yakima and Union Gap Airport Safety Zone





Map III-2 – City of Yakima Future Land Use Map (FLUM)


Yakima City Limits	Medium Density Residential	Neighborhood Commercial	CBD Core Commercial
Yakima Urban Growth Area	High Density residential	Large Convenience Center	Regional Commercial
Low Density Residential	Professional Office	Arterial Commercial	Industrial

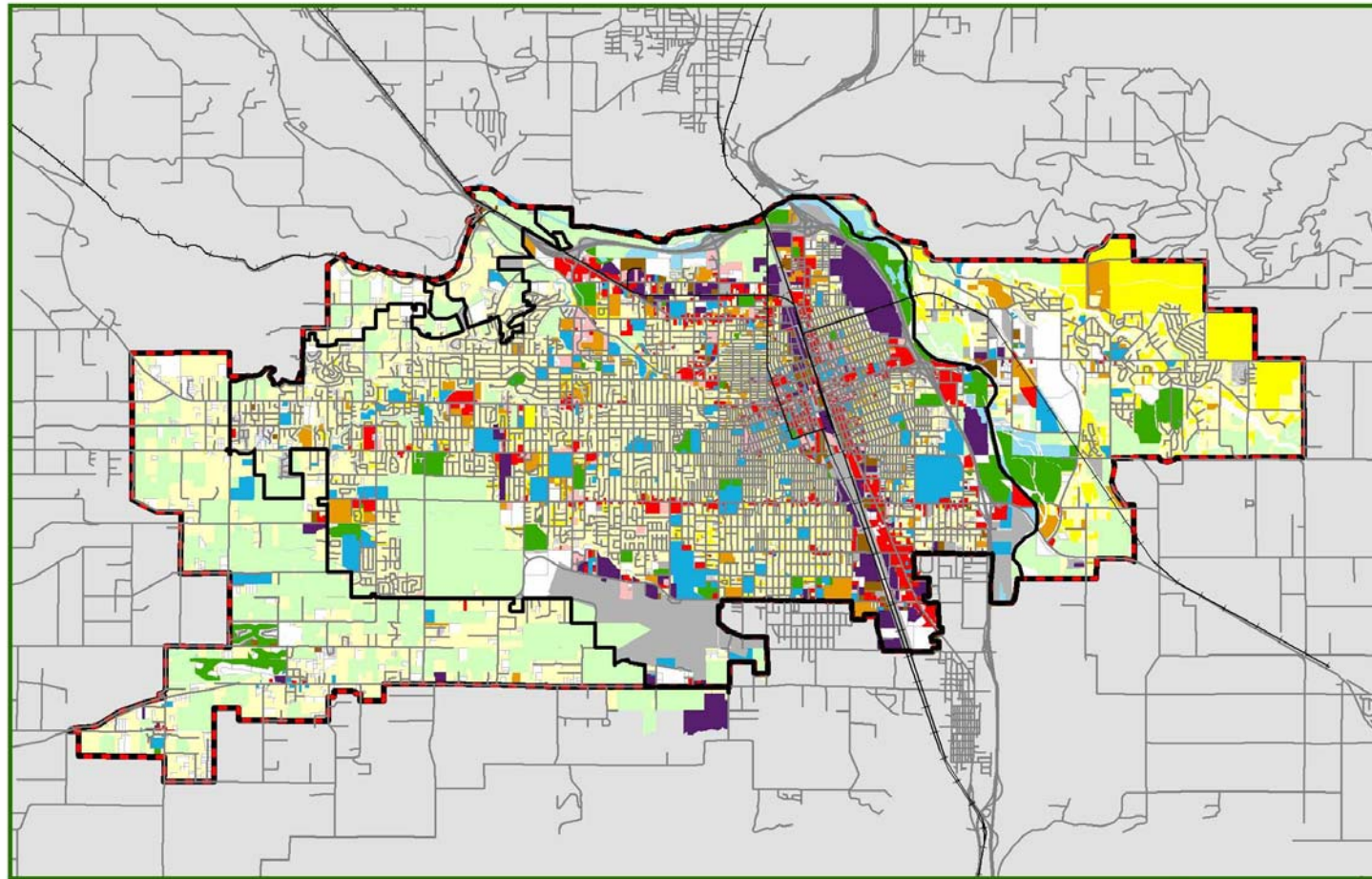
Yakima Urban Area
Comprehensive Plan




Future Land Use

0 1,500 3,000 6,000 9,000 12,000 Feet



Map III-3 – General Land Use (Existing)



				City of Yakima		Single Family, Detached		Wholesale		Agriculture, Forestry, Mining
				Yakima Urban Growth Area		Single Family, Attached (2-4 Unit)		Retail Trade/Service		Vacant/Undeveloped
						Multi-Family/Mobile Home		Offices		Water Area
						Manufacturing Industries		Public/Semi-Public		
						Transportation, Communication, Utilities		Parks & Recreation		

Yakima Urban Area Comprehensive Plan

General (Existing) Land Use
2005 Survey



CHAPTER IV: ECONOMIC DEVELOPMENT

The 1990 Washington State Growth Management Act (GMA) established the following statewide economic development goal:



Encourage economic development throughout the state that is consistent with adopted comprehensive plans; promote economic opportunity for all residents of the state, especially for unemployed and disadvantaged persons; and encourage growth in areas experiencing insufficient economic growth all within the capacities of the state's natural resources, and local public services and facilities.

Among other things, the Economic Development Element of the Comprehensive Plan establishes an economic vision for the community and expresses support for the core goal of the local and State planning principles. In 2006, there were 78,100 jobs in the Yakima area.

There are over 250 manufacturing firms in the Yakima area along with an agricultural industry with the State's highest value of farm output, sixteenth highest in the nation⁵. The Yakima Valley is emerging as one of Washington State's, and soon one of the nation's top wine producing regions. Historically, agriculture, forest resources, manufacturing and associated industries have provided the "primary jobs" for the community. Agriculture has always been considered a foundation for a strong local economy because it generates local jobs for the production and processing of commodities and products destined for consumers outside the area.

It is recognized, however, that long-term strength of a local economy is built upon diversification of a community's business base and establishment of a planning process that allows for timely and efficient response to changing market conditions and demands. **Figure 5** shows that the agriculturally based Yakima Valley is subject to significant seasonal variations in unemployment. Stabilization of the employment base, particularly in the urbanizing UGA is very important to the stability and quality of life in the Yakima community.

In 2005 Yakima Resources', owner of the Boise Cascade lumber sawmill, announced its closure with the loss of 250 jobs. This followed the closure of the Layman Lumber Company in Naches along with other timber-related industry. In addition, Yakima Resources closed the plywood mill in August 2006 with a loss of an additional 250 jobs. These closures signal a decline in one historical natural resource industry in Yakima and make available large land areas for redevelopment. Yakima Resources is pursuing plans for the Boise Cascade Lumber site, and other statewide and regional companies have expressed interest in other large tracts within the City.

⁵ Yakima.net (Virtual Valley) web site



Historically, Yakima has served as the regional center for professional services including medical, dental, legal, accounting, engineering and architecture. Over the past year 700 new jobs have been added in the health care industry. Additionally, the downtown core area has increased an estimated 1,000 jobs in the last year. Growing technology and service-based industries offer an opportunity for continued job growth as the more resource-based industries within Yakima’s UGA decline.

Economic development programs depend on supporting land use, transportation, and capital facilities initiatives. The Economic Development Element is an integral part of the City’s 20-year Comprehensive Plan. Local jurisdictions, including the City and County, seek to promote economic development as a way to stabilize tax base. The focus of these programs is to create a flexible and supportive permitting process, expansion of business and employment opportunities, maintenance of the current job base, and flexibility in responding to market conditions and opportunities. Combined with the new zoning mechanisms (Chapter III) such as Planned Commercial, Planned Industry overlays and Regional Commercial zoning, redevelopment of several large tracts of land into mixed-use centers will increase the marketability of Yakima to a wide range of economic development interests.

In April 1997, Yakima had a seasonally adjusted unemployment rate of 10.6%. In 2006, this number had dropped to 7.6%⁶. According to a recent article⁷ the County's unemployment rate increased in 2006 from the previous year. About 8,000 people were unemployed in June, about 100 more than a year earlier. As shown in **Figure 4** employment – and unemployment – are very seasonal. Efforts are being encouraged to balance seasonal employment through increased year-around job creation.

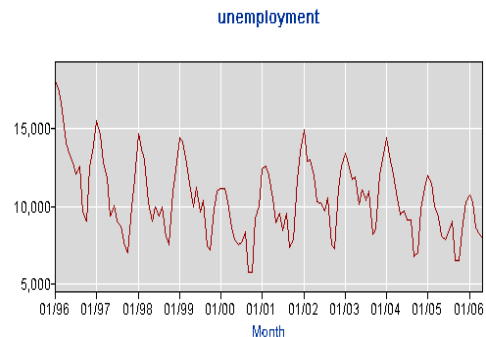


Figure 4 – Seasonal Unemployment

GOALS AND POLICIES

GOAL 4.1: ENSURE THAT THE LOCAL ECONOMY CONTINUES TO REVITALIZE AND THAT NEW 21ST CENTURY JOBS IN ALL WAGE LEVELS ARE AVAILABLE FOR RESIDENTS.

Policies

4.1.1 The City and County will demonstrate their commitment to long-term economic growth by promoting a diverse economic base, providing opportunity for all residents. Growth that helps raise the average annual

⁶ U.S. Bureau of Labor Statistics
⁷ Yakima Herald Republic, July 19, 2006



wage rate of community residents and preserves the environmental quality and livability of the community is viable growth and will improve the lifestyle of residents.

- 4.1.2 Economic growth will be supported by master planned and mixed use developments in existing nodes (such as downtown) and redevelopment opportunities (such as the Boise Cascade lumber sawmill site, race track, etc.).
- 4.1.3 Stimulate economic development that will diversify and strengthen economic activity and provide primary and secondary job opportunities for local residents.
- 4.1.4 Encourage redevelopment of key properties in the City through use of local, State and federal funding opportunities and public/private partnerships to strengthen Yakima's position as a regional economic center through redevelopment and revitalization.
- 4.1.5 Create a long-term development program for the downtown business core.

GOAL 4.2: PROVIDE ADEQUATE SERVICES TO PROPERTIES TO PROMOTE DIVERSIFIED ECONOMIC GROWTH

- 4.2.1 The City will work in public-private partnerships to ensure that infrastructure investments are undertaken to support economic development.
- 4.2.2 Coordinate land use planning to insure that industrial and commercial uses are placed where transportation accessibility is or is planned to be greatest.



CHAPTER V: HOUSING

INTRODUCTION

The future demand for housing is a crucial element of this plan. There is a need for additional affordable housing units to accommodate current and future population demands. The City of Yakima developed an affordable housing strategy for its Visioning 2010 process in the early 90's. This Housing Element continues the goals, policies and initiatives contained in the 1997 Plan and the affordable housing strategy.



Countywide planning policies establish a countywide framework from which county and municipal comprehensive plans are developed and adopted. Within Yakima County the term “affordable housing” applies to the adequacy of the housing stock to fulfill the housing needs of all economic segments of the population. The underlying assumption is that the marketplace will guarantee adequate housing for those in the upper economic brackets, but that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate housing provisions for the needs of middle and lower income persons.

According to the Growth Management Act, a Housing Element must, at a minimum, include the following:

- (a) an inventory and analysis of existing and projected housing needs;
- (b) a statement of goals, policies and objectives for the preservation, improvement and development of housing;
- (c) identification of sufficient land for housing, including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multi-family housing, group homes and foster care facilities;
- (d) adequate provisions for existing and projected housing needs for all economic segments of the community. A major objective of the Housing Element is to encourage development of affordable housing throughout the Yakima Urban Area. It includes:
 - an inventory and analysis of existing and projected housing needs;
 - a statement of the goals, policies and objectives for the development of housing;
 - identification of sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities; and
 - adequate provisions for existing and projected housing needs of all economic segments of the community.

In addition to information provided in this section, the Land Use Element (Chapter III) provides further information regarding vacant land availability for residential purposes.



The goals and policies in this section have considered, along with other information, other housing policy documents, including the 1992 “Visioning 2010: Upper Yakima Valley Visioning Report” and the City of Yakima’s Consolidated Plan (Fiscal Year 2005-2009). The housing component of the Visioning 2010 report outlines the need for public and private partnerships to promote housing affordable to all income levels, conservation and rehabilitation of the existing housing stock, and the elimination of geographic and economic barriers in the patterns of housing development that suppress opportunity for the integration of housing types and ethnic groups within the Upper Yakima Valley.

The City of Yakima’s Consolidated Plan, (FY 2005-2009) provides an assessment of current and projected housing needs of low and moderate income families, the homeless and other special needs populations; housing market and inventory conditions; present barriers to the provision of affordable housing; as well as a list of current housing providers within the Yakima Urban Area – their service areas, goals, priorities, and resources. The Consolidated Plan (FY 2005-2009) contains a five-year strategy for the provision of affordable housing for Yakima Urban Area residents. The Consolidated Plan document serves as the lamplight to guide housing policies within the City’s jurisdiction and is intended to work in concert with this Housing Element.

INVENTORY AND ANALYSIS OF EXISTING AND PROJECTED HOUSING NEEDS

Population and Economic Conditions

Two important factors involved in projecting future housing needs are population and economic conditions. The 2000 population for the urban service area was 82,698. The City of Yakima’s population in 2000 was 72,294. According to U.S. Census data, the Hispanic population in the Yakima Urban Area increased 157% during the ten-year period of 1980 to 1990. The population in 1990 for people of Hispanic origin was 8,914, approximately 16% of the City’s total population. U.S. Census 2000 data reported a City of Yakima total population for those of Hispanic origin as 24,435, approximately 33.8% of the City’s total population. This significant increase can in part be attributed to the 1986 Immigration Reform Act that provided an opportunity for Hispanic agricultural workers to obtain permanent residency in this country.

The Yakima Valley as a whole has a strong agricultural economy. There has also been a steady increase in the services and retail markets, which usually means lower wages. The Bureau of Labor Statistics average annual wage rankings for Washington’s top five-ranked counties and Yakima County for the period of 2001 – 2004 are shown in the following table, **Table V-1: Average Annual Wage Yakima and Selected Counties**.

While the table shows that wages continue to fall below the statewide average, the situation for Yakima continues to improve, from a ranking of 27th out of 39 counties in 2001 to a ranking of 18th in 2004. In 1992 the Yakima Metropolitan Statistical Area (MSA) was ranked in the bottom third (213 out of 315) for MSAs nationwide for annual pay. In 2004, it ranked 318 out of 361.



Table V-1: Average Annual Wage Yakima and Selected Counties

	Area	2001	Rank		Area	2004
	Statewide	\$37,459			Statewide	\$39,357
1	King	\$47,186	1	1	Wahkiakum	\$48,302
2	Snohomish	\$36,388	2	2	Pacific	\$41,025
3	Benton	\$36,362	3	3	Spokane	\$39,223
4	Clark	\$33,125	4	4	Whatcom	\$36,019
5	Thurston	\$32,772	5	5	Stevens	\$35,619
27	Yakima County	\$24,204	28	18	Yakima County	\$28,405
	Pct. Of State Avg	64.6%			Pct. Of State Av	72.2%
	\$ Less State Average	\$13,255			\$ Less State Average	\$10,952

Data Source: Bureau of Labor Statistics

Annual wages for the Yakima MSA reflected an annual wage rate below the average annual pay for the State of Washington and the other ten metropolitan areas. The average pay wage in Yakima rose 5.7% in between 2003-2004, ranking it 7th among Washington metropolitan areas. Per capita income within the Yakima area (\$25,125) was the lowest in the State, although not far behind Longview, Wenatchee and Tri-Cities.

Census 2000 data reflects a median family income for the City of Yakima of \$34,798, 65% of the statewide median of \$53,760. Households with poverty level incomes are defined by annual incomes less than 50% of median income. Housing and Urban Development (HUD) data revealed that 25% of Yakima households were ‘very low-income’ households, earning less than 30% of the area median income. Census 2000 data reflects a slight decrease in the number of “very low-income” households within the City, with 23% of Yakima households earning less than 30% of the area median income.

EXISTING HOUSING NEEDS

In 2004, there were an estimated 30,500 housing units in the City of Yakima. Of those that were occupied, a few more than 17,500 (59%) were owner-occupied; about 12,350 (41%) were renter-occupied. The balance of units was vacant.

As determined by HUD in 2000, and as displayed on **Table V-2: Housing Cost Burden City of Yakima, 2000**, 42% of area households cannot afford to pay fair market rent for a two-bedroom unit. The figures are based upon bedroom size and occupancy status for year-round housing. Income levels are based upon annual gross income and are adjusted for family size. A rental unit is considered affordable for a household if the annual rent (including utilities) is less than or equal to 30% of the household’s annual income.

In a 2000 HUD survey, of a reported available year-round rental housing stock of 10,171 units, 46.5% or 4,679 units were determined to be affordable to households with annual incomes below 80% of the HUD-adjusted area median family income (HAMFI). Available affordable rental units reflect an overall percentage occupancy of 98%.



Table V-2: Housing Cost Burden City of Yakima, 2000

	Renter Households		Owner Households		Total Households	
	#HHs	Pct. Total	#HHs	Pct. Total	#HHs	Pct. Total
Total Households:	3,050	66.9%	3,187	32.2%	6,237	
Income Group:						
0 - 30% MFI*	1,020	16.4%	320	5.1%	1,340	21.5%
% with any housing problems	5,015	80.4%	4,778	76.6%	4,958	79.5%
% Cost Burden > 30%	2,165	34.7%	819	13.1%	2,984	47.8%
% Cost Burden > 50%	1,764	28.3%	616	9.9%	2,380	38.2%
Income Group						
31 - 50% MFI*	720	9.5%	415	6.7%	1,135	18.2%
% with any housing problems	4852	77.8%	3985	63.9%	4534	72.7%
% Cost Burden > 30%	1,529	24.5%	461	7.4%	1,990	31.9%
% Cost Burden > 50%	839	13.5%	360	5.8%	1,199	19.2%
Income Group						
51 - 80% MFI*	615	9.9%	643	10.3%	1,258	20.2%
% with any housing problems	3,904	62.6%	2,258	36.2%	6,162	49.1%
% Cost Burden > 30%	1,129	18.1%	814	13.1%	1,943	31.2%
% Cost Burden > 50%	203	3.3%	184	3.0%	387	6.2%

Data Source: SOCDs CHAS Data: Housing Problems Output for Mobility & Self Care Limitation-2000
 City of Yakima Consolidated Plan 2000-2009 Housing Needs Table
 * Median Family Income

It is the City of Yakima’s policy to use the ratio of income to housing costs as a measure of affordability. When housing costs, excluding utilities, exceeds 30% of a household’s income; the housing is no longer considered affordable. In 1990, 40% of all renter households and 12% of all owner households were paying greater than 30% of their family income for housing. **Table V-2: Housing Cost Burden City of Yakima, 2000** indicates that 46.3% of all renter-occupied households, and 25.1% of all owner-occupied households were paying greater than 30% of their family income for housing costs.

Households that earned between 51% and 80% of the area median income comprised 23% of all area households in 2000. Approximately 45% of all area households earned less than 80% of the area median income.

State and federal economists typically use single-family home sales data obtained from local boards of realtors and multiple listing services to describe economic and housing conditions of state and local housing markets. Multiple Listing Services data for Yakima shows the average annual selling price for homes in the City rose from \$61,527 in 1990 to \$103,092 in 1994, an increase of 67.5%. The housing sales market in Yakima slowed during 1995 by 8.3%, reflecting an average annual sales price of \$95,117.

Housing Cost

The median sales price of an existing single-family home for metropolitan areas in 1994 was \$109,400 nationwide and \$146,400 for the western region of the nation. In 2004, costs were \$195,000 and \$289,000 respectively. The median housing price in Yakima in 2004 was \$130,000.



Yakima’s estimated reported vacancy rate of 4.0% in 1990 declined in 1993 to 2.0%. In 2004, the Census Bureau reported an owner-occupied vacancy rate in the City of Yakima at below 3%. Rental vacancy rates were estimated at between 6.6% and 10.6%.

According to the Yakima County Coalition for the Homeless, there were 1,265 homeless individuals living in Yakima County in January 2006 an increase of 75 people since 2005. According to the report, 68% of the homeless in Yakima County live in temporary housing.

Projected Housing Needs

The Yakima Urban Growth Area is expected to continue to increase in population. By the year 2015 the population is projected to be between 88,442 and 93,088 persons, and 93,815 to 101,499 by the year 2025. The goals and policies of the Housing Element work in conjunction with those of the Land Use Element to address the need for affordable housing in the urban area, and to accommodate the projected 2025 population increases.

Based upon population estimates, the Yakima Urban Growth Area needs to accommodate approximately 9,951 new residents by the year 2025, or about 4,180 new housing units (at an average of 2.5 persons per dwelling and a 5% vacancy rate) (see **Table V-3**). This estimate is based upon the “intermediate” end projection. These 4,180 new housing units will be distributed throughout the community and provide for a range of housing densities.

Table V-3: New Housing Units Needed 2005-2025

Area	2005	2025	Change 2005-25	New Units Needed
Urban Growth Area	96,515	119,641	23,125	0

Overcrowding

Census 2000 data reflects 14.1% of all Yakima households are overcrowded (i.e. more than one person per room); this is a 7.29% increase from the 1990 Census estimate of 6.81% (see **Table V-4: Overcrowded Housing, 2000**). Overcrowding occurs within the 0-30% and 31-50% of median income brackets. In many cases, families are “doubling-up” because of lack of affordable and available existing housing. Affordable two- and three-bedroom units are an important goal when planning future housing.

Table V-4: Overcrowded Housing, 2000

	Owner-Occupied		Renter-Occupied		Total Units	
	14,221		12,389		26,610	
1.01 - 1.50 occupants per room	631	4.4%	1,042	8.4%	1,673	6.3%
1.51 or more occupants per room	665	4.7%	1,401	9.3%	2,066	7.8%
Total Occupied Units 1.01 or more occupants per room	1,296	9.1%	2,443	19.7%	3,739	14.1%



Homelessness

As an "economically distressed" community, Yakima County has experienced a rapid increase in the numbers of homeless individuals and families as well as the number of those at risk of becoming homeless. These increases are due to above average per capita rates of unemployment, chemical dependency, mental illness, and domestic discord combined with low wages, insufficient incomes and possibly the weather.

The need for a community wide approach to reducing homeless is demonstrated by a Point-in-Time survey of Yakima County's homeless population conducted in January 2005. In this survey 1,190 individuals and 801 households were identified as being homeless. Of the homeless, 355 were identified as children age 0-17, 800 were between the ages of 18-64, 90 individuals reported that they were either living on the streets or in a car, 92 reported being homeless more than one year. Reasons included unable to pay rent or mortgage (213 people), lack sufficient job skills (187 people), suffer from drug and/or alcohol use (175 people), suffer from mental illness (147 people), have experienced job loss (143 people). The Homeless Network acknowledges, however, that the full extent of homelessness in the county may never be known.

Affordable Housing Solutions

Affordability must not be viewed as a stand-alone issue. The issue is whether or not an adequate number of housing units are available that are also affordable to all economic segments of the community. In order to meet federal housing affordability standards, housing costs (excluding utilities) should not exceed 30% of gross household income. Housing would qualify as affordable at the following rates: \$360 per month for very low-income households; \$538 per month for low-income households; and \$639 per month for moderate-income households (see **Table V-2: Housing Cost Burden City of Yakima, 2000**). Unfortunately, the number of housing units that are available and affordable within the Yakima Urban Area is in short supply.

The City of Yakima has developed plans and policies to provide safe, clean and affordable housing for all economic segments of the City through the creation of public/private partnerships for affordable housing development and conservation and rehabilitation of the existing housing stock. The City of Yakima's Office of Neighborhood Development Services (ONDS) has historically addressed the existing housing stock in the central and eastern City neighborhoods where traditionally very-low and low-income persons live. The federally designated CDBG Target Area primarily encompasses neighborhood areas north of Mead Avenue and east of 16th Avenue.

In 2006, the City Council is considering a possible tax incentive program for the downtown area along Yakima Avenue (Lincoln to Walnut, Fourth Avenue to Sixth Street), where *increases* in tax assessments will be deferred for up to ten years on properties redeveloped for affordable housing. The proposed downtown housing area extends from roughly Fourth Avenue to Sixth Street and from Lincoln Avenue to Walnut Street. The parameters of the area may be changed as needed.



A major objective of the Housing Element is to encourage development of affordable housing throughout the Urban Area. Existing plans which promote the stated goals and objectives of the Housing Element of the Comprehensive Plan include, but are not limited to, the Visioning 2010: Upper Yakima Valley Visioning Report, 1992, and the City of Yakima's Consolidated Plan, FY 2005-2009. The priorities as expressed by the community needs and in continuation of the established missions and goals outlined in the One-Year Action Plan of the Consolidated Plan include:

- The development of additional adequate rental units affordable to low and moderate income families,
- The rehabilitation of existing units to remedy conditions that threaten the health and safety of occupants, the development of programs that offer assistance to persons identified as being homeless,
- The development of new units and the operation of existing units for housing persons with special needs, and
- The provision of financial opportunities for low and moderate-income first-time homebuyers.

The City's ONDS has developed and implemented a First-Time Homeownership program with local lenders using down payment assistance, principal reduction and interest subsidies.

The City's ONDS will continue to provide technical assistance such as grant writing, land purchases, etc., to non-profit agencies that are developing projects that address the housing of persons with special needs.

Zoning

As discussed in Chapter 3 (Land Use), about 6% of the land area in Yakima was used for medium density residential; and another 8% was for high-density residential. There will be a demand for lands suitable for medium and high-density residential uses to provide more affordable housing for low to medium income families in the next 20 years. The Urban Growth Area will need a total of 1,650 to 2,660 acres of vacant land designated for these uses to accommodate future growth.

The 2025 Future Land Use Map (FLUM) designates lands for high-density residential uses. The availability of appropriately zoned land for multi-family development, market factors, the state of the economy, and financing availability all affect the affordability of housing.

Accessory Housing

Accessory units help provide affordable housing, and include dwelling units attached or detached from the primary residential units, on a single-family parcel. Attached units contained within a single-family home are the most commonly encountered type of accessory dwelling unit. Accessory apartments typically involve the renovation of a garage, basement family room or a similar space in a single-family residence.



Manufactured Housing

Manufactured housing represents a small but significant housing type that has experienced constant growth, with the exception of 1991, in the City’s housing inventory (see **Figure 5**). The number of manufactured homes increased 360% between 1995-2000. This increase can be attributed mostly to annexation of 705 units during the same period, which represented 64% of the total number of manufactured/mobile home units (1,108 units) Citywide. The number of manufactured / mobile home units permitted for siting on residential lots

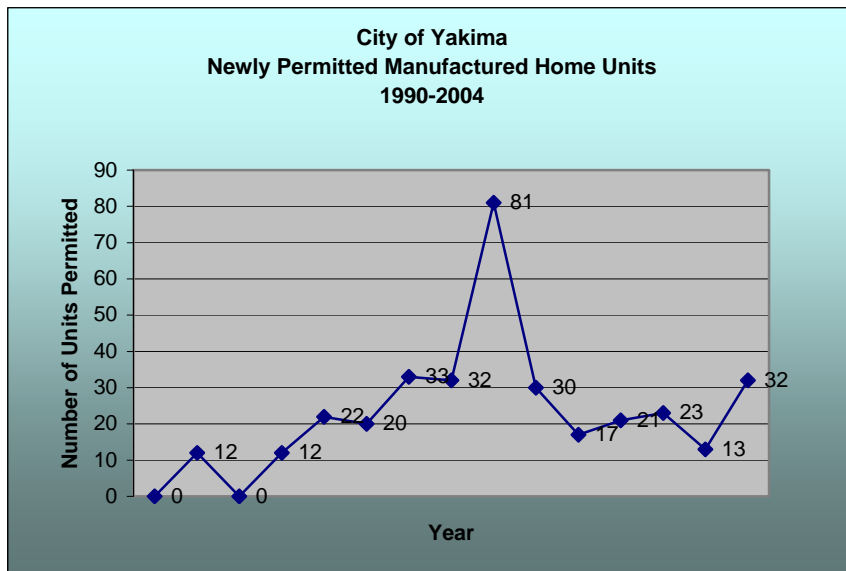


Figure 5 – Manufactured Housing

averaged 23.5 per year between 1990-2000. From January 1990 through December 1995 the number of manufactured home units permitted for siting on individual lots rose by an additional 42 units. An additional 193 units were built between 1995-2000. Mobile home development decreased by 54% between 2001 and December 2004. No substantial mobile home development in mobile home parks has occurred since the 1990 Census.

Maintenance, Rehabilitation and Conservation

Rehabilitation and conservation efforts are important to the preservation of older housing stock. Structurally substandard rental housing in need of renovation typically indicate absentee landlords and renters who may be less inclined to maintain their home and demonstrates the necessity of a renovation/conservation program. Enforcement of minimum maintenance codes will also assist in maintaining a stable housing supply.

Preservation of the structural integrity of residential housing is a primary concern in many of the older neighborhoods. The structural condition of existing units is a crucial factor in maintaining an affordable and safe housing stock. The structural condition of Yakima’s housing stock can be categorized three ways: 1) good, sound condition; 2) substandard condition – suitable for renovation; and 3) substandard condition – unsuitable for rehabilitation.

Year 2000 Census data on housing conditions for the City of Yakima indicates that approximately 15% of the housing stock is structurally substandard and 20% of the City’s total housing stock is in need of rehabilitation. Low-income households that are unable to



bear the cost of renovation occupy most of the structurally substandard, older housing stock.

The City of Yakima's Office of Neighborhood Development Services (ONDS) has historically assisted in addressing the existing housing stock in the central and eastern City neighborhoods where traditionally very-low and low-income persons live. The federally designated Community Development Block Grant (CDBG) Target Area primarily encompasses neighborhood areas north of Mead Avenue and east of 16th Avenue.

The housing stock within Target Area neighborhoods contains a higher percentage of substandard housing than neighborhoods outside of the Target Area. The City's 20-year program has a history of obtaining private lending dollars to complement housing and urban development funds. The ONDS has provided for the rehabilitation of 1,500 residential units utilizing these programs.

In June 2005 the City of Yakima enacted Ordinance 2005-29 concerning regulation of manufactured home placement within the City of Yakima and amending Yakima Municipal Code section 15.04.120. Effective July 1, 2005, any manufactured home constructed after June 15, 1976 may be sited in the same manner, and subject to the same conditions, as a site built home, provided:

- The manufactured home has not been previously titled and is not a “mobile home”;
- Is set upon a permanent foundation (concrete or an approved concrete product) which can be either load bearing or decorative;
- Complies with all local design standards applicable to all other homes within the neighborhood in which the manufactured home is to be located;
- Is thermally equivalent to the State energy code; and
- Meets all other requirements for a designated manufactured home as defined by RCW 35.63.160.

The new ordinance does not alter the existing zoning ordinance regulations for the placement of used or singlewide manufactured homes.

Housing Agencies

Most housing constructed within the City of Yakima is a result of private developers and persons on privately owned land. Housing for very-low and low-income households often requires subsidies from external sources even after the Land Use Map and Zoning Code have allowed for their construction. The Yakima Housing Authority (YHA) services families with annual incomes 0%-50% HAMFI; mostly those with incomes of 0%-30% HAMFI. Low-income and low-moderate income families are serviced by ONDS.

When the 1997 Comprehensive Plan was adopted, the Yakima Housing Authority (YHA) owned 150 multi-family public housing units located on 11 sites located throughout the City of Yakima. YHA currently has 400 housing units countywide, with a total of 322 housing units available within City of Yakima boundaries. The total number of Section 8



Vouchers distributed throughout Yakima and Kittitas counties increased 5.2% from 573 vouchers in 2004 to 603 vouchers in 2005.

The Diocese of Yakima Housing Services (DYHS) program has built more than 200 affordable housing units for farm workers and other low-income families in and around Yakima.

The *Homeless Network* is an association of emergency housing providers, service providers, community leaders, and other interested persons or entities concerned about addressing the emergency, transitional and permanent housing needs of the homeless persons and families.

The Homeless Network is focused on reducing homelessness in Yakima County by 2014 through the implementation of fundamental changes in both services to the homeless and delivery of needed services to the homeless. This goal will require the coordination of services through a countywide integrated system and multidisciplinary services structure. The Homeless Network currently has a membership of over 45 local agencies.

Group Homes

The U.S. Census defines “non-institutional group quarters” as living quarters that house ten or more unrelated persons living in the unit, such as rooming houses and group homes.

Group homes include “community-based homes” providing care and supportive services. Such places include homes for the mentally ill, mentally retarded, and physically handicapped; drug/alcohol halfway houses; communes; and maternity homes.

The extent of the housing need for special population groups (present and projected) is based on the anticipated continued growth of the special needs population. In addition, persons with special needs require a range of supportive services in conjunction with affordable housing to ensure independent living. 1990 Census reported 1,759 persons in the City of Yakima residing in group-quarters. Census 2000 data reported 2,139 persons residing in group-quarters.

Foster Care Facilities

The provision of foster care within the City of Yakima is limited to individual family homes and homes licensed to provide foster care in a group setting. There are 103 individual homes licensed by the State of Washington to provide foster care in Yakima. There are two family homes licensed to provide foster care in a group environment to address “specific populations”. Efforts are underway to license additional caregivers.

GOALS AND POLICIES

Goals and Policies will serve two principal purposes: to guide development decisions in the UGA (such as rezone requests, development reviews, etc.) or to outline specific actions or programs that implement the Plan. The latter are presented in Chapter II –



Action Plan, both as a means of implementation and to meet the mitigation requirements of this integrated SEPA/GMA document.

GOAL 5.1: ENCOURAGE DIVERSE AND AFFORDABLE HOUSING CHOICES.

Policies

- 5.1.1 Continually monitor affordable housing needs and assist in providing locations for affordable housing as necessary to meet this need.
- 5.1.2 Support an inventory of potential sites for affordable housing development and redevelopment.
- 5.1.3 Encourage affordable housing development.
- 5.1.4 Encourage a range of affordable homeownership options.
- 5.1.5 Encourage the provision of fair share housing opportunities to all economic segments and mixed uses for infill developments.
- 5.1.6 Provide administrative and technical support to housing projects that complement existing programs.
- 5.1.7 Encourage good faith efforts that the City of Yakima and other local governments not impose regulations that may constitute barriers to affordable housing availability, and appropriate compatible residential densities.
- 5.1.8 Support programs to improve existing housing stock.

GOAL 5.2: PROVIDE HOMEOWNERSHIP OPPORTUNITIES.

Policies

- 5.2.1 Encourage various educational and financial assistance strategies to expand homeownership opportunities.
- 5.2.2 Work with existing housing providers and private lenders to provide homebuyer education seminars for potential first-time homebuyers; include outreach to current renters.
- 5.2.3 Work with local lenders to increase financial assistance to first-time homebuyers.
- 5.2.4 When possible, provide community residents with home maintenance information and housing counseling including financial responsibility of homeownership and budgeting.

GOAL 5.3: ADOPT OR REVISE THE CITY’S DEVELOPMENT STANDARDS TO INCREASE AFFORDABLE HOUSING OPPORTUNITIES.

Policies

- 5.3.1 Review of existing zoning regulations and consideration of innovative standards that will encourage construction of affordable housing and encourage the participation of neighborhood associations and the development community in this process.
- 5.3.2 Facilitate small lot sizes, condominiums, clustering and other options that increase the supply of affordable homeownership options.



- 5.3.3 Assist, when allowable, the conversion of accessory buildings into housing units as a means to increase the supply of affordable housing units and to help existing homeowners remain in their homes.

GOAL 5.4: PARTICIPATE IN EFFORTS TO MAXIMIZE THE LAND AVAILABLE FOR AFFORDABLE HOUSING IN THE COMMUNITY

GOAL 5.5: PRESERVE AND IMPROVE EXISTING RESIDENTIAL NEIGHBORHOODS.

Policies

- 5.5.1 Stabilize existing viable neighborhoods.
- 5.5.2 Seek alternatives, when feasible, to demolition and removal of units from housing stock.

GOAL 5.6: ENSURE AN ADEQUATE SUPPLY OF AFFORDABLE HOUSING FOR PERSONS WITH SPECIAL NEEDS.

Policies

- 5.6.1 Support development of new units and the operation of existing units for housing persons with special needs.
- 5.6.2 Support development of programs that offer assistance to persons identified as being homeless.



CHAPTER VI: TRANSPORTATION

INTRODUCTION



The Transportation Element is one of the six mandatory elements required by the Growth Management Act⁸:

[The City must adopt a] Transportation element that implements, and is consistent with, the land use element. [It] shall include land use assumptions used in estimating travel, estimated traffic impacts to state owned transportation systems, inventory of transportation facilities and services, level of service standards for all locally owned roadways, future year traffic forecasts, identification of state and local needs to meet the adopted level of service standards, analysis of funding sources to meet future needs, demand management strategies, and bicycle and pedestrian facilities.

Two major studies are underway in Yakima in 2006. The Urban Area Comprehensive Plan (UACP) is being updated as is the City's Transportation Plan. The Transportation Plan has been coordinated with the elements of this plan and vice versa. For example, the Transportation Plan recommends that a transportation element be developed as part of the West Valley and Terrace Heights neighborhood plans, which are discussed in other portions of this UACP. There is also discussion of shortfalls between future road improvement needs and future revenues. Such shortfalls will be a part of the Capital Facilities discussion in Chapter VII.

This section establishes the framework for the City's future transportation system. It represents Yakima's policy plan for ensuring that the City's transportation system responds to the needs of the community. This chapter of the Yakima Urban Area Comprehensive Plan summarizes the full Yakima Urban Area Transportation Plan, 2025 adopted by the City. Refer directly to the Transportation Plan 2025 for more detailed information about the programs and policies summarized in this Comprehensive Plan chapter.

EXISTING CONDITIONS

Traffic Volumes

Traffic volumes on the arterial and collector streets are regularly monitored. Traffic volumes for the 95 miles of classified streets are collected and updated on a two-year cycle. Based on actual count data, the City of Yakima estimates weekday PM peak hour volumes average 8.7% of the daily volumes. The PM peak hour represents the busiest time period for daily traffic throughout the community. The morning peak traffic is spread out over a period between 7:00 a.m. and 9:00 a.m. Mid-day traffic increases between

⁸ RCW 36.70A.070(1)



11:30 a.m. and 1:00 p.m. The evening peak traffic period is between 4:00 p.m. and 6:00 p.m. Additional traffic volume fluctuations occur between 3:00 p.m. and 4:00 p.m. during school release periods.

Level of Service

Ensuring the presence of adequate capacity on public streets, to support new development and provide for community needs, is one of the key components of the Washington State Growth Management Act (RCW 36.70A.070). A minimum acceptable Level of Service (LOS) standard was established in the 1998 Transportation Plan to accomplish this purpose. A Transportation Concurrency Ordinance was also implemented in 1998 as part of the plan adoption.

Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment.

Six LOS designations are provided for each type of facility, from “A” to “F”. LOS “A” reflects no congestion faced by drivers whereas LOS “F” reflects overcapacity conditions with high congestion (Highway Capacity Manual, 2000). Per the Concurrency Ordinance, LOS “D” conditions or better must be maintained on City of Yakima streets.

Safety of Arterial Streets and Intersections

Street segments and intersections that experience repeated or severe vehicle accidents are reviewed annually for possible corrective measures. Unfortunately, limited funding sources cannot address all the locations that could benefit from safety improvements. Therefore, locations for future safety improvements should be identified and prioritized for street and intersection improvements. The Transportation Plan includes a number of corridor and intersection or spot improvements that should be addressed. Examples of these safety improvements are located on Nob Hill Boulevard and 16th Avenue corridors.

Preservation and Maintenance of Street System

All streets require routine maintenance in order to preserve the integrity of the pavement, prevent water-damage and extend the life of the asphalt or concrete. Routine preventative maintenance reduces overall costs associated with operating and maintaining a City street infrastructure. Preservation of street surfaces has been hampered by lack of investment in materials and manpower. The Transportation Plan outlines a



Pavement Preservation Program for all streets, on a 12-year improvement cycle. Program costs are estimated at \$500,000 annually for the Classified Streets and \$300,000 for local access streets. The City of Yakima has implemented a program to provide a hard-surface to unpaved streets, reflecting concerns about maintaining air quality in the Yakima Urban



Area. Additional regulation of particulate matter (from PM₁₀ to PM_{2.5}) will require new strategies to meet air quality standards.

Pedestrian Facilities

Safety, access, quality of life, and effective implementation are imperative elements for the City of Yakima's success as a pedestrian friendly community. Safety is the number one concern of citizens, whether they are avid or casual recreational walkers or pedestrian commuters. In many cases, pedestrians must share narrow high volume streets with motor vehicles of all sizes and bicycles. They cross busy intersections with multiple conflict points. A consistent pedestrian sidewalk system is not present along many sections of classified streets. The lack of a continuous sidewalk system along busy streets forces pedestrians to walk in the street.



Access improvements for pedestrians are important to help improve the ability to take trips to destinations like schools and transit stops. Currently, the City lacks a system of continuous and connected walking areas along the classified street system. Where sidewalks do exist, many have barriers such as irrigation boxes, utility poles, and missing ADA facilities.

With this plan the City can take measurable steps toward the goal of improving every citizen's quality of life by creating a safer walking environment. The importance of developing a pedestrian system that is attractive and inviting is a key element in preserving Yakima as a place where people want to live, work and visit. This plan proposes a strategy for implementing a priority system for physical improvements through grants and competitive funding sources.

The sidewalk and path system in Yakima is discontinuous and inadequate for the needs of pedestrians in many areas of the City. According to a 2005 inventory conducted by the City of Yakima, only 198 linear miles of sidewalk currently exist. A total of 112 miles of these sidewalks are adjacent to classified streets. This represents 58% of the 190 total linear miles of classified street frontages. Sidewalks on local access streets represented 86 linear miles, or 17% of the 500 linear miles of local street frontages. **Map VI-1** from the Transportation Plan illustrates the existing and planned sidewalks and pathways within the City.

The most interconnected pedestrian system is in the downtown area. Although there are sidewalks along many of the streets in the downtown, many sidewalks do not have ramps or other ADA facilities and are in poor repair. Many of the older residential neighborhoods have sidewalks, but they were rarely constructed with curb ramps. Many streets lack both sidewalks and curbs. Some streets on hills do not have sidewalks and retrofitting them



with sidewalks would not be possible without a large investment in supporting structures such as retaining walls.

Arterial and collector streets are major routes for not only for motorized vehicles but also for pedestrians. Many arterial and collector streets have large sections of missing sidewalks and areas with sidewalks often lack ramps or have earlier versions of ADA ramps that lack recent innovations. Discontinuous sidewalks restrict pedestrian uses and force pedestrians to walk in the street or along the uneven or dirt shoulders.

Connector pathways such as the Powerhouse Canal Pathway, Yakima Greenway and several other neighborhood connector paths support pedestrians. These primarily asphalt pathways provide pedestrians a walkway separate from vehicles. Some were designed to link neighborhood dead end streets to an arterial, or to provide a more direct path for school children to access schools, such as those connecting Gilbert Elementary, Whitney Elementary and West Valley Middle School Complex. The Canal Pathway provides both a pleasant recreational walk and connector to Robertson Elementary as well as several medical and office complexes. The pedestrian connections from city streets or pathways to the Yakima Greenway need improvement. In their present condition, the connections limit access and present safety concerns.

The most heavily walked areas in the City are those walking routes taken by students attending the City's schools. The 18 elementary schools within the City of Yakima have designated Walk-to-School Routes with warning signs, flashing lights and reduced speed zones. Students walk along many areas without the benefit of pathways or sidewalks.



Bicycle Facilities

The bicycle is the vehicle most commonly used as an alternative to the automobile. Yakima's climate and topography is favorable to many months of recreational cycling and commuting to work or school on a bicycle throughout the year. Today, Yakima has three levels of bicycle facilities along its public streets. These levels are illustrated in **Map VI-2** from the Transportation Plan and include the following.

Level 1 bike facilities are dedicated bicycle lanes, a minimum of 5-feet in width for each direction of travel. Currently, Level 1 facilities are provided on Lincoln Avenue, Martin Luther King Jr. Boulevard, and Powerhouse Road.

Level 2 bike facilities are lanes that are specifically designated to be shared between bicycles and motor vehicles. These lanes are typically 14 feet in width and have a marked BIKE symbol. Shared facilities are located on North 5th Avenue, Mead Avenue, and Washington Avenue.

Level 3 bike facilities are signed bike routes, with no specified lane designated for cyclists. Examples of signed bike routes include 6th Avenue, Chestnut, Front Street, and 37th and



38th Avenues. Off-street pathways for pedestrians and bicyclists provide additional recreational and transportation opportunities. Plans for additional or expanded trails and pathways include:

- Extension of Powerhouse Pathway from Chesterley Park to the Yakima Greenway near 40th Avenue.
- Connect Powerhouse Pathway between 20th Avenue and 24th Avenue.
- Create Willion O. Douglas Trail from Davis High School north to 6th Avenue and the Greenway Path, then along the Greenway path west to 40th Avenue connecting to the Powerhouse Road Pathway and the Cowiche Canyon Trail.
- Future development of pathways on City-owned YVT rail corridors along the Wide Hollow Road, South 64th Avenue/Ahtanum Rd and South 52nd Avenue branches.

Transit Service

Yakima Transit provides public transportation services within the Yakima Urban Growth Area. This service is performed primarily through the scheduling and routing of regular fixed-route bus service that includes Yakima, Selah and parts of Union Gap.



The Yakima Transit system consists of ten separate bus routes that operate from 6:00 a.m. to 7:00 p.m. Monday through Friday. Saturday and designated holiday schedules consist of eight bus routes that run on an hourly schedule from 8:45 a.m. to 6:30 p.m.

The established bus routes cover residential neighborhoods and commercial areas surrounding Summitview Avenue, Lincoln Avenue, Tieton Drive, Fruitvale Boulevard, Mead Avenue, East and West Nob Hill Boulevard, Fair Avenue, North and S. 1st Street to the State Department of Transportation campus in Union Gap, 16th Avenue, 40th Avenue, Washington Avenue including the Airport vicinity and Selah. **Map VI-3** from the Transportation Plan illustrates these transit routes and the locations of designated Park-N-Ride lots.

Transit service routes were modified in late 2003 to be more responsive to the needs of passengers getting to work and school. This schedule re-alignment offered more direct routings and maximized transfer point connections, as well as overall frequency of transit service within the community. In mid-2005, transit service was extended to Selah and Union Gap with funding provided by a Congestion Mitigation Air Quality (CMAQ) grant to relieve traffic congestion on the north-south arterial streets.

The Yakima Urban Area is unique in the existence of the original electric trolley-style streetcar system. The electric trolley was Yakima's first transit system and has been in operation since 1907. The City of Yakima now owns the system, consisting of 4 street cars, the car-barn, the powerhouse and several miles of track along North 6th Avenue, Pine Street and 2nd Avenue (partially buried). Currently, the system is used on summer weekends and other special occasions. Additional use of the trolley line system will be



explored in the future, as well as the preservation of the car-barn facility into a museum.

Freight – Truck

The accommodation of freight movement by truck is an important component of the Yakima economy. Due to the dispersed nature of industrial and agricultural services in the Yakima Urban Area, truck traffic must travel the entire classified street system to reach packing facilities, warehouses, freeways, the airport or rail services. The transportation system should be planned to accommodate the efficient and effective movement of freight while still maintaining neighborhood livability.



The Transportation Plan promotes a process of upgrading critical Primary Arterial streets and intersections to accommodate truck movement, along with improved street signing to encourage trucks to use these routes.

Freight – Rail and Air

Since the 1880's, the City of Yakima developed around the railroad, with core commercial services and industrial uses clearly planned around rail access. Consequently, the city's railroad corridor still bisects the Yakima central business district (CBD). As freight and passenger dependence has moved away from the rail-centered model to the current truck and automobile mode of transportation, conflict has increased between city streets and freeways with rail service in urban areas. More frequent or extended rail service presents significant disruption of traffic flow and delay to the urban arterial streets that have at-grade crossings.

Projected rail use by the Burlington-Northern Santa Fe (BNSF) Railroad show significant growth in the total number, frequency and length of trains that will travel through Yakima. The current average of 10 trains daily is expected to increase to an average of 25 daily trains by 2025. Rail service on the lines that bisect Yakima are largely regional lines and do not stop in Yakima to transfer goods from the Yakima Valley. This freight movement is vital to the state and national economy.

The local impact of increased train service over Yakima streets has safety and economic impacts. The disruption to traffic on the Principal Arterial Streets in the CBD compromises commerce, emergency access and ground freight. Delay of vehicles at railroad crossings causes air pollution from idling vehicles.

To reduce these negative impacts, high priority has been given to providing grade separation at the railroad crossing of Martin Luther King Jr. Boulevard and Lincoln Avenue. Additional grade separations of other at-grade railroad crossings will need to be evaluated for consideration of future needs. Future consideration will need to be given to the grade separation or other measures to mitigate the impacts of rail crossing at "I" Street, "D" Street, Yakima Avenue, Mead Avenue, and Washington Avenue.



The Transportation Plan identifies the need to support infrastructure projects that promote future airport operation, safety or facility needs, as well as ensuring that adequate street access is planned in the vicinity of the airport for freight operation needs.

FUTURE CONDITIONS AND DEFICIENCIES

This section of the Transportation Element summarizes the future transportation conditions in the year 2025 based on projected land use.

Future Roadway Traffic Volumes and Deficiencies

Ensuring the presence of adequate capacity on public streets, to support new development and provide for community needs, is one of the key components of the Washington State Growth Management Act (RCW 36.70A.070). A minimum acceptable Level of Service (LOS) standard was



established in the 1998 Transportation Plan to accomplish this purpose. A Transportation Concurrency Ordinance was also implemented in 1998 as part of the plan adoption, which will require updating to implement the policies of this Comprehensive Plan Update process.

Current and projected fiscal constraints require the City to identify ways to maximize the life of the existing transportation system infrastructure. Because the current definition of capacity of 800 vehicles per hour per lane can result in unnecessary construction and/or widening of City streets, the Transportation Plan Update 2005 - 2025 recommends increasing the definition of capacity from 800 vehicles per hour per lane to 1,000 vehicles per hour per lane. The minimum acceptable LOS on City streets shall remain at LOS "D" (e.g., a volume-to-capacity ratio of between 0.80 and 0.89). This expectation results in a maximum traffic volume of 890 vehicles per hour per lane on City streets. In instances when the traffic volumes exceed this threshold, capacity-related improvements are necessary before additional land use development can occur.

Based on a capacity definition of 1,000 vehicles per hour per lane, the following street segments will exceed LOS D conditions by the year 2025, if no action is taken and additional significant development occurs to change travel patterns:

- North 40th Avenue (between River Road and Summitview Avenue)
- Nob Hill Boulevard (between 16th Avenue and 1st Street)

Corridor plans will be developed for each of these street segments following the adoption of the Transportation Plan Update. These corridor plans will address capacity needs as well as community/aesthetic enhancements.

Other streets and street segments within the City would also benefit from the development and implementation of a corridor plan to address safety, future livability and transportation



needs, including

- 16th Avenue (between Fruitvale and Nob Hill Blvd);
- S. 1st Street (between Nob Hill Blvd and Union Gap)
- 40th Avenue (between Summitview and Nob Hill Blvd)
- Nob Hill Blvd (between 1st Street and 18th Street)

The Transportation Plan also addresses the need to review the existing street construction standards within the Yakima Urban Area. Future new streets and reconstruction projects must provide for adequate capacity and safety measures. However, the existing city standards (as found in Yakima Municipal Code 12.06) require street standard specifications based only on federal Functional Classification, not projected volumes or land use constraints. The current standards have resulted in the construction of streets that may be over-built for the future capacity needs, created wider lanes that promote speeding, uncertainty regarding the construction of bike facilities and other issues.

Modifications to the Street Standard requirements, as well as changes to the Functional Classification are recommended in the Transportation Plan (see **Map VI-4**) in order to promote orderly development, adequate capacity, promote safety and neighborhood livability. Adjustments to the Functional Classification of certain streets will assist in the implementation of appropriate street standards. For example, a new definition of Neighborhood Collector will be introduced at the local level to certain streets where the adjoining land is fully built out as low density residential, and future traffic volumes do not project a significant increase in traffic, such as 32nd Avenue and Englewood Avenue. Final adoption of street standard modifications will consider community preferences, State or Federal requirements, storm-water ordinance requirements (when developed) and the implementation of the Transportation Plan policies. A major goal of this project will be adoption of uniform street standards within the entire Yakima Urban Area.

A Comprehensive review of speed limits on Arterial Streets within the Yakima Urban Area is also identified in the Transportation Plan as a necessary implementation measure. Arterial streets can operate more efficiently if the speed limit establishes a realistic and safe standard that can be enforced. Other related tasks are itemized in the Implementation section of this chapter.

Two-Way Left Turn Lanes and the Road Diet

One significant feature of the street standard modifications discussed in the Transportation Plan, 2026 is the elimination of street standards for construction of new 4-lane streets. Until the 1970s, most urban communities constructed either 2-lane or 4-lane Arterial Streets. As urban level development continued along these streets, many streets experienced congestion due to driveway and turning movements, as well as safety concerns largely from rear end or broadside collisions also associated with turning vehicles.

To address these safety and congestion concerns, many communities began constructing streets with a center left turn lane. Continuous two-way left turn lanes (TWLTL) improve traffic safety by providing a separate lane for left turning vehicles to remove turning vehicles from the through travel lanes. The presence of TWLTL has been estimated to



reduce the rate of vehicle collisions between 26 and 40%. In addition to the traffic safety benefits, a TWLTL also improves the capacity of the street by reducing delay and congestion caused by turning vehicles.

As the safety and capacity benefits of the TWLTL were studied and proven in the 1980's, roadway conversions from 4-lane facilities were examined for the feasibility of reducing the number of lanes to a 3-lane design (known as the "road diet"). Added benefits of reducing the number of travel lanes from 4- through lanes to 3-lanes also include improving safety conditions for pedestrians, bicyclists and transit users. Reducing the number of through lanes may also reduce excessive speeds.

Traffic Engineering studies indicate that a 3-lane street design is effective for a street with a future design volume of up to 17,000 average daily vehicles. A 5-lane street is effective for a future design volume of up to 28,000 average daily vehicles.

On streets where the future traffic is expected to exceed 28,000 average daily vehicles, the TWLTL is not recommended due to higher accident rates associated with fewer gaps in traffic for safe turning movements. Raised median dividers and turn lanes at intersections are recommended for these higher volume streets.

Access Management

There are many busy arterial intersections within the City in which there are several driveways in close proximity to one other and to the intersection. This numerous turning movement conflicts that result from these driveways can yield safety problems and reduced intersection capacity over time. This can also result in driver frustration regarding conflicts between those traveling through the intersection versus those accessing private developments within the functional areas of the intersection.



To respond to these concerns and to extend the operating lifespan of the system in a cost-effective fashion, adoption of an Arterial Street Access policy is recommended in the Transportation Plan. The implementation of access management strategies on specific roadway sections will only be applied when property is developed/redeveloped, when the City engages in a major transportation improvement project and/or if a safety deficiency is documented relative to access issues.

Future Intersection Traffic Volumes and Deficiencies

A plan for intersection improvements in the City of Yakima is identified in the





Transportation Plan based on the evaluation of existing and future growth needs. The potential growth at each of the intersections was assessed based on information obtained from the Yakima Valley Conference of Governments' (YVCOG) transportation model. This model is a tool that forecasts future traffic growth based on assumptions about growth in land use in the City over the next 20 years.

To ensure that the signalized intersection network continues to function acceptably over the next 20 years, various improvement strategies will be utilized by the City of Yakima to meet intersection capacity needs. These strategies include transportation system management measures that aim to optimize the carrying capacity of roadways and intersections through physical capacity enhancing improvements. Recognizing that the ability to make physical improvements is often limited by funding and right-of-way constraints, transportation demand management measures can also be implemented to encourage alternatives to single occupancy vehicle travel.

Based on the capacity-based strategies outlined above, a series of near-term, mid-term, and long-term intersection improvements have been identified for those intersections that are forecast to exceed level of service standards or experience capacity deficiencies. These improvements are fully described in the Transportation Plan and are summarized on **Table VI-1: Transportation Plan Improvement Projects, 2006-2026** (following page).

The Transportation Plan, 2026 also includes a discussion of traffic signalization strategies that can increase capacity of vehicles through an intersection, as well as through an entire corridor and will promote safety. Many of these strategies require investment into the traffic signal system and are discussed in the recommended projects referenced in the Plan.



Table VI-1: Transportation Plan Improvement Projects, 2006-2026

FUNDED PROJECTS - CONSTRUCT BY 2008		Length	BEGIN	COST ESTIMATE
1	SR-12& N 40th Ave Interchange	Intersection	2006	\$2,820,000
2	Nob Hill Blvd & S 6th St Signal	Intersection	2006	\$537,000
3	N 16th Ave & River Rd Signal	Intersection	2006	\$344,000
4	RR Grade Separation of B St, Lincoln	Intersection	2007	\$31,000,000
5	River Rd: 16th Ave to Fruitvale Blvd	1.2 Miles	2007	\$2,020,000
Total Estimate				\$36,721,000
CAPACITY CONSTRAINED PROJECTS		Length	BEGIN	COST ESTIMATE
1	40th Ave Corridor: Fruitvale to Washington	3.3 Miles	2010	\$9,000,000
2	40th Ave & Summitview Signal	Intersection	2009	\$450,000
3	40th Ave & Englewood Signal	Intersection	2010	\$273,000
4	Nob Hill Blvd Corridor: 16th Ave to 18th St	2.5 Miles	2008	\$7,000,000
5	Nob Hill Blvd & 18th St Signal	Intersection	2008	\$750,000
6	Nob Hill Blvd & Fair Ave Signal	Intersection	2008	\$1,200,000
7	16th Ave Corridor: US-12 to Washington	3.6 Miles	2013	\$11,000,000
8	16th Ave & Fruitvale Signal	Intersection	2012	\$445,000
9	16th Ave & Washington Signal	Intersection	2008	\$455,000
10	1st St & Washington Signal	Intersection	2009	\$900,000
11	S 3rd Ave & Washington Ave Signal	Intersection	2009	\$295,000
12	S 1st St Corridor: Nob Hill Blvd to Union Gap	1.5 Miles	2015	\$2,755,000
13	W Nob Hill Blvd Corridor: 52nd to 72nd Ave	1.3 Miles	2008	\$3,555,000
Total Estimate				\$38,078,000
SYSTEM IMPROVEMENT PROJECTS		Length	BEGIN	COST ESTIMATE
1	Frontage Road, Terrace Hgt Connector, Path	2.5 Miles	2007	\$2,427,000
2	48th Ave Corridor: Summitview to Washington	1.6 Miles	2012	\$2,050,000
3	Englewood Ave Corridor: 16th Ave to 66th Ave	3.2 Miles	2014	\$5,550,000
4	Englewood Ave & Powerhouse Rd Intersection	Intersection	2012	\$822,000
5	66th Ave Corridor: Scenic to Summitview Ave	.75 Miles	2015	\$1,120,000
6	Mead Ave: Rudkin Rd to Fair Ave	.75 Miles	2015	\$1,212,000
7	80th Ave: Tieton Dr to Zier Rd	1.3 Miles	2011	\$2,000,000
8	Zier Rd: 72nd to 80th Ave	.50 Miles	2015	\$950,000
9	Lincoln Ave/B St Couplet Re-alignment	Intersection	2012	\$3,002,000
10	5th Ave & Tieton Dr	Intersection	2011	\$400,000
11	Rudkin Rd: Viola to Rainier PI (UG)	1.0 Miles	2015	\$1,193,000
Total Estimate				\$20,726,000
MULTI-MODAL: SIDEWALKS, TRANSIT & PATHS		Length	BEGIN	COST ESTIMATE
1	W.O. Douglas Trail	75 Miles	2007	\$4,870,000
2	W Lincoln Ave Sidewalk (29th to 56th Ave)	1.8 Miles	2010	\$644,000
3	Yakima Ave/ Front St Pedestrian Project	2.5 Miles	2006	\$4,870,000
4	Beech St Ped Connector	.50 Miles	2009	\$875,000
5	Transit Operations	Operations	Yrly	\$2,988,000
Total				\$14,247,000
ANNUAL PROJECTS AND OPERATIONS		Length	BEGIN	COST ESTIMATE
1	Arterial Maintenance	5 Miles	Yrly	\$625,000
2	Unclassified Street Maintenance	20 Miles	Yrly	\$250,000
3	School Safety Projects	Spot	Yrly	\$100,000
4	Signal Upgrades	Intersection	Yrly	\$200,000
5	Paved Shoulders	.5 Miles	Yrly	\$100,000
6	Bridge Maintenance	Spot	Yrly	\$200,000
7	Sidewalk & ADA Ramp Repair	Spot	Yrly	\$70,000
Total				\$1,545,000



Economic Development and Regional Transportation Issues

The Yakima Urban Area is bisected by two State-owned, limited access facilities (I-82 and S.R. 12) that provide regional passenger and freight mobility throughout eastern and central Washington. Access to these facilities is provided via five grade-separated interchanges. A number of regionally significant improvement projects are planned for these State transportation facilities that will relieve congestion and promote economic growth. The impact of new development on State facilities is considered in all major projects within the Yakima Urban Area with the cooperation of the Yakima Valley Conference of Government (YVCOG). Level of Service (LOS) standards were established by the State, with LOS "D" being the minimum acceptable standard for State owned facilities.

Coordination of new regionally significant transportation improvements are addressed by a group of local business leaders, elected officials and local jurisdiction representatives known as the "TRANS-Action Committee". The goal is to encourage economic vitality by developing a list of prioritized transportation strategies to meet long-range needs of the greater Yakima area and explore funding opportunities. Significant projects included in the TRANS-Action report include various interchange improvements to S.R. 12, S.R. 24 and I-82, as well as corridor projects such as Ahtanum Road, Wide Hollow Road, Valley Mall Boulevard, the Terrace Heights/ Boise Cascade Frontage Road, 16th Avenue, 40th Avenue, Nob Hill Boulevard, S. 1st Street/Main Street and other projects.

Finance Element

One of the required elements of the Growth Management Act is a funding plan for projects identified within the Transportation Plan as necessary to support growth for the next 20 years and serve as the basis of the annual six-year street improvement program. The Transportation Plan contains detailed project recommendations that address Annual Maintenance and Operation costs; System Improvements; Capacity Improvements and Multi-modal or Transit Programs. **Table VI-1: Transportation Plan Improvement Projects, 2006-2026** provides a summary of these projects. The Capital Facilities Plan provides a summary of various funding sources and options to address these projects. Coordination is required on an annual basis between the actual implementation of the projects, listed on the Six-Year Transportation Improvement Program and the Comprehensive Plan, as well as the Metropolitan Transportation Plan.

Implementation Measures

Several major tasks must be completed following adoption of the Transportation Plan in order to carry out the goals, policies and actions identified in the document. The development of these tasks will require public participation efforts and review by the City Council. This is a summary of the major policy or ordinance implementation changes as outlined in the chapters of the Transportation Plan.

Street Development Standard Modifications: The Transportation Plan recommends revisions to the existing street standards contained in YMC 12.06. The Municipal Code will require modification through a public process cumulating with adoption by the City



Council. The new street standards will provide direction to the City Engineer's Division for capital project design. Coordination with Yakima County is underway for the development of common street standards within the Yakima Urban Area. Revisions to the YMC should be completed by December 2007.

Functional Classification Map Revisions: The City of Yakima will work with the Yakima Valley Conference of Governments to implement changes to the Functional Classification Map as part of the Regional Transportation Organization, the Washington Department of Transportation policy and Federal Highway Administration process. The revisions should be also be adopted by Council's approval of a revised YMC 12.06, Street Types and Functional Classification. The City should begin to file the necessary documentation in early 2007.

Future Lane Map: Based upon the information provided in Chapter 5, Arterial and Collector Streets and the implementation of revised street standards, City staff will finalize and post a Future Lane Map that reflects the recommendations of the Transportation Plan. This map will be used by the Engineering Division for determining future project designs. The Planning Division will also be able to access this map to provide information to developers regarding roadway sections and required improvements for frontages. The map will also be posted on the City of Yakima's web site so that individuals may assess future road improvement impacts on existing properties. The map will be available in early 2007.

Priority Listing of Street Capacity Projects: This list is contained within the Transportation Plan and should be incorporated into the City's Six Year Transportation Improvement Program. Priority should be given to funding these projects in order to provide for continued for economic stability and growth of the community. The list should be complete at the time of the adoption of this plan in 2006.

Transportation Concurrency Ordinance Amendments: The existing Concurrency Ordinance and procedure will require modification if any revisions are made to the existing definitions, assumptions, equations, or procedures. Revisions may include collection of Impact Fees, revision of number of vehicles per lane in the capacity formula, and inclusion of intersection analysis. Development of a new concurrency program would be completed by the end of 2007.

Access Management Policies/Ordinances: Recommendations of the Transportation Plan may include investigation, presentation and adoption of access management strategies in the form of policies or ordinances. The transportation committee of the city council would preside over development and presentation of access management strategies with staff and members of the community. Final approval and adoption by the full Council would be in late 2008.

Street System Preservation Plan: The 2006 Budget and the Transportation Plan begin the process of identifying system needs and funding alternatives for the program. Ultimately, the breadth of this program will be a council policy issue. Staff will continue to prepare materials to educate the public of the infrastructure maintenance needs and



provide alternative funding options for council and public consideration. This will be an ongoing program that is already underway.

Neighborhood Traffic Program: An annual budget and programmatic approach to address neighborhood concerns about speeding and cut-through traffic needs review and policy direction by City Council. Estimated date of completion is 2008.

Zoning Ordinance Amendments: There may be zoning ordinance amendments necessary to maintain compatibility between standards dealing with streets, access, neighborhoods, clear views, sidewalks, etc. Traffic Engineering will review current YMC and Zoning Language and recommend revisions as needed. This work should be complete in early 2008, with completion of the access management review and implementation.

Zoning Ordinance Amendments: There may be zoning ordinance amendments necessary to maintain compatibility between standards dealing with streets, access, neighborhoods, clear views, sidewalks, etc. Traffic Engineering will review current YMC and Zoning Language and recommend revisions as needed. This work should be complete in early 2008, with completion of the access management review and implementation.

Capital Facilities Plan Update: The Transportation Plan Update and Capital Facilities Plan Update have been developed concurrently. Final recommendations included in the adoption of the Transportation Plan will be reflected in the Capital Facilities Plan. Staff recommends that the City consider an annual program of review and update of the transportation plan, six-year transportation plan, capital facilities plan and budget. This will ensure that the documents remain consistent.

Corridor Plans: The Transportation Plan indicates that corridor plans will be developed for 40th Avenue, 16th Avenue, Nob Hill Boulevard and a portion of South First Street. These plans will provide the footprint for future capital projects to address capacity and safety improvements. Staff recommends that serious consideration be given to hiring consultants to work with the community to arrive at a plan for each corridor that not only addresses the transportation issues but develops a "sense of place" for each of these corridors. In this way improvements that are both functional and aesthetically pleasing may be developed.

Speed Limits: A comprehensive study and public review of speed limits on urban arterial streets will be presented for consideration. Project will begin in late 2007.

GOALS AND POLICIES

The following transportation goals and policies provide the foundation for the Transportation Element of the Comprehensive Plan.



Local Street Goals and Policies

GOAL 6.1: DEVELOP STREETS THAT ENCOURAGE NEIGHBORHOOD SAFETY AND LIVABILITY.

Policies

- 6.1.1 Discourage through traffic and vehicular speeding on local streets, where desired by the residents, through a combination of enforcement of speed limits, community education, and selected engineering modifications.
- 6.1.2 Ensure that neighborhood streets have good connectivity with the Collector Street System to allow traffic to flow and disperse without concentrating through trips. Where possible, grid pattern streets should be encouraged.
- 6.1.3 Require sidewalks on the local streets associated with all new developments.
- 6.1.4 Enforce intersection clear-view standards and other spot safety improvement projects. Actively seek funding to address issues at locations with hazardous conditions.

GOAL 6.2: DEVELOP STREETS THAT ENCOURAGE NEIGHBORHOOD SAFETY AND LIVABILITY.

Policies

- 6.2.1 Provide funding to preserve, re-construct, and maintain the existing street system, including street surfaces, drainage, sidewalk repairs, street lighting, and traffic signals.
- 6.2.2 Enhance and improve street signage and lane markings to heighten traffic safety and community image, where appropriate.

Pedestrian and Walking Environment Goals and Policies

GOAL 6.3: DEVELOP AND IMPROVE THE PEDESTRIAN NETWORK IN THE YAKIMA URBAN AREA.

Policies

- 6.3.1 Require sidewalks on both sides of all streets with all new development.
- 6.3.2 Encourage sidewalk or pathway construction on existing streets using public and private funding sources.
- 6.3.3 For infill or redevelopment projects, a sidewalk shall be constructed along the street frontage, if curb and gutter currently exist. If no curb and gutter is present, a pathway, paved shoulder or other alternative walkway may be acceptable as an interim measure.
- 6.3.4 Continue to improve the Sidewalk Inventory for location and condition of existing sidewalks.
- 6.3.5 Prioritize improvement projects and seek funding to implement repair and construction projects.
- 6.3.6 Work closely with public and private schools in the Yakima Urban Area to create safe "Walk to School Routes". Highest priority should be given to projects that support elementary school routes.



- 6.3.7 Support education and enforcement efforts to improve pedestrian safety.
- 6.3.8 Improve pathway linkages to the Yakima Greenway, Canal Pathway and other off-street trail systems.
- 6.3.9 Support efforts such as grant applications to provide amenities at trail-head locations to support safe, clean and efficient trail use. Such amenities include parking and lighting, ADA accessible pedestrian facilities, or restrooms where feasible.

GOAL 6.4: CONSIDER SPECIAL POPULATION NEEDS WITH STREET IMPROVEMENT PROJECTS.

Policies

- 6.4.1 Determine the need for accommodating special population groups at the Street Improvement Project level such as accessibility and ADA requirements, transit stops, concentration of school age or elderly residents or other unique land use issues.
- 6.4.2 Implement ADA sidewalk ramp repair and construction program, on an annual prioritized basis.
- 6.4.3 Facilitate placement of accessible, audible traffic signals in the vicinity of areas with high pedestrian traffic, near shopping centers, schools, and other locations where there is a demonstrated need.

GOAL 6.5: SUPPORT THE DOWNTOWN AREA AS A PEDESTRIAN FRIENDLY PLACE.

Policies

- 6.5.1 Support the economic vitality of downtown with the Yakima Downtown Futures Initiative Project and other special events and projects, such as Farmer's Market, Capitol Theatre, Front Street, Visitor's and Convention Center and others.
- 6.5.2 Prioritize streetscape and pedestrian improvements.

GOAL 6.6: REVISE STREET STANDARDS AND GUIDELINES TO IMPROVE THE PEDESTRIAN USE AND SAFETY.

Policies

- 6.6.1 Sidewalks shall be constructed on both sides of all new streets.
- 6.6.2 Require new development or redevelopment on existing streets to install sidewalk along their street frontage.
- 6.6.3 Provide options to standard concrete sidewalks as interim measures where sidewalk construction is not available, or not feasible due to topography, presence of existing mature trees or other special design features.
- 6.6.4 Implement an active sidewalk repair program.
- 6.6.5 Create and enhance a sense of place through the transportation system. Modify design standards to provide gateway treatments on major arterials and near freeway interchanges to include landscaping, pedestrian accommodations and street lighting.



- 6.6.6 Balance needs of pedestrians with vehicle circulation at traffic signals.

Bicycle Goals and Policies

GOAL 6.7: CREATE A STREET NETWORK THAT ENCOURAGES SAFE BICYCLE CONNECTIONS AND ROUTES.

Policies

- 6.7.1 Develop and maintain a map of planned bicycle route improvements including selected Arterial Street Bicycle Lanes, Arterial Street Shared Bike Lanes, and Local Access Streets designated as Bicycle Routes.
- 6.7.2 Assign high priority to bicycle improvements that address safety or hazardous conditions, provide access to activity centers, provide linkages to transit and school facilities, and complete planned facilities/trails.
- 6.7.3 Seek funding to implement the development of a bicycle friendly street system.
- 6.7.4 Improve connections between City streets and the Yakima Greenway and other pathways systems.
- 6.7.5 Educate cyclists as well as drivers regarding safety, sharing the road with bicyclists and Rules of the Road.
- 6.7.6 Encourage conversion of 4-lane streets to 3-lane streets with bicycle facilities on Minor Arterial or Collector Arterial streets, where appropriate, with consideration of safety and future traffic volumes.
- 6.7.7 New or rebuilt Arterial Street projects require either dedicated bike lanes or shared lanes.

GOAL 6.8: CONSIDER BICYCLE NEEDS AT STREET INTERSECTIONS.

Policies

- 6.8.1 Include needs of bicyclists with vehicle circulation at traffic signals.

GOAL 6.9: PROMOTE BICYCLE USE FOR RECREATION AND ECONOMIC DEVELOPMENT BENEFIT.

Policies

- 6.9.1 Integrate bicycle facilities into the Yakima Downtown Futures Initiative Project and other special design projects.
- 6.9.2 Promote and support special events that encourage bicycling and safety, such as the Gap-to-Gap event or bicycle rodeos for children.
- 6.9.3 Work with local agencies and private organizations to promote and support hosting bicycle races and events in the Yakima Valley.
- 6.9.4 Include bike rack installation as a requirement of new commercial development approvals.
- 6.9.5 All Yakima Transit buses should have bike racks.



Arterial and Collector Street System

GOAL 6.10: ADDRESS STREET SEGMENTS THAT ARE PROJECTED TO HAVE FUTURE CAPACITY CONSTRAINTS.

Policies

- 6.10.1 Identify and plan for necessary Arterial street capacity improvements. Incorporate the needed projects into the 6-Year Transportation Improvement Program.
- 6.10.2 Evaluate a variety of solutions to address future capacity constraints (e.g., access management) to minimize property and neighborhood impacts as well as the expense of street expansion.
- 6.10.3 Implement grade separation of arterial street crossings with rail lines to improve traffic safety, traffic flow efficiency, and air quality. Prioritize the grade separation of Martin Luther King Jr. Blvd (B Street) and Lincoln Avenue. Grade-separated crossings of other streets may be planned in the future.
- 6.10.4 Maximize existing infrastructure investment by reducing travel demand through increased use of the Transit system, and other Commute Reduction strategies.
- 6.10.5 Update the Transportation Concurrency Program to include project level coordination with SEPA mitigations and other off-site improvements, as identified in the 6-Year Transportation Improvement Program.
- 6.10.6 Develop and adopt guidelines for project-level Traffic Impact Studies.
- 6.10.7 Develop a formal system for a public-private partnership program to help fund capacity or safety projects identified in the 6-Year Transportation Improvement Program. Consider establishing a Development Impact Fee system as a possible alternative funding program.

GOAL 6.11: STREET SYSTEM PRESERVATION – DEVELOP MAINTENANCE STRATEGIES THAT MAXIMIZE EFFICIENCIES.

Policies

- 6.11.1 Provide funding to preserve, re-construct, and maintain the existing street system, including street surfaces, drainage, sidewalk repairs, street lighting, and traffic signals.
- 6.11.2 Enhance and improve street signage and lane markings for traffic safety and community aesthetics.

GOAL 6.12: REVISE DEVELOPMENT STANDARDS AND GUIDELINES TO IMPROVE THE QUALITY OF STREETS.

Policies

- 6.12.1 Amend Street Standards to increase flexibility in construction related to topographic and right-of-way constraints and neighborhood livability. Include options for 2-lane, 3-lane and 5-lane Arterial streets street standards to be used where appropriate for future traffic volumes and land use needs.



- 6.12.2 New 4-lane streets should be avoided. Implementation of safety-based improvement measures may be necessary for existing 4-lane streets.
- 6.12.3 Clarify bicycle and sidewalk standards for all streets. Provide low volume residential street options.
- 6.12.4 Create and enhance a sense of place through the transportation system. Modify design standards to provide gateway treatments on major arterials and near freeway interchanges to include landscaping and other aesthetic treatments, pedestrian accommodations, and street lighting.

Signalized and Other Major Intersections Goals and Policies

GOAL 6.13: IDENTIFY STREET INTERSECTION CAPACITY AND OPERATION DEFICIENCIES.

Policies

- 6.13.1 Reduce unnecessary vehicle delay at signalized street intersections to improve traffic flow, improve air quality, and reduce congestion.
- 6.13.2 Seek funding to upgrade traffic signal systems to optimize efficiency and safety needs.
- 6.13.3 Balance needs of pedestrians and cyclists with vehicular mobility at signalized intersections.

GOAL 6.14: PROMOTE SAFETY IMPROVEMENTS AT SIGNALIZED STREET INTERSECTIONS.

Policies

- 6.14.1 Continue a routine program of monitoring and analyzing signalized intersections for vehicle collision patterns and severity of injuries.
- 6.14.2 Prioritize improvements based upon safety needs and ability to implement necessary changes.

GOAL 6.15: DEVELOP MAINTENANCE STRATEGIES THAT MAXIMIZE EFFICIENCIES.

Policies

- 6.15.1 Provide funding to preserve, re-construct, and maintain the traffic signal infrastructure.
- 6.15.2 Continue to monitor street and intersections for traffic hazards and seek funding to address improvements as necessary.

Freight Transport Goals and Policies

GOAL 6.16: IDENTIFY CRITICAL FREIGHT ROUTES AND PLAN FOR NECESSARY IMPROVEMENTS TO ACCOMMODATE THE EFFICIENT AND ECONOMICAL TRANSPORT OF GOODS THROUGH THE COMMUNITY.



Policies

- 6.16.1 Emphasize the priority of freight routes to the Yakima Regional Airport and other significant industrial or activity centers.
- 6.16.2 Encourage development of additional services and support facilities of the Yakima Regional Airport and other alternate means of transportation in the Yakima Valley
- 6.16.3 Support regional street improvements that improve circulation to and around the airport and planned expansion efforts.
- 6.16.4 Support increased services at the Yakima Regional Airport.
- 6.16.5 Continue to work with rail interests to ensure future service needs are accommodated.
- 6.16.6 Implement grade separation of arterial street crossings with rail lines for traffic safety, improved traffic flow efficiency and improved air quality.
- 6.16.7 Priority is given to the grade separation of B Street and Lincoln Avenue, with planned future projects of other rail crossings at Arterial Streets.

GOAL 6.17: SUPPORT INFRASTRUCTURE IMPROVEMENTS THAT CONTRIBUTE TO VIABLE EXISTING AND FUTURE AIRPORT OPERATIONS, FACILITY NEEDS OR IMPROVE DEFICIENCIES.

Policies

- 6.17.1 Promote inter-modal connections to the Yakima Airport and vicinity.
- 6.17.2 Coordinate street improvements in the airport vicinity with the needs of the complex including freight operations.
- 6.17.3 Support runway capacity needs of the airport, as necessary for growth and safety.

Public Transit Goals and Policies

GOAL 6.18: PROMOTE TRANSIT RIDERSHIP TO HELP REDUCE FUTURE STREET CAPACITY CONSTRAINTS.

Policies

- 6.18.1 Evaluate alternative solutions to future capacity constraints such as increased transit use to minimize negative impacts and expense of street expansion.
- 6.18.2 Identify areas of future route expansion based on residential growth and destination generators.
- 6.18.3 Maximize existing infrastructure investment through strategies to reduce demand on system, such as increased use of the Transit system, and other Commute Reduction strategies.
- 6.18.4 Coordinate with new development in order to plan for the inclusion of new transit stops in their design plans. This could incorporate bus signage, benches, shelters, and bus pull-outs.

GOAL 6.19: CONSIDER SPECIAL POPULATION NEEDS WITH TRANSIT STOP IMPROVEMENT PROJECTS.



Policies

- 6.19.1 Determine the need for accommodating special population groups at the Transit Stop Improvement Project level such as accessibility and ADA requirements, concentration of school age or elderly residents or other unique land use issues.
- 6.19.2 Coordinate Transit Stops and other facilities at the Project level, including the need for additional or relocated Transit Stops, Bus Pull-outs, Shelters or other special improvements.

State and Regional Street System Goals and Policies

GOAL 6.20: SUPPORT REGIONALLY IMPORTANT TRANSPORTATION PROJECTS.

Policies

- 6.20.1 Plan and support the Arterial Street System in collaboration with Yakima County, the City of Union Gap, the Washington State Department of Transportation, and other neighboring jurisdictions.
- 6.20.2 Support projects that benefit the entire region and do not have negative impacts on the State Highway System.
- 6.20.3 Support projects identified in the WSDOT TRANS-Action Plan.

GOAL 6.21: CONSIDER IMPACTS OF DEVELOPMENT UPON STATE AND REGIONAL FACILITIES.

Policies

- 6.21.1 Coordinate with WSDOT and neighboring jurisdictions regarding level of service definitions, concurrency requirements, and other impacts.

Plan Finance Goals and Policies

GOAL 6.22: ADDRESS STREET SEGMENTS THAT ARE PROJECTED TO HAVE FUTURE CAPACITY CONSTRAINTS.

Policies

- 6.22.1 Evaluate a variety of funding solutions to address future capacity constraints to minimize overall economic impact to the community while providing opportunity for growth.
- 6.22.2 Develop a dedicated funding source to provide local match funds in order to secure State or federal funding for capacity constraint projects.
- 6.22.3 Seek dedicated funding for intersection projects to address capacity constraints and optimize efficiency. Local dedicated funds may be used as local match or supply funds for annual programmed improvements that address capacity issues.



GOAL 6.23: PROVIDE A BALANCED FUNDING SOURCE FOR ALL INFRASTRUCTURE COMPONENTS OF STREET MAINTENANCE AND OPERATIONS PROGRAM.

Policies

- 6.23.1 Provide funding to preserve, re-construct and maintain the existing street system, including street surfaces, drainage, sidewalk repairs, street lighting, traffic signals and bridges.
- 6.23.2 Require developers to repair/reconstruct street frontage improvements such as sidewalks that are in poor or failed condition as a condition of their approval.

GOAL 6.24: PROVIDE FOR A MULTI-MODAL TRANSPORTATION SYSTEM THAT INCLUDES TRANSIT, BICYCLES, PEDESTRIANS AND INDIVIDUALS WITH SPECIAL NEEDS.

Policies

- 6.24.1 Seek funding sources to expand Yakima Transit service into neighboring communities.
- 6.24.2 Maintain a dedicated funding source for capital, operation and maintenance of the City's Transit System.
- 6.24.3 Provide a dedicated funding source for system improvements that assist individuals with special needs, such as audible signals, ramps, and infill of missing sidewalk linkages.

Implementation Goals and Policies

Goal 6.25: PROVIDE FOR BROAD PUBLIC PARTICIPATION IN THE DEVELOPMENT AND IMPLEMENTATION OF THE TASKS IDENTIFIED IN THE TRANSPORTATION PLAN UPDATE.

Policies

- 6.25.1 Conduct information meetings and workshops to receive comments and educate the public on the implementation measures of the Transportation Plan. Involve the Regional Planning Commission in Urban Area coordination.
- 6.25.2 Coordinate with Yakima County, Washington State Department of Transportation, the City of Union Gap and other communities within the Yakima Valley in achieving the goals programs of the Transportation Plan Update and broad regional goals.
- 6.25.3 Consider future amendments to the Transportation Plan as additional regions are added to the Urban Area or as necessary as policy or directions are modified

Goal 6.26: PROMOTE INTERNAL CONSISTENCY THROUGH THE UPDATING AND AMENDING OF DEVELOPMENT REGULATIONS, FUNDING PROGRAMS AND POLICY DOCUMENTS TO IMPLEMENT THE RECOMMENDATIONS OF THE TRANSPORTATION PLAN.



Policies:

- 6.26.1 Update street standards for the Yakima Urban Area to reflect the policies and projects recommended in the Transportation Plan.
- 6.26.2 Update the Transportation Concurrency Program to include project level coordination with SEPA mitigation and other off-site improvements, as identified in the 6-Year Transportation Improvement Program.
- 6.26.3 Require developers to repair/reconstruct street frontage improvements such as sidewalks that are in poor or failed condition as a condition of their approval.
- 6.26.4 Develop a cost-sharing program for property owners and City to systematically repair/replace hazardous sidewalk sections.
- 6.26.5 Include multi-modal transportation facilities such as sidewalks/paths in future capacity and system projects.
- 6.26.6 Require development to review their frontages to establish that obstacles do not exist for multi-modal or individuals covered under the Americans with Disabilities Act.



Map VI-1 – Sidewalk and Pathway Facilities



Map VI-2 – Bicycle Facility Map



Map VI-3 – Yakima Transit Routes



Map VI-4 – Proposed Functional Classification of Streets



CHAPTER VII: CAPITAL FACILITIES

INTRODUCTION

The individual comprehensive plans, created in compliance with growth management regulations, have identified some major infrastructure needs facing the City of Yakima. The purpose of summarizing all of the capital improvement needs in the Capital Facilities Plan (CFP) element is to provide a focal point to draw all comprehensive plan elements together in a consistent presentation; and to identify future facility needs and possible funding sources for the projects.



Growth management requires that capital improvement planning goes beyond just making a “wish list” by targeting revenue sources to accomplish the plans. Of course, the final decision on capital spending and funding decisions rests with the City Council and citizens of Yakima.

Facility Planning Needs

This Capital Facilities Plan (CFP) is designed to be a “living document” that will continue to be revised as fiscal policy and priorities are determined. This first draft is created based upon the recommendations that were formulated in individual Capital Facilities Plans. The underlying assumptions, to determine capacity needs, are outlined in each individual plan. If the assumptions (and therefore the needs) are modified in individual plans, the summary, fiscal impact and funding requirements presented in this document will need to be revised accordingly. Implementation of final plan recommendations will occur annually in conjunction with Budget preparation.

Concurrency requires that improvements be made within a certain time frame after growth occurs. By state law, the only element requiring concurrency is transportation. When growth negatively impacts Level of Service (LOS) standards, then capacity improvements on the street system are required to be made to restore the acceptable LOS. If the required improvements are not made, growth will cause the level of service to drop below the community approved standard.

Although the other individual areas of the plan do not require concurrency, the existing capacity will become a limiting factor to growth in practical application. The utility areas are the prime example of this. If capacity does not exist from the Water or Wastewater facilities to service new development, that development simply cannot happen. In other areas, like Parks, level of service may deteriorate if capacity improvements are not made. In other words, choosing to delay implementation of capacity improvements may not limit short-term growth in and of itself, but it may negatively affect the quality of life that our citizenry currently enjoy.



A large portion (27% or \$54.8 million) of capital improvements proposed in the Capital Facility Analysis, require new revenue in order to be accomplished. The other 73% contemplates using existing capital funding at historical levels of approximately \$145.7 million over the six year CFP planning period. As discussed in the Financing Plan section either current citizenry, new development or some combination of the two will fund any authorized capital improvements. Historically, along with state and federal grants, the City's general citizenry has, for the most part, underwritten improvements for growth to occur. That policy is carried forward in this document.

Options for new revenue involve current citizen approval, such as voted debt. At the same time, a few options involve some development participation, such as user fees. Impact fees are legally available to allocate the cost of capital requirements to new development in the area of Parks, Transportation (Streets), and Fire, but none are included during the six year CFP planning period.

Financial Consideration

To determine how the community may be able to pay for needed improvements, GMA requires financial capacity analysis, which forecast revenues and expenditures for all City funds. The City analysis was prepared based on 5-year historical data. The analysis indicates that for General Government operations existing resources may support current levels of operational spending through the year 2012 (with some re-allocation). This assumes that (1) existing levels of service for operations are adequate, (2) no new mandates will require additional resource allocation, and (3) no additional resources will be reserved for needed capital projects.

The financial forecasts further project that existing operating resources for other operations, with the exception of some enterprise reserves, are not available to fund new capital facilities project needs identified in the Capital Facility Analysis. However, current levels of service may not be adequate. Both Street and Transit operational funds are analyzing operations because of severe spending requirements in excess of available resources.

Also, in conformance with GMA requirements, all revenue sources available for operating and capital purposes have been identified. The analysis includes new revenues and existing resources that can be enhanced to provide additional revenues for Capital Facility Plan improvements.

Voted debt and non-voted debt supported by new resources are the primary funding sources for tax-supported facilities, (Public Safety, Transportation, Parks and Recreation, and General Administration, other General Government capital facility improvements).

Improvements to Enterprise operations (Water, Wastewater, Irrigation, etc.) are proposed to be financed using existing capital reserves, local improvement bonds, State Public Works Trust fund loans, revenue bonds, and user fees (rates and other charges).



Each individual capital facility analysis identifies proposed facility needs and potential funding options. This information is consolidated in the Financing Plan section of this report.

The table titled “Summary of Capital Improvement Needs” (Financing Plan section) indicates by year and classification the capital facility improvements proposed by individual plan. Revenues are identified by functional area and by revenue source in the “Summary of Capital Improvement Needs” tables in the same section.

Over the CFP six year planning period, \$195 million in improvements are projected.

- Fire -- \$7.6 million
- Parks -- \$3.4 million,
- Transportation -- \$115.1 million
- Transit -- \$2.1 million
- Wastewater -- \$25.7 million
- Water -- \$6.5 million
- Irrigation \$10.2 million
- Other Government Facilities (primarily Capitol Theatre) -- \$24.4 million.

Of this amount, \$145.4 million represents rebuilding of existing infrastructure or facilities, while \$49.6 million represents capacity improvements to provide continued levels of service without degradation because of additional use impacts.

When viewing the expenditures chart (Tables VII-1, VII-2 and VII-3), note that many of the larger projects, particularly in Transportation, are listed in their entirety in the year they are scheduled to begin. In reality, many of these projects will be spread out over two or more years.

Funding for the facility improvements is anticipated as follows:

1. Enterprise reserves, capital revenue sources continuing at existing levels, grants and other currently existing revenue sources applied toward capital purposes -- \$145.7 million.
2. General Obligation Debt -- \$7.7 million.
 - a. Transportation -- \$5.2 million.
 - b. Parks -- \$1.0 million.
 - c. Fire -- \$1.5 million
3. Revenue Bond Debt -- \$10 million (Wastewater & Irrigation).
4. Other debt financing -- \$10.2 million (Transportation, Wastewater & Water).
5. Rate and fee adjustments -- Beginning in 2009, \$400,000 will be collected annually for Stormwater, for a total of \$1.6 million during the six year planning period covered in this report. (Water and Wastewater will be conducting a rate study in 2008 and may propose rate and fee adjustments at that time).



6. Grants and contributions projected at \$20.2 million (Capitol Theatre -- \$20 million).
7. Admission Tax and In-Lieu Tax -- \$2.5 million (Fire), \$650,000 (Parks)
8. EMS levy -- \$2.0 million (Fire)

Though total resources of \$200.5 million are identified to fund plan improvements, the plan incorporates ending reserves for capital continuing projects which are projected to be approximately \$5.5 million at the end of the CFP planning period. This is down from initial capital reserves estimated at the beginning of the planning period of some \$12.9 million.

SUMMARY

The Capital Facilities Plan presents all currently known capital needs for policy makers and the citizenry to make informed decisions concerning the future of our community. Further, this Capital Facilities Plan element provides a focal point which draws the other elements of the comprehensive plan together in a consistent presentation that measures available resources and provides a methodology to provide funding for the capital facility needs as ultimately determined by the Council and citizens.

This planning effort identifies and demonstrates to the citizens the requirements for infrastructure needs and alternatives to pay for facility improvements. It will ultimately be the City Council's and citizens' perceptions of acceptable levels of services coupled with their willingness and ability to pay, which will determine the final outcome of these proposals.



Table VII-1: Summary of Capital Improvement Needs by Function - Revenue

		(Dollars in 000s)						
		2007	2008	2009	2010	2011	2012	Total
Revenue								
Police	Existing							
	New							
Fire	Existing	\$1,003	\$157	\$157	\$157	\$157	\$157	\$1,788
	New		\$2,400	\$900	\$900	\$900	\$900	\$6,000
Parks & Recreation	Existing	\$400	\$1,050	\$50	\$50	\$50	\$50	\$1,650
	New		\$1,330	\$130	\$130	\$130	\$130	\$1,850
Transportation	Existing	\$17,764	\$49,856	\$7,503	\$14,274	\$7,698	\$11,089	\$108,184
	New	\$3,207	\$3,000		\$1,000			\$7,207
Transit	Existing	\$1,213	\$240	\$240	\$240	\$240	\$240	\$2,413
	New							
Wastewater	Existing	\$5,668	\$2,227	\$2,215	\$2,308	\$2,800	\$2,247	\$17,465
	New	\$4,690		\$5,000				\$9,690
Water	Existing	\$1,766	\$750	\$750	\$750	\$750	\$750	\$5,516
	New	\$1,980	\$1,500					\$3,480
Irrigation	Existing	\$4,295	\$550	\$351	\$251	\$211	\$211	\$5,869
	New		\$5,000					\$5,000
Administrative:								
City Hall	Existing	\$450	\$450	\$450	\$450	\$450	\$450	\$2,700
Public Works Admin	Existing							
Auxiliary Office Space	Existing							
Leased Facilities	Existing	\$13	\$13	\$13	\$13	\$13	\$13	\$78
Neighborhood Development	Existing							
Public Parking								
Stormwater	New			\$400	\$400	\$400	\$400	\$1,600
Convention Center	Existing							
Capitol Theatre	Existing							
	New		\$7,500	\$12,500				\$20,000
Airport								
Total Revenue	Existing	\$32,572	\$55,293	\$11,729	\$18,493	\$12,369	\$15,207	\$145,663
	New	<u>\$9,877</u>	<u>\$20,730</u>	<u>\$18,930</u>	<u>\$2,430</u>	<u>\$1,430</u>	<u>\$1,430</u>	<u>\$54,827</u>
		<u>\$42,449</u>	<u>\$76,023</u>	<u>\$30,659</u>	<u>\$20,923</u>	<u>\$13,799</u>	<u>\$16,637</u>	<u>\$200,490</u>



Table VII-2: Summary of Capital Improvement Needs by Function - Expenditures

(Dollars in 000s)

		2007	2008	2009	2010	2011	2012	Total
Expenditures								
Police	Non-Capacity							
	Capacity							
Fire	Non-Capacity	\$450	\$1,250	\$255	\$645	\$665	\$665	\$3,930
	Capacity	\$400	\$280	\$1,600	\$1,000		\$350	\$3,630
Parks & Recreation	Non-Capacity	\$390	\$2,200	\$360	\$250	\$190		\$3,390
	Capacity							
Transportation (to meet LOS)	Non-Capacity	\$18,707	\$40,970	\$6,205	\$5,974	\$7,730	\$11,204	\$90,790
	Capacity	\$445	\$12,637	\$1,523	\$9,273		\$445	\$24,323
Transit	Non-Capacity	\$700		\$700		\$700		\$2,100
Wastewater	Non-Capacity	\$8,567	\$3,068	\$6,620	\$2,221	\$3,452	\$1,820	\$25,748
	Capacity							
Water	Non-Capacity	\$1,000	\$2,830	\$1,125	\$1,500			\$6,455
	Capacity							
Irrigation	Non-Capacity	\$4,000	\$2,500	\$2,500	\$400	\$400	\$400	\$10,200
	Capacity							
Administrative: City Hall	Non-Capacity	\$450	\$450	\$450	\$450	\$450	\$450	\$2,700
Public Works Admin	Non-Capacity							
Auxiliary Office Space	Non-Capacity							
Leased Facilities	Non-Capacity	\$16	\$16	\$16	\$16	\$16	\$16	\$96
Neighborhood Development	Non-Capacity							
Public Parking	Non-Capacity							
Stormwater	Capacity			\$400	\$400	\$400	\$400	\$1,600
Convention Center	Non-Capacity							
Capitol Theatre	Capacity		\$7,500	\$12,500				\$20,000
Airport	Non-Capacity							
Total Expenditures	Non-Capacity	\$34,280	\$53,284	\$18,231	\$11,456	\$13,603	\$14,555	\$145,409
	Capacity	\$845	\$20,417	\$16,023	\$10,673	\$400	\$1,195	\$49,553
		<u>\$35,125</u>	<u>\$73,701</u>	<u>\$34,254</u>	<u>\$22,129</u>	<u>\$14,003</u>	<u>\$15,750</u>	\$194,962

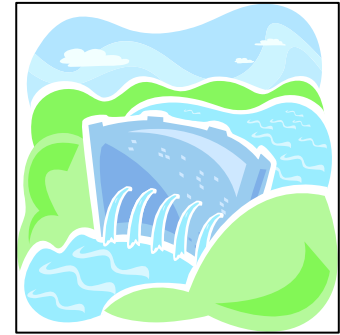


Table VII-3: Summary of Capital Improvement Needs by Specific Revenue Source
 (Dollars in 000s)

	2007	2008	2009	2010	2011	2012	Total
Existing Resources							
Reserves	\$11,286	\$300	\$300	\$350	\$350	\$350	\$12,936
Grants	\$11,083	\$45,182	\$2,145	\$8,916	\$2,340	\$5,731	\$75,397
Leases	\$67	\$67	\$67	\$67	\$67	\$67	\$402
Rates	\$2,425	\$2,425	\$2,231	\$2,131	\$2,601	\$2,101	\$13,914
Real Estate Excise Tax	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$9,000
Operating Transfers / Interfund Loans	\$767	\$366	\$50	\$50	\$50	\$50	\$1,333
Gas Tax	\$1,270	\$1,270	\$1,270	\$1,270	\$1,270	\$1,270	\$7,620
Transit Sales Tax	\$3,188	\$3,188	\$3,188	\$3,188	\$3,188	\$3,188	\$19,128
Replacement	\$95	\$95	\$95	\$95	\$95	\$95	\$570
Interest	\$191	\$200	\$183	\$226	\$208	\$155	\$1,163
Connection Charges	<u>\$700</u>	<u>\$700</u>	<u>\$700</u>	<u>\$700</u>	<u>\$700</u>	<u>\$700</u>	\$4,200
Total Existing Resources	\$32,572	\$55,293	\$11,729	\$18,493	\$12,369	\$15,207	\$145,663
New Resources-Proposed							
Special Levy		\$400	\$400	\$400	\$400	\$400	\$2,000
General Obligation Debt	\$3,207	\$3,500		\$1,000			\$7,707
Revenue Bonds		\$5,000	\$5,000				\$10,000
Loans	\$6,670	\$3,500					\$10,170
In-Lieu of Tax		\$130	\$130	\$130	\$130	\$130	\$650
Rates (Stormwater)			\$400	\$400	\$400	\$400	\$1,600
Admission Tax		\$500	\$500	\$500	\$500	\$500	\$2,500
Grants/Contributions	<u>0</u>	<u>\$7,700</u>	<u>\$12,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>\$20,200</u>
Total New Resources	\$9,877	\$20,730	\$18,930	\$2,430	\$1,430	\$1,430	\$54,827
Total Resources	<u>\$42,449</u>	<u>\$76,023</u>	<u>\$30,659</u>	<u>\$20,923</u>	<u>\$13,799</u>	<u>\$16,637</u>	<u>\$200,490</u>



CHAPTER VIII: UTILITIES



INTRODUCTION

The Utilities Element of the Yakima Urban Area Comprehensive Plan is intended to provide an overview of all utilities that serve the urban area. This includes utilities provided by City and county government, as well as all other utilities, including electric, telecommunication and natural gas utilities.

The Washington Growth Management Act (GMA) requires municipalities to establish the boundaries within which "urban services" such as water supply will be provided and to evaluate the capacity of their utility systems to accommodate projected demands for these services. GMA requires the Utilities Element to indicate the general location, proposed location and capacity of all existing and proposed utilities. The intent of GMA planning is that utilities and other infrastructure (roads, etc.) keep pace with population and job growth, as well as land development within the Urban Growth Area.

There is major emphasis in this chapter on those utilities that are provided by the City or local service agencies. Private or semi-public utilities (cable, telecommunications, gas, etc.) provide their own planning and facilities expansion. Each is consulted as part of any major growth decision and where deficiencies are noted, decisions are altered accordingly. Electric and telephone utilities are generally available throughout the entire urban area. Cable television and natural gas are generally available within the City limits and available in some areas within unincorporated portions of the urban area. These utilities were consulted during preparation of this Comprehensive Plan update. The utilities principally discussed in this section are water, sewer and stormwater collection.

EXISTING CONDITIONS AND FUTURE NEEDS

Water

The City's primary source of domestic water is the Naches River, see **Map VII 1 – Water Service**. Raw surface water is treated in the City's Water Treatment Plant (WTP) at Rowe Hill. The original capacity of the WTP was 20 MGD, expanded to 25 MGD through modifications to the filters in 1998. The plant was laid out to allow space for expansion to 60 MGD capacity if and when demand warrants increased supply capacity and subject to the availability of the necessary water right. Water system capacity for the surface water supply is limited by two factors:

- Physically by the 48-inch diameter, 50 MGD transmission main. Treated water from the plant flows over a weir into a 48-inch transmission main and to the City by gravity.
- Institutionally by the City's water rights of 6.46 MGD year-around, 20.68 MGD available October 16th to the beginning of storage control as declared by the U.S. Bureau of Reclamation, and 18.74 MGD available from the beginning of storage control, as declared by the U.S. Bureau of Reclamation until October 15th from a U.S.



Bureau of Reclamation water storage contract, subject to proration in water short years.

The City uses groundwater as a secondary source of supply for emergency use. Wells located at the Airport, at Kiwanis Park and at Kissel Park are used for emergency purposes. A new well is proposed for installation in 2008 or 2009. The potential for future groundwater supply depends on the aquifer's safe yield. Gravity alone provides adequate pressure to serve the Low zone, with water stored in the 6 million gallon (MG) Low Zone reservoir. Three booster pump stations boost water up to the 4 reservoirs that serve the Middle and High zones. Pressure-reducing valves allow water to flow from the High zone to the Middle zone and from the Middle zone to the Low zone for emergencies such as fire flow.

Four water purveyors supply water to areas adjacent to Yakima's water service area:

- Nob Hill Water Association
- City of Union Gap
- Yakima County (Terrace Heights area)
- City of Selah

The City has three interties with the Nob Hill Water Association, which can provide water to either purveyor in the case of an emergency. The City has an intertie to the City of Union Gap to provide water to Union Gap in emergency situations.

Water for irrigation is provided through separate, non-potable irrigation distribution systems for about two thirds (2/3) of the domestic water customers. In the past, inadequate pressure and unreliable flows led some customers to discontinue use of the separate irrigation system and to use the potable system for their irrigation needs. The City Council's commitment in 2003 to rebuild the City owned irrigation systems should stop the migration from the irrigation system to the domestic water system.

In recent years, the City has not made any major expansions to the water system facilities because of the high level of service that the system is already capable of providing. Expansion of the service area is limited because the Nob Hill Water Association and other municipal water suppliers provide water to the surrounding area. Potential for expansion is also limited by the specific "place of use" boundary within which the City of Yakima is allowed to utilize its surface and groundwater supply.

The 2004 City of Yakima Water System Plan was prepared in response to Washington State Department of Health (DOH) regulations, which require all water suppliers to update their water system plans every six years (WAC 246-290-100). This System Plan was used extensively in the preparation of this update.

Water system planning in the Yakima area is affected by:

- Continuing population growth in Yakima's service area, with a resulting increase in demand for safe drinking water and irrigation water.



- Passage of the Washington State Growth Management Act in 1990, which requires municipalities to establish the boundaries within which “urban services” such as the water supply will be provided and to evaluate the capacity of their systems to accommodate projected demands for these services.
- Publication of the State’s Conservation Planning Requirements, which emphasize the efficient use of water resources to delay the need to develop new sources of supply.
- Frequent drought in the Yakima Basin.

This plan identifies present and future water system needs and develops a plan for meeting these needs in a manner consistent with other relevant plans and regulations. Development of the Comprehensive Plan Update included:

- Determining the existing service area population and water requirements.
- Determining future water demands and improvements needed in the next 20 years.
- Evaluating the capability of the existing system to meet future demands.
- Developing a capital improvement plan for the funding to meet the identified system needs.

Future Need

The existing residential population served by the City’s water system (65,000) is projected to grow to 83,000 by 2025. The number of commercial customers is expected to increase at 1.4% per year, from 1,971 in 2006 to more than 2,020 in 2025. In addition, the number of industrial customers is expected to increase from 118 in 2006 to approximately 140 in 2025.

The actual population served by the City of Yakima water system is significantly less than the Office of Financial Management (OFM) population figures for the corporate limits since the City system does not serve large areas in the western portions of Yakima. Although these areas lie within the City limits, they are served by the Nob Hill Water Association.

Changes in the future City limit boundaries should not affect the future water service area because the service area is established by separate agreements. Four water purveyors supply water to areas adjacent to Yakima’s water service area:

- Nob Hill Water Association – serves the West Valley area west of Yakima. A significant portion of the system (7,930 customers) is located within the City’s corporate limits and the remainder (1,688 customers) is located in unincorporated Yakima County. The system is operated as an association with a board of directors. The Nob Hill Water Association Plan update in February 2002 projected a 2.48% per year population growth projection over the next 20 years. The actual growth has been closer to 2% per year through 2005. Based upon a year 2005 population of 24,045, continued growth of 2% per year will produce a year 2020 population of 32,955, which is the figure the Nob Hill Water Association will use for future planning purposes.
- City of Union Gap – located in the southeast corner of the urban area, with approximately 1,100 services. The source of supply is three wells, and the water system growth rate is projected at approximately 1% per year. The City of Yakima provides domestic water service to some areas inside the City of Union Gap.



- Yakima County (Terrace Heights area) – The 2001 Terrace Heights Water System Plan indicated that the County had constructed a new reservoir, supply well, booster station, transmission main, telemetry system and several distribution system improvements during the prior four years. No major system improvements are anticipated within the next 20 years. Supply facilities currently have sufficient capacity to serve an estimated additional 1,900 residential service connections. Based on past growth rates, these capacities should easily be sufficient for the next 20 years. The County’s existing service area is entirely east of its western future service boundary that is coincident with the City of Yakima’s east boundary. Overlaps and islands of service do not exist and are not anticipated. The County utility is expected to grow into a major purveyor within the urban boundary and may soon be providing service adjacent to the City of Yakima service area.
- City of Selah – Selah is located east of the Glead area and north of the City of Yakima. Because Selah is located across the Naches River and is outside the current water service area and urban growth area, it is not expected that the City of Yakima will provide water service to this area.

Increases in future water demand are expected to be caused by increases in population and the addition of customers who currently use private wells., The International Fire Code determines the number of gallons per minute of water required to rapidly extinguish a fire. These “fire flow” requirements range from a minimum of 1,500 gallons per minute (gpm) in residential areas to a maximum of 6,000 gpm in the Central Business District.

The separate, non-potable irrigation systems are composed of 66 separate systems and serves approximately 10,690 parcels, totaling over 2,000 irrigated acres. In addition there are numerous private owned irrigation systems serving many City residents. The Irrigation Utility in the City of Yakima obtains water from City-owned water rights, by water shares from three local canal companies and an Irrigation District.

A field investigation of the irrigation system was performed during the spring of 1999. Based on the results of the investigation, it was clear that many of the irrigation systems within the City were in need of major rehabilitation. Observations indicated that all of the wood pipe and most of the small diameter (3 inch and less) steel pipe need to be replaced. Options presented for managing the irrigation system include:

- Rehabilitate all or part of the irrigation system.
- Continue the existing gradual conversion to the potable system.
- Discontinue all maintenance of the irrigation system, accelerating the conversion to the potable system.
- Abandon the irrigation system and connect customers to the potable system.

In 2003, the City Council directed that all of the irrigation systems be rehabilitated and/or replaced. The City Council authorized rate increases to accomplish the task over the next 20 years.



Future Supply

It is anticipated that residential, commercial and industrial growth will occur within the water service area primarily through infill development on vacant land and the resulting increases in population density.

Conservation practices are expected to continue to reduce the Maximum Daily Demand (MDD). Reduction in demand through conservation measures can postpone the need for construction of additional supplies.. MDDs can be met by the combined capacity of the surface water treatment plant and the existing groundwater wells through approximately 2008. Future supplies would be developed from groundwater sources. Analysis of the capacity of Yakima’s sources to meet water needs for the years 2000 through 2025 is based on the following assumptions:

- In normal water supply years, the existing water treatment plant is rated at 25 MGD (17,400 gpm), which is consistent with the DOH Water Facilities Inventory (WFI).
- Existing groundwater wells (Kiwanis, Airport and Kissel Park Wells) are designated for emergency use only. Since the existing groundwater wells are for emergency use, they are excluded from the Non-Drought year (Normal) supply.
- During 2001, 2003, 2004 and 2005 droughts, the United States Bureau of Reclamation prorated the contract water to as little as 29%. The 2001 drought was the most severe year since the Naches River Water Treatment Plan was placed into service, and is used as a worst case scenario for projecting and preparing to meet all possible conditions for future water needs. These droughts were considered to be an emergency condition, and therefore, the Groundwater Wells were activated.
- A new well is proposed for installation at Elks Park or Gardner Park. This new well would use the remaining 3,000 gpm of the Ranney Well water right.
- Two future 2,500 gpm (3.6 MGD) Aquifer Storage and Recovery (ASR) wells are proposed. Initially both ASR wells will be designated as emergency sources. In 2015 one ASR well will be changed to a normal source.

City-Wide Water Storage Sites

The City’s existing storage capacity is 32 million gallons distributed among five reservoirs in three pressure zones. The zones are the three service areas within the system that provide the required water supply. The relationship between the Low, Middle and High pressure zones is based upon a hydraulic system that can deliver the water at adequate volumes and pressure and provide an adequate supply of water during fire demand and emergency situations. Required fire flow volumes, evaluated by pressure zone, are 2.2 MG in the Low zone, and 1.5 MG in each of the Middle and High zones.

Storage requirements include equalizing and operational storage plus the greater of either fire flow or emergency storage. When the source pumping system cannot meet the periodic daily (or longer) peak demands placed on the water system, Equalizing Storage (ES) must be provided. Operational storage is the volume of the reservoir devoted to supplying the normal system demands without pumping. A noted deficiency is the low



turnover rate in the Middle Zone reservoirs during low demand periods. This will be improved with a new waterline project being constructed in 2006. Projections of equalizing and operations storage needed to supply future needs include the estimate that converted irrigation demands will be 9.5 MG in 2014.

The emergency (or standby) volume is the largest of the three storage factors evaluated. A vulnerability analysis indicated that the greatest danger would be the loss of the surface water supply caused by a WTP outage or failure of the 48-inch transmission main. The potential impacts of this emergency were evaluated based on the assumptions that the emergency would last 72 hours, that it would occur during the Maximum Daily Demand conditions, that demands could be reduced to Average Daily Demand within 24 hours, that two wells could be started within 2 hours, and that the remaining existing and future new wells could be started within 24 hours. The resulting volume of needed emergency storage is 27 Million Gallons in 2022.

The currently available storage is adequate until 2022 with the exception of High Zone, which shows a deficit of 0.09 MG at that time.

Recommendations and Capital Improvement Schedule

The information contained in the 2004 Water System Plan Update provides the technical information needed to assist in the decision-making process regarding future needed improvements in the City's supply and distribution system. The identified improvements have been analyzed and prioritized in the Water System Plan Update and schedule as required by WAC 246-290-100. The specific improvements, which are identified in the Plan, are divided into four functional component categories:

- Source of Supply – The current normal source of supply is the Naches River Water Treatment Plant with an average capacity of 25 million gallons per day (MGD). This supply is adequate to meet the projected maximum day demand (MDD) until 2008. The three active wells (Kiwaniis, Airport, and Kissel Park) have been designated as emergency use supplies. A proposed new 3000 gpm deep well located in Elks or Gardner Park would enable the City to beneficially use the balance of the Ranney Well water right, and provide the additional year around source that is needed to meet projected MDD after 2008. The estimated cost of a new well including well pump, well house and engineering and administrative costs is \$2,500,000.

Two Aquifer Storage and Recovery (ASR) wells are proposed, which would initially be emergency only supply sources. If the projected Maximum Day Demands were realized by the year 2015, one of the proposed ASR wells would be converted from an emergency supply status to a normal supply source. The first ASR well would be installed in 2012 and the second would be installed in 2014. The estimated cost for each of the ASR wells would be approximately \$2,500,000.

- Water Treatment – Recommended improvements in the water treatment facilities would address Residuals Handling at a cost of approximately \$1,800,000. Residuals are the elements removed from the water supply during the treatment process.
- Storage – The only deficiency, which has been noted, is the low turnover rate of the water in the Middle Zone reservoirs during low demand periods. The recommended



improvement to resolve this deficiency is the installation of new waterlines and control valves at the Middle Zone reservoirs, which will be completed in 2006.

- **Distribution** – The recommended improvements to the distribution system are not needed to correct any existing deficiencies, but are included in the capital improvement program as part of the City’s on-going efforts to maintain and upgrade the quality of the system to meet current and future needs.

Financing

The objective of the financial program is to identify the total cost of providing water service, assure that the utility improvement schedule will be implemented, and assist in establishing adequate fees for service. A comprehensive financial program is needed to successfully implement the recommended capital improvements and the continued operation and maintenance of the system. The City completed a Cost of Service and Rate Study for the Domestic Water Utility in October 2004 in order to:

- 1) Project future revenues under existing rates to determine if they were adequate to meet the operating expenses and capital improvements program needs; and
- 2) Analyze the cost of service to allocate revenue requirements in accordance with various customer class demands. A rate design was determined from the results of the analysis.

An updated Cost of Service and Rate Study will be completed in 2007/2008.

Revenue for the Operating Fund is derived from user charges charges for metered water sales, miscellaneous revenue such as hookup, connection fees and penalties, new water services, personnel services and interest income. Obligations of the Domestic Water Utility Capital Fund are met from a combination of available funds on hand, proposed low interest loans, grants, cash transfer from the Operating Fund, and interest income. Although there are limited alternative funding sources available, the City is committed to continue seeking outside funding sources.

WASTEWATER SYSTEM

The City of Yakima-owned and operated Yakima Regional Waste Water Treatment Plant (WWTP) provides treatment services for the City of Yakima, City of Union Gap, the Terrace Heights Sewer District, and the unincorporated areas within the Urban Growth Area (see **Map VIII-2 – Waste Water Service**). The means for the WWTP to serve these areas is based upon an inter-local agreement known as the “Four Party Agreement (4PA)”, which was agreed upon and entered into by the City of Yakima, Yakima County, the City of Union Gap and the Terrace Heights Sewer District to allocate capacities and service areas in 1979 (see **Map VIII-3 – Yakima Four Party Sewer Service Area**). **Table VIII-1: Waste Water Treatment Plant Capacity Allocation** shows the percentage of capacity allocated to each entity.



Table VIII-1: Waste Water Treatment Plant Capacity Allocation

Service Area	% of Capacity Allocation
City of Yakima & Urban Growth Area	87.9%
City of Union Gap	8.1%
Terrace Heights Sewer District	4.0%
Total	100.0%

Source: Yakima Water Division, 2005

Capacity

The current treatment capacity of the Yakima Regional WWTP is 53,400 pounds per day influent of BOD corresponding to flows of 14.0 million gallons a day (MGD) during peak loading conditions. Based upon the projected growth of the City of Yakima and the surrounding communities sufficient capacity exists with the WWTP until build out occurs in the year 2018 at which time additional aeration basin capacity is required. The addition of another aeration basin or expansion of the existing aeration basins will provide sufficient capacity until the year 2024 at which time WWTP capacity will be reevaluated. **Table VIII-2: Current and Future Capacity Summary** identifies capacity of current facilities and required capacity at year 2024 projected loading conditions.



Table VIII-2: Current and Future Capacity Summary

Facility	Current Capacity	Future Capacity 2024	Planned Improvements
Bar Screen & Screening Compactor	Sufficient	Sufficient	
Grit Removal	Sufficient	Sufficient	
Flow Measurement	Sufficient	Sufficient	
Primary Clarifiers	Sufficient	Sufficient	
Trickling Filters Pumping Station	Sufficient	Sufficient	
Trickling Filters	Sufficient	Sufficient	
Aeration Basins	Sufficient	Insufficient after 2018*	Add additional Aeration Basins as needed.
Aeration Blower	Sufficient	Sufficient	
Secondary Clarifiers	Sufficient	Insufficient redundancy per WDOE Class 1 requirements	
RAS Pumping	Sufficient	Sufficient subject to planned improvements	
WAS Pumping	Sufficient	Sufficient subject to planned improvements	
Chlorine Contact Chamber	Sufficient	Insufficient to meet 2024 maximum months conditions*	Modified the contact chamber to allow Ultra Violet disinfection by 2010.
Chlorination Facilities	Sufficient	Sufficient *	
Outfall	Sufficient	Sufficient	
DAF Thickener	Sufficient	Sufficient	
Primary Digesters	Sufficient	Insufficient *	Need new digesters by 2024, and to ensure meeting the Class B detention requirements.
Secondary Digester	Sufficient	Sufficient	

Source: Yakima Wastewater Division, 2004

* Require Implementing Measure

Collection System

The Yakima Regional WWTP collection system consists of seven major wastewater collection basins, 200 sub-basins, approximately 317 miles of sewer pipes, nine lift stations and force mains, and approximately 5,565 manholes. The extension of the City’s sewer system with regards to development is mainly funded by developers, local property owners or through the City managed Emergency Sewer Program in cases where private septic systems have failed.

There are two identified deficiencies to the City’s collection system: the aging of pipes and failures of area septic systems.

The primary costs anticipated for maintaining the existing levels of service for safety renewal and mandatory improvements in relation to the WWTP are linked directly to the rehabilitation of older parts of the collection system. Many of the older pipes that were built with concrete are over 40 years old. Infiltration and inflow of storm water into these pipes decrease system capacity and increase the maintenance costs of the transmission system. Exfiltration of effluent from these pipes also presents environmental and health



risks and therefore, continued focus should be placed on updating older parts of the system.

Regarding septic system failures, some of the older areas in the City, which include the Southeast Neighborhood area, are still served by septic systems. These older portions of the system are susceptible to failure, resulting in health and environmental risks. As a result, both City and privately funded extensions such as Local Improvement Districts and latecomer agreements should extend sewer to serve these areas.

Non-City Managed Facilities

Terrace Heights Sewer District

The Terrace Heights Sewer District provides sewer service to the eastern portions of the City of Yakima’s Urban Growth Area more commonly known as Terrace Heights (east of the Yakima River), which encompasses approximately 5,100 acres. Based upon the District’s 2005 General Sewer Plan Amendment and a 3%-10% annual growth rate as depicted within the plan, the projected population to be served for the year 2015 would be 7,324 to 14,145 people. The Terrace Heights Sewer District indicates that repair and maintenance of the system will occur when needed and the future extensions necessitated by future development will be provided and funded by the prospective developer as well as sewer collection fees. **Table VIII-3: Terrace Heights Sewer System Proposed Expansions** identifies major system expansions to the Terrace Heights Sewer District’s sewer system through the year 2015.

Table VIII-3: Terrace Heights Sewer System Proposed Expansions

Improvement	Description
Lift Station No. 1	Construction of new Lift Station No. 1 at the intersection of SR-24 and Riverside Road to replace the existing lift station located at the intersection of SR-24 and Keys Road.
Two New 12-Inch Force Mains	Construction of new 12-inch force mains from Lift Station No. 1 to SR-24 Bridge (east side), and from the west side of the new SR-24 Bridge to the Yakima Regional Wastewater Treatment Facility.
Eight-Inch Gravity Sewer from Keys Road to Riverside Road	Construction of an 8-inch sewer main from Keys Road across private property to connect to the new 24-inch sewer main located on Riverside Road.
Two-Inch Low-Pressure Sewer Force Main from Keys Road to South 33 rd Street	Construction of a new 2-inch low-pressure sewer force main from Keys Road to the New South 33 rd Street gravity sewer.

Source: Terrace Heights Sewer District’s 2005 General Sewer Plan Amendment.
* Require Implementing Measure

City of Union Gap

The City of Union Gap is not within Yakima’s Urban Growth Area for sewer planning purposes. However, Union Gap’s Urban Growth Area is within the Urban Service Boundary of the Yakima Regional WWTP. Under the “Four Party Agreement” the Yakima Regional Wastewater Treatment Facility provides treatment service for the City of Union Gap (see **Map VIII-3 - Four Party Sewer Service Agreement**). Union Gap has a General



Sewer Plan dated June 2000 with a projected population to be served for the year 2015 of 6,655.

GOALS AND POLICIES

Goals and Policies will serve two principal purposes: to guide development decisions in the UGA, such as rezone requests, development reviews, etc. or to outline specific actions or programs that implement the Plan. The latter are presented in Chapter II – Action Plan, both as a means of implementation and to meet the mitigation requirements of this integrated SEPA/GMA document.

Water

GOAL 8.1 PROVIDE ADEQUATE WATER SERVICES WITHIN THE URBAN AREA IN A MANNER THAT IS ENVIRONMENTALLY SENSITIVE, SAFE AND AESTHETICALLY COMPATIBLE WITH SURROUNDING LAND USES.

Policies

- 8.1.1 Coordinate with other jurisdictions and suppliers in the Urban Area to ensure a reliable, economic source of water and to address the long-term regional water demand needs of all of the area's agencies and suppliers.
- 8.1.2 Encourage the conservation of water resources and undertake actions, when possible and appropriate, to conserve water and water resources.
- 8.1.3 Implement system rehabilitation and improvements in order to manage water resources.

Wastewater

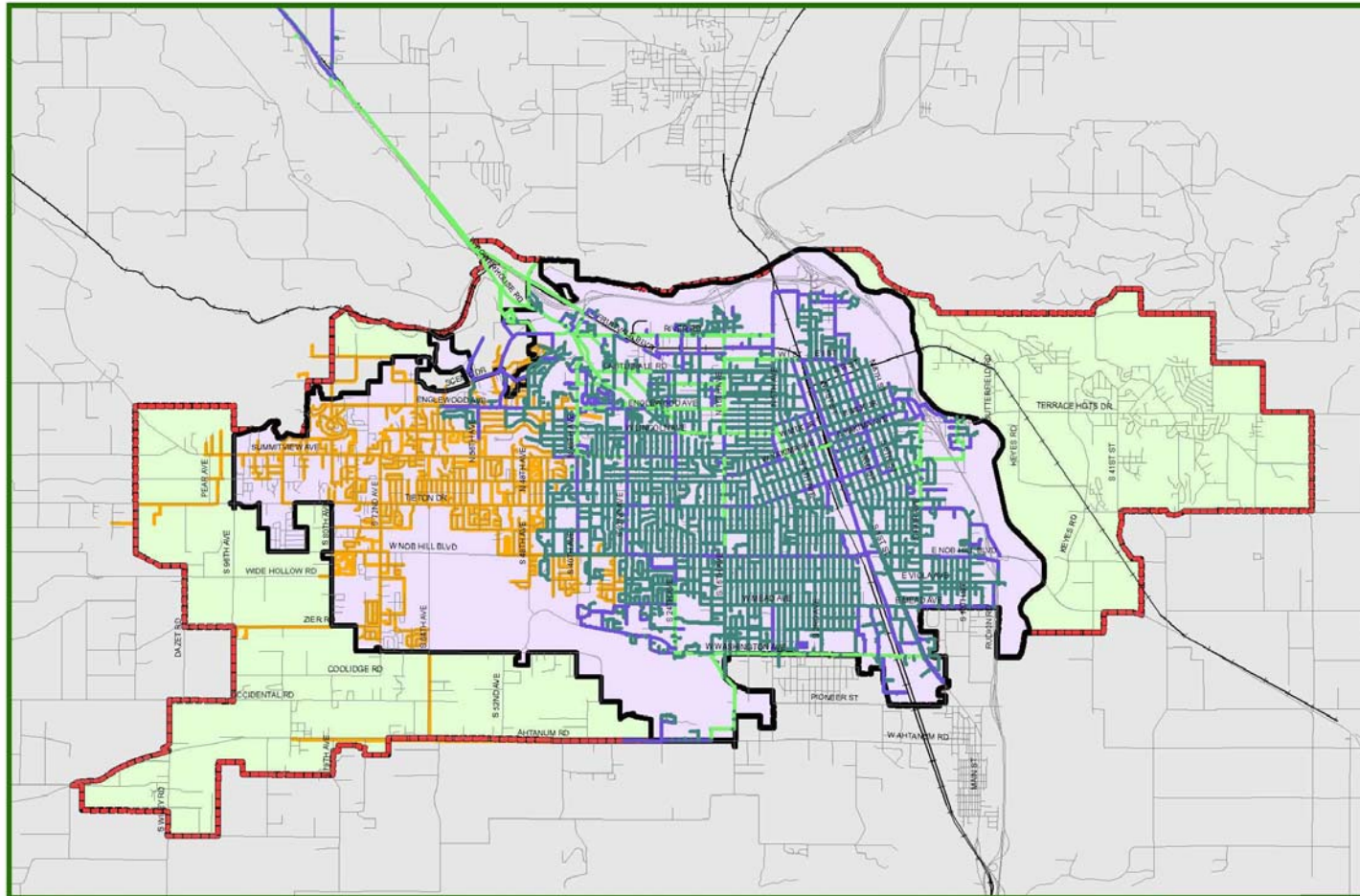
GOAL 8.2: PROTECT PUBLIC HEALTH AND ENVIRONMENTAL QUALITY THROUGH APPROPRIATE AND EFFICIENT DESIGN, INSTALLATION AND MAINTENANCE OF SANITARY SEWER FACILITIES.

Policies

- 8.2.1 Work with Yakima County and adjoining jurisdictions, and local purveyors to manage, regulate and maintain the regional sewer system.
- 8.2.2 Pursue required maintenance and improvements to increase efficiency and expand the wastewater plant capacity in concert with the growth of this region.
- 8.2.3 Correct deficiencies and increase system efficiency. Emphasis should be placed on correcting deficiencies that present sewage overflow risks.
- 8.2.4 Require new development to be connected with the sanitary sewer.
- 8.2.5 Septic systems should be considered when sewer is not likely to be provided within the timeline of this plan.
- 8.2.6 Connect areas with failed septic systems to sanitary sewer.
- 8.2.7 Provide the City of Yakima a co-terminus sewer service boundary with the Urban Growth Boundary and any increases to the Urban Growth Boundary.



Map VIII-1 – Water Service



Yakima City Limits



Yakima Urban Growth Area

City of Yakima

Yakima Urban Growth Area

Other Urban Growth Areas

Outside Urban Growth Area

6" and < 10" Pipes

10" and < 16" Pipes

16" Pipes and Larger

Nob Hill Water Pipes

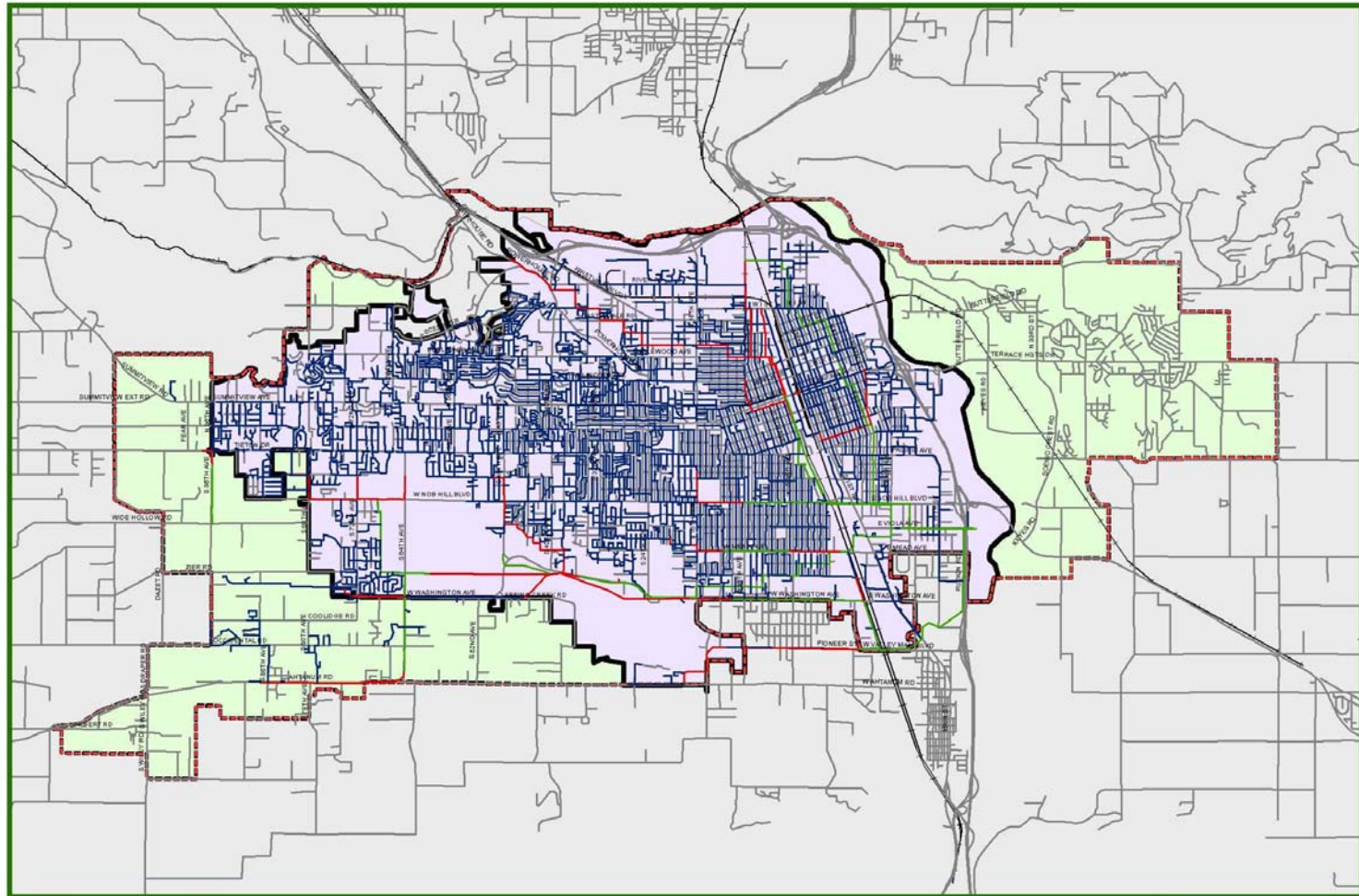



Yakima Urban Area Comprehensive Plan



Water Service



Map VIII-2 – Waste Water Service

0 1,625 3,250 6,500 9,750 13,000 Feet

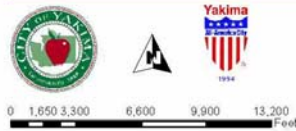
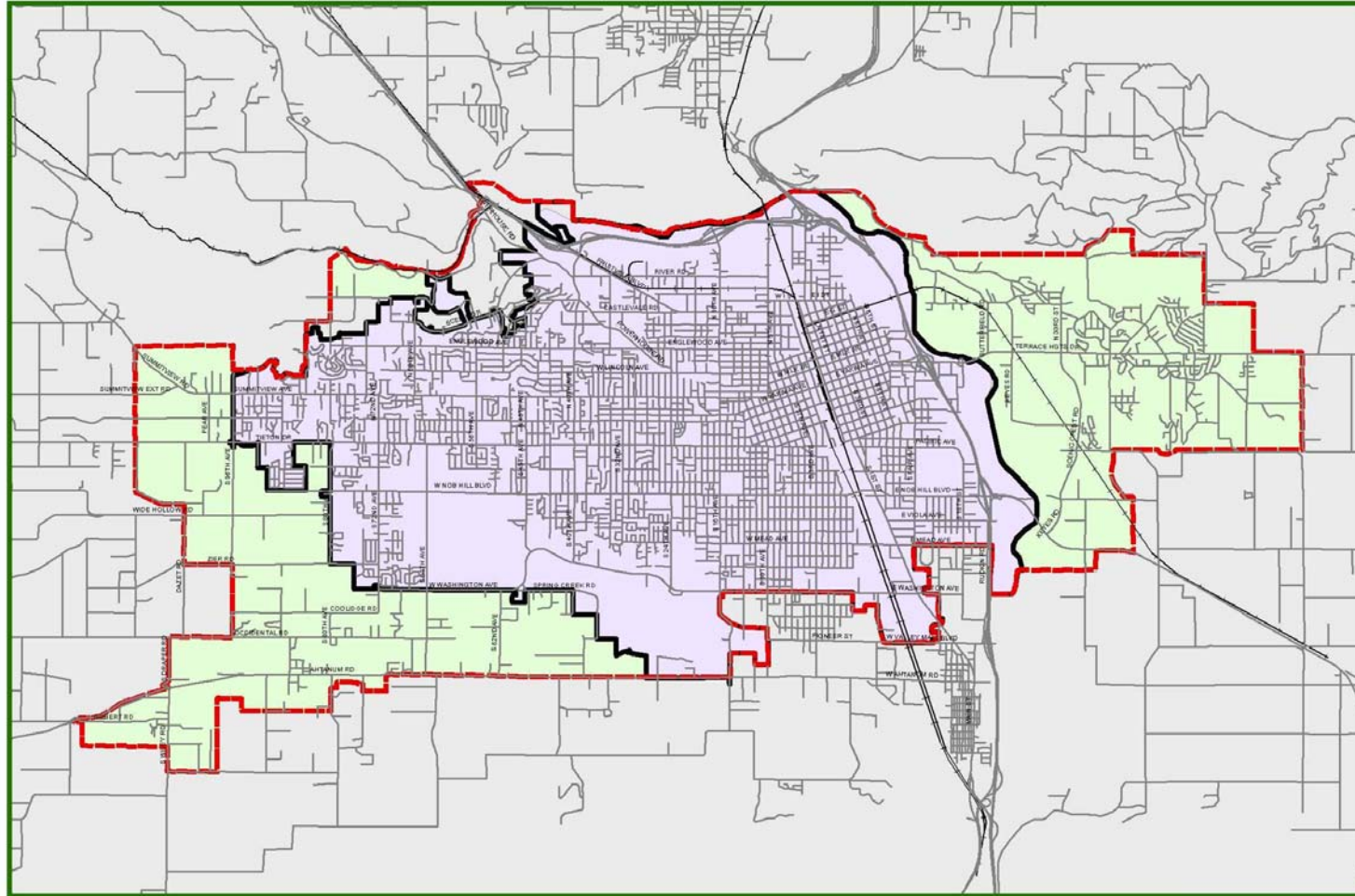
- 6" to 12" Pipe
- 13" to 18" Pipe
- 18" Pipe and Larger
- Yakima City Limits
- Yakima Urban Growth Area
- Four Party Sewer Agreement
- City of Yakima
- Yakima Urban Growth Area
- Outside Urban Growth Area

Yakima Urban Area Comprehensive Plan

Waste Water Service



Map VIII-3 – Yakima Four Party Sewer Service Agreement



- Yakima City Limits
- Yakima Urban Growth Area
- City of Yakima
- Yakima Urban Growth Area
- Outside Urban Growth Area

Yakima Urban Area Comprehensive Plan

Yakima FourParty Sewer Service Agreement



CHAPTER IX: PARKS AND RECREATION



INTRODUCTION

The adopted mission of the Yakima Parks and Recreation Division is to “provide and promote community leisure, recreation and cultural opportunities for all citizens of Yakima.”

FACILITIES

Following is a summary list of park facilities in and around Yakima. For a complete description of these facilities readers are invited to review the adopted Parks and Recreation Plan.

Mini-Parks

Mini-parks: green space, usually less than three acres, used primarily by residents residing within a quarter-mile for limited passive recreation:

Cherry Park	0.49 acres
Fairbrook Addition Islands.....	2.05
Naches Parkway	5.86
North 44th Avenue Parkway	0.69
Portia Park.....	0.52
Raymond Park.....	2.17
Rosalma Garden Club.....	0.45
S. 2nd Street Park.....	0.52
S. 6th Avenue Park	0.76
Tieton Terrace Park.....	0.42
Walter Ortman Parkway	0.70
TOTAL	14.80 acres

Neighborhood Parks

Neighborhood parks are generally three acres or more in size, usually used by neighbors within a half-mile radius for picnicking and recreation:

Eisenhower Park	2.36 acres
Gilbert Park	11.62
Larson Park.....	4.40
Martin Luther King Park	4.00
McGuinness Park.....	1.91
Miller Park	3.96
Milroy Park	3.36
Southeast Community Park	3.63
TOTAL	35.24 acres



Community Parks

Community parks are well-developed park space, usually 20 acres or more, with specific recreational amenities that attract visitors from throughout the region:

Chesterley Park.....	31.20 acres
Elks Park	12.66
Emil Kissel Park	17.00
Franklin Park	17.66
Gardner Park.....	9.13
Kiwanis Park.....	32.40
Lions Park	4.38
Perry Soccer Complex	15.00
Randall Park.....	40.25
TOTAL	179.68

“Special Use” Parks

Yakima has four special use parks/areas:

Central Business District	10.00 acres
Powerhouse Canal Pathway (2.45 miles in length)	8.00
Harman Center at Gaillon Park.....	3.52
Fisher Golf Course	18.20
TOTAL	39.72 acres

Non-City Community Parks

West Valley Community Park.....	26.20 acres
Sarg Hubbard Park/Greenway	28.00
Sherman Park/Greenway	6.00
Sportsman State Park	247.00
Sunrise Rotary Park/Greenway.....	3.63
Ahtanum Youth Park/County.....	74.00
Yakima Area Arboretum.....	40.00
Fullbright Park	234.00
TOTAL	658.83 acres

See *Map IX-1 – Parks and Schools* for general park locations (located at end of *Parks and Recreation* section).

The demand for public recreational activities in Yakima is considerably higher than the national standards. This is due, no doubt, to a combination of factors including a history of community recreational activity, a relatively young population, a climate conducive to such activities and Yakima’s reputation as a regional activity center. This high demand for activities can be seen in the heavy use experienced by the City’s existing recreation facilities. In terms of specific types of facilities, we have observed the following:

Softball Fields: For many years, Parks and Recreation has experienced a need for additional and updated fields as evidenced by the numbers of teams signing up for City



leagues and the number relegated to waiting lists or turned away for lack of facilities. Nevertheless, the number of softball fields in the City's inventory has decreased from nine in 1998 to eight in 2005 with the possibility of further reductions in the future. However, the addition of the Gateway Complex with its four lighted fields and superior playing surfaces offsets the effects of fewer fields with improved scheduling capacity. While NRPA standards suggest Yakima should have 17 softball fields for its population size, in 2005, the number of fields currently appears to meet demands.

Baseball Fields: Yakima currently has one public baseball field suitable for adult baseball. It is unlighted and is located within the Little League complex at the City's Elks Park. At the May 2005, public meetings, adult baseball players asked Parks and Recreation to retain that field and, if possible, provide an additional one. NRPA standards call for 17 unlighted and three lighted baseball fields. However, participation in adult baseball in Yakima has declined over the past several decades. The somewhat limited league includes teams from communities up and down the Yakima Valley and the need for additional fields is balanced by the fields in those particular areas.

Soccer Fields: The City's inventory of soccer fields grew by two in 2000 as the second phase of Chesterley Park was completed. The combination of Chesterley fields, Ahtanum Youth Park, J.M. Perry and school district fields appears to meet the needs of the soccer community.

Football Fields: The football fields provided by the Yakima School District appear to meet the current community need.

Tennis Courts: The City of Yakima has 32 tennis courts including a new 12-court campus at Kissel Park that opened in 2003. Unfortunately, the condition of the older courts is deteriorating and cracks in courts at Eisenhower have rendered those courts virtually unusable. While NRPA standards propose a need for 42 courts, there has been no public outcry for additional courts and it appears the combination of private and public tennis courts meets demand.

Basketball/Volleyball Courts: Yakima Parks and Recreation relies on existing community indoor basketball/volleyball courts located at school district facilities for operation of its basketball and volleyball leagues. While the school district's number of gymnasiums exceeds NRPA standards, Parks and Recreation would benefit greatly from owning its own facilities. The school gyms have limited availability due to staffing requirements and a preference for youth programs. Unanticipated last-minute cancellations due to school functions occur from time to time and disrupt team and referee schedules.

Ice Hockey/Skating Rink: The City currently has one privately owned sheet of ice. However, community interest in a year-round public facility would indicate the need for a second publicly owned rink.

Golf Courses/Driving Ranges: The City-owned nine-hole course in combination with privately held courses appear to meet current public need. In fact, local interest in golf has



diminished somewhat since the late 1990's and golf course attendance has gradually declined.

Outdoor/Indoor Swimming Pools: Declining attendance and rising repair costs prompted the City Council's decision to close three of its five pools in 2005. This left the City with one indoor (Lions) and one outdoor pool (Franklin). The Council also decided to install water playgrounds at Martin Luther King and Miller Parks in 2006 as an alternative water experience for neighborhood youngsters. In addition, the Council approved funding for a feasibility study for an aquatic center and established a committee to oversee the process.

FUTURE NEEDS

Space and Number of Parks Required

Generally speaking, Yakima falls short of the recommended ratio of park acreage to resident. Recommended minimums for the amount of park space run between two acres and five acres per 1,000 people depending on the size and purpose of the park or facility. Nationally, recommendations range from a minimum of three acres for neighborhood parks to 20 to 30 acres for a community park. Yakima Parks and Recreation's inventory also includes mini-parks or pocket parks that are generally smaller than two acres.

In 2005, the City of Yakima was estimated to have 83,864 residents. Assuming two acres per 1,000 residents, the City should have 168 acres of mini-/neighborhood parks. In fact, it has only 50.04 or slightly less than one third of the recommended amount. Yakima fares better in terms of community parks. Its 218.72 acres of community and special use parks is about half the recommended 420 acres.

The 2005 situation is similar in the urban area, which extends beyond the City limits. Accepted standards call for 192 acres of mini-/neighborhood parks for the population of 96,515. The actual number in existence is 50.04, only about a quarter of the standard. However, an abundance of community parks in the urban area – 474.87 acres – combines with the City's inventory for a total of 654.66 acres. This exceeds the standard of 480 acres by 36%.

Using population estimates, the overall picture appears to change little by 2025. The City's population is expected to increase to 93,815, which will warrant 188 acres each of mini-/neighborhood parks and 470 acres of community parks. The City will need to develop 138 acres of mini-/neighborhood parks and 251.32 acres of community and special use parks to meet its adopted standards.

The 2025 urban growth area population is expected to climb to 119,641 and the standard to 240 acres each of mini-parks and neighborhood parks; and 600 acres of community parks. Without construction of new parks, the urban area will be 190 acres short of mini-/neighborhood parks. Again, the situation is somewhat better for community parks in the urban area. The 2005 surplus disappears, but the urban area is close to the standard – about 8% short of it.



Other park and recreation plans, which have been developed by others, outline current deficiencies or needs.

Bicycle and Pedestrian Plan

The Bicycle and Pedestrian Plan (1996) outlines the then-current efforts to improve bicycle and pedestrian access. It remains relevant today. The Bicycle and Pedestrian Plan calls for implementation of a number of objectives. Among those are the following:

- Establish routes and pathways for recreational use, which take advantage of recreational opportunities and provide for different degrees of recreational skills.
- Establish a path and route network that promotes continuity throughout the Yakima Urban Area and links communities with the Greenway path, population centers and State and federal path systems.
- Provide support facilities for path users such as safe bicycle parking, water and rest facilities along recreational routes.
- Adopt a map that identifies designated paths and routes recommended for recreational and commuter bicycle use.
- Evaluate the impact of new development and improvements upon bike and pedestrian facilities. New development located along designated bike routes may be required to provide bike facilities as designated in this plan.

In 2005 the City of Yakima submitted to the State a list of priority bicycle and pedestrian improvement projects for the next 20 years. Included on that list were the following:

- Improved pedestrian conditions and bicycle lanes.
- Connections to the Greenway at North 6th Avenue, North 16th Avenue and North 40th and Fruitvale and from Fair Avenue via a pedestrian bridge over the freeway.
- Extensions to the Powerhouse Canal Pathway: the William O. Douglas Pathway from Davis High School north via 6th Avenue to the Greenway and additional pathway east from McGuinness Park via irrigation rights-of-way to Naches Avenue.

Trails and Pathways

Plans for trails and pathways for recreation and transportation, including the safe passage of children to and from schools, include:

- Extend the Powerhouse Pathway from Chesterley Park to the Yakima Greenway near 40th Avenue.
- Connect the Powerhouse Pathway between 20th and 24th Avenues along Lincoln Avenue.
- Create the William O. Douglas Trail from Davis High School north to 6th Avenue and the Greenway, then along the Greenway Path west to 40th Avenue, connecting to the Powerhouse Road Pathway and the Cowiche Canyon Trail.



- Future development of pathways on City-owned YVT rail corridors along the Wide Hollow Road, S. 64th Avenue/Ahtanum, and S. 52nd Avenue branches.

Yakima County's Comprehensive Plan For 2015

Yakima County eliminated its Parks Department in 2004. However, the County's parks comprehensive plan for 2015, published in 1995, identified development and improvement options that remain relevant ten years later. Among their proposed recreation developments or enhancements within the Yakima Urban Area are the following:

- Weikel Community Park, a proposed 20-acre community park to serve the northwesterly portion of the Yakima urban area near the Cowiche Canyon. Suggested facilities include a major trailhead for the Cowiche Canyon Trail, large picnic shelter/interpretive center building, restroom, large multi-use grass area, picnic sites and parking.
- Terrace Heights Community Park, located outside the urban growth area, northwest of Moxee City. The County plan identifies a need in Terrace Heights for a large multi-use park to serve the urbanized portions of Terrace Heights. Recommended facilities include two to four multi-use sports fields for baseball, softball or soccer, a group picnic area, picnic shelters, children's playground, large open green space, a paved pathway, restroom and parking.
- Ahtanum Creek Open Space and Trail System, located outside the current urban growth area southwest of Wiley City. The County plan recommends leaving this area in a natural state primarily for passive recreation.
- Trails and spurs including the 27.5-mile Yakima Loop, which follows off-street trails along the freeway and Naches River on the north, the Greenway and Yakima River on the east, Ahtanum Creek on the south and then cutting north through the City along 64th and 40th Avenues. Existing and planned offshoots of the Yakima Loop provide additional recreation and transportation alternatives inside and outside the urban growth area. Among those extending into the urban area and beyond are the Selah Extension (2.1 miles), South Naches Loop (3.1 miles), Cowiche Canyon Trail (5.0 miles) and Terrace Heights Extension (6.2 miles).

West Valley Plan

In 2005, Yakima County began to lay the groundwork for discussions of future development in rapidly growing West Valley, the area generally defined as the portion of the Urban Growth Area lying west of the Yakima City limits. At a preliminary meeting that April County planners proposed three key issues for consideration in future West Valley development: mobility, housing and parks and open space. Among the criteria suggested for future development were overall aesthetics and pedestrian- and bicycle-friendly neighborhoods.

In particular, the County's planners cautioned the meeting's attendees that, without planning, options for parks might be lost to development. Adequate land, they emphasized, for future parks and trail systems needs to be available as development occurs.



To measure the amount of future parkland that will be needed, the County used the total amount of City-owned and community-owned park and recreation land within or contiguous to the City of Yakima to create a local standard. In addition to City parks, West Valley Park (26.2 acres), Sarg Hubbard Park (28.0 acres), Sherman Park (6.0 acres) and Randall Park's undeveloped acreage (5.0 acres) were included in this comparison. To maintain the level of public park and recreational service existing in Yakima, West Valley should seek to develop the following:

83.3 acres	Community Park
22.5	Neighborhood Park
2.3	Mini-Park
8.4	Greenways and Pathways
8.3	Municipal Golf Course

An important element in the West Valley planning discussions was the search for incentives that would encourage developers to include open green space in their projects. Among the suggestions were smaller lot sizes and higher density developments.

Greenway Master Plan

The Yakima Greenway Master Plan Update (1995) encouraged conservation, enhancement and maintenance of the Greenway as a continuing, living resource for future generations (see **Figure 6**). In addition to documenting the history and inventory of the Greenway, it addressed land use within its boundaries with general and specific design standards relating to the site, buildings, landscaping, open space and parking. The Greenway Foundation was in the process of updating its master plan at the same time this plan was being developed and, unfortunately, changes to the 1995 document were not available.



Figure 6 – Yakima Greenway

The previous master plan spoke to a vision of the future where the Greenway concept might find applications beyond its boundaries. Among the suggestions were the following:

- Leveraging the Greenway's attributes to the benefit of new developments between it and downtown Yakima.
- Development of circulation routes between downtown and the Greenway.
- Extension trails and connectors around the Upper Valley and to local destinations such as Naches, Selah and Moxee.
- Implementation of railroad and canal rights-of-way for trail extensions.



Funding

How to fund a significant increase in park land is a challenge for the community. At a conservative estimate of \$35,000 per acre, it would cost more than \$20 million just for the land needed to bring the City and the urban growth area up to NRPA standard. Development and construction of facilities would be an additional challenge. Fortunately, the openness of Yakima's geography and its generally sunny skies temper the need to develop the vast park acreage that the national standards recommend.

In the past Yakima Parks and Recreation has drawn its funding from a variety of resources – its own budget, lines of credit, contributions, grants and the incredible generosity of the community, particularly the service clubs. However, most of these revenue sources are unpredictable and dependent on the economics of the time.

Another option is impact fees, which the State of Washington allows for the purpose of park development. However, when this topic has been suggested in the past, City government has been hesitant to implement such fees and risk discouraging development within the City.

GOALS AND POLICIES

Goals and Policies will serve two principal purposes: to guide development decisions in the UGA, such as rezone requests, development reviews, etc. or to outline specific actions or programs that implement the Plan. The latter are presented in Chapter II – Action Plan, both as a means of implementation and to meet the mitigation requirements of this integrated SEPA/GMA document.

The following goals and policies are taken from the 2005 Parks and Recreation Plan.

GOAL 9.1: ENHANCE THE VISUAL IMAGE OF THE DOWNTOWN CENTRAL BUSINESS DISTRICT (CBD).

Policies:

- 9.1.1. Develop and implement a plan to establish a new downtown park.
- 9.1.2. Upgrade the downtown planting areas and encourage the participation of local businesses, civic groups and schools in the care and up-keep of the CBD.
- 9.1.3. Add a new downtown park in the CBD to provide open space and recreational amenities for downtown users.
- 9.1.4. Develop a plan for tree planting, maintenance and replanting throughout the City's park system (the CBD is a part of the City's parks system.)

GOAL 9.2: PROVIDE ADEQUATE PARKS AND RECREATION FACILITIES TO MEET THE GROWTH OF THE YAKIMA URBAN AREA FOR THE NEXT 20 YEARS.



Policies:

- 9.2.1 Acquire parklands and recreation facilities in areas facing population growth and areas where facilities are deficient.

GOAL 9.3: DEVELOP/CONSTRUCT NEW NEIGHBORHOOD PARKS WITHIN THE CITY USING PROPERTY CURRENTLY OWNED BY THE CITY.

Policies:

- 9.3.1 Work with neighborhood residents to insure park development in their area reflects their needs and interests.
- 9.3.2 Utilize State and federal grants to help with the overall funding of new park construction wherever possible.

GOAL 9.4: ESTABLISH A PRIORITY FOR FUTURE LAND ACQUISITION AND PARK DEVELOPMENT BASED ON NEIGHBORHOOD AS WELL AS THE OVERALL CITY'S NEEDS.

Policies:

- 9.4.1 Update the parkland acquisition plan that targets and sets priorities for future park acquisitions.
- 9.4.2 Meet with local neighborhood associations and residents to identify their needs and interests.
- 9.4.3 Utilize existing school facilities and playgrounds for public use after hours.
- 9.4.4 Ensure safe pedestrian and bicycle access in future land acquisition and park development.
- 9.4.5 Identify potential sites for new mini neighborhood and community parks in Yakima's Urban Growth Area.
- 9.4.6 Promote private, public and nonprofit partnerships for acquisition and development of future park property.

GOAL 9.5: CREATE A NETWORK OF GREEN BELTS, GREENWAYS AND PATHWAYS WITHIN THE YAKIMA URBAN AREA.

Policies:

- 9.5.1 Provide support through cooperation and resource sharing, where possible, for the development and expansion of the Yakima Greenway.
- 9.5.2 Utilize existing irrigation canal rights-of-way and Yakima Valley Transportation (YVT) corridors for pathway development.
- 9.5.3 Establish landscaping standards for arterial streets in the urban growth area.
- 9.5.4 Incorporate, whenever possible, greenbelts and pathways into all future residential, commercial and industrial developments.

GOAL 9.6: DEVELOP INNOVATIVE APPROACHES FOR CREATING NEW PARK FACILITIES.

Policies:

- 9.6.1 Promote private, public and private non-profit partnerships for park improvements.



- 9.6.2 Encourage creation of a centrally located outdoor performing arts stage or facility through a public, private and/or business partnership.
- 9.6.3 Expand the use of school facilities to meet the City's need for new playgrounds.
- 9.6.4 Preserve the City's cultural and historical landmarks as a cornerstone for park development.
- 9.6.5 Encourage development of non-traditional recreation venues including a white water park, BMX track, skate parks and other facilities for emerging sports activities.

GOAL 9.7: PRESERVE THE PRIME OPEN SPACE AREAS IN OR ADJACENT TO THE YAKIMA URBAN AREA.

Policies:

- 9.7.1 Support the expansion of the Yakima Greenway.
- 9.7.2 Foster a strong relationship between the Greenway and the abutting neighborhoods.
- 9.7.3 Encourage the incorporation of greenbelts into future residential, commercial, and industrial development to minimize the negative impacts associated when incompatible land uses are located next to one another.
- 9.7.4 Preserve open space through means other than ownership, such as the transfer of development rights, tax obligation relief, land donations to land trusts or conservancy organizations.

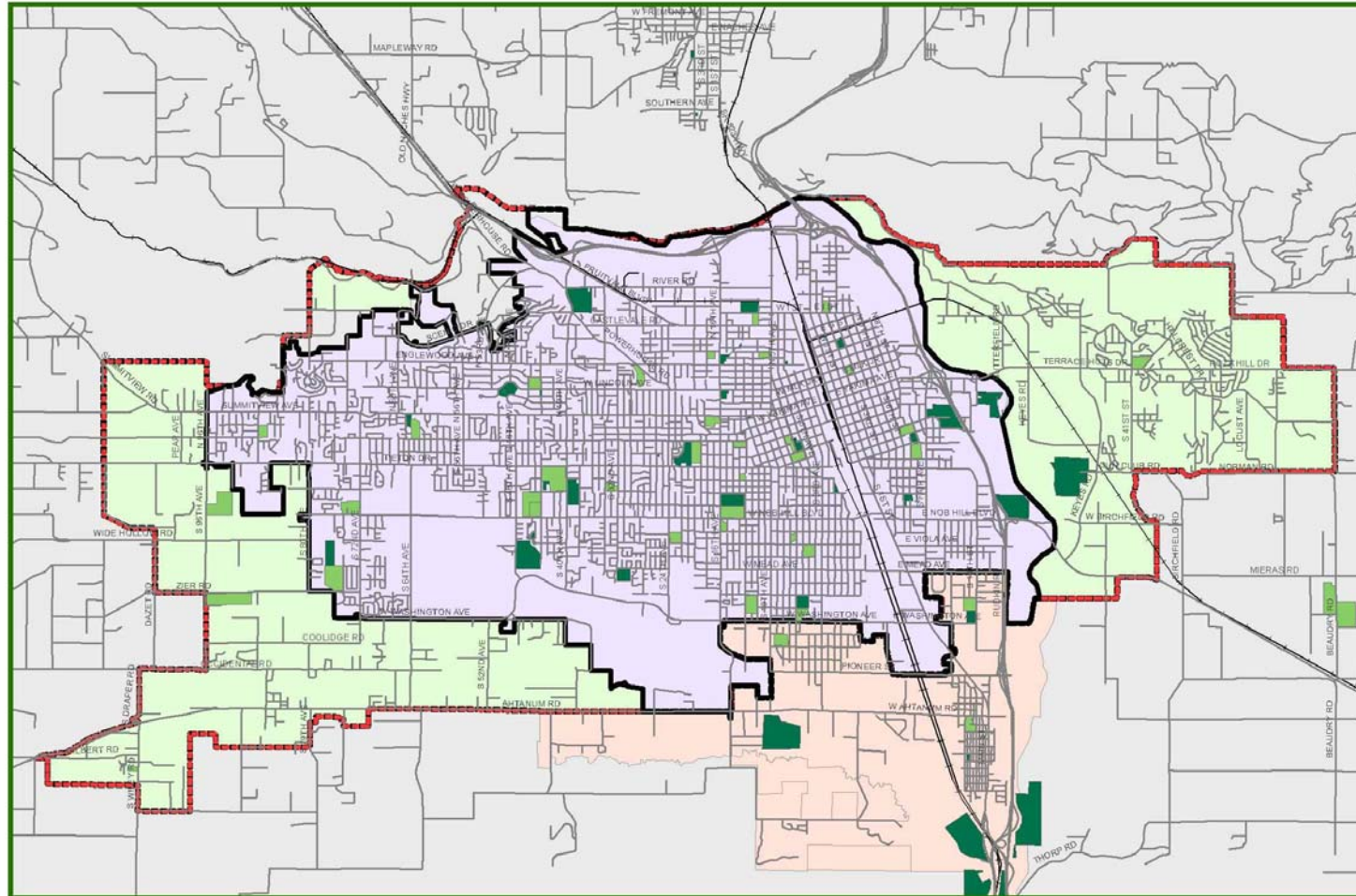
GOAL 9.8: ACHIEVE A HIGH STANDARD OF SAFETY AND ACCESSIBILITY IN CITY PARKS.

Policies:

- 9.8.1 Ensure that handicapped, pedestrian and bicycle accessibility are provided for all new park and recreational facilities.
- 9.8.2 Stay abreast of current developments in park and play equipment and materials including those designed to facilitate use by the handicapped.
- 9.8.3 Establish and implement standards for lighting in parks and along pathways.
- 9.8.4 Establish and implement standards for upgrading and replacement of aging park amenities for safety and handicapped access.



Map IX-1 – Parks and Schools



0 1,500 3,000 6,000 9,000 12,000 Feet

City of Yakima
 Yakima Urban Growth Area
 Other Urban Growth Areas
 Outside Urban Growth Area
 Park Areas
 Schools
 Yakima Urban Area Comprehensive Plan

Parks & Schools



CHAPTER X: NATURAL ENVIRONMENT



INTRODUCTION

The natural environment is composed of air, water, soil, minerals, and living organisms, such as plants, animals, people, fish, birds, insects and microorganisms. How well these components interact with each other, as well as good stewardship for the environment, determines to a large extent the health of the environment.

The quality of life we enjoy is also closely related to our stewardship of the natural environment. The quality of the air we breathe and the water we consume is dependent upon our decisions to properly manage these natural resources for present and future generations. Environmental remediation projects are increasingly expensive to both individual developers and property owners in addition to our community as a whole. Properly taking care of our natural environment will yield the continued privilege of living, working and playing within an environmentally desirable and appealing community.

Much has happened since 1997 when the original UACP was adopted. New regulations intended to protect our critical natural areas have emerged. Amendments to the Growth Management Act now require counties and cities to include the “best available science” in policies and development regulations to protect critical areas. This chapter contains a basic description of the City of Yakima’s Urban Growth Area natural environment, its current condition, and recommendations for its protection and enhancement. It also discusses current policies and regulations in effect to protect the local environment and recommends updates. As part of the integrated SEPA/GMA approach to this update, this section also discusses how critical area protection relates to other elements of the Plan.

The City will adopt an updated Critical Areas Ordinance as part of this ten-year update, which will contain provisions for “Best Available Science”, a requirement of GMA. The City will pattern its ordinance after the work of other cities that have effectively implemented programs.

THE CITY OF YAKIMA’S NATURAL ENVIRONMENT IN 2006

The City of Yakima’s natural environment is typical of an urban area in the eastern half of Washington State. Population growth and resultant development offer challenges to preservation of the quality of this environment. Following is a brief description of the components of Yakima’s environment and the challenges to it.

Topography

The Yakima Valley can be viewed as part of a larger geologic structural system that is underlain with folded flow layers of a thick sequence of Yakima basalt. The upper basalt layer is primarily composed of sedimentary rocks of the Ellensburg formation, up to 1,000



feet thick. These rocks are then overlain by cemented basalt gravel up to 400 feet thick comprising the second layer. The valley floor and final layer are composed of alluvial sand and gravel, up to 30 feet thick.

Fish and Wildlife Habitat

Although largely urbanized, the City of Yakima still has habitat for fish and wildlife. The Yakima River, Naches River and Wide Hollow Creek are home to anadromous fish, such as river-going salmon and trout, with steelhead residing mainly within the Yakima River. Anadromous fish are those species, like salmon and steelhead, that are born in fresh water and eventually migrate out to sea where they spend a large part of their life. Ultimately, they attempt to return to the fresh water stream in which they were hatched in order to reproduce. Other streams within the City limits such as Bachelor, Spring, and Ahtanum are less likely to have fish present within them as a result of invasive non-native plants and fluctuations in water levels due to irrigation. Manmade lakes fed by seepage from the Yakima River, such as Myron, Willow and Aspen, are also home to stocked trout maintained by the Washington Department of Fish & Wildlife (WDFW). Despite the change in environment, urban wildlife has adapted to living in the tree canopy, parks and other open spaces, wetlands, streams, rivers and lakes in the City.



The WDFW has classified certain important fish and wildlife habitats and species as “priority habitats” and “priority species” to ensure they are considered in land use planning and management. The majority of the priority habitats inside the City of Yakima’s jurisdiction are wetlands, shorelines and riparian areas (areas adjacent to streams, rivers and lakes). Other types of priority habitat in Yakima are breeding or communal roosting areas and urban, natural open spaces. Significant wetlands inside the Yakima Urban Area include those wetlands associated with the Yakima and Naches Rivers and Wide Hollow Creek. Additional wetlands are associated with the three remaining creeks and streams (see *Map X-1 – Wetlands*).

The Yakima Greenway, located along a significant portion of the Yakima River’s banks, provides a large part of the City of Yakima’s open space and communal roosting grounds for bird habitat. Documented priority species, which reside within the Greenway, include Steelhead, Bull Trout, Canadian Geese, Great Blue Heron, and Bald Eagle. Wide Hollow Creek, which does not provide a significant amount of open space, is considered to be a presumed habitat for Bull Trout and spawning area for salmon.

Under the federal Endangered Species Act (ESA), the National Oceanic and Atmospheric Administration (NOAA) Fisheries has designated, or listed, several species that live in the Yakima County area as candidate, threatened, or endangered. The species that were found to be present within the upper Yakima Valley are:



- Bull trout (*Salvelinus confluentus*)
- Steelhead (*Oncorhynchus mykiss*)
- Larch Mountain Salamander (*Plethodon larselli*)
- Spotted owl (*Strix occidentalis*)
- Sandhill Crane (*Grus Canadensis*)
- Sage Grouse (*Centrocercus urophasianus*)
- Ferruginous Hawk (*Buteo regalis*)
- Bald Eagle (*Haliaeetus leucocephalus*)
- Western gray squirrel (*Sciurus griseus*)

Information provided by the WDFW Priority Habitat and Species Survey, 2003 (see **Map X-2 - Habitat**) identified these nine listed species. The ESA prohibits harming designated species or their habitats.

Water Quality

Urbanization and development can inevitably result in impacts to various elements of the environment such as forests, grasslands and wetlands as a result of impervious surfaces and infrastructure (roads, sidewalks, parking lots, urban dwellings, etc.). In the City of Yakima an increasing amount of impervious surface area and development has occurred in and around the local rivers and streams. This increase in impermeable surface area can result in an increase in flooding and a decrease of groundwater replenishment. In addition, increases in storm water from developed urban areas also carries with it toxic substances and bacteria. These substances can damage groundwater, lakes, rivers and streams.

Yakima's major water bodies and their tributaries shown in **Map X-3 - Streams and Waterbodies** currently do not meet all required federal and State water quality standards (November 4, 2005) due to activities on surrounding lands. Waste from animals, wild and domestic, and failing septic systems contribute to increased bacteria counts. Soil erosion transports fertilizers, which increases phosphorus and nitrogen and causes excessive plant and microscopic organism growth, thereby reducing dissolved oxygen levels for fish and other native species. Toxic metals and motor oil inherent with street runoff also cling to soil particles and are carried into water bodies causing further pollution. A lack of vegetation and shading on many of Yakima's streams and riverbanks has led to an increase in water temperatures thus diminishing water quality below acceptable levels.

Air Quality

An air shed is defined as "a volume of air, bounded by geographical and/or meteorological constraints, within which activities discharge contaminants". The air shed for the City of Yakima, as defined by the Environmental Protection Agency (EPA), is the Yakima Basin. Air quality within the City is generally good, meeting federal and State air quality standards. One of the top air polluters within the Yakima Basin is the automobile. Small combustion engines, such as lawn mowers and those associated with industry, also contribute to air pollution. A major source of carbon monoxide and particulate matter emissions is all forms of combustion including residential heating, outdoor, and agricultural burning.

In 1990 portions of the Yakima Urban Growth Area were designated as Non-Attainment Areas under the Federal Clean Air Act amendments for Carbon Monoxide (CO) and Particulate Matter less than 10 microns in diameter (PM₁₀). In 2002 the Yakima Regional



Clean Air Authority, working in conjunction with the City of Yakima and the Department of Ecology, prepared a quantitative analysis in a Limited Maintenance Plan that allowed the Yakima Urban Area to be re-designated. The City is no longer considered a Non-Attainment area for Carbon Monoxide.

Current community efforts to reduce PM_{10} include paving of gravel streets and shoulders, as well as the programs by the Clean Air Authority to upgrade wood stoves and outdoor burning bans. The only major registered source of PM_{10} emissions is the former Boise Cascade lumber sawmill whose production was significantly reduced in 2005. In 2005, the Yakima Clean Air Authority received final approval of the Limited Maintenance Plan PM_{10} regulation compliance. As a result, the Yakima Urban Area is no longer considered a Non-Attainment Area for PM_{10} .

Yakima County is currently attaining the 1997 $PM_{2.5}$ standard for fine particulate matter. EPA has announced a new proposed fine particulate matter standard that will be finalized in the near future. The new standard will have a much lower 24-hour standard, and past monitoring data indicates that the City of Yakima, the Upper Yakima Valley and possibly all of Yakima County could be placed in a future $PM_{2.5}$ non-attainment area if significant reductions are made in future late-fall and winter fine particulate emissions. The new $PM_{2.5}$ standard is expected to be finalized by December 2006.

Hazard Areas

The areas of prospective hazard in Yakima that have the greatest potential to threaten public health and safety are floodplains (**Map X-4 – Floodplains**), geologic hazards (including landslides) steep slopes and stream undercutting as depicted in **Map X-5 – Geologic Hazards**. The Federal Emergency Management Agency (FEMA) has mapped the floodplains for the Yakima River and Naches Rivers, as well as Wide Hollow Creek, Bachelor Creek, Spring Creek, Ahtanum Creek, and Shaw Creek (see **Map X-6 – FEMA Yakima Floodplain Map**). In addition, FEMA and the City of Yakima provide guidelines to ensure that development in or near these areas is compatible with surrounding properties and a risk to upstream or downstream neighbors or the natural functions of floodplains is not created.

Utilizing topological data from the United States Geological Survey, the City of Yakima has mapped the potential areas of steep slopes, landslides and stream undercutting as depicted in **Map X-5 – Geologic Hazards**. A significant potential for landslides exists in these areas where earthen material is unstable. In Yakima, steep slopes are mainly isolated along the City's north and northeastern urban growth boundaries in the vicinity of Pecks Canyon and the Terrace Heights area of the Urban Growth Area.

ENVIRONMENTAL MANAGEMENT

The City of Yakima's environmental decisions are influenced by State and federal regulations. Federal regulations include Clean Water Act, Endangered Species Act, and Clean Air Act. State regulations include the Washington State Growth Management Act (GMA), Shoreline Management Act, Water Pollution Control Act, and Clean Air Act.



The GMA requires that cities and counties designate and protect critical areas such as wetlands, fish and wildlife habitat, aquifers (groundwater) as depicted in **Map X-7 – Aquifer Characteristics**, geologically hazardous areas and frequently flooded areas. The GMA also requires protection of areas that are beneficial to the environment as well as public health and safety.

The Shoreline Management Act (SMA) requires that cities and counties adopt a local Shoreline Management Program to regulate and protect shoreline functions, such as fish and wildlife habitat. The Clean Water Act provides a mechanism for controlling and preventing the pollution of lakes, streams and rivers to provide safe habitat for aquatic life and the use of the waters for swimming and fishing. The Endangered Species Act (ESA) allows for protection of threatened and endangered species in addition to their habitat. Finally, the federal and State Clean Air Acts (CAA) regulate air quality on a regional plane.

The City of Yakima works together with citizens and government agencies to provide new, innovative environmental protection programs, regulations and associated general public outreach that are aimed at preserving and improving the existing landscape. The City provides additional environmental protection through the State Environmental Policy Act (SEPA), adoption of the Yakima County Shorelines Master Program to protect shorelines of the State, and the City of Yakima Critical Area Ordinance to protect wetlands, water bodies, surface/groundwater, hazard areas, fish and wildlife habitat and other vegetation. Implementation of these regulations includes development review, inspection, enforcement and education of local development proposals and the general public.

DIRECTION FOR THE FUTURE

Environmental quality is an essential element of our City's livability. By considering both the natural and built environment in planning for the future, the City of Yakima has the opportunity to create a sustainable urban environment that provides clean air and water, habitat for wildlife, and comfortable and secure places for people to live, work and recreate. Through policy, decisions and actions the City of Yakima will continue to seek balance between various environmental goals and economic development, allowing multiple objectives to be met. The primary goal the City of Yakima seeks would be to provide a healthy ecological community that provides a rich biodiversity and to protect public health and safety.

IMPLEMENTATION

Environmental protection and enhancement, based on the "Best Available Science" (as defined in the GMA), will be important factors in the City of Yakima's land use planning, zoning and development regulations. Development that does not reasonably avoid or accommodate critical areas will be required to provide mitigation for potential impacts to prevent a net loss of function and value. The GMA requires updating of critical area regulations as necessary to maintain consistency with State law. As part of that review, the City of Yakima will work with Yakima County and other local jurisdictions to coordinate environmental regulations on a countywide basis thereby providing consistent environmental protection and a streamlined development review process.



The City of Yakima will also seek ways to provide incentives to new development for protecting and enhancing the environment. In an urbanized area the protection and enhancement of the environment is a balance between the development and the protection due to the lot sizes of an urban area. In addition, various City departments, including Parks and Recreation, Public Works and Planning, will work together to develop an open space program as well as provide education on how to protect and care for the City's environmental assets. The City will continue to protect and require restoration, when feasible, in sensitive areas, which will continue to be reflected in the City's operations and stewardship.

Air, Water Quality and Vegetation

Protecting air, water quality and vegetation will provide healthier habitats for fish, wildlife and the general populous. Environmentally friendly transportation choices will help protect air quality. Source control (keeping pollutants out of the environment) and water treatment (removing pollutants from the water) provide increased protection against contamination and provide increased water quality. Water conservation and utilization of pervious surfaces will protect and improve the quality of ground water. Surface water management regulations will reduce impacts from developments on surface water quality and quantity. The preservation of native plants and the planting of additional native plants in addition to removal of invasive plant species helps protect and enhance vegetation.

Habitats and Species

The City of Yakima will protect its priority habitats, habitats of local importance, and priority species. Yakima will protect salmon and work with other jurisdictions in the region to develop and implement salmon recovery plans for threatened species.

Endangered Species Act

The City of Yakima will protect ESA-listed salmon species and their habitat. The City will also work with others in the area to plan and implement actions to restore salmon habitat, including reestablishment of salmon runs.

Shoreline Management

The City of Yakima will continue to apply the adopted Shorelines Master Plan to protect shoreline resources, the environment, water-dependant and water-related economic development, and public access and recreation. Yakima will update its Shoreline Management Program based on the Washington State Department of Ecology's 2005 guidelines.

Public Health and Safety

The City of Yakima will continue to protect and promote public health and safety from flooding, landslides and earthquakes, in addition to maintaining clean groundwater and improving the quality of surface water in conjunction with its current and future environmental regulations.



Coordination

The City of Yakima will coordinate environmental policies and programs among City departments, other agencies, the private sector, and general citizenship. The City of Yakima departments including Planning, Community Development, Transportation, and Public Works Departments will also coordinate with one another to improve efficiency and consistency. Additionally, the City will work with State and federal agencies to achieve compliance with environmental regulations in a way that is resource wise, both in terms of financial and environmental resources.

Sustainability

Yakima will provide for the needs of its' residents without sacrificing the needs of future generations. The City will also consider economics and the natural environment when managing its water, energy, land and natural resources. Yakima will promote sustainable public and private development practices and patterns, building design, water-use reduction, and waste reduction. The City will incorporate green building (environmentally friendly) principles and practices into the design, construction and operation of all City facilities, City-funded projects and infrastructure to the fullest extent possible.

ENVIRONMENTAL POLICIES

The City of Yakima adopts the following policies to protect, sustain and enhance the environment while meeting its other community, economic development, housing, and infrastructure goals. These policies are consistent with and implement Natural Setting Goals and Policies of Yakima County *Plan 2015* adopted by Yakima County and planning policy 36.70.A.020(10) RCW of the Washington Growth Management Act. This section will be amended to include new goals and policy language with the adoption of updates to Yakima County *Plan 2015*.

Goals and Policies

The policies and goals for this chapter are currently under review as the City of Yakima and Yakima County are jointly reviewing and updating their shoreline and critical area regulations. This section will be amended to include new goals and policy language with the adoption of the specified updates.

GOAL 10.1: COORDINATE ENVIRONMENTAL POLICIES AND PROGRAMS. EXPLORE OPPORTUNITIES TO CONSOLIDATE ENVIRONMENTAL REGULATIONS AND STREAMLINE PERMITTING.

Policies

- 10.1.1 Regulatory processes and permitting decisions will aim to balance natural values with urbanized use of the land.
- 10.1.2 Incorporate and maintain information regarding natural systems with regulations.



- 10.1.3 Review and update the City’s development regulations to include best available science standards.

GOAL 10.2: DEMONSTRATE AND PROMOTE ENVIRONMENTAL STEWARDSHIP AND EDUCATION.

Policies

- 10.2.1 Make information available (ex. pamphlet) that outlines to the general public the various land use permitting processes, the reasons for the regulations, and the basic permitting steps.
- 10.2.2 Provide information and education on the natural environment to schools and the community at large.

GOAL 10.3: PROTECT AND ENHANCE AIR QUALITY, IN COORDINATION WITH LOCAL AND REGIONAL AGENCIES AND ORGANIZATIONS.

Policies

- 10.3.1 Cooperate with local, State and federal air pollution control agencies that regulate activities with regard to air pollutants.
- 10.3.2 Require control of air emissions during land development and construction.
- 10.3.3 Develop a land use pattern that encourages trip reduction and minimizes vehicular emissions.
- 10.3.4 Recruit clean industries to minimize air pollution affecting the Yakima Valley.
- 10.3.5 Promote alternate modes of transportation, such as bikeways, pedestrian ways, greenways and pathways.
- 10.3.6 Support the Yakima Regional Clean Air Authority in reducing dust, odor, smoke and contaminants within the Yakima Urban Area.
- 10.3.7 Monitor and reduce wood stove emissions.

GOAL 10.4: PROMOTE AN ENVIRONMENT FREE FROM EXCESSIVE NOISE THAT JEOPARDIZES THE PUBLIC HEALTH, SAFETY AND WELFARE.

Policies

- 10.4.1 Maintain adequate local noise control/abatement measures and mitigation standards and develop additional noise requirements, if necessary.
- 10.4.2 Enforce noise standards.

GOAL 10.5: MAINTAIN, RESTORE AND WHERE NECESSARY IMPROVE TERRESTRIAL AND AQUATIC ECOSYSTEMS TO MAINTAIN VIABLE, REPRODUCING POPULATIONS OF PLANTS AND ANIMALS.

Policies

- 10.5.1 The City of Yakima will protect its priority habitats, habitats of local importance, and priority species.
- 10.5.2 Yakima will protect salmon and work with other jurisdictions in the region to develop and implement salmon recovery plans for threatened species.



- 10.5.3 The City of Yakima will protect ESA-listed salmon species and their habitat. The City will also work with others in the area to plan and implement actions to restore salmon habitat, including reestablishment of salmon runs.
- 10.5.4 Encourage the maintenance of a permanent vegetative buffer between tilled areas and associated water bodies to reduce bank erosion, retard surface runoff, reduce siltation, improve water quality and provide habitat for fish and wildlife.
- 10.5.5 Seek to avoid and/or minimize impacts to shorelines as a result of logging by avoiding logging on shorelines, encouraging seeding and reforestation of native plants to reduce potential erosion hazard, maintain buffer strips of vegetation to prevent temperature increases that may adversely impact native fish populations.
- 10.5.6 Locate, design, construct and operate recreational facilities to prevent undue adverse impacts on environmental quality and the natural resources of an area and on adjacent or nearby private properties.
- 10.5.7 Recreational developments shall comply with County Health regulations.
- 10.5.8 When it is necessary to locate major highways, freeways and railways along stream drainages or lake shores, such facilities should be sufficiently set back to maintain water quality and so that a useable shoreline area remains. Care should also be taken to insure that a minimum land area is consumed.
- 10.5.9 Signs and Billboards: Signs and billboards shall be placed in high-intensity land use areas. Provision for billboard size, spacing and lighting should conform to the Scenic Vistas Act (RCW 47.42).
- 10.5.10 Solid Waste Disposal: the disposal of all solid wastes should proceed in accordance with the City of Yakima Solid Waste Management Plan.
- 10.5.11 Dredging: Permit dredging and deposit of soils only to improve habitat or when the alternative is more detrimental. Impacts should be minimized.

GOAL 10.6: PROTECT THE CITY'S SUPPLY AND QUALITY OF SHORELINE AREAS TO ENSURE THEIR MOST EFFICIENT AND ENVIRONMENTALLY SOUND USE.

Policies

- 10.6.1 The City of Yakima will continue to apply the adopted Shorelines Master Plan to protect shoreline resources, the environment, water-dependent and water-related economic development, and public access and recreation. The City of Yakima will update its Shoreline Management Program based on the Washington State Department of Ecology's 2005 guidelines.
- 10.6.2 Encourage shoreline-dependent economic activities along shorelines that will enhance the quality of life for residents while mitigating significant adverse environmental impacts.
- 10.6.3 Encourage animal feedlot operations to locate away from shorelines.
- 10.6.4 Consider visual access and aesthetic quality of the shoreline before constructing an aquacultural enterprise. When feasible, underwater structures are preferred.
- 10.6.5 Development along shorelines should include consultation with professional archeologists, historians, and biologists to identify areas containing potentially



- valuable data, and to establish procedures for salvaging or maintaining the area in an undisturbed condition.
- 10.6.6 Design subdivisions at a density, level of site coverage, and occupancy compatible with the physical capabilities of the shoreline and water.
 - 10.6.7 Limit commercial development to those activities that are particularly dependent upon a shoreline location. Other commercial uses should be encouraged to locate upland.
 - 10.6.8 Encourage new commercial developments on shorelines to locate in those areas where current commercial uses exist.
 - 10.6.9 Marinas: Design, locate and build marinas in a manner that is aesthetically compatible with adjacent areas and will minimize damage to aquatic life.
 - 10.6.10 Industrial Facilities: Careful consideration should be given to determine the potential effects of industrial facilities and their location on the shoreline and surrounding area.
 - 10.6.11 Discourage industries that have proven to be environmentally hazardous from locating along the shorelines.
 - 10.6.12 Remove sand, gravel, and minerals from only the least sensitive shoreline areas and implement measures to adequately protect water quality.
 - 10.6.13 Whenever utilities must be placed in a shoreline area, locate utilities in areas planned to accommodate future growth that will not obstruct or destroy scenic views. Wherever feasible, these facilities should be placed underground.
 - 10.6.14 Shoreline protection activities should be located and constructed in a manner that will result in no significant adverse effects on nearby shorelines.
 - 10.6.15 Locating new shoreline protection activities near existing ones shall be encouraged when possible.
 - 10.6.16 Prohibit sanitary landfills along shoreline areas.
 - 10.6.17 Locate and design shoreline fills and cuts to avoid significant damage to existing ecological values and natural resources.

GOAL 10.7: ENHANCE AND PROTECT SURFACE-, STORM-, AND GROUNDWATER QUALITY FROM SEPTIC DISCHARGE, IMPERVIOUS SURFACE RUNOFF, IMPROPER WASTE DISPOSAL, AND OTHER POTENTIAL CONTAMINANT SOURCES. ENSURE SAFE AND ADEQUATE WATER SUPPLIES AND PROMOTE WISE USE AND CONSERVATION OF WATER RESOURCES.

Policies

- 10.7.1 Protect water quality from the adverse impacts associated with erosion and sedimentation.
- 10.7.2 Protect water resources, including surface water; wells, groundwater and critical aquifer recharge areas.
- 10.7.3 Encourage the use of drainage, erosion and sediment control practices for all construction or development activities.
- 10.7.4 Establish improved watershed surface and groundwater management programs.
- 10.7.5 Create and implement water conservation programs.
- 10.7.6 Coordinate with other governmental agencies and major water providers to attain improved water resource management practices.



- 10.7.7 Develop a local Wellhead Protection Program to protect public groundwater supplies from contamination.
- 10.7.8 Protect and preserve natural vegetation located along rivers and creek/stream corridors.
- 10.7.9 Provide stream and wetland buffers for new development along rivers, creeks and streams.
- 10.7.10 Ensure the City's essential public facilities are not prohibited from construction of new, expansion or renovation of the water or wastewater or irrigation treatment facilities.
- 10.7.11 Revise standards to provide construction methods that offset or mitigate stormwater runoff e.g. grass pavers in parking areas, pervious concrete on sidewalks, etc.

GOAL 10.8: PROTECT RIPARIAN AREAS AND OTHER FISH AND WILDLIFE HABITAT. LINK FISH AND WILDLIFE HABITAT AREAS TO FORM CONTIGUOUS NETWORKS. SUPPORT SUSTAINABLE FISH AND WILDLIFE POPULATIONS.

Policies

- 10.8.1 Protect Yakima's priority habitats and habitats of local importance.
- 10.8.2 Protect wildlife habitats from the encroachment of new development.
- 10.8.3 Protect habitat for salmonids and other listed species and facilitate recovery.
- 10.8.4 Support actions that protect other non-listed threatened species from becoming listed and endangered when necessary.
- 10.8.5 Work with State and local government agencies to develop a regional salmon recovery plan.

GOAL 10.9: MANAGE DEVELOPMENT IN AND FLOODPLAINS TO PROTECT PUBLIC HEALTH AND SAFETY. PREVENT INCREASED FLOODING FROM STORM WATER RUNOFF.

Policies

- 10.9.1 Protect natural drainage system associated with floodways and floodplains.
- 10.9.2 Ensure that new development will not affect the flood elevations in surrounding areas.
- 10.9.3 Ensure adequate protection of life and property from flood events.
- 10.9.4 Limit development located within the 100-year floodplain unless it is possible to mitigate and restrict development within the floodway.
- 10.9.5 Emphasize non-structural methods in planning for flood prevention and damage reduction.
- 10.9.6 Encourage compliance with stormwater regulations for onsite retention of stormwater.
- 10.9.7 Preserve natural drainage courses.
- 10.9.8 Minimize adverse storm water impacts generated by the removal of vegetation and alteration of landforms.
- 10.9.9 Minimize the extent of parking lots and impervious surfaces near or along river and stream corridors.
- 10.9.10 Encourage new development to adopt best management practices such as



reduction of impervious surfaces and provisions for filtering pollutants.

- 10.9.11 Encourage and support the retention of natural open spaces or land uses that maintain hydrologic function and are at low risk to property damage from floodwaters within frequently flooded areas.

GOAL 10.10: PROVIDE FOR LONG-TERM PROTECTION AND NO NET LOSS OF WETLAND ECOLOGICAL FUNCTIONS.

Policies

- 10.10.1 Protect existing wetlands from the encroachment of new development.
- 10.10.2 Protect diverse functions and values of wetlands in the Urban Growth Area.
- 10.10.3 Protect existing wetlands that are greater than one acre in size that meet the following criteria:
 - a. Valuable for wildlife habitat;
 - b. Important for flood control purposes;
 - c. Not artificially created from non-wetland sites, such as irrigation and drainage ditches, grass-lined swales, canals, detention ponds, wastewater treatment facilities, farm ponds, and landscape amenities.
- 10.10.4 Require wetland buffers and building setbacks around regulated wetlands to preserve vital wetland functions and values.
- 10.10.5 Manage and mitigate human activities or actions that would have likely adverse impacts on the existing conditions of regulated wetlands and their buffers.
- 10.10.6 Require mitigation for any regulated activity that alters regulated wetlands and their buffers.
- 10.10.7 Promote wetlands protection through non-regulatory approaches such as the adopt-a-wetland conservation program.
- 10.10.8 Work with Greenway Foundation, Land Trust, and other similar organizations to protect wetlands within lands administered by those organizations.

GOAL 10.11: PROTECT PROPERTY FROM GEOLOGIC HAZARDS. MANAGE DEVELOPMENT IN GEOLOGICALLY HAZARDOUS AREAS TO PROTECT PUBLIC HEALTH AND SAFETY.

Policies

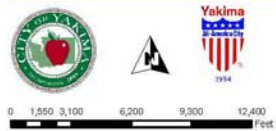
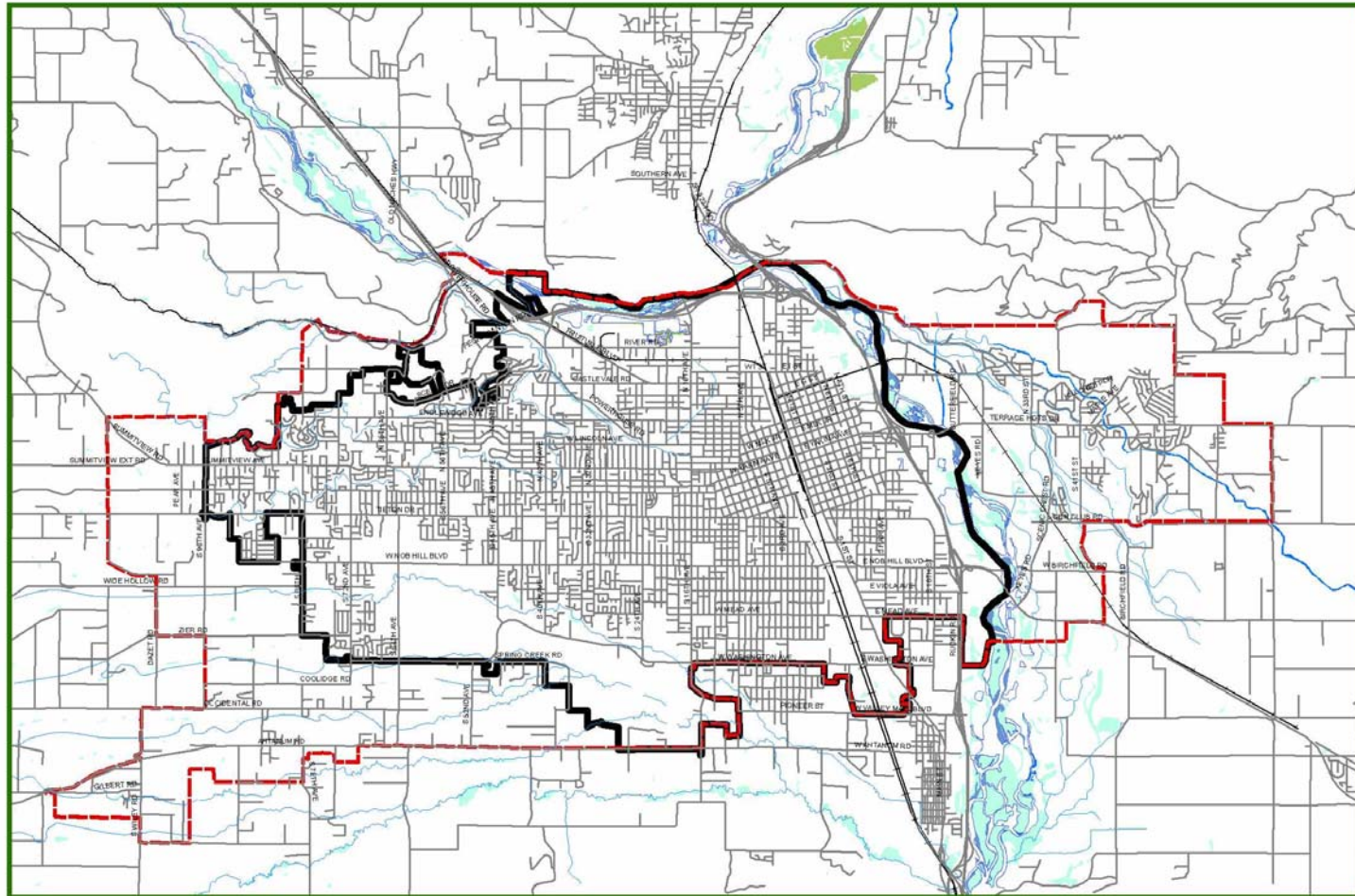
- 10.11.1 The City of Yakima will continue to protect and promote public health and safety from flooding, landslides and earthquakes, in addition to maintaining clean groundwater and improving the quality of surface water in conjunction with its current and future environmental regulations.
- 10.11.2 Locate development within the most environmentally suitable and naturally stable portions of the proposed property.
- 10.11.3 Classify and designate areas on which development should be prohibited, conditioned, or otherwise controlled because of danger from geological hazards.
- 10.11.4 Prevent any type of subdivisions in known or suspected landslide hazard areas, side slopes of stream ravines, or slopes 40% or greater for development.



- 10.11.5 Encourage cluster development, or the concept of Conservation Design for new residential development in areas of geologic hazards.
- 10.11.6 Limit new development on ridges to preserve their scenic beauty in a manner that conforms to the existing natural terrain.
- 10.11.7 Limit development in areas of over steepened slopes and minimize areas of cut and fill in accordance with the City of Yakima's Critical Area Ordinance.
- 10.11.8 Control soil erosion during and after construction in areas with unstable slope.



Map X-1 – Wetlands



Yakima Urban Growth Area
Yakima City Limits

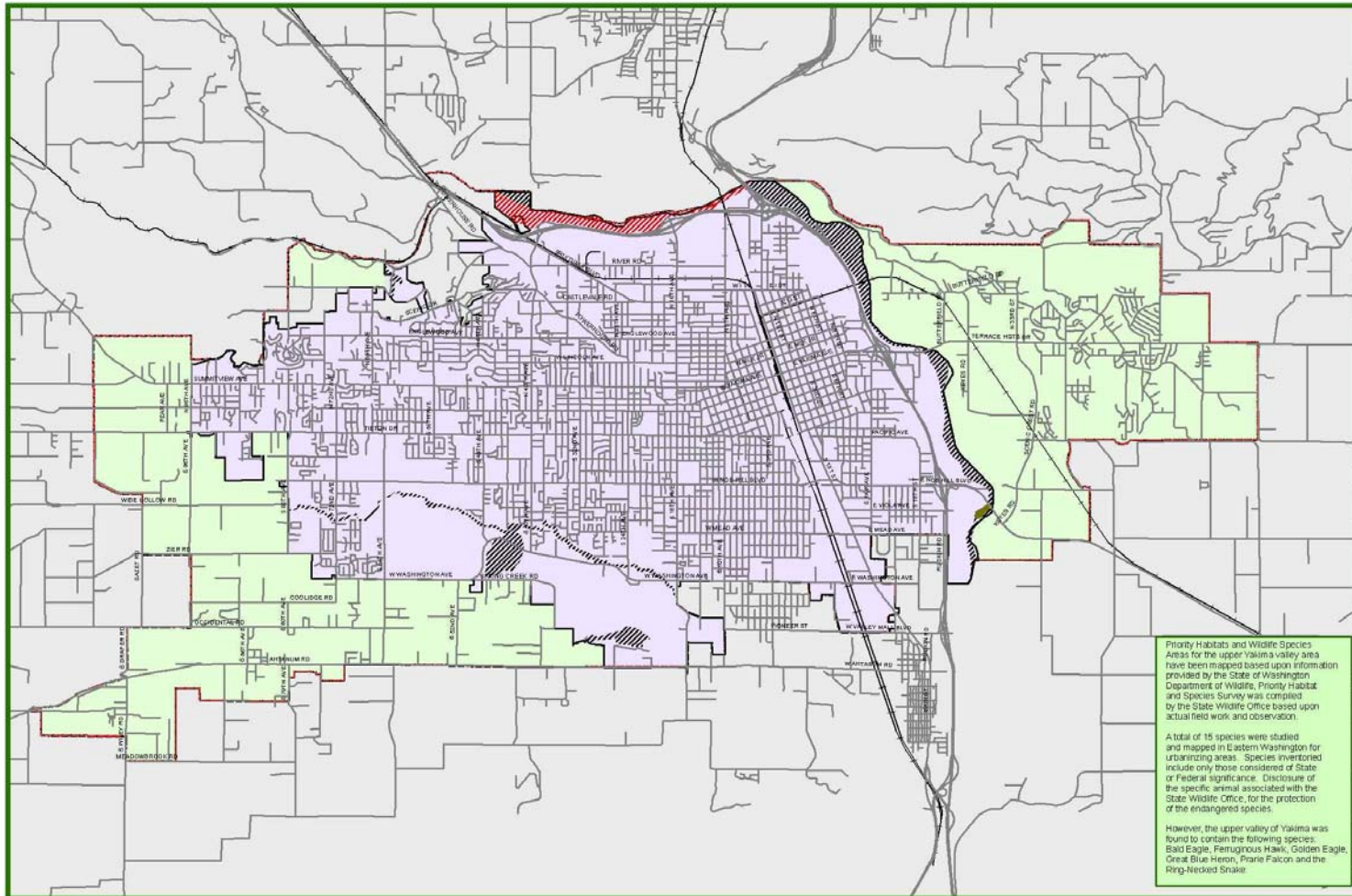
- Wetlands**
- Palustrine
 - Lacustrine Limnetic
 - Riverine Lower Perennial
 - Riverine Upper Perennial

Yakima Urban Area
Comprehensive Plan

Wetlands



Map X-2 – Habitat



Priority Habitats and Wildlife Species Areas for the upper Yakima valley area have been mapped based upon information provided by the State of Washington Department of Wildlife. Priority Habitat and Species Survey was compiled by the State Wildlife Office based upon actual field work and observation.

A total of 15 species were studied and mapped in Eastern Washington for urbanizing areas. Species inventoried include only those considered of State or Federal significance. Disclosure of the specific animal associated with the State Wildlife Office, for the protection of the endangered species.

However, the upper valley of Yakima was found to contain the following species: Bald Eagle, Ferruginous Hawk, Golden Eagle, Great Blue Heron, Prairie Falcon and the Ring-Necked Snake.

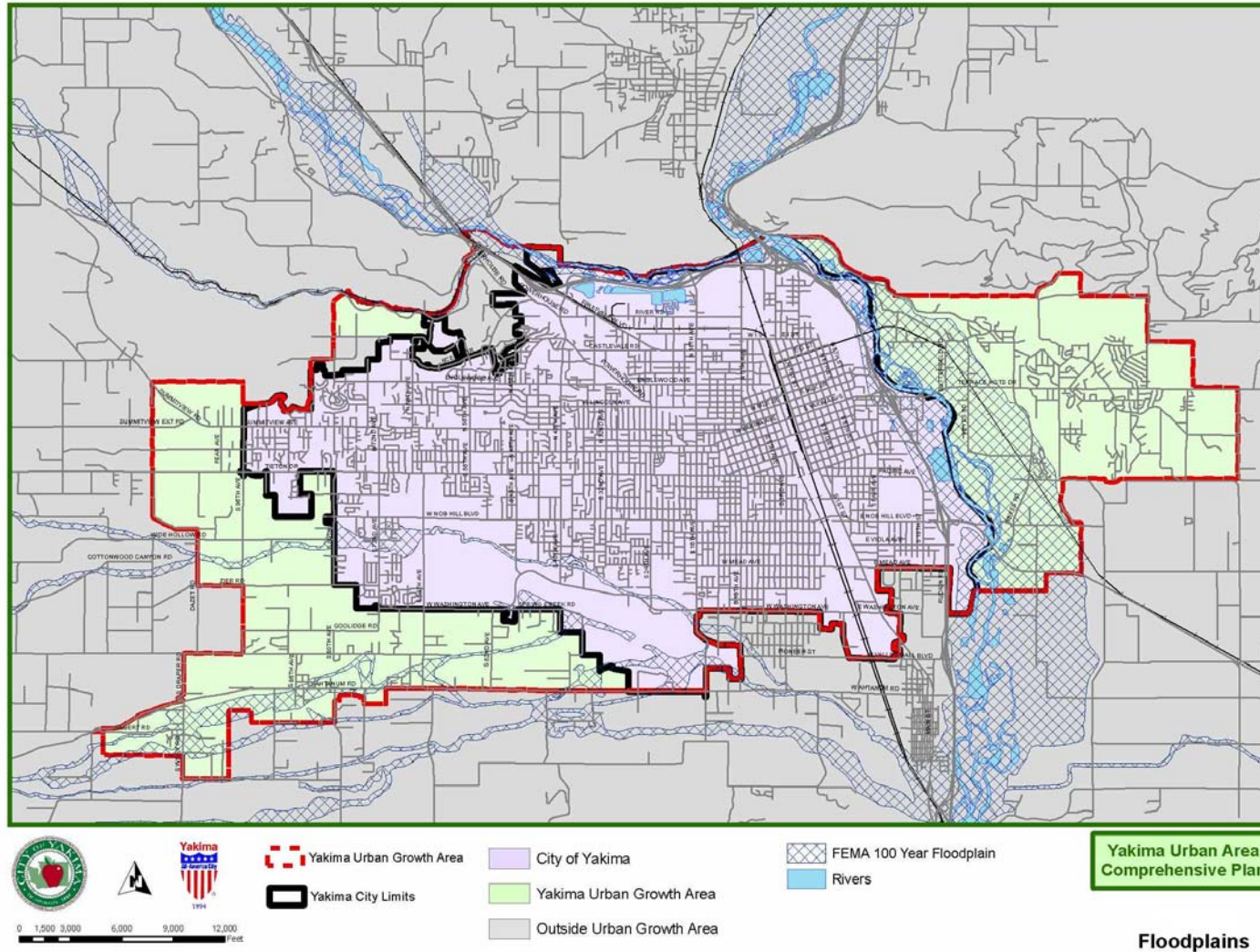
0 1,500 3,000 6,000 9,000 12,000 Feet

Yakima Urban Area Comprehensive Plan

Habitat

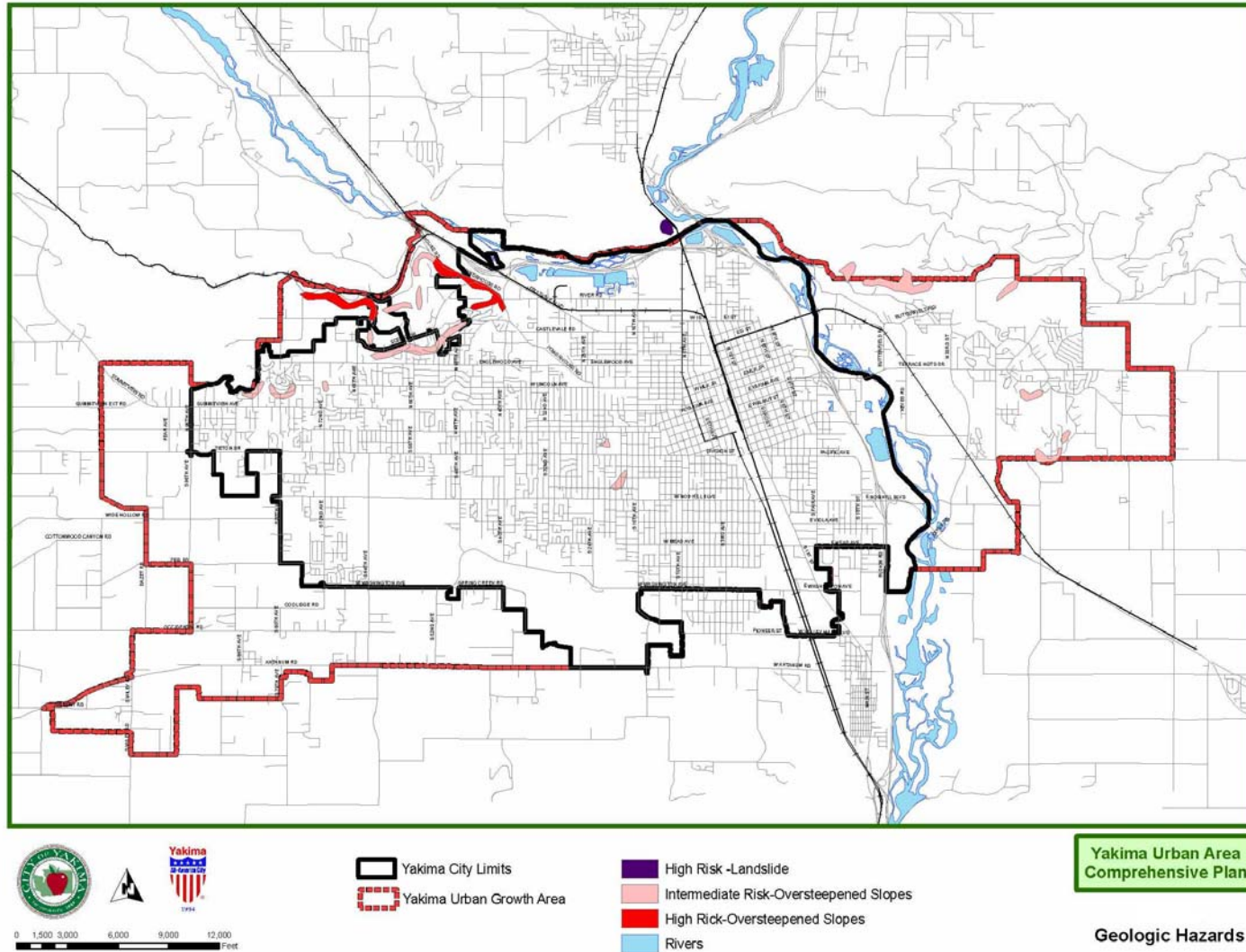


Map X-4 – Floodplains



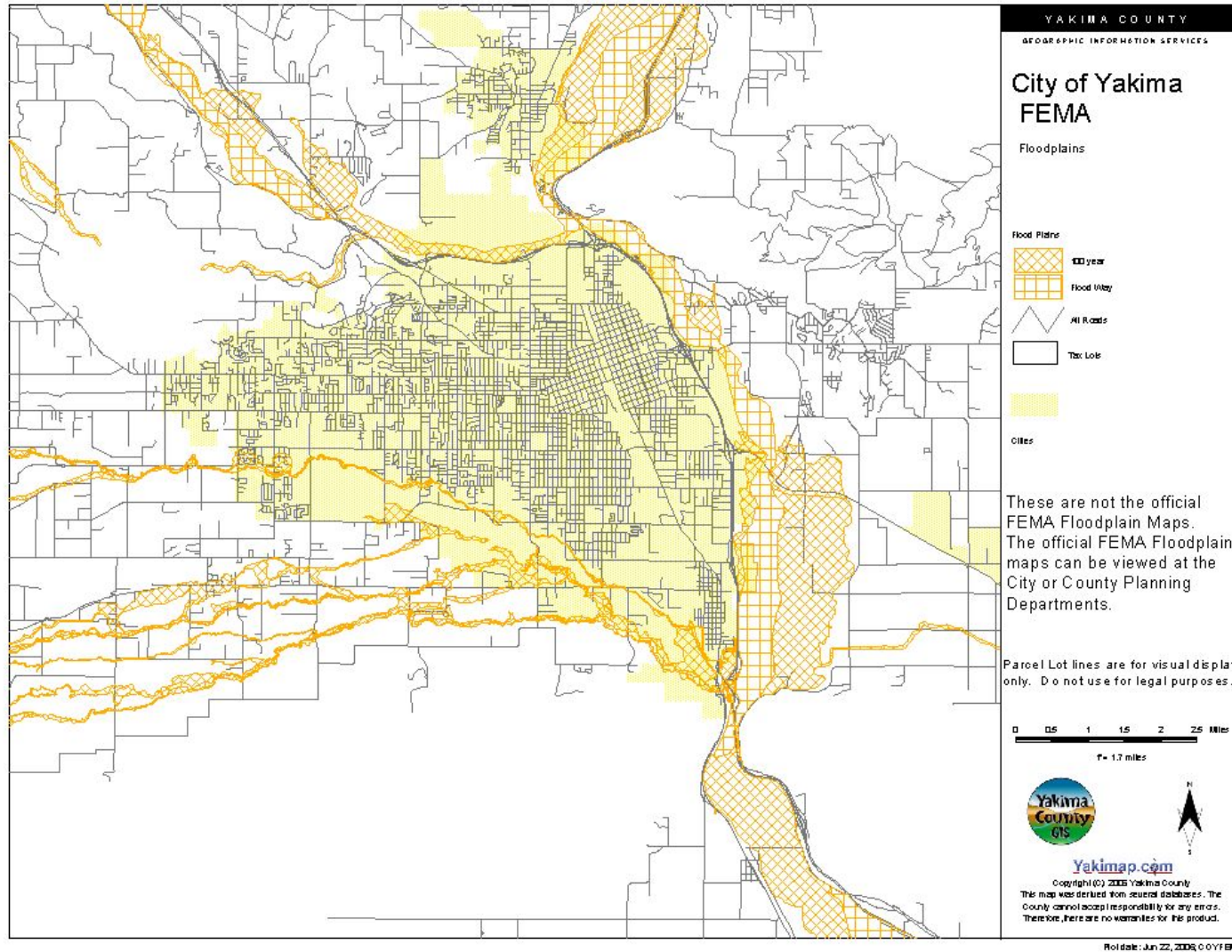


Map X-5 – Geologic Hazards



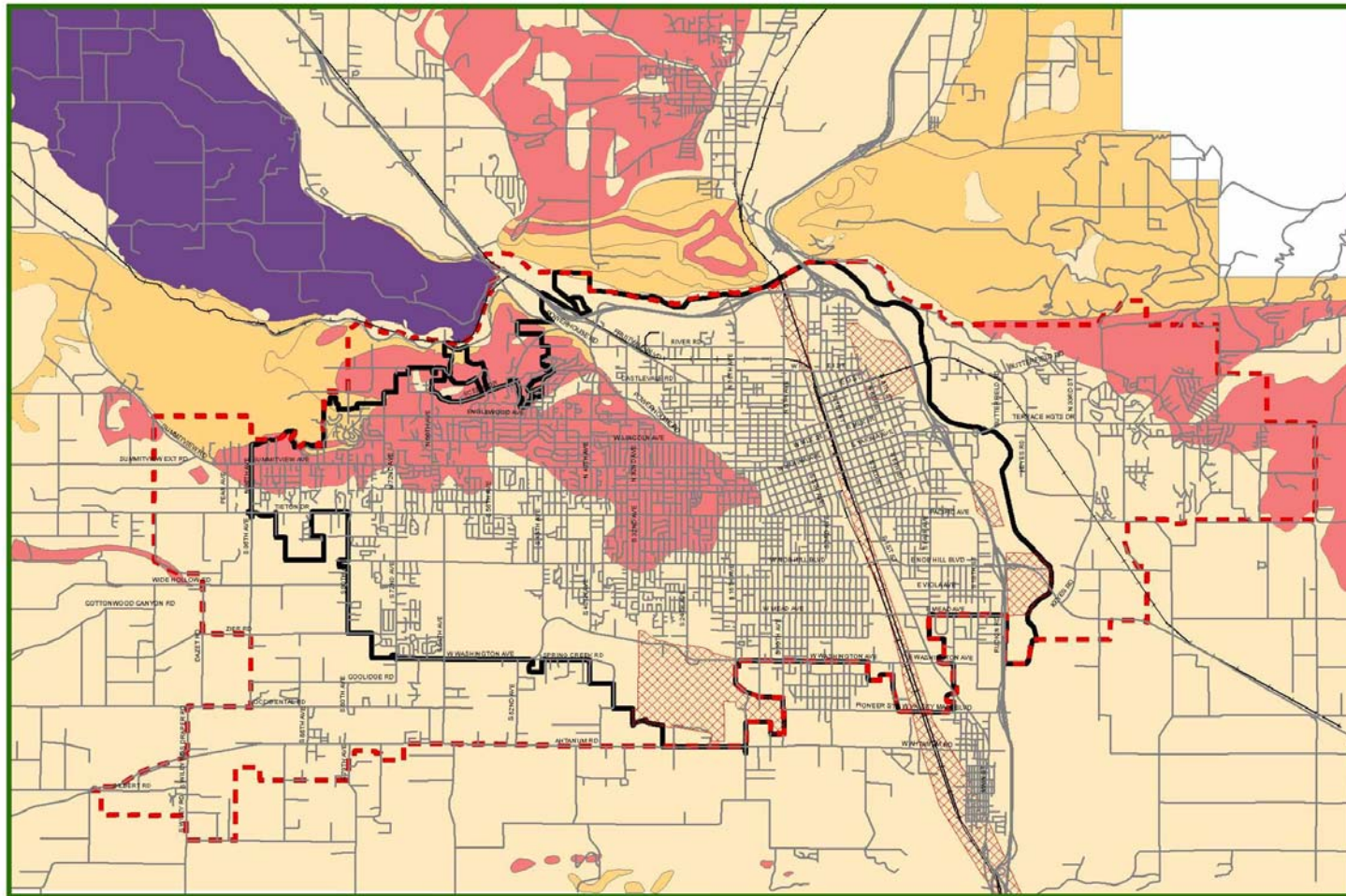


Map X-6 – FEMA





Map X-7 – Aquifer Characteristics



Yakima City Limits
Yakima Urban Growth Area

Tieton Andesite
Basalt Formations
Upper Ellensburg Formation

Alluvium Deposits:
High Susceptibility
of Aquifer to
Contamination

High Vulnerability-
High Susceptibility and
potential contaminant
loading, based upon
shallow aquifer

Yakima Urban Area
Comprehensive Plan

Aquifer
Characteristics





Appendix A:
Environmental
Impact Statement



**CITY OF YAKIMA'S URBAN AREA COMPREHENSIVE PLAN
FINAL ENVIRONMENTAL IMPACT STATEMENT**

Description of Proposal: The applicant proposes an update of the City of Yakima's Growth Management Act Comprehensive Plan as required by the Growth Management Act (GMA). The current Comprehensive Plan is designed to accommodate growth through the year 2015. The update will accommodate growth through the year 2025. The update will address general policies on Land Use, Housing, Parks and Recreation, Transportation, Capital Facilities, Utilities, Natural Resources and Critical Areas Protection, and Economic Development. The plan also contains a Future Land Use map, a Transportation Improvement map, etc.

This notice announces the City's intent to prepare an environmental impact statement (EIS) on the proposed update to the City of Yakima's Comprehensive Plan. The SEPA process (WAS 197-11-408) requires that the City, as lead agency, notify the public of the intent to prepare an EIS so that citizens, agencies and tribes have an opportunity to comment on the scope of the impacts to be analyzed in the EIS.

Proponent: City of Yakima
129 North Second Street
Yakima, WA 98901
(509) 575-6262

Location of Proposal: Yakima Urban Growth Area

Lead Agency: City of Yakima

EIS Required: The City of Yakima determined that the proposal is likely to have significant adverse impacts on the environment. An Environmental Impact Statement (EIS) deemed necessary under RCW 43.21C.030(2)(c). The EIS contained new information and analysis, but also built on data and analysis contained in previous environmental documents, any of which may be adopted or incorporated by reference as appropriate, according to the SEPA rules. Materials indicating likely environmental impacts can be reviewed at the Yakima Department of Community and Economic Development.

The lead agency identified the following elements of the environment for discussion in the EIS:



- I. **Natural Environment:** Topography, soils, erosion, air quality, surface and groundwater, public water supplies, plant and animal habitat, fisheries, energy and natural resources.
- II. **Built Environment:** Land and shoreline use, environmental health, housing, recreation, historic and cultural resources, transportation, public services, and utilities.
- III. **Alternatives** A No-Action alternative will be discussed in the EIS. The No-Action Alternative assumes no update to the City of Yakima's Urban Area Comprehensive Plan.

Scoping: The City of Yakima acted as lead agency for the SEPA process. Agencies, affected tribes, and members of the public were invited to comment on the scope of the EIS.

FINAL ENVIRONMENTAL IMPACT STATEMENT

Integrating Environmental Impact Analysis with Growth Management Planning

The Washington State Environmental Policy Act (SEPA) requires all State and local agencies to use an interdisciplinary, integrated approach to build environmental factors into planning and the decision-making processes.

During the development of this Comprehensive Plan, the City of Yakima is required to consider the potential environmental impacts of plan policies and alternatives. Cities and counties planning under GMA may address environmental concerns during the growth planning process by *combining* the requirements of GMA with those of SEPA, as specified by 1995 amendments to Chapter 197-11 of the Washington Administrative Code (WAC), State Environmental Policy Act Rules.

Cities and counties planning under GMA have the option of combining analyses, documentation and public involvement required under environmental and growth management laws. This results in an *"integrated document"*, satisfying both GMA and SEPA requirements in one document, with the Environmental Summary serving as the Environmental Impact Statement (EIS) for this Plan.

A major benefit of this integrated approach is a *more predictable process* for development review. Evaluation of environmental choices during the planning process should facilitate analysis of potential environmental impacts as a result of development. This should result in more certainty and predictability for developers and land-owners in association with future development proposals. The Comprehensive Plan and subsequent implementing



regulations should therefore result in a timelier and more focused environmental review process.

Phased Review

It is the intent of this Comprehensive Plan to serve as the foundation for environmental review as required under SEPA. Project proposals that are consistent with the future land use designations and this Comprehensive Plan; and that incur no major system impacts to utilities such as wastewater treatment, stormwater drainage, domestic water and transportation facilities should not be required to undergo further environmental review related to these systems. It is the intent of the City of Yakima to employ “phased review” of development in the community, where additional environmental analysis for specific projects on specific sites will be limited to project impacts that were not foreseen or were not otherwise documented in this integrated SEPA/GMA Comprehensive Plan. It is the policy of the City that where proposed developments conform to the policies of this Plan, they are considered to be consistent with the land use and planning vision of the community.

SEPA/GMA Integrated Document: Requirements

An integrated document will constitute the necessary SEPA document, as long as it contains the following as specified by WAC 197-11-235:

- I. Environmental Summary and Fact Sheet
- II. Concise analysis of alternatives
- III. Comments and responses
- IV. Appropriate technical and other materials

I. Fact Sheet

Proposed Action: Adoption of the City of Yakima Integrated 2006 Urban Area Comprehensive Plan. The UACP, updated Development Regulations and Final Environmental Impact Statement (EIS) provide an updated land use plan and policies to address growth for a 20-year planning period through the year 2025 within the Yakima Planning Area. The Plan includes updates to all sections of the 1997 Plan. Development Regulations will be updated in 2007 to implement the policy of the updated UACP, including a revised Critical Areas Ordinance using Best Available Science.

The Draft EIS document included identification of the Preferred Alternative (as recommended by the Regional Planning Commission).

Location of Proposal: The City of Yakima and its surrounding unincorporated urban growth area, including West Valley and Terrace Heights. (See Figure I-1.)

Proponent: City of Yakima



Lead Agency: City of Yakima
129 North Second Street
Yakima, WA 98901
(509) 575-6262

Responsible Official: William Cook, Director and
SEPA Responsible Official

Required Approvals: Yakima Regional Planning Commission - Recommendation

City of Yakima City Council - Adoption

Areas outside of the City, but within the Urban Growth Area,
require action of the Yakima County Commission for inclusion
within the Urban Growth Area.

EIS Authors: City of Yakima, Shockey/Brent, Inc.

Date of Final EIS Issue: November 2006

Date of Final Action: December 12, 2006

Location of Prior Environmental Documents and Background Information:
City of Yakima
129 North Second Street
Yakima, WA 98901

Cost of Document: Printed copies are available at City Hall at the address above.
Copies are also available on CD. The document is also available
for free download on the City's website.

SEPA Distribution List

Federal Agencies

Natural Resource Conservation Service
NOAA Fisheries
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service
Federal Aviation Administration

State Agencies

Department of Corrections
Department of Ecology
Department of Fish and Wildlife
Department of Health
Department of Natural Resources



Department of Social and Health Services
Department of Transportation
Department of Agriculture
Washington State Attorney General's Office
Washington State Emergency Management Division
Environmental Protection Agency
Department of Community Trade and Economic Development
National Marine Fisheries
NOAA Northwest Regional Office
Office of Archeology and Historical Preservation
Parks and Recreation Commission
U.S. Army Corps of Engineers, Seattle District
Department of Agriculture
Washington State Energy Office

Regional Agencies

Soil Conservation District
Yakima School District
WV School District
Clean Air Authority
Yakima Airport
Yakima County Planning

Local Government, Tribes, Utilities

Pacific Power
Bureau of Indian Affairs
Yakima Tribal Council
Yakima Indian Nation
Office of Farmworker Housing
Cascade Natural Gas
City of Union Gap
Nob Hill Water Co.
Terrace Heights Sewer District
Qwest
Yakima County Health District

Organizations and Interest Groups

Yakima Association of Realtors
Yakima Greenway Foundation
Yakima Valley Museum
Chamber of Commerce
Neighbors for Responsible Development

Media

Yakima Herald Republic
KCYU – Fox 68
KBBO-KRSE Radio



Business Times
KAAP TV
KIT-KATS Radio
KXDD, KJOX, KHHK, KARY Radio
KIMA TV
KNDO TV
VIVA
Yakima Business Journal

Libraries

Yakima Library

Purpose of the Proposal

The Proposed Action is the 10-year update of the Yakima Urban Area Comprehensive Plan in accordance with the Washington Legislative deadline requirements of the Growth Management Act (GMA). In general, the proposed update is intended to revise and refine, correct, and extend the 1997 Comprehensive Plan policy direction, rather than markedly depart from the original Plan vision.

Purpose of the EIS

The purpose of this EIS is to assist the public and agency decision-makers in considering future decisions on land use patterns and Comprehensive Plan goals, policies, and development regulations for the City of Yakima as part of the 10-year Comprehensive Plan Update. These broad decisions will provide direction and support for more specific actions by the City, such as capital improvements and implementing regulations.

Programmatic Analysis

This EIS provides qualitative and quantitative analysis of environmental impacts appropriate to the general nature of the Comprehensive Plan amendment proposals. The adoption of comprehensive plans, or other long-range planning activities are classified by SEPA as a non-project (i.e. programmatic) action. A non-project action is defined as an action that is broader than a single site-specific project, and involves decisions on policies, plans or programs. An EIS for a non-project proposal does not require site-specific analysis; instead the EIS discusses impacts and alternatives appropriate to the scope of the non-project proposal and to the level of planning for the proposal (WAC 197-11-442).

Phased Review

SEPA encourages the use of phased environmental review to focus on issues that are ready for decision, and to exclude from consideration issues already decided or not yet ready for decision-making [WAC 197-11-060 (5)]. Phased review is appropriate where the sequence of a proposal is from a programmatic document, such as an EIS addressing a comprehensive plan, to other documents that are narrower in scope, such as for a site-specific, project-level analysis. The City of Yakima is using phased review, as authorized



by SEPA, in its environmental review of growth management planning actions. The analysis in this EIS will be used to review the environmental impacts of the proposed Comprehensive Plan alternatives and other related actions, including implementing regulations.

Public Comment

The following public participation opportunities were held to gain public input:

Plan documents and Draft EIS Comment Period
Public Workshops
Public Hearings – Regional Planning Commission
Public Hearing – City Council

SEPA requires that the Final EIS respond to comments during the 30-day comment period for the Plan and EIS, which is from September 12 to October 12, 2006. The comments received during this period are provided in Appendix A-1.

II. Analysis of Alternatives

No-Action Alternative

The No-Action Alternative represents the continuation of the City's current Urban Area Comprehensive Plan (adopted 1997) extended to the City's 2025 planning horizon. The 1997 Plan would accommodate growth to 2015. The No-Action Alternative has an estimated growth capacity of 113,812 people based on the adopted Land Use Plan. The 1997 urban service area covered about 34 square miles plus another nine square miles in the "urban reserve".

In 1997, the Comprehensive Plan was described as a combination of two alternatives that had been analyzed along with two others. The two selected alternatives were described as follows:

A "*Citizen Focus*" alternative based upon citizen comments. Land use designations reflected "desires of individual neighborhoods to preserve and enhance their overall residential character." Under that alternative more lands were to be dedicated to low-density residential, resulting in less intensive use of the land.

A "*Vision Focus*" alternative 3 that borrowed on the suggestions from the *Yakima Vision 2010* report. Emphasized in that alternative was a major loop road, additional industrial lands, pedestrian / bicycle pathways, and additional retail accommodations. High-density housing would have been concentrated near arterials for transit efficiencies.

The Recommended Alternative...is essentially a combination of (these) Alternatives... incorporating a number of features from (the Vision Focus) Alternative ... while using (the Citizen Focus) Alternative...as the 'base' alternative. This Alternative reduces the size of the urban area, and indicates an "Urban Reserve," or



areas reserved as necessary for future urban area expansion when public utilities become available and the demand for land is evident. (EIS – 1997, Page A-3)

The Recommended Alternative in 1997 excluded lands in the City of Union Gap, which had their own individual growth area. The Recommended Alternative also designates much of the area in West Valley as “Urban Reserve”. The Terrace Heights area on the east side of the City of Yakima’s Urban Growth Area had a neighborhood plan document developed. Upon the completion of the West Valley Neighborhood Plan, it was intended to make the UGA seamless from the east to the west. Yakima County is about to complete the West Valley Neighborhood Plan (by the end of 2006). The 2006 Plan update includes both areas in the UGA and eliminates references to an Urban Reserve area. The 2006 Plan update assumes that the entire Urban Growth Area will be developed in concert with utility and public services expansion, as growth demands warrant.

The policies of the 1997 Plan were based on several overall objectives:

- Reduce urban sprawl and inappropriate land consumption;
- Encourage conservation of open space;
- Provide for multi-modal transportation systems, and enhance pedestrian travel choices;
- Promote adequate provision of public facilities and utilities;
- Protect the natural environment, including air and water quality and wildlife habitat and resources;
- Protect the built environment, by conserving and enhancing neighborhood resources and facilities and urban area infrastructure;
- Enable existing agricultural uses to remain or transition for urban development.

The 2006 Plan update embraces most of these objectives although it assumes that agricultural uses within the Urban Growth Area will, in fact, transition to urban uses on a more frequent basis.

The 1997 UACP identified several general and specific impacts of the Recommended Alternative that formed the basis of the Plan⁹. These are presented below:

Impact	1997 Potential Mitigation Measures	2006 Comparison
<i>Urban Sprawl</i>	Designation of urban growth boundaries.	<ul style="list-style-type: none"> • Overall urban growth boundaries remain. • Expansions proposed to the west, northwest and southwest. • Urban reserve areas incorporated into UGA.
<i>Population Growth</i>	Higher residential densities in some areas; alternative options for varied densities; encourage infill development.	Policies continued.
<i>Loss of Agricultural Lands</i>	Policies to allow continuation of agricultural uses.	Assumption that agricultural uses will transition to urban development over time.

⁹ 1997 UACP, Table A-1, Page A-7



Impact	1997 Potential Mitigation Measures	2006 Comparison
<i>Protection of Sensitive Areas</i>	Natural Environment policies to protect critical areas, including wetlands, wildlife habitat, frequently flooded areas, groundwater supply, geologically hazardous areas.	Critical area regulations to be updated in a regional effort with Yakima County.
<i>Water Quality and Quantity</i>	Provisions for protection of water quality, areas of critical aquifer recharge, water conservation programs, wellhead protection programs.	Policies continued.
<i>Air Quality</i>	Implementation of Commute Trip Reduction measures, along with encouraging lowered emissions from wood stoves, coordinated with air pollution control agencies.	<ul style="list-style-type: none"> • Non-attainment areas (CO and PM₁₀) now Attainment areas. • Clean air policies continued.
<i>Housing Supply and Affordability</i>	Policies encouraging smaller lot sizes, inventory of affordable housing sites, accessory housing units, clustering, manufactured housing, allowance for increased densities, standardized plan pre-approvals, promote infill and mixed uses, provide homeownership opportunities, preservation of existing neighborhoods.	Policies continued with updated approaches to affordable housing strategies.
<i>School Facilities</i>	Policies encouraging provision of adequate school facilities.	Policies continued.
<i>Parks/Open Space</i>	Policies to encourage adequate provision of open space.	Plan outlines current inventory of parks in relation to national standards. Policies do not recommend meeting every national standard because of prohibitive cost. Park section is summary of adopted 2005 Park and Recreation Plan. In a couple of the UGA requests there would be additional land to support open space needs.
<i>Public / Capital Facilities</i>	Provide capital facilities to adequately serve growth within current funding capabilities.	<p>\$173 million in improvements are projected over six-year CFP period: Individual capital facility expenditures over the CFP six-year time period are contemplated to be:</p> <ul style="list-style-type: none"> • Fire - \$7.6 million • Parks - \$3.4 million • Transportation - \$93 million • Transit - \$2.1 million • Wastewater - \$25.7 million • Water - \$6.5 million • Irrigation - \$10.2 million • Other Government Facilities (primarily Capitol Theatre) \$24.9 million
<i>Public Water / Sewer Facilities</i>	Assure the provision of financially feasible urban services.	Past trends will continue into future. Conservation practices are stabilizing demand.
<i>Utilities</i>	Promote and plan for adequate delivery of utilities within the urban area.	Facilities are keeping pace with growth. Capital facilities are planned to maintain this pace.



Appendix A
Final Environmental Impact Statement

Impact	1997 Potential Mitigation Measures	2006 Comparison
<i>Flooding</i>	Use of existing floodplain regulations.	Continuation of policies with updating of critical area and shoreline plans in a regional effort with Yakima County. The adoption of the International Building Code provides FEMA approved protection requirements.
<i>Mobility</i>	Increase multi-modal travel opportunities.	Continuation of policies with updated 2006 Transportation Plan.
<i>Travel Demand Management</i>	Encourage reduction of demand via promotion of carpools, vanpools, mode transfers, trail / path development.	Continuation of policies.



TABLE 1: ENVIRONMENTAL IMPACT SUMMARY, 1997 and 2006 PLANS

ELEMENTS	1997 RECOMMENDED ALTERNATIVE	1997 DRAFT POLICIES	2006 COMPARISON
EARTH, AIR, WATER, PLANTS, ANIMALS	Impacts occur over smaller area than with Alternatives 1 through 4, since size of UGA has been reduced. Higher densities in some areas to provide for forecast population increases. Moderate impact.	Policies protect natural environment to a greater degree than before; enhance air and water quality; protect wildlife, wetlands; encourage waste reduction, recycling.	Policies address Best Available Science and intent to adopt updated critical area regulations, in cooperation with County. Increases likelihood of effective implementation of natural environment policies.
ENERGY & NATURAL RESOURCES	Reduced size of urban area should allow for more efficient energy usage, shorter commutes, less fuel usage, better use of transit. Low impact.	Policies provide for multi-modal transportation system to reduce energy costs; natural resources and critical areas also protected.	Continuation of existing policies, as modified by updated critical area regulations.
LAND & SHORELINE USE	Smaller, more compact growth area should result in less opportunities for sprawl, more opportunities for higher densities and infill. Similar to Alternative 2, since some higher densities may result in more appropriate use of land. Low-moderate impact.	Policies provide for: varied densities and land use distribution; protection of shoreline areas; sprawl avoidance via compact contiguous growth patterns; greenways and conservation of open space.	2006 Plan contains recommendations for creative housing development design as a means of allowing higher density, lower impact development. Regional commercial centers defined as a means of accommodating large-scale commercial developments in a controlled, master planned environment.
TRANSPORTATION	Reduction in service area should mean more efficient use of transit and better land use-transportation linkages. Similar to Alternative 2 in that higher densities may allow for more transit opportunities. Impact low-moderate.	Policies encourage multi-modal systems; adequate provision of sidewalks; concurrency requirements; level of service standards.	Update arterial street standards and measurements for traffic impacts and mitigation.
PUBLIC SERVICES AND UTILITIES	Smaller growth area should result in more efficient and cost-effective provision of urban services. Impact low-moderate.	Policies encourage adequate provision and appropriate location of utilities & services; promote coordination of service provision between jurisdictions and other utility providers.	Continuation of policies. Development expansion within UGA will be phased in concert with utility and public service expansions.



For historical reference and documentation of the 1997 UACP (“No Action”) impacts, the 1997 Plan is adopted by reference as part of this document (see Appendix D).

Proposed Action

The Proposed Action is an update to the Yakima Urban Area Comprehensive Plan. The Proposed Action consists of the following components:

- Land use, employment and housing need estimates based on updated population forecasts through 2025.
- Updated Future Land Use Map (FLUM), including new and modified land use classifications. In addition some present FLUM designations would be eliminated or modified.
- Institutions
- Regional Commercial
- General Commercial
- Identification of the need for an evaluation to determine when and if rezoning of land is necessary to implement the Plan. If the Future Land Use Map indicates a land use that current zoning in that area does not allow, a rezone may be considered appropriate.
- Potential new zoning categories that promote master site planning and innovative housing concepts.
- Cluster Development
- Residential Planned Development Overlay
- Commercial Planned Development Overlay
- Industrial Planned Development Overlay
- Integration of recently adopted Transportation, Parks and Open Space and Capital Facilities Plans into the Comprehensive Plan.
- Policies regarding updating of critical areas regulations to incorporate Best Available Science features. (This work is a regional effort with Yakima County.)
- Updated 2025 population, employment and housing projections. The Proposed Action Alternative has an estimated growth target of 119,600 for the Urban Growth Area, an increase of 23,125 persons over Year 2005.
- A Housing Element emphasizing the provision of affordable housing in line with current income levels and future population forecasts. Emphasis is also placed on the housing needs of the homeless, the disadvantaged, low-income residents and other special-need groups.
- Addition of an Economic Development Element.
- Strategies for use of redevelopable lands for commercial (e.g. Yakima Resources) and housing (downtown tax deferral program) uses.
- Coordination of plans and policies with other jurisdictions, including the County and Union Gap, as well as the Yakima Air Terminal for airport related matters, etc.
- A need to modify some development regulations. The development regulation updating process will begin the first part of 2007.
- Housekeeping and minor revisions to the City’s current Comprehensive Elements, which refine but retain current policy intents.



The SEPA/GMA Comprehensive Plan contains discussion and background information on these topics within individual chapters, but also integrates the policies and objectives into a cohesive vision for Yakima's future.

Objectives of the Proposal

Yakima would want to plan its future in any event. However, under the Washington Growth Management Act, it is required to do so. In 1991, the Legislature enacted the Growth Management Act to guide and coordinate local planning. The Act recognizes the diversity of growth management challenges facing Washington's large, small, urban and rural cities/counties and establishes distinct planning requirements for all cities/counties that vary depending upon population and growth rates.

This Comprehensive Plan was developed in accordance with the Growth Management Act¹⁰ to address growth issues in the City of Yakima and the adjacent Urban Growth Area. It represents the community's policy plan for growth over the next 20 years. It will assist the management of the City by providing policies to guide decision-making for growth, development and public services. Cities are required to update their plans every ten years. The original Yakima GMA Plan was adopted in 1997 and planned through the year 2015. This update will carry the community forward through 2025. Specifically, the updated Plan will:

- Refine, correct, extend and update the 1997 Yakima Comprehensive Plan policies.
- Accommodate population and employment forecasts to meet GMA requirements and the City vision.
- Include revisions that may be needed because of GMA changes and other related State law.
- Address changes to the City since the Plan's adoption in 1997.

Significant Impacts

The updated Comprehensive Plan would direct land use, services, and capital resources for the next 20-year period, but the Plan alone would not have direct impacts on the environment. The Comprehensive Plan would have indirect impacts by establishing the mix of land uses and overall land use patterns, levels of public services, and focus of future public capital improvements.

Future development or public capital improvement projects allowed by the Comprehensive Plan could directly or indirectly affect the elements of the environment addressed in the EIS. The City will review each of these future actions as they arise to determine 1) their consistency with the policies of this Plan and 2) their direct impacts upon the environment.

Impacts are addressed in the following Matrix of Impacts and Mitigation Measures. Comparison with the 1997 Plan is shown above.

¹⁰ RCW 36.70A.070



Proposed Mitigation Measures

At a programmatic, non-project level, future Comprehensive Plan policies and existing or proposed development regulations that implement the Comprehensive Plan may serve as mitigation measures. As an integrated SEPA/GMA document, it is a fundamental purpose of this Plan to ensure that future growth and development occurs in a manner that is compatible with the many, diverse elements of the community. The policies themselves are intended to mitigate the impacts of growth and the regulatory changes that will occur upon adoption of this Plan will add further substance to those policies.

Programmatic mitigation measures described under each element of the environment in this EIS are addressed in the Matrix of Impacts and Mitigation Measures.

Significant Unavoidable Impacts

The facts presented in the UACP describe what has happened in the past and what will likely happen in the future as growth occurs through 2025. It is a fact that the community will grow, that the population will increase and that development will occur in areas that are currently more rural in character. The Urban Growth Area has finite boundaries within which this growth will occur. The areas outside the UGA will remain rural.

Environmental Summary

The Matrix of Impacts and Mitigation Measures are intended to provide a comparison of Alternative impacts, a review of mitigation measures, and potential significant unavoidable adverse impacts.

Matrix of Impacts and Mitigation Measures

Land Use	
Significant Impacts	No-Action Alternative
<ul style="list-style-type: none"> • Land Use distribution based on a current projection of 119,641 for UGA in 2025. • As development occurs over time, existing land uses will convert to land uses consistent with the Comprehensive Plan. • Continuation of policies from 1997 provide a consistent growth policy over time. Adjustments have been made to improve the 1997 work and to adjust to changing trends since the original adoption. • Plan focuses on local subareas (neighborhoods, commercial centers, etc.). • Greater attention to relationship between high impact uses (e.g. institutional, airport) • Some land use may result in a potential for compatibility impacts due to use type, scale, or activity levels. • Rapid growth and increasing demand for development will require expanded public services. 	<ul style="list-style-type: none"> • Land Use distribution based on a current projection of 113,812 for UGA through 2015. Assuming a 1% growth rate, this would equate to a 2025 “high” growth population of 127,000. • Certain land use needs (major institutions, mixed use developments, etc.) could have a more difficult time being implemented. • More single purpose amendment requests could be submitted each year because of outdated or ambiguous language in the 1997 Plan. • 1997 Plan had broader Citywide focus. • More generalized language pertaining to high impact uses. Uncontrolled residential growth restricts the airport by acquiring the land needed for airport expansion. • A greater potential for compatibility impacts due to use type, scale, or activity levels. • Expanded public services may be more uncoordinated because of changed circumstances and growth trends since 1997.



<ul style="list-style-type: none"> • Land use plans will channel development into specific zones and limit the types of uses for each zone. • Implementation of best practices for future land use. • Tools available for creating efficient neighborhoods that are less dependent on automobiles through mixed uses and multi-modal options of transportation. • Tools available for revitalizing older neighborhoods; redevelopment of substandard and/or blighted areas. • Greater buffering of incompatible, adjacent uses. Provide healthy economic environment via using planning techniques that foster growth. • Provide healthy economic environment via using planning techniques that foster growth. • Through Best Use Practices, minimize impacts to the environment. 	<ul style="list-style-type: none"> • Land use plans will channel development into 1997-style zones. • Possibly outdated land use practices from 1997 would continue to be the tools of development. • More typical neighborhood design and maintenance of automobile use and ownership trends. • Fewer revitalization tools. Older neighborhoods; redevelopment of substandard and/or blighted areas. • Fewer protections between land use zones and potentially incompatible uses.
<p>Surrounding Land Uses – Other Communities Both Alternatives would result in increase residential and commercial development. Increased potential for land use incompatibilities at the edge of UGA. The 2006 Update would provide policies for use in the development of the West Valley and Terrace Heights neighborhood plans in consistent and compatible manner, making the update plan seamless from east to west.</p>	
<p>Mitigation Measures: See Chapter II – Action Plan. The goals, policies and action plans emphasize the protection of potentially incompatible land uses through appropriate location of land use zones, emphasis on protection of neighborhoods and residential uses and performance standards for development. Residential, commercial, industrial and institutional uses are respected in the Plan for their value in the Yakima community. There is recognition that the relationship of these uses to each other must be properly controlled so that incompatibilities are minimized.</p>	
<p>Significant Unavoidable Adverse Impacts: Both alternatives result in new construction to accommodate population and employment growth. New construction will result in changes of use and the characteristics of parcels of land, including potential demolition and displacement.</p>	
Transportation	
Significant Impacts	No-Action Alternative
<p>Traffic Volumes and Operations Traffic volumes have grown at an average rate of nearly 2% in the Yakima Urban Area and are projected to continue that trend into the horizon of the plan (2025). All roadway segments, except for portions of North 40th Avenue, 16th Avenue, S. 1st Street and Nob Hill Boulevard are expected to meet the levels of service standards of the 1997 Plan at the 2025 horizon. The Proposed Action Plan modifies the definition of level of service to reduce the number of street segments that will not meet the standard. Intersection level of service is not included in the requirements of the Transportation Concurrency</p>	<p>Transportation projects planned in the No Action (1997 Plan) Alternative do not address corridor congestion that is expected on 16th Avenue, 40th Avenue, Nob Hill Boulevard and S. 1st Street. As a result, street and intersection level of service would be degraded in the term of the Plan (2025). The No-Action Alternative does not include the planned maintenance program for classified and local streets, or for safety- related and multi-modal projects. Proposed Action: The Transportation Plan Update 2025 plans for improvements to areas with corridor congestion, intersection delay and safety</p>



<p>Program for either Alternative. However, the Proposed Action includes methodology to address Intersection Level of Service and related impacts from new development upon critical intersections and corridors.</p> <p>Non-motorized Both Alternatives include policy and projects related to facilities that support pedestrians and bicycle use.</p> <p>Transit Transit operations and facilities are a significant aspect of the multi-modal component of the transportation system in the Yakima Urban Area. The 1997 Plan included minimal information regarding the role of transit or future plans. The Proposed Action provides detail in these areas.</p> <p>System Preservation The Plan identifies a number of transportation projects that will correct existing deficiencies in surface, condition or improvements, but may not add unnecessary street capacity. These include lack of sidewalks, deteriorated pavement conditions, lack of or inadequate storm water facilities or safety needs, based upon collision history.</p> <p>Impacts of Proposed Capital Improvements To accommodate growth under all alternatives, numerous projects are proposed to improve road, transit, and non-motorized transportation. Although the improvements address the impacts of traffic congestion, the projects themselves could result in impacts to the natural and built environment. Construction impacts would include increased noise and dust, as well as impede the normal flow of traffic. Roadway expansion projects will additionally result in increases in impervious surface area, which in turn can potentially affect water quality, vegetation, wildlife, and other elements described elsewhere in this DEIS. Detailed planning and design analyses will be required to carry any of the proposed transportation improvement projects through to pre-design, design and ultimately construction. At this later stage, more detailed analysis of projects would include detailed evaluation of topographic considerations, impacts to residents and businesses, environmental impacts, construction impacts, and project costs.</p>	<p>deficiencies. Additionally, the projects included in the Proposed Action provide planned improvements for rehabilitation of streets to accommodate redevelopment of economically distressed portions of the community, economic development of industrial and retail areas and improved connections to regionally significant corridors. Accommodations for pedestrians, bicyclists and a Transition Plan for installing and repair of accessible sidewalk ramps is also included in the Proposed Action.</p>
Utilities	
Significant Impacts	No-Action Alternative
<p><u>Water</u></p> <ul style="list-style-type: none"> • Plan based on 2004 Comprehensive Water System Plan. • High level of service by existing system. Challenges to system included potential drought conditions, water rights “adjudication”, population growth and “new” GMA requirements. 	<p><u>Water</u></p> <ul style="list-style-type: none"> • Plan based on 1994 Comprehensive Water System Plan. • Challenges more significant in 1997 prior to system improvements discussed in Plan. • Combined groundwater/surface water system proposed. To be financed with bonding and



<ul style="list-style-type: none"> Increases in future water demand by increases in population, the addition of customers who currently use private wells, and the gradual addition of customers whose water needs are currently supplied through the separate irrigation system. Existing supply of 25 mgd, expandable to 60 mgd. Groundwater system available for emergency uses. Storage capacity equals 32 million gallons per day in five wells. <p><u>Wastewater System</u></p> <ul style="list-style-type: none"> Sufficient capacity until the year 2024 Aeration basins require upgrades in 2018. 290 miles of collection system. Plans will keep pace with growth. Infiltration and inflow remain issues needing attention. Terrace Heights Sewer District system will be developed and maintained as needed. Future extensions will be provided and funded by the prospective developer. “Four Party Agreement” the Yakima Regional Wastewater Treatment Facility provides treatment service for the City of Union Gap. 	<p>rate increases.</p> <ul style="list-style-type: none"> Capacity equaled 25 mgd in four wells. 1997 growth policies would be accommodated by improvements outlined in 2006 Plan update. 275 miles of collection system. Plans anticipated keeping pace with growth.
<p>Mitigation Measures: See Chapter II – Action Plan.</p>	
<p>Significant Unavoidable Adverse Impacts: Under each alternative, future population growth and development will continue to increase the need and demand for public services such as libraries and schools. Coordination with service providers and regular review of capital plans by service providers will help avoid impacts.</p>	
<p>Parks and Recreation</p>	
<p>Significant Impacts</p> <ul style="list-style-type: none"> UACP incorporates adopted 2005 Parks and Recreation Plan. Demand for public recreational activities in Yakima considerably higher than the national standards. Yakima falls short of the recommended ratio of park acreage to resident. 1/3 the ratio for neighborhood parks. 1/2 the ratio for community parks. UGA exceeds the ratio. 2025 population will require 190 additional acres of neighborhood parks. \$20 million land needed to bring the City and the urban area up to NRPA standard. (Conservative estimate) Priority list of pedestrian and bicycle paths listed in adopted Parks plan. <ul style="list-style-type: none"> Incorporated into Transportation Plan now under review. West Valley Plan (Draft) identifies bicycle-friendly neighborhoods as a key issue. 	<p>No-Action Alternative</p> <ul style="list-style-type: none"> UACP incorporated 1994 Parks and Recreation Plan. 1995 County Parks Plan identified development and improvement options for two parks and two trail systems within the Yakima Urban Area. <ul style="list-style-type: none"> Weikel Community Park Terrace Heights Community Park Ahtanum Creek Open Space and Trail System 27.5-mile Yakima Loop County Parks Department dissolved in 2004.



<p>The Yakima Greenway Master Plan Update (1995) is undergoing update.</p>	
<p>Mitigation Measures: In addition to implementation measures outlined in the adopted Parks and Recreation Plan:</p> <ul style="list-style-type: none"> ▪ The City could regularly review and update the Level of Service Standards to remain current for planning, design, and grant purposes. ▪ The City could consider a park and trail impact fee ordinance as a financing mechanism. ▪ The City could pursue more aggressive grant and bond financing for parks and trails projects. 	
<p>Significant Unavoidable Adverse Impacts: Increased residential and employment growth will increase the demands on parks and recreational facilities. With implementation of mitigation measures, the City could provide parks and recreation services at locally adopted levels of service to meet the demand, avoiding adverse impacts.</p>	
Natural Environment	
Significant Impacts	No-Action Alternative
<ul style="list-style-type: none"> • Environmental characteristics of UACP unchanged from 1997. <p><u>Air Quality</u></p> <ul style="list-style-type: none"> • Yakima was a non-attainment area for Carbon Monoxide and particulate matter. Is now an attainment area. Future development could degrade air quality again without mitigating measures. <p><u>Critical Areas</u></p> <ul style="list-style-type: none"> • Development in critical area buffers and on geologic hazard areas would affect water quality, critical habitats and public safety. Such development is restricted under the policies of the updated plan. <p><u>Habitat</u></p> <ul style="list-style-type: none"> • Steelhead, Bull Trout, Canadian Geese, Great Blue Heron, and Bald Eagle recognized as priority species in Yakima. <p><u>Water Quality</u></p> <ul style="list-style-type: none"> • Major water bodies and their tributaries do not meet all required federal and State water quality standards. 	<p>The 1997 Comprehensive Plan had policies addressing the environmental features of the Urban Growth Area. Over the past nine years more specific information and new requirements necessitate the updating of these policies and regulations. If the existing 1997 Plan was not updated, each project affecting the natural environment would undergo individual reviews with the possibility of uncoordinated mitigation. In some cases projects could be challenged where 1997 planning policies are in potential conflict with 2006 environmental standards.</p>
<p>Mitigation Measures: In addition to Incorporated Plan Features and Applicable Regulations / Commitments:</p> <ul style="list-style-type: none"> ▪ Updated Critical Areas Ordinance will be adopted. ▪ “Best Available Science” policies and methods added to regulations and project reviews. ▪ Endangered Species Act prohibits harming designated species or their habitats. ▪ City will encourage sewer extensions into urban areas served by septic. ▪ Yakima Greenway provides communal roosting grounds for bird habitat. ▪ Surface water management regulations will reduce impacts from developments on surface water quality and quantity. ▪ State and Federal regulations are acknowledged in the Plan for their preeminent roles in guiding development. These include the Clean Water Act, Endangered Species Act, and Clean Air Act; and the Washington State Growth Management Act (GMA), Shoreline Management Act, and Water Pollution Control Act. <p>City will work with Yakima County and other local jurisdictions to coordinate environmental regulations on a countywide basis.</p>	
<p>Significant Unavoidable Adverse Impacts: Both Alternatives will increase urbanization in the Yakima planning area, thereby increasing potential for erosion and sedimentation, which may affect water resources.</p>	



Appendix A-1:
Comments & Response to
Comments on the
Draft Comprehensive Plan and
Environmental Impact Statement



Appendix B:
Glossary of Terms



Glossary of Terms

Adequate Public Facilities*: facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Affordable housing*: is a term that applies to the adequacy of housing stocks to fulfill the housing needs of all economic segments of the population. Affordable housing for middle and lower income persons is targeted to those whose incomes are 120% of median income or less.

Arterial (Minor): a roadway providing movement along significant corridors of traffic flow.

Arterial (Principal): a roadway providing movement along major corridors of traffic flow.

Available Public Facilities*: facilities or services in place or a financial commitment is in place to provide the facilities or services within a specified time.

Capacity: the measure of the ability to provide a level of service on a public facility.

Clustered Development: the arrangement or grouping of dwellings on parcels to increase densities (e.g. smaller lots) on some portions while keeping the remainder free of buildings in order to preserve open space or other amenities associated with the property.

Collector Road: a roadway providing service that is of relative moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Commercial Uses: activities within land areas that are predominantly connected with the sale, rental, and distribution of products, or performance of services.

Comprehensive Plan: an adopted generalized policy document of the governing body of a county or city.

Concurrency*: means that adequate transportation facilities are available when the impacts of development occur, or a financing plan is adopted, which will fund required improvements within six years. This definition includes the concepts of "adequate public facilities" and of "available public facilities" as defined above.

Consistency: means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a plan.

Contiguous Development: development of areas immediately adjacent to each other.

Corridor: a strip of land, usually located along a major transportation thoroughfare. Land and building development along either side of the roadway is usually integrally associated with the corridor identity.



Critical Areas: environmentally sensitive lands, including frequently flooded areas, naturally occurring wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas, and areas with a critical recharging effect on aquifers.

Demand Management Strategies: strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand, and can include ridesharing, telecommuting, parking policies, flexible schedules, compressed work week, and other peak-hour traffic reduction strategies.

Density: a measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre). Density is useful for establishing a balance between potential service demands and service capacities.

Domestic Water System: any system providing a supply of potable water for the intended use of a development, which is deemed adequate pursuant to RCW 19.27.097.

Essential Public Facilities: facilities that are typically difficult to site, such as airports, water and/or wastewater treatment plants, regional education facilities, regional transportation facilities, solid waste handling facilities, correctional facilities, major utility generation and transmission facilities, regional park and recreation facilities, and in-patient facilities including hospitals and substance abuse facilities, mental health facilities and group homes.

Financial commitment: means that sources of public or private funds or combinations thereof have been identified that will be sufficient to finance public facilities necessary to support development and that there is reasonable assurance that such funds will be timely put to that end.

Fire Flow: the rate of flow of water, in gallons per minute, required for fire suppression.

Fiscal Capacity: the ability of a city to adequately provide urban services while maintaining an acceptable quality of life for its residents.

Focused Investment Areas or Corridors: Areas or corridors within an urban growth area where the City, Yakima County and other urban service providers (Nob Hill Water Association, West Valley Fire District, East Valley Fire District, Terrace Heights Sewer District, City of Union Gap, Irrigation Districts) strategically coordinate finance and extension of infrastructure and services.

Geologically Hazardous Areas: areas that because of their susceptibility to erosion, sliding, earthquakes, or other geological features, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goal: the long-term result toward which programs or activities are ultimately directed.



Greenbelt/Open Space: the pattern of undeveloped resource lands, parks, stream corridors and pathways identified in the comprehensive plan as a means to physically and visually separate major activity centers such as neighborhoods and communities.

Growth Management Act (GMA): Washington State legislation passed in 1990 and later amended that requires cities and counties to prepare comprehensive plans and development regulations in accordance with the Act.

Growth Management: a method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Household: those who dwell under the same roof and compose a family.

Industrial Uses: the activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Infill: a concept that encourages new development to occur in areas already served with the full range of urban services and that are already substantially developed.

Infrastructure: man-made structures that serve the common needs of the population, such as: Sewage disposal systems, potable water systems, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intensity: a measure of land uses activity based on density, use, size, and impact.

Interlocal agreements: are authorized by State law and allow local governments (through written agreements) to cooperate with each other on a basis of mutual advantage to provide services and facilities in a manner that best meets the needs and development of local communities. [Paraphrase of RCW 39.34.010]

Land Development Regulations: any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, building codes, binding site plan ordinances, or any other regulations controlling the development of land.

Level of Service (LOS)*: an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity of capital facilities or services that must be provided per unit of demand or other appropriate measure of need.

Local Road: a roadway providing service that is of relatively low traffic volume, short average trip length or minimal through traffic movements.



Manufactured Housing: a manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

Mixed-Use Development: development of a contiguous tract of land that allows for a mixture of several land-use classifications such as commercial retail, office, recreation, and residential.

Multi-Family Housing: housing that is designed to accommodate three or more households.

Natural Resource Lands: agricultural, forest, and mineral resource lands that have long-term commercial significance.

Objective: a specific, measurable, intermediate result that is achievable and marks progress toward a goal.

Owner: any person or entity, including a cooperative or a public housing authority having the legal rights to sell, lease, or sublease any form of real property.

Phased/Staged/Tiered Growth: Urban growth concept whereby development would be allowed to occur progressively outward from the city center as the city is able to serve that growth.

Policy: the way in which programs and activities are conducted to achieve an identified goal.

Public Facilities*: publicly owned and maintained facilities such as streets, roads, highways, sidewalks, streetlights, traffic signals, domestic water systems, storm and sanitary sewer systems, parks, recreational facilities, and schools.

Public Services*: publicly provided services such as fire protection, law enforcement, public health, education, recreation, and other services normally provided by public entities.

Right-of-Way: land in which the State, a county, or a municipality owns the fee simple title or has an easement dedicated, or required for a transportation or utility use.

Rural Lands*: lands that are not within an urban growth area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Sanitary Sewer Systems: all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.



Service Area: the land area within which a city is committed to providing urban services within a specific time period-typically 20 years or less.

Single-Family Housing: as used in this plan, a single-family unit is a detached housing unit designed for occupancy by not more than one household. This definition does not include manufactured housing, which is treated as a separate category.

Solid Waste Handling Facility: any facility for the transfer or ultimate disposal of solid waste, including land fills and municipal incinerators.

Sprawl: low-density, spread out, scattered land uses, typically more difficult and costly to coordinate and serve with public facilities.

Strip Mall: a parcel of land that has multiple buildings with one means of egress from the parking lot to the street.

Transportation Facilities: includes capital facilities related to air, water, or land transportation.

Transportation Level of Service Standards*: a measure that describes the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Urban Governmental Services*: includes services historically and typically delivered by cities, including sanitary sewer systems, domestic water systems, fire and police protection, public transit, and other public utilities and services associated with urban areas and normally not associated with non-urban areas.

Urban Growth Area*: the area around a city or urbanized community within which urban growth shall be encouraged and outside of which growth can only occur if it is not urban in nature.

Urban Growth*: growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land or the production of food, other agricultural products, fiber or the extraction of mineral resources. When allowed to spread over wide area, urban growth typically requires urban governmental services.

Utilities: facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water and for the disposal of sewage.

Vacant/Underdeveloped Lands: may suggest the following: (a) a site that has not been developed with either buildings or other improvements, or has a building improvement value of less than \$500 [vacant land]; (b) a site within an existing urbanized area that may have capital facilities available to the site creating infill development; (c) a site that is occupied by a use consistent with the zoning but contains enough land to be further



subdivided without needing a rezone (partially-used); and (d) a site that has been developed with both a structure and capital facilities and is zoned for more intensive use than that which occupies the site (under-utilized).

Visioning*: a process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland, significant: a significant wetland is a wetland at least one-acre in size, which is not isolated and supports wildlife habitat.

Wetland: areas that are inundated or saturated by surface water or groundwater 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 wetland intentionally created from non-wetland 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 wetland intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or City.

Yakima County-wide Planning Policy: GMA required policy framework to guide development of comprehensive plans within Yakima County, adopted June 1993.

Zoning: the designation of an area by ordinance (text and map) into zones, and the establishment of regulations to govern the land uses within those zones (commercial, industrial, residential) and the location, height, and land coverage of structures within each zone. (See Appendix F, following.)

Appendix C:
Information and Data Sources



Information and Data Sources

Airport Master Plan. Not adopted by City and County of Yakima, 1996

Bureau of Labor Statistics.

City of Yakima Capital Facilities Plan, 2006.

City of Yakima Consolidated Plan, 2000 – 2004.

City of Yakima Parks Plan, 2006.

City of Yakima Planning Division, 2005.

City of Yakima. Transportation Plan incorporating both the Bicycle/Pedestrian and Transit Plans, 2006.

City of Yakima and Yakima County Shoreline Master Plan and Critical Areas Plan, update under review November 2006.

Office of Financial Management, Forecasting Division, June 28, 2005.

Sewerage Comprehensive Plan, 2004, updated 2005.

SOCDS CHAS Data: Housing Problems Output for Mobility & Self Care Limitation-2000 City of Yakima Consolidated Plan 2000-2009 Housing Needs Table.

Terrace Heights Master Plan, 1999.

Terrace Heights Sewer District's 2005 General Sewer Plan Amendment.

U.S. Census.

Washington State OFM, City of Yakima Planning Division.

Water Comprehensive Plan, 2004.

Yakima County Tax Assessors, City of Yakima Planning Division, Yakima Information Services, 2005.

Yakima Greenway Master Plan Update, 1995.

Yakima Urban Area Comprehensive Plan. (Adopted for historical reference and historical data comparison only.), April 1997, including amendments through 2005.

Yakima Wastewater Division, 2004.

Yakima Water Division, 2005.



Appendix D:
Plans Adopted by Reference



Documents Adopted by Reference

1. *Yakima Urban Area Comprehensive Plan, April 1997, including amendments through 2005. (Adopted for historical reference and historical data comparison only.)*
2. *City of Yakima Capital Facilities Plan, 2006*
3. *City of Yakima Transportation Plan incorporating both the Bicycle/Pedestrian and Transit Plans, 2006*
4. *City of Yakima Consolidated Plan, 2000 - 2004*
5. *City of Yakima Parks Plan, 2006*
6. *Sewerage Comprehensive Plan, 2004, updated 2005*
7. *Water Comprehensive Plan, 2004*
8. *City of Yakima and Yakima County Shoreline Master Plan and Critical Areas Plan, update under review November 2006.*
9. *Yakima Greenway Master Plan Update, 1995*
10. *Airport Master Plan, 1996 - Not adopted by City and County of Yakima*
11. *Terrace Heights Master Plan, 1999*



Appendix E:
Siting Essential Public Facilities



Siting Public Facilities of a County-wide or State-wide Nature (Cited from Yakima County-wide Planning Policy)

C.1. STATEWIDE GOALS RELATING TO THE SITING OF PUBLIC FACILITIES OF A REGIONAL OR STATEWIDE NATURE

The GMA requires local governments to inventory existing capital public facilities to identify location and to determine capacities to meet future demand for growth without decreasing levels of service and to include within their comprehensive plans a process for identifying and siting essential public facilities. The Washington State Office of Financial Management is responsible for identifying and maintaining a list of essential State public facilities that are required or likely to be built within the next six years as required by the GMA. Counties and cities are also required to coordinate the siting of countywide and statewide capital facilities to mitigate potential adverse impacts from the location and development of these facilities.

C.2. COUNTY-WIDE POLICIES RELATING TO THE SITING OF FACILITIES OF A COUNTY-WIDE OR STATE-WIDE NATURE

The siting of essential public capital facilities such as landfills and jails is a difficult task at best. Although these facilities are necessary for the common good, they are seldom welcome into a community or neighborhood. Recognizing that public facilities of a statewide or countywide nature are an essential part of our society, policies for their siting and construction are necessary to ensure a reasonable approval process. Each jurisdiction will utilize an appropriate public process for siting essential public facilities, as outlined in their respective comprehensive plans, policies or regulations.

C.3. POLICIES FOR SITING PUBLIC CAPITAL FACILITIES OF A COUNTYWIDE OR STATEWIDE NATURE

The following policies relate to the identification of needed facilities:

C.3.1. The County and the cities will inventory existing capital facilities and identify needed facility expansion and construction. [RCW 36.70A.070(3)(a)(b)]

C.3.2. From local inventory, analysis and collaboration with State agencies and utility providers, a list of Countywide and statewide public capital facilities needed to serve the Yakima County region will be developed. These include, but are not limited to, solid and hazardous waste handling facilities and disposal sites; major utility generation and transmission facilities; regional education institutions; airports; correctional facilities; in-patient facilities including hospitals and those for substance abuse, mental health, group homes and secure community transition facilities; and regional park and recreation facilities.

The following policies relate to establishing a process and review criteria for the siting of facilities that are of a countywide or statewide nature:

C.3.3. When a public facility of a countywide or statewide nature is proposed in the Yakima County region a Facility Analysis and Site Evaluation Advisory Committee including citizen members will be formed to evaluate the proposed public facility siting. At a minimum this evaluation shall consider:



- a. The potential impacts (positive or negative) of the proposed project on the economy, the environment and community character;
- b. The development of specific siting criteria for the proposed project;
- c. The identification, analysis and ranking of potential project sites;
- d. Measures to first minimize and second mitigate potential physical impacts including, but not limited to, those relating to land use, transportation, utilities, noise, odor and public safety;
- e. Measures to first minimize and second mitigate potential fiscal impacts.

C.3.4. Major public capital facilities that generate substantial travel demand should be located along or near major transportation corridors and public transportation routes.

C.3.5. Some public facilities may be more appropriately located outside of urban growth areas due to exceptional bulk or potentially dangerous or objectionable characteristics. Public facilities located beyond urban growth areas should be self-contained or be served by urban governmental services in a manner that will not promote sprawl. Utility and service considerations must be incorporated into site planning and development.

C.3.6. The multiple use of corridors for major utilities, trails and transportation right-of-way is encouraged.



Appendix F:
Countywide Planning Policies



YAKIMA COUNTY-WIDE PLANNING POLICY

*A Policy Framework to Guide the Development of
Comprehensive Plans Under the
Washington State Growth Management Act*

Originally adopted June 1993

Revised and adopted October 2003



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INTRODUCTION

Countywide Planning Policies - A Policy Framework for Comprehensive Planning

The passage of the Growth Management Act (GMA) (ESHB 2929) by the Washington State Legislature in 1990 fundamentally changed the way comprehensive land use planning is carried out in the State. The GMA requires that cities and counties update their comprehensive land use plans consistent with statewide goals and minimum requirements as established by the statute, and coordinate their planning efforts with each other.

To assure that this principle is carried out, the 1991 Legislature passed companion legislation (ReESHB 1025) requiring counties and cities to coordinate the independent development of local comprehensive plans through a set of mutually developed county-wide planning policies. These written policy statements are to address eight subject areas:

- The designation of urban growth areas;
- Promotion of contiguous and orderly development and provision of urban services to such development;
- The siting of public capital facilities of a countywide or statewide nature;
- Countywide transportation facilities and strategies;
- The need for affordable housing for all segments of the population;
- Joint city and county planning within urban growth areas;
- County-wide economic development and employment; and
- Analysis of fiscal impact.

Optional subject areas may also be addressed. The ***Yakima County-wide Planning Policy*** also contains a section on:

- Coordination with special purpose districts, adjacent counties and State, tribal and federal governments.

Policy Development

1993 Plan

In 1991, hundreds of local citizens took part in ***Vision Yakima 2010/Focus 2010***, two separate but similar visioning projects to develop a *preferred* future for the Yakima Valley based on the community's beliefs and values. In the Upper Valley, issue committees were formed in the areas of: Economic Development, Education & Employment Training, Environment, Growth Planning, Health Care, Housing, Humanity & Family, Quality of Life and Rural & Agriculture. In the Lower Valley, six issue topics were addressed: Urban Growth & Land Use, Government Services & Facilities, Housing, Transportation, Economic Development & Employment, and Environment & Resource Protection. Committees met separately over several months and submitted reports that were edited only for style and format. Though each committee had a different assignment, there were dramatic similarities in the beliefs and values that drove their recommendations. Public forums were held to



present the citizen reports. In recognition of this citizen-based effort, the Board of Yakima County Commissioners and city councils of the six upper valley communities approved the Upper Valley *Vision Yakima 2010* report as a foundation for more detailed comprehensive plans and implementation programs.

Much of the visioning effort bears direct relationship to the policy areas covered in this **County-wide Planning Policy**. Accordingly, each policy section is headed by selected quotations from the visioning reports that relate to the particular policy area. In addition, a summary of applicable statewide planning goals and a discussion of the general philosophy underlying the development of each Countywide planning policy is provided.

A County-wide Planning Policy Committee of elected officials and staff from Yakima County, each of the cities and towns and the Yakama Nation was formed to oversee development of the planning policies. An initial draft was reviewed by the Committee in the fall of 1992. A second draft with Committee changes was circulated to agencies and organizations charged with implementing the community vision. A third draft was reviewed by city council and planning commission members. Additional changes were made, resulting in a public hearing draft. Hearings were held and further minor changes were recommended by the County-wide Planning Policy Committee. After approval by a majority of cities and towns, the Board of Yakima County Commissioners adopted the **County-wide Planning Policy** as required by the GMA.

The 2002-03 Update to the County-wide Planning Policy

The 1993 County-wide Planning Policy was updated during 2002-03. The entire policy document was reviewed. This review responded to State mandates that jurisdictions update their comprehensive plans every five years. That review cycle was later amended by the State to every seven years. The Vision For a Better Tomorrow, an upper Valley visioning effort, building from the previous vision effort, also provided a contest for CWPP review.

Following review and discussion, amendments were made to Section A to address urban growth area issues and Section C, to accommodate the siting of secure community transition facilities. In addition, language throughout the document was updated to change Yakima Indian Nation to Yakama Nation.

The **County-wide Planning Policy** represents a composite framework, not a series of individual stand-alone concepts. Ideas represented here are intended to balance each other to create an overall direction for development of individual comprehensive plans. These policies establish the foundation for determining consistency of individual plans with each other and with the tenets of the Growth Management Act and will, like the planning documents they are intended to guide, evolve over time.



Guiding Principles - Coordination and Cooperation

The GMA is founded on the principle that it is in the best interest of the citizens of the State to foster coordination and cooperation among units of local and State governments. Cities and counties must engage in a collaborative planning process under the requirements of the Act. Specifically, the Act states that *"The Legislature finds that uncoordinated and unplanned growth ... pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of the State. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning"*.

The Legislature established "growth planning hearing boards" to which the State, a county, a city or a person with standing may request a review of whether a city or county has failed to timely adopt a county-wide planning policy, comprehensive plan, or development regulation or whether the county-wide planning policy, comprehensive plan, or development regulation is in compliance with the Act. Therefore, State government involvement in the local planning process will result if cities and the county do not achieve consensus. In order to avoid State involvement in the development of local land use plans, the following principle is declared:

- A. Local governments within Yakima County do hereby agree to strive toward the principle that all local planning differences should be discussed and settled locally. Appeals or requests for review shall be referred to the Eastern Washington Growth Planning Hearings Board only when the local resolution process has been exhausted.

The planning process should flow smoothly and logically beginning with the manner in which data is collected to the way in which land use plans and development regulations are crafted. The County and cities are utilizing a planning technical committee to develop consistent methods of data collection, land use plan formatting, and development regulations. Common format and consistent definitions will reduce complexity and better enable communication and understanding between citizens and elected and appointed officials. To this end, the following principle is declared:

- B. In order to enhance coordinated planning, Yakima County and the cities agree to develop a common system for data collection and analysis and consistent terms for comprehensive land use categories. *[Note: It is recognized that the planning process required by the GMA is presently underway in all Yakima County jurisdictions and that full implementation of this policy may not occur until after initial comprehensive plans are adopted.]*

It should be recognized that the countywide planning policy is a new process in Yakima County. At no other time has a similar document been prepared, adopted and implemented. Without a history to evaluate the impact and utility of this document, the policy should be dynamic and periodically monitored for applicability and effectiveness.



The Growth Planning Roles and Responsibilities of Yakima County, the Cities and the Yakima Valley Conference of Governments

Yakima County, the cities and the Yakima Valley Conference of Governments are all involved in planning activities related to their statutory authority and responsibility. The following further clarifies the role and land use planning authority of each type of governmental unit.

Yakima County is the regional government within the county boundaries providing various services within unincorporated and incorporated areas. Yakima County will:

- Be responsible for the development, adoption and implementation of comprehensive plans and development regulations and the processing of land use permits within the unincorporated portions of the County.
- Develop and maintain informational databases to support the regional geographic information system.
- Perform responsibilities as identified in the most recent GMA regional strategy.
- Enter into separate urban growth management agreements with each city to address joint issues identified in the countywide planning policy and other matters agreed to be of mutual interest.
- Define and implement procedures that assure opportunities for early and continuous public involvement throughout short and long range planning projects.
- Coordinate with other agencies as appropriate in multi-jurisdictional planning activities.

Cities within Yakima County provide a variety of services primarily to residents within their respective municipal boundaries. Cities will:

- Provide urban governmental services as identified in the GMA (Chapter 36.70A RCW) and adopted urban growth management agreements.
- Be responsible for the development, adoption and implementation of comprehensive plans and development regulations and the processing of land use permits within the incorporated city and within unincorporated portions of urban growth areas as may be agreed upon through interlocal agreements.
- Within their capabilities, develop and maintain informational databases to support the regional geographic information system.
- Perform responsibilities identified in the most recent GMA regional strategy.
- Enter into separate interlocal agreements with Yakima County to address joint issues identified in the countywide planning policy and other matters agreed to be of mutual interest.
- Define and implement procedures that assure opportunities for early and continuous public involvement throughout short and long range planning projects.
- Coordinate with other agencies as appropriate in multi-jurisdictional planning activities.

The Yakima Valley Conference of Governments was established by interlocal agreement to assure coordination, consensus, consistency and compliance over issues of common concern to its membership. The Yakima Valley Conference of Governments will:

- Serve as the Regional Transportation Planning Organization (RTPO) for the region.



Appendix F
Countywide Planning Policy

- Perform responsibilities as identified in the most recent GMA regional strategy.
- Develop and maintain informational databases to support the regional geographic information system.
- Define and implement procedures that assure opportunities for early and continuous public involvement through short and long range planning projects.
- Coordinate with other agencies as appropriate in multi-jurisdictional planning activities.



YAKIMA COUNTYWIDE PLANNING POLICY

A. URBAN GROWTH AREAS

"We need to [e]ncourage the increased centralization and density of growth to mitigate the effects of unplanned, undefined growth in the regional area." (U.V. Vision, p.37).

"Designated urban growth areas (UGAs) will clearly define where urban level development ought to occur as distinguished from rural level development or no development at all." (L.V. Vision, p. 7).

A.1. STATEWIDE URBAN GROWTH AREA GOAL

The basic premise for designating urban growth areas is to encourage the location of urban density residential, commercial and industrial developments in areas where services can be most economically provided. The benefits of directing growth to designated urban areas include:

- * *Higher density residential development within walking distance of jobs, transit, schools, and parks.*
- * *Limiting urban expansion into rural, agricultural and forested areas.*
- * *Promotion of in-fill or redevelopment of existing urban areas.*
- * *Preservation of open space, critical areas and lands designated for resource protection.*
- * *Accommodation of employment growth in a concentrated pattern.*
- * *More economical provision and maintenance of streets, sewers and water lines and other public facilities.*
- * *Promotion of attractive residential neighborhoods and commercial districts which provide a sense of community.*

The GMA states that *"Urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacity to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in rural areas."* [RCW 36.70A.110(3)]

A.2. COUNTYWIDE URBAN GROWTH AREA POLICY DEVELOPMENT

Designating urban growth areas alone will not assure that development follows a desired growth pattern. The potential remains for leapfrogging and scattered development patterns within a designated UGA unless policies are developed to guide decisions regarding the location and timing of development.

The policies in this section are concerned with encouraging growth in UGAs and discouraging urban growth outside of these areas. Also, development within UGAs should



occur in a logical fashion outward from the edge of developed land in conjunction with service and infrastructure provision.

A.3. URBAN GROWTH AREA POLICY STATEMENTS

The following countywide policies are related to the process and criteria for establishing and amending urban growth areas in Yakima County:

- A.3.1. Areas designated for urban growth should be determined by preferred development patterns and the capacity and willingness of the community to provide urban governmental services.
- A.3.2. All cities and towns will be within a designated urban growth area. Urban growth areas may include areas not contained within an incorporated city. [RCW 36.70A.110]
- A.3.3. All urban growth areas will be reflected in County and respective city comprehensive plans.
- A.3.4. Urban growth will occur within urban growth areas only and not be permitted outside of an adopted urban growth area except for new fully contained communities. [RCW 36.70A.350]
- A.3.5. The baseline for twenty-year Countywide population forecasts shall be the official decennial Growth Management Act Population Projections from the State of Washington's Office of Financial Management plus unrecorded annexations. The process for allocating forecasted population will be cooperatively reviewed.
- A.3.6. Sufficient area must be included in the urban growth areas to accommodate a minimum 20-year population forecast and to allow for market choice and location preferences. [RCW 36.70A.110 (2)]
- A.3.7. When determining land requirements for urban growth areas, allowance will be made for greenbelt and open space areas and for protection of wildlife habitat and other environmentally sensitive areas. [RCW 36.70A.110(2)]
- A.3.8. The County and cities will cooperatively determine the amount of undeveloped buildable urban land needed. The inventory of the undeveloped buildable urban land supply shall be maintained in a Regional GIS database.
- A.3.9. The County and cities will establish a common method to monitor urban development to evaluate the rate of growth and maintain an inventory of the amount of buildable land remaining.
- A.3.10. The local jurisdiction may initiate an amendment to an existing urban growth area through the normal comprehensive plan amendment process, however in no case will amendments be processed more than once a year. [RCW 36.70A.130 (2)]



A.3.11. Prior to amending an urban growth area the County and respective local jurisdiction will determine the capital improvement requirements of the amendment to ascertain that urban governmental services will be available within the forecast period.

A.3.12. Annexations will not occur outside established urban growth areas. [RCW 35.13.005]. Annexations will occur within urban growth areas according to the provisions of adopted interlocal agreements, if any.

B. CONTIGUOUS AND ORDERLY DEVELOPMENT AND THE PROVISION OF SERVICES IN URBAN GROWTH AREAS

"As a means of achieving well planned, orderly growth and development, we believe that future growth in the Lower Valley should be managed by limiting and encouraging urban and industrial development to designated urban and rural settlement areas while promoting the continued development of agriculture, agricultural processing and related service industries. Designated urban growth areas (UGAs) will clearly define where urban level development ought to occur as distinguished from rural level development or no development at all." (L.V. Vision, p. 7).

"As the economic base of the region expands and diversifies the orderly flow of materials and labor must be accommodated. Additional access to developable properties will be needed to make such properties competitive. Certain streets and roads will require upgrading in order to handle the anticipated increase in truck, automobile, bicycle, and pedestrian traffic. Enhanced public transit availability will be required to effect the movement of the workforce and consumers in an efficient and orderly manner." (U.V. Vision, p. 39).

B.1. STATEWIDE GOAL(S) RELATING TO CONTIGUOUS AND ORDERLY DEVELOPMENT AND THE PROVISION OF SERVICES IN UGA'S

A basic goal of the GMA is to reduce sprawling, low-density development, and to avoid the inappropriate conversion of undeveloped land. While only a percentage of the land is available for urban development at any one time, it is important that land supply and densities within an UGA be sufficient to ensure a climate appropriate to a competitive development market. To help ensure this the GMA requires that ". . . those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. [RCW 36.70A.020(12)]

B.2. COUNTYWIDE POLICY DEVELOPMENT RELATING TO CONTIGUOUS AND ORDERLY DEVELOPMENT AND THE PROVISION OF SERVICES WITHIN UGA'S

Upon designation of urban growth areas the County and cities will need to develop consistent implementation measures to ensure that development occurs in an orderly and contiguous manner. The intent of the following policies is to minimize differences in urban development regulations and standards between the County and the cities and to facilitate the economical provision of urban services to development.

B.3. POLICIES TO PROMOTE CONTIGUOUS AND ORDERLY DEVELOPMENT AND PROVIDING URBAN SERVICES TO SUCH DEVELOPMENT



The following policies relate to phasing growth and development with service and infrastructure provision:

- B.3.1. Urban growth should be located first in areas already characterized by urban growth that have existing public facilities and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in rural areas. [RCW 36.70A.110 (3)]
- B.3.2. Urban growth management interlocal agreements will identify services to be provided in an urban growth area, the responsible service purveyors and the terms under which the services are to be provided.
- B.3.3. Infill development, higher density zoning and small lot sizes should be encouraged where services have already been provided and sufficient capacity exists and in areas planned for urban services within the next 20 years.
- B.3.4. The capital facilities, utilities and transportation elements of each local government's comprehensive plan will specify the general location and phasing of major infrastructure improvements and anticipated revenue sources. [RCW 36.70A.070(3)(c)(d)]. These plan elements will be developed in consultation with special purpose districts and other utility providers.
- B.3.5. New urban development should utilize available/planned urban services. [RCW 36.70A.110(3)]
- B.3.6. Formation of new water or sewer districts should be discouraged within designated urban growth areas.

C. SITING PUBLIC FACILITIES OF A COUNTY-WIDE OR STATEWIDE NATURE

"New technologies will advance the areas of energy production and solid waste reduction. For example, in the year 2010 there will be integrated recycling, solid waste and solar facilities in areas of the Valley not in conflict with agricultural, residential or commercial uses." (L.V. Vision, p.39).

C.1. STATEWIDE GOALS RELATING TO THE SITING OF PUBLIC FACILITIES OF A REGIONAL OR STATEWIDE NATURE

The GMA requires local governments to inventory existing capital public facilities to identify location and to determine capacities to meet future demand for growth without decreasing levels of service and to include within their comprehensive plans a process for identifying and siting essential public facilities. The Washington State Office of Financial Management is



responsible for identifying and maintaining a list of essential State public facilities that are required or likely to be built within the next six years as required by the GMA. Counties and cities are also required to coordinate the siting of countywide and statewide capital facilities to mitigate potential adverse impacts from the location and development of these facilities.

C.2. COUNTY-WIDE POLICIES RELATING TO THE SITING OF FACILITIES OF A COUNTY-WIDE OR STATE-WIDE NATURE

The siting of essential public capital facilities such as landfills and jails is a difficult task at best. Although these facilities are necessary for the common good, they are seldom welcome into a community or neighborhood. Recognizing that public facilities of a statewide or countywide nature are an essential part of our society, policies for their siting and construction are necessary to ensure a reasonable approval process. Each jurisdiction will utilize an appropriate public process for siting essential public facilities, as outlined in their respective comprehensive plans, policies or regulations.

C.3 POLICIES FOR SITING PUBLIC CAPITAL FACILITIES OF A COUNTYWIDE OR STATEWIDE NATURE

The following policies relate to the identification of needed facilities:

C.3.1. The County and the cities will inventory existing capital facilities and identify needed facility expansion and construction. [RCW 36.70A.070(3)(a)(b)]

C.3.2. From local inventory, analysis and collaboration with State agencies and utility providers, a list of Countywide and Statewide public capital facilities needed to serve the Yakima County region will be developed. These include, but are not limited to, solid and hazardous waste handling facilities and disposal sites; major utility generation and transmission facilities; regional education institutions; airports; correctional facilities; in-patient facilities including hospitals and those for substance abuse, mental health, group homes and secure community transition facilities; and regional park and recreation facilities.

The following policies relate to establishing a process and review criteria for the siting of facilities that are of a countywide or statewide nature:

C.3.3. When a public facility of a countywide or statewide nature is proposed in the Yakima County region a Facility Analysis and Site Evaluation Advisory Committee including citizen members will be formed to evaluate the proposed public facility siting. At a minimum this evaluation shall consider:

- a. The potential impacts (positive or negative) of the proposed project on the economy, the environment and community character;
- b. The development of specific siting criteria for the proposed project;
- c. The identification, analysis and ranking of potential project sites;
- d. Measures to first minimize and second mitigate potential physical impacts including, but not limited to, those relating to land use, transportation, utilities, noise, odor and public safety;
- e. Measures to first minimize and second mitigate potential fiscal impacts.



- C.3.4. Major public capital facilities that generate substantial travel demand should be located along or near major transportation corridors and public transportation routes.
- C.3.5. Some public facilities may be more appropriately located outside of urban growth areas due to exceptional bulk or potentially dangerous or objectionable characteristics. Public facilities located beyond urban growth areas should be self-contained or be served by urban governmental services in a manner that will not promote sprawl. Utility and service considerations must be incorporated into site planning and development.
- C.3.6. The multiple use of corridors for major utilities, trails and transportation right-of-way is encouraged.

D. COUNTY-WIDE TRANSPORTATION FACILITIES & STRATEGIES

"A key factor in the Lower Valley's future growth and development will be an upgraded transportation system to accommodate the safe, efficient movement of people and goods." (L.V. Vision, p. 25).

"We envision a comprehensive, multi-modal transportation system that is well planned, safe, efficient, cost effective and capable of supporting increased levels of traffic over time." (Ibid).

"As the economic base of the region expands and diversifies the orderly flow of materials and labor must be accommodated. Additional access to developable properties will be needed to make such properties competitive. Certain streets and roads will require upgrading in order to handle the anticipated increase in truck, automobile, bicycle, and pedestrian traffic. Enhanced Public Transit availability will be required to effect the movement of the workforce and consumers in an efficient and orderly manner." (U.V. Vision, p. 39).

D.1. STATEWIDE TRANSPORTATION GOALS

The goal of the GMA is to encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. To accomplish this goal the GMA establishes Regional Transportation Planning Organization (RTPO's) and directs that they develop a regional transportation plan. The RTPO is empowered to certify that local government transportation elements are consistent with the regional transportation plan.

Local government transportation elements must be consistent with and support the land use element of the plan. The transportation element must include an analysis and determination of the level of service standards for all arterials and transit routes to judge the performance of the system. A multi-year financing plan is required and if funds fall short of meeting identified needs, a local government must either find a source of funds or reassess its land use assumptions to ensure that an adequate level of service will be met.

Once the transportation element and the comprehensive plan is adopted, local government must adopt ordinances which prohibit development approval if the development would cause the level of service on the transportation facility to decline below the adopted level of service.



Such development may be approved, however, if transportation improvements or strategies to accommodate the impacts are made "concurrent" with the development. Concurrent means the system improvements or strategies are in place at the time of development, or a financial commitment is made to complete the improvement or strategies within six years.

D.2. COUNTYWIDE TRANSPORTATION POLICY DEVELOPMENT

The Yakima Valley Conference of Governments serves as the lead agency for the RTP for the Yakima County area and is responsible for development of a regional transportation plan. Cities and the County will each develop a transportation element to their comprehensive plans that emphasizes local transportation needs. In developing these transportation elements, specific linkages will be undertaken in order to integrate the local and regional plans.

D.3. TRANSPORTATION POLICY STATEMENTS

The following policies relate to the development of an integrated multi-modal transportation system within Yakima County:

D.3.1. The transportation plan element for each jurisdiction will be consistent with and support the land use element of its comprehensive plan. [RCW 36.70A.070(6)]

D.3.2. Each transportation plan element will include the following sub-elements:

- a. Land use assumptions used in estimating travel;
- b. A statement of facilities and service needs, including:
 - i. An inventory of air, land and water transportation facilities and services to define existing capital facilities and travel levels as a basis for future planning;
 - ii. Level of service standards for arterials, collectors and transit routes, which will be regionally coordinated;
 - iii. Specific actions and requirements for bringing into compliance any facilities or services that are below an established level of service standard;
 - iv. Forecasts of traffic for at least ten years based on the adopted land use plans to provide information on the location, timing and capacity needs of future growth; and
 - v. Identification of system expansion needs and transportation system management needs to meet current and future demands. [RCW 36.70A.070(6)(a)(b)]

D.3.3. Comprehensive plans for each jurisdiction will contain a multi-year financing plan which includes an analysis of the jurisdiction's ability to fund existing or future transportation improvements and identifies existing and new revenue sources, which may include impact fees. If identified funding falls short, the jurisdiction will reassess land use assumptions to assure that level of service standards will be met. [RCW 36.70A(6)(c)]

D.3.4. Transportation improvements or strategies to accommodate the impacts resulting from new development will be implemented concurrent with new development. "Concurrent with new development" means that improvements or strategies are in



place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. [RCW 36.70A.070(6)(e)]

D.3.5. Local jurisdictions will coordinate transportation planning efforts through the Yakima Valley Conference of Governments, which is designated as the Regional Transportation Planning Organization (RTPO). This regional coordination will assure that an assessment of the impacts of each transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions is conducted and conflicts prevented.

E. AFFORDABLE HOUSING

"We value communities that offer affordable housing choices to their residents; where there exists a partnership between the public and private sectors, and results in a diverse choice of housing affordable to all income ranges from the very low to the upper income; a community that offers affordable housing to special needs people, e.g., persons with mobility limitations, elderly, and developmentally disabled. We [envision a future in which] communities have addressed the need for housing of [their] permanent and transient agricultural labor force." (U.V. Visioning Report, p. 59).

"Shelter is one of man's most basic needs. The comfort and security of one's shelter contribute to a sense of personal well being and the well being of the community as a whole. To a large degree, the vitality of a community is reflected in its housing stock." (L.V. Visioning Report, p. 19).

E.1. STATEWIDE HOUSING GOAL

A goal of the GMA is to encourage the availability of affordable housing to all economic sectors, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. The GMA requires the comprehensive plans of local governments to include a housing element which, among other things, inventories and analyzes housing needs, identifies sufficient land for all types of housing stock and provides for the needs of all economic segments of the community.

E.2. COUNTYWIDE HOUSING POLICY DEVELOPMENT

"Affordable housing" is a term which applies to the adequacy of the housing stock to fulfill the housing needs of all economic segments of the population. The underlying assumption is that the marketplace will guarantee adequate housing for those in the upper economic brackets, but that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate provisions for the needs of middle and lower income persons.

Local residents have discussed housing problems through the countywide visioning effort. The results of this effort have been used as the basis for the following policy statement. The purpose of this policy directive is to provide a common ground and some universally acceptable parameters to help guide decision-makers through the complex topic of affordable housing.



E.3. AFFORDABLE HOUSING POLICY STATEMENTS

The following policies relate to the provision of affordable housing:

- E.3.1. The County and the cities will inventory the existing housing stock and correlate with the current population and economic condition, past trends, and twenty-year population and employment forecasts to determine short and long range affordable housing needs. [RCW 36.70A.070(2)]
- E.3.2. Local housing inventories will be undertaken using common procedures so as to accurately portray countywide conditions and needs.
- E.3.3. Each jurisdiction will identify specific policies and measurable implementation strategies to provide a mix of housing types and costs to achieve identified affordable housing goals. Affordable housing strategies should:
 - a. Encourage preservation, rehabilitation and redevelopment of existing neighborhoods, as appropriate;
 - b. Provide for a range of housing types such as multi-family and manufactured housing on individual lots and in manufactured housing parks;
 - c. Promote housing design and siting compatible with surrounding neighborhoods;
 - d. Facilitate the development of affordable housing (particularly for low-income families and persons) in a dispersed pattern so as not to concentrate or geographically isolate these housing types; and
 - e. Consider public and private transportation requirements for new and redeveloped housing.
- E.3.4. Housing policies and programs will address the provision of diverse housing opportunities to accommodate the elderly, physically challenged, mentally impaired, migrant and settled-out agricultural workers, and other segments of the population that have special needs.
- E.3.5. Local governments, representatives of private sector interests and neighborhood groups will work cooperatively to identify and evaluate potential sites for affordable housing development and redevelopment.
- E.3.6. Public and private agencies with housing expertise should implement early and continuous cooperative education programs to provide general information on affordable housing issues and opportunities to the public including information intended to counteract discriminatory attitudes and behavior.
- E.3.7. Mechanisms to help people purchase their own housing will be encouraged. Such mechanisms may include low interest loan programs and "self-help" housing.
- E.3.8. Local comprehensive plan policies and development regulations will encourage and not exclude affordable housing. [RCW 36.70A.070(2)(c)(d)]
- E.3.9. Innovative strategies that provide incentives for the development of affordable housing should be explored.



- E.3.10. The County and the cities will locally monitor the performance of their respective housing plans and make adjustments and revisions as needed to achieve the goal of affordable housing, particularly for middle and lower income persons.

F. JOINT PLANNING WITHIN UGA'S

"Cluster communities comprising the regional area should look to combine and assist in service areas such as criminal justice, fire protection, public transit, water/sewer, administration, and other services where such combinations implement efficient, cost effective delivery of services. Cooperation among and between the separate governmental entities of each cluster will be encouraged, and the citizens should hold elected and appointed officials accountable for carrying out such a vision." (U.V. Vision, p. 49).

"Individual communities will continue to provide the public services now available to citizens but a new spirit of coordination and cooperation among all levels of government, including federal, state, county, municipal, and tribal governments, will result in a more equitable, better balanced delivery of services. Residents of the Lower Valley will benefit from this improved level of coordination by less duplication of services, streamlined delivery, and cost efficiencies." (L.V. Vision, p. 13).

F.1. STATEWIDE JOINT PLANNING GOALS

Consistent with a goal of the GMA to ensure coordination between communities and jurisdictions to reconcile conflicts, the countywide planning policy must address coordination of planning efforts within urban growth areas. It is recognized that in many instances, land use activities may be affected by the plans and regulations of several jurisdictions including Yakima County, a city and special purpose districts. Coordinated planning is not only a requirement of local government; it will facilitate implementation of plans, lead to more efficient delivery of urban governmental services and will promote a sense of community through common, agreed upon development standards.

F.2. COUNTYWIDE JOINT PLANNING POLICY DEVELOPMENT

The UGA is not only a line which distinguishes urban level growth from rural growth, it also carries implications about coordination of planning within the UGA. Because the UGA defines where the city is financially capable of providing urban services and may ultimately annex, land use decisions need to respect the desires of the community. Agreement on land use planning within the UGA is as important as designating the boundary itself.

F.3. JOINT PLANNING POLICY STATEMENTS

The following policies relate to coordinated planning for land use, capital facilities and infrastructure within urban growth areas:

- F.3.1. The County and cities will work with special purpose districts and other agencies to establish a process for mutual consultation on proposed comprehensive land use plan policies for lands within urban growth areas. Actions of special purpose districts and other public service providers shall be consistent with comprehensive plans of the County and the cities. [RCW 56.08.020, RCW 57.16.010]



F.3.2. The use of interlocal agreements is encouraged as a means to formalize cooperative efforts to plan for and provide urban governmental services.

F.3.3. Joint financing ventures should be identified to provide services and facilities that will serve the population within the urban growth area.

The following policy relates to the process for comprehensive plan amendments, zone changes and development review and approval within urban growth areas:

F.3.4. While it is recognized that nothing in the county-wide planning policy will be construed as altering the land use planning authority of the County or the cities, adopted interlocal agreements shall specify the process by which affected local governments may review and comment on comprehensive plan amendments, zone changes and development applications processed by another jurisdiction within urban growth areas.

The following policy relates to the establishment of common and consistent development and construction standards:

F.3.5. Each interlocal agreement will require that common and consistent development and construction standards be applied throughout that urban growth area. These may include, but are not limited to standards for streets and roads, utilities and other infrastructure components.

G. COUNTY-WIDE ECONOMIC DEVELOPMENT & EMPLOYMENT

"Indeed, we support future growth in the Lower Valley that is well planned and supportable by infrastructure and which minimizes conflicting or incompatible uses in proximity to one another." (L.V. Vision, p. 7).

"With economic diversification and expansion, we will see the development of desirable jobs and full employment. We envision an economic and educational climate that enables our citizens to find gainful employment within the Valley". (Ibid).

"The next 20 years will see a broadening of the Upper Yakima Valley's economy. High-tech industries and new businesses will complement and enhance the agricultural base." (U.V. Vision, p. 92).

"Adequate developable property will be made available through land use planning and appropriate zoning implementation. A diverse mixture of industrial, commercial, residential, recreational and agricultural land uses will be planned for to concentrate development within set community boundaries to encourage community revitalization and increased land use density where it is specifically planned." (U.V. Vision, p. 43).



G.1. STATEWIDE ECONOMIC DEVELOPMENT GOALS

The goals of the GMA encourage economic development throughout the State that is consistent with adopted comprehensive plans; promote economic opportunity for all citizens of the State, especially for unemployed and disadvantaged persons; and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services and public facilities.

G.2. COUNTYWIDE ECONOMIC DEVELOPMENT POLICY DEVELOPMENT

Countywide economic development policies should promote a regional economic development program consistent with local community preferences. The rural and urban economies within the county are inextricably connected, and economic development opportunities should strengthen linkages between population centers and outlying areas. A Countywide economic development plan will be built in partnership with local jurisdictions to ensure that economic development goals and objectives are community based.

G.3. COUNTYWIDE ECONOMIC DEVELOPMENT POLICY STATEMENTS

The following policies relate to a general strategy to help ensure future economic vitality, broaden employment opportunities to meet the needs of projected future growth while maintaining a high-quality environment:

- G.3.1. Encourage economic growth within the capacities of the region's natural resources, public services and public facilities.
 - a. Identify current and potential physical and fiscal capacities for municipal and private water systems, wastewater treatment plants, roadways and other infrastructure systems.
 - b. Identify economic opportunities that strengthen and diversify the county's economy while maintaining the integrity of our natural environment.

- G.3.2. Local economic development plans should be consistent with the comprehensive land use and capital facilities plans, and should:
 - a. Evaluate existing and potential industrial and commercial land sites to determine short and long term potential for accommodating new and existing businesses;
 - b. Identify and target prime sites, determine costs and benefits of specific land development options and develop specific capital improvement strategies for the desired option;
 - c. Implement zoning and land use policies based upon infrastructure and financial capacities of each jurisdiction;
 - d. Identify changes in urban growth areas as necessary to accommodate the land and infrastructure needs of business and industry;
 - e. Support housing strategies and choices required for economic development.

- G.3.3. Coordination of efforts between the many diverse economic development organizations and other related agencies within Yakima County should be encouraged by:
 - a. Identifying linkages between economic development issues and strategies and other growth planning elements (i.e. housing, transportation, utilities and land use);



- b. Defining roles and responsibilities for carrying out economic development goals, objectives and strategies.

H. FISCAL IMPACT ANALYSIS

"Cluster communities comprising the regional area should look to combine and assist in service areas such as criminal justice, fire protection, public transit, water/sewer, administration, and other services where such combinations implement efficient, cost effective delivery of services" (U.V. Vision, p. 49).

"Cooperation among and between separate service/government entities of each cluster should be encouraged,..." (Ibid).

H.1. STATEWIDE FISCAL IMPACT ANALYSIS GOALS

The GMA requires that local governments, as part of the countywide planning policies, address the issue of fiscal impact analysis. The legislature did not define or give specific guidance on matters to be considered in analyzing fiscal impacts. Since the GMA devotes much of its text to the provision of cost-effective urban infrastructure, the ability to pay for needed capital facilities and the development of affordable housing, it is presumed that these areas should be the focus of the fiscal impact analysis.

H.2. COUNTYWIDE POLICY DEVELOPMENT

Local plan development should provide for cooperation between the public and private sectors to insure coordination of capital improvements with emphasis on the efficient provision of service at adopted levels concurrent with the demand for such service.

Local government should consider the use of innovative financing strategies for capital improvements which minimize the financial cost to taxpayers and provide for the equitable assignment of costs between existing and new development.

Annexation is another area which may impact the fiscal resources of local government. Cost and revenue sharing are techniques that should be examined to help alleviate the fiscal impacts associated with annexation.

H.3. FISCAL IMPACT POLICY STATEMENTS

The following policies are related to the provision of cost-effective urban infrastructure:

- H.3.1. Each local government will prepare a capital facilities plan consisting of:
 - a. An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
 - b. A forecast of the future needs for such capital facilities;
 - c. The proposed locations, capacities and costs of expanded or new capital facilities;
 - d. At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
 - e. A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, the capital



facilities plan element and financing plan within the capital facilities plan element are coordinated and consistent.

- H.3.2. As part of the planning process, the County and the cities should coordinate with capital facilities providers and other interested parties to ensure that consideration is given to all capital service requirements and the means of financing capital improvements.
- H.3.3. The County and the cities should consider an impact fee process, as provided for in RCW 82.02.050-090, to insure that new development pays its fair share of the cost of improvements necessitated by growth and contributes to the overall financing of capital improvements.
- H.3.4. To minimize the potential economic impacts of annexation activities on the County and cities, consideration will be given to negotiating agreements for appropriate allocation of financial burdens resulting from the transition of land from county to city jurisdiction.

I. POLICIES PERTAINING TO COORDINATION WITH SPECIAL PURPOSE DISTRICTS, ADJACENT COUNTIES AND STATE, TRIBAL AND FEDERAL GOVERNMENTS

Special purpose districts, adjacent counties, State agencies, Yakama Nation and the federal government are distinct entities that have unique authorities, responsibilities, interests and/or treaty rights affecting land use and other activities. Since the impacts of future growth and development in Yakima County will affect all governmental units, all agencies must be well informed and continuously involved in regional and local planning.

The following policies relate to coordination among jurisdictions:

- I.1. The County and the cities will work with special purpose districts, adjacent counties, State, tribal and federal governments to formalize coordination and involvement in activities of mutual interest.
- I.2. Jurisdictions will be encouraged to coordinate plans among and between governments and agencies to make plans consistent and compatible for lands over which they have authority.
- I.3. Special districts, adjacent counties, State agencies, the tribal government and federal agencies will be invited to participate in comprehensive planning and development activities that may affect them, including the establishment and revision of urban growth areas; allocation of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural resources.



- I.4. Each of the governmental entities will be included in the normal public notice and comment procedures of other agencies and kept informed of matters of interest to them.



APPENDIX

PLANNING GOALS OF THE GROWTH MANAGEMENT ACT (from RCW 36.70A.040)

The Washington State Legislature adopted the following goals to guide the development of comprehensive plans and development regulations of those counties and cities that are required or choose to plan under the Growth Management Act (Yakima County was one of the original counties required to plan under the Act). The following goals are not listed in order of priority:

1. **Urban Growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce Sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Housing.** Encourage the availability of affordable housing to all economic segments of the population of this State, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. **Economic Development.** Encourage economic development throughout the State that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services, and public facilities.
6. **Property Rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. **Permits.** Applications for both State and local government permits should be processed in a timely and fair manner to ensure predictability.
8. **Natural Resource Industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
9. **Open Space and Recreation.** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
10. **Environment.** Protect the environment and enhance the State's high quality of life,



including air and water quality, and the availability of water.

11. **Citizen Participation and Coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. **Public Facilities and Services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. **Historic Preservation.** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.



GLOSSARY OF TERMS

Unless otherwise noted, the following terms used in the **County-wide Planning Policy** are defined by the Growth Management Act (RCW 36.70.030) or Washington Administrative Code (WAC 365-195-210). Definitions are restated here for convenience of the reader.

"Adequate public facilities" means facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

"Affordable housing" is a term which applies to the adequacy of housing stocks to fulfill the housing needs of all economic segments of the population. Affordable housing for middle and lower income persons is targeted to those whose incomes are 120% of median income or less.

"Available public facilities" means that facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time.

"Concurrency" means that adequate public facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate public facilities" and of "available public facilities" as defined above.

"Financial commitment" means that sources of public or private funds or combinations thereof have been identified which will be sufficient to finance public facilities necessary to support development and that there is reasonable assurance that such funds will be timely put to that end.

"Interlocal agreements" are authorized by State law and allow local governments (through written agreements) to cooperate with each other on a basis of mutual advantage to provide services and facilities in a manner that best meets the needs and development of local communities. [Paraphrase of RCW 39.34.010]

"Level of Service" means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

"New fully contained community" is a development proposed for location outside of the existing designated urban growth areas which is characterized by urban densities, uses and services and meets the criteria of RCW 36.70A.350.

"Public facilities" include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

"Public services" include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

"Rural lands" means all lands which are not within an urban growth area and are not designated as natural resource lands having long term commercial significance for



production of agricultural products, timber, or the extraction of minerals.

"Transportation level of service standards" mean a measure which describes the operational condition of the travel stream and acceptable adequacy requirements. Such standards may be expressed in terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility and safety.

"Urban growth" refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

"Urban growth area" means those areas designated by a county pursuant to RCW 36.70A.110.

"Urban governmental services" include those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with nonurban areas.

"Visioning" means a process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.



COUNTY-WIDE PLANNING POLICY COMMITTEE

(Representation as of January 2, 2002)

<u>Jurisdiction</u>	<u>Elected Designee</u>	<u>Alternate(s):</u>
GRANDVIEW	Mike Bren	Jim Sewell
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MABTON	David Conradt	Ildia Jackson
MOXEE	Greg LaBree	Bill Hordan
NACHES	Charles Ross	
SELAH	Bob Jones	Dennis Davison
SUNNYSIDE	Ed Prilucik	Pete Squires
TIETON	Jenny Korens	
TOPPENISH	Bill Rogers	Edna Brooks-Pittman
		Clara Jimenez
UNION GAP	Lea Driskill	Bill Rathbone
WAPATO	Dean DeMaintenon	Don Stellwagen
YAKAMA NATION	<i>(Did not participate in 2003 Update)</i>	
YAKIMA	Mary Place	Dan Valoff
YAKIMA COUNTY	Ron Gamache	Jim Lewis, Jesse Palacios,
		Dick Anderwald
ZILLAH	Gary Fox	Gary Clark

Others Receiving Agenda Materials:

YVCOG	Michael Buchanan, Don Skone
Other County	Doug Cochran, Lisa Freund, Ken Irwin, Ron Zirkle
County Planning	Anne Knapp
Chamber of Commerce	Gary Webster
New Vision YCDA	Dave McFadden