



*We are Yakima*  
comprehensive plan 2040

# EXISTING CONDITIONS

**Draft** | May 2016

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Preliminary

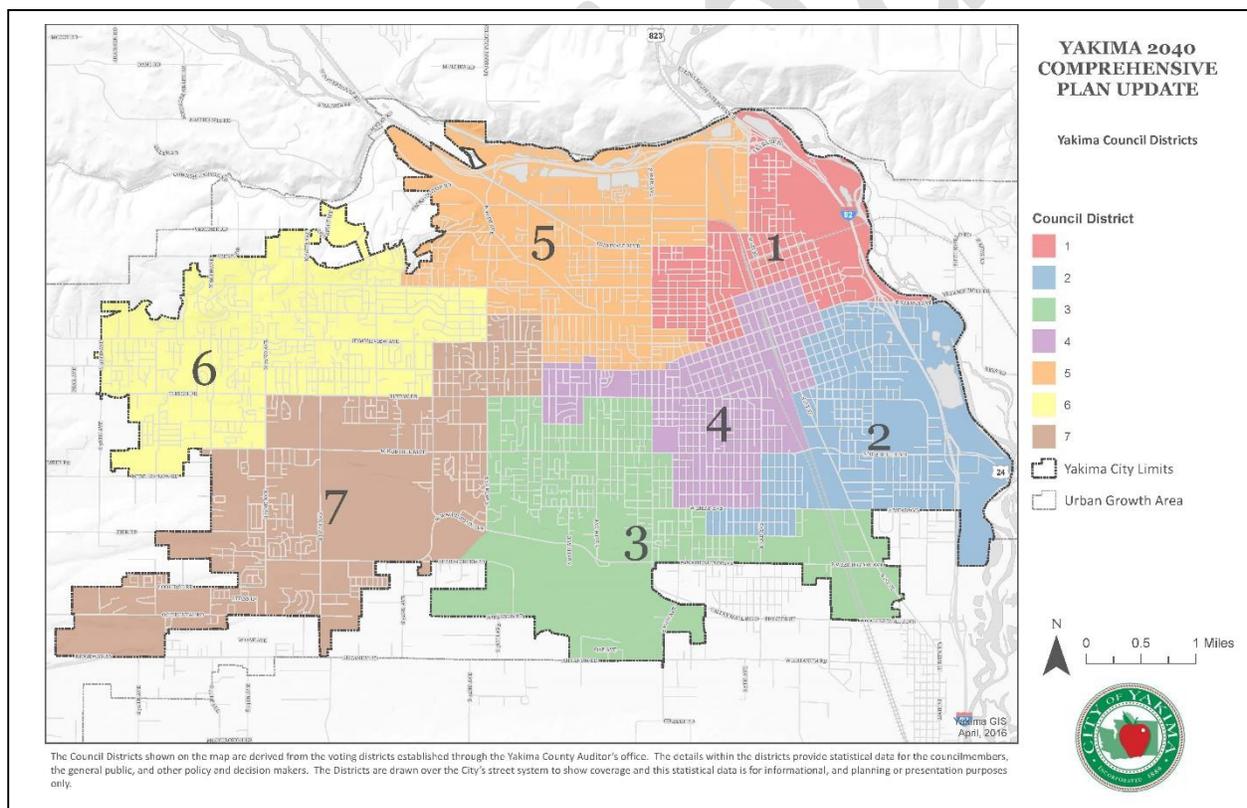
# 1.0 EXECUTIVE SUMMARY

The comprehensive plan guides Yakima’s physical development over 20 or more years, addresses community values, activities or functions, and provides a statement of policy guiding how Yakima’s desires for growth and character are to be achieved. Yakima’s Comprehensive Plan is more than 10 years old and needs updating consistent with the Growth Management Act (GMA). The Comprehensive Plan Update will address the following elements: land use, housing, economic development, historic preservation, transportation, parks and recreation, natural environment and shorelines, capital facilities, utilities, and energy.

All elements are required to have an inventory of existing conditions that represent current built and natural environment conditions. This Existing Conditions Report provides inventory and analysis that supports the Comprehensive Plan Update. This summary identifies issues and trends across the city for each key topic. Following the citywide view, each district is described.

The focus of the Comprehensive Plan and development regulations is the Yakima incorporated city limits. The planning area, along with the seven Council Districts, is depicted in Exhibit 1-1. Yakima Council Districts.

**Exhibit 1-1. Yakima Council Districts**



Source: City of Yakima GIS 2016

## Yakima Top 21 Facts and Trends



1. **Yakima is a large city and can be influential.** The City of Yakima is tenth in terms of total population in the state. Yakima is the most populous city in the County, and the County Seat. The compound annual growth rate between 2000 and 2010 was 2.4 percent, which slowed to 0.4 percent between 2010 and 2015. However, Yakima is due to take 25% of the future growth in the county. Yakima can be a leader in the region promoting equitable and sustainable development that brings housing and job opportunities supported by investments in quality parks, multimodal transportation, and infrastructure.



2. **Yakima is diverse.** About 79 percent of Yakima's growth in population between 2010 and 2014 was Hispanic, with overall Hispanic population making up 44 percent of the City in 2014. The Comprehensive Plan will need to address the cultural needs of the whole community.



3. **Yakima is a community for the young and old.** The City's population is getting older on average, with more retirees than any other community in the County. Yet, the City is also seeing an increasing number of children, particularly in east Yakima. Both seniors and children grew by 5 percent between 2000 and 2010 citywide. The Comprehensive Plan needs to address housing and services for older generation such as aging in place, health, and mobility. The Comprehensive Plan also needs to address needs of younger residents such as education and recreation.



4. **Yakima has room to grow.** The City growth targets would mean 17,167 new persons and 8,556 jobs between now and 2040. The Comprehensive Plan must show how the City will accommodate the growth projection. About 20 percent of land in the city limits is developable for added housing and jobs. The City has nearly twice the capacity for growth above the targets.



5. **Expectations for quality design and incentives for reinvestment can improve the quality of life.** Yakima is the only city among Washington's ten most populous cities that does not have design standards for commercial and multifamily development. The City can set expectations for quality and affordable design in new development and prioritize investments in existing neighborhoods lacking infrastructure, recreation, and other features.



6. **A majority of Yakima households have no children.** Over half of the City's households have single or coupled adults and no children. The Comprehensive Plan should ensure a variety of home sizes and styles to meet the needs of small households.

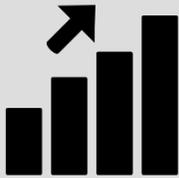


7. **The City of Yakima has the most persons with a disability in the county.** The City of Yakima has the more persons with a disability than any other city in the county, at 13,897. Yakima has the second highest share of the population at 15.3 percent, behind Union Gap. The Housing Element can address policies regarding universal design of housing and supportive services to meet future needs of this population.

## Yakima Top 21 Facts and Trends



- 8. Most of Yakima's housing stock is old.** Only 10 percent of residential structures have been built since 2000, and 50.1 percent of units were built 40 or more years ago. Since housing units generally have a functional life of around 40 years, those units older than 40 years require additional investments. Preserving existing housing is important to maintain affordability.



- 9. Housing value is increasing in Yakima, but is still relatively affordable.** Appreciation rates have been above average for the last 10 years, at an annual average of 2.5%. Home sales prices have jumped by \$20,000 in the last year. The median priced home is attainable to half of the City's residents. Providing opportunities for new housing affordable to a range of incomes will be considered in the Comprehensive Plan Future Land Use Map and Housing Element.



- 10. There is a gap in affordable rental units in Yakima.** In the City there is a gap of over 3,300 units affordable to those earning lower incomes, meaning households have to pay more than they can afford for the units that are available. Identifying suitable locations and standards for new attached housing will be considered in the Comprehensive Plan Update.



- 11. Nearly half of Yakima's homeowners are cost burdened and nearly one third of renters are cost burdened,** spending more than 30% of their income on housing and earning at low and moderate incomes as of 2012. Considering how family wage jobs can be attracted to the community, and providing a range of housing opportunities can address some of the hurdles faced by households. The City's efforts will need to be in partnership with other agencies and service providers.



- 12. Yakima residents earn lower incomes.** Yakima's median household income is 27% lower than the State median income. About 22.8% of the City's population earns incomes below the federal poverty level, higher than the state as a whole at 13.5%. New opportunities for family wage jobs through appropriate zoning and capital investments, and partnerships with agencies that provide workforce training will be part of the Land Use and Economic Development Elements.



- 13. Yakima residents have a lower rate of achieving higher education.** About 17.3 percent residents have a bachelor's degree or higher compared to the State level at 32.3 percent or the US at 29.3 percent. Coordinating with higher education providers and determining appropriate supportive services can be part of the Economic Development and Capital Facility Plan Elements.



- 14. The City's jobs are diverse, and there are opportunities to catalyze growth in family wage jobs.** Currently, the City contains 40,390 jobs. Top sectors include health care, retail, agriculture, and manufacturing. Jobs are concentrated in the Downtown and near US 12. Retaining and attracting jobs in these sectors, particularly those offering family wage jobs, plus supporting a growing tourism market and small businesses are part of the regional strategy. The City has ample capacity to add its target 8,556 jobs between now and 2040. Investing in redevelopment such as the Cascade Mill Site, supporting a unique retail experience in Downtown, expanding the Airport, and other activities will be important to catalyzing job opportunities. Planning for capital facilities and infrastructure and supporting partnerships in workforce training are other important City activities.

## Yakima Top 21 Facts and Trends



15. **Downtown Yakima – Reinventing Yakima’s Center to a Vibrant Destination.** Downtown Yakima has a high retail vacancy, and suffers from the dominance of other commercial centers with big box retail formats and strip malls inside and outside the city limits. However, retail demand is estimated to grow by 200,000 square feet per year in the city as a whole. The Downtown Plan identifies investments in the “heart of Downtown” and catalyst sites to capture a share of this retail growth. Private investment is focused around a multipurpose public plaza that provides a year-round gathering space. Yakima Avenue is enhanced to prioritize pedestrians and intersections are improved. Additional greenery is added to humanize the street.



16. **Traffic volumes have declined in some areas and increased in others.** Based on current traffic count volumes, notable changes in the last 10 years include decreases on 1st Street, 16th Avenue, and Lincoln Avenue / MLK Jr. Boulevard and increases on Fruitvale Boulevard. More detailed operations and testing of future growth scenarios will be part of the Transportation Element Update.



17. **Transit use has declined.** Annual transit boardings exceeded 1.5 million in 2011 and 2012, but have declined as a result of rate increases, lower fuel prices, and a reduction in service after 2012. Ensuring the system can meet the needs of today’s and tomorrow’s generations as well as providing for transit supportive land use patterns can continue to allow mobility options for the community as a whole.



18. **There are gaps in the non-motorized system for Pedestrians and Bicyclists.** It will be important to identify the gaps and prioritize the best locations to address the gaps. A Final Draft of the City’s First Bicycle Master Plan will be reviewed for consistency and included in the Transportation Plan Update which is running parallel to the Comprehensive Plan 2040 Update program.



19. **The parks and recreation system is varied.** Currently, the City’s park system inventory includes about 368 acres of parks and recreation facilities, in addition to community centers. Also available to the public are the Yakima Greenway, with about 10 miles of trails, the Sportsman State Park, and an arboretum. There are about 3.76 acres per 1,000 persons. The Park, Recreation, and Open Space plan is undergoing an update and part of the effort will help identify the community’s needs and levels of service going forward.



20. **Environmental quality is an essential element of the City’s livability.** All types of critical areas are found in the city limits including fish and wildlife habitat, wetlands, aquifer recharge areas, geologic hazards, and flood hazards. The city also has shorelines of the state with the Yakima River, Naches River, and several lakes. These areas are places to enjoy and use as well as protect.



21. **A wide range of capital facilities and public services are available in the City.** Providing for adequate infrastructure (e.g. water, sewer, stormwater, other) and public services (e.g. police, fire, schools) can improve the quality of neighborhoods and stimulate growth. There are some gaps in the extent of municipal water and sewer systems in particular that should be addressed to advance City goals for revitalization in already developed areas as well as future development areas.

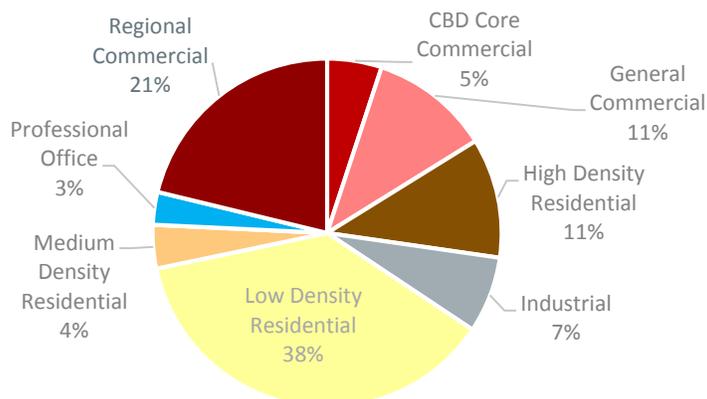
# DISTRICT 1

## Current Land Use

Land Use Grouping	Acres	Percent
Agriculture and Resource	18.4	2%
Government / Education	21.9	2%
Industrial	0.9	0%
Manufacturing	49.1	5%
Multi-Family Residential	88.9	9%
Parks, Recreation and Cultural	74.8	7%
Professional Offices and Services	90.1	9%
Retail Commercial	75.5	7%
Single Family Residential	281.6	28%
Transportation	39.7	4%
Vacant/Underdeveloped/Open Space	279.9	27%
<b>Total District 1</b>	<b>1,020.9</b>	<b>100%</b>

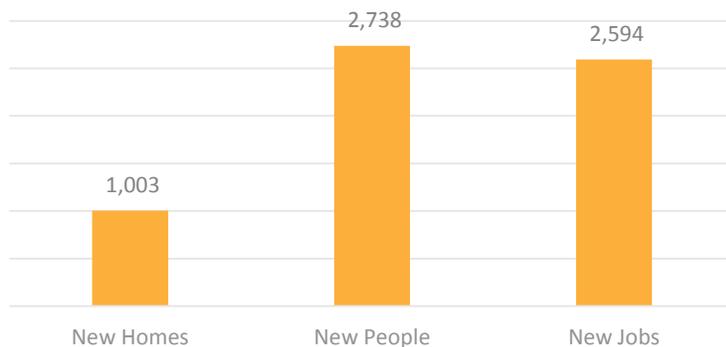
- District 1's current land use is predominantly single family residential and vacant/ undeveloped/ open space lands
- There is a notable amount of multi-family residential and professional office and services

## Future Land Use



- District 1's future land use, consistent with the current land use, has a large amount of low density residential
- Future land use expects there to be a notable amount of regional, core, and general commercial
- Medium and high density residential will also be present

## Buildable Lands



- Existing capacity for additional homes in District 1 is 1,003
- Existing capacity for additional people in District 1 is 2,738
- Existing capacity for additional jobs in District 1 is 2,594

District 1	
	<ul style="list-style-type: none"> <li>▪ People 2010: 12,533</li> <li>▪ Capacity for population growth: 2,738</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Housing units 2010: 3,755</li> <li>▪ Capacity for housing growth: 1,003 units, or 9% of the citywide capacity.</li> <li>▪ As this District contains much of Downtown, the residential and commercial buildings are predominantly built in the 1940s and before.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Jobs current: District 1 contains a portion of the Central Business District including the Yakima Visitor Center and hotel district. Regional commercial uses include the Gateway Shopping Area. There are blocks of general commercial uses with groceries, and a band of industrial uses lies along N 1<sup>st</sup> and N 2<sup>nd</sup> Streets.</li> <li>▪ Capacity for job growth: The District has about 16% of the City's future job capacity or 2,594 jobs. The Cascade Mill Site is identified for mixed use, commercial, and industrial development.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Parks: District 1 is home to the neighborhood parks of Miller Park and Milroy Park, the mini parks of Cherry Park and McGuinness Park, and the Noel Pathway.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Natural Environment: The Yakima River and Rotary Lake are the two primary features in District 1 that provide extensive fish and wildlife habitat in the form of wetlands, high quality riparian vegetation, complex channel conditions, and in-stream habitat features. There are also areas of mapped 100-year floodplain and the river's channel migration zone. District 1 also contains two areas that have been mapped as highly vulnerable to pollution of the aquifer.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Transportation: Interstate 82 and Route 12 both run through District 1, which is the northeastern gateway into the city and for those traveling north to Seattle and Ellensburg or south to the Tri-Cities and Oregon. The downtown area of District 1 has a smaller street grid and more prevalent traffic lights. District 1, particularly in the area surrounding the downtown street grid and the area west of the railroad tracks, has a well-connected pedestrian facilities network. Bicycle facilities are not as prevalent. District 1, particularly along conflict points on N 1<sup>st</sup> Street and to the west of the rail line, has areas where collisions with vehicles or pedestrian and bicycles have occurred.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Capital Facilities and Services: District 1 is home to the Police Department, City Jail, City Hall, and Yakima Fire Department. Yakima Water Division provides water to District 1. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The district is served by Barge Lincoln and Garfield Elementary Schools. The Yakima Water Division's Kiwanis Well is located on the edge of Districts 1 and 2.</li> </ul>

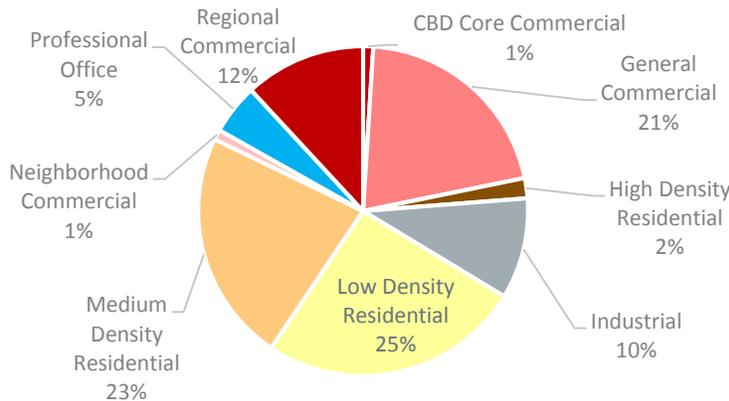
# DISTRICT 2

## Current Land Use

Land Use Grouping	Acres	Percent
<b>Agriculture and Resource</b>	78.6	5%
<b>Government / Education</b>	59.5	3%
<b>Industrial</b>	114	7%
<b>Manufacturing</b>	41.3	2%
<b>Multi-Family Residential</b>	115.6	7%
<b>Parks, Recreation and Cultural</b>	276.3	16%
<b>Professional Offices and Services</b>	117.8	7%
<b>Retail Commercial</b>	193	11%
<b>Single Family Residential</b>	504.7	29%
<b>Transportation</b>	84.1	5%
<b>Vacant/Underdeveloped/Open Space</b>	141.1	8%
<b>Totals District 2</b>	<b>1,726.10</b>	<b>100%</b>

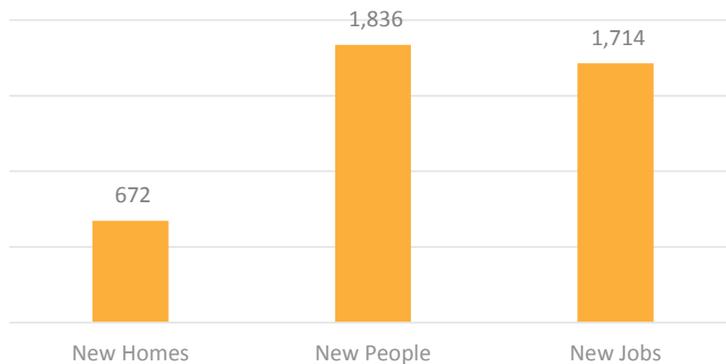
- District 2's current land use is predominantly single family residential with a fair amount of parks and retail commercial

## Future Land Use



- District 2's future land use, consistent with the current land use, expects a large amount of low density residential
- Future land use expects there to be a notable amount of medium density residential as well as both regional and general commercial

## Buildable Lands



- Existing capacity for additional homes in District 2 is 672
- Existing capacity for additional people in District 2 is 1,836
- Existing capacity for additional jobs in District 2 is 1,714

District 2	
	<ul style="list-style-type: none"> <li>▪ People 2010: 13,358</li> <li>▪ Capacity for population growth: 1,836</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Housing units 2010: 4,001</li> <li>▪ Capacity for housing growth: 672 units, or 6% of the citywide capacity.</li> <li>▪ This district contains older building stock though concentrated in the west and north.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Jobs current: District 2 in southeast Yakima contains general and regional commercial uses such as a Walmart. The Yakima Speedway and an Ice Rink offer entertainment and regional recreation.</li> <li>▪ Capacity for job growth: The District has about 10% of the City's future job capacity or 1,714 jobs. Industrial uses such as the Central Pre-Mix Concrete site and areas north of Buchanan Lake are anticipated to develop with professional office uses in the future.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Parks: District 2 has three community parks – Sarg Hubbard Park, Kiwanis Park, and the Arboretum. The neighborhood parks within District 2 include Martin Luther King Jr. Park and the Southeast Community Park (home to the Southeast Community Center). The mini park of South 2<sup>nd</sup> Park serves District 2. The Gateway Sports Complex is also in District 2.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Natural Environment: The Yakima River and Lake Buchanan are the two primary features in District 2 that provide extensive fish and wildlife habitat in the form of wetlands, high quality riparian vegetation, complex channel conditions, and in-stream habitat features. These natural features are also located within the mapped 100-year floodplain and the channel migration zone, which is a type of landslide hazard. District 2 also contains three areas that have been mapped as highly vulnerable to pollution of the aquifer.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Transportation: Interstate 82 and Route 12 both run through District 2, which is the southeastern gateway into the city and for those traveling north to Seattle and Ellensburg or south to the Tri-Cities and Oregon. The downtown area of District 2 has a smaller street grid and more prevalent traffic lights. District 2 has a moderately well-connected pedestrian facilities network, with some gaps existing in the areas close to Interstate 82. Few streets have dedicated bike lanes, with the longest route travelling down S Fair Avenue, connecting to Pacific Avenue and turning down S 18<sup>th</sup> Street to loop back west on E Mead Avenue. District 2, particularly along conflict points on E Nob Hill Boulevard, has areas of past conflict or collisions with vehicles, bicycles, and pedestrians.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Capital Facilities and Services: District 2 is served by Yakima Water Division. The Yakima Regional Wastewater Treatment Plant and Fire Station 95 are located on Viola Avenue in District 2. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The district is served by Washington Middle School and Adams Elementary School. It is also home to Yakima Valley Community College Technical Skills Center.</li> </ul>

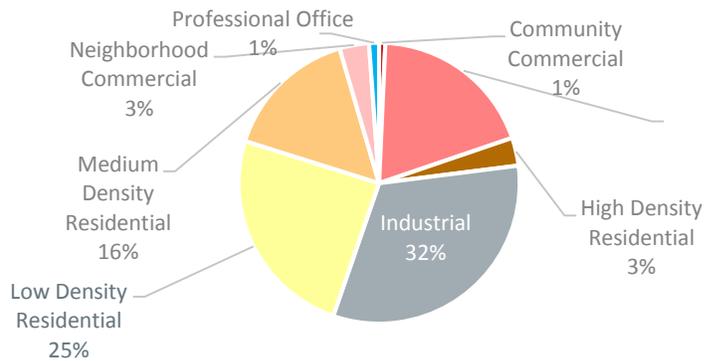
# DISTRICT 3

## Current Land Use

Land Use Grouping	Acres	Percent
Agriculture and Resource	135.4	5%
Government / Education	114.2	4%
Industrial	7.8	0%
Manufacturing	134.7	5%
Multi-Family Residential	188.9	7%
Parks, Recreation and Cultural	51.7	2%
Professional Offices and Services	210.8	8%
Retail Commercial	161.8	6%
Single Family Residential	707.9	27%
Transportation	553.5	21%
Vacant/Underdeveloped/Open Space	314.4	12%
<b>Totals District 3</b>	<b>2,581.30</b>	<b>100%</b>

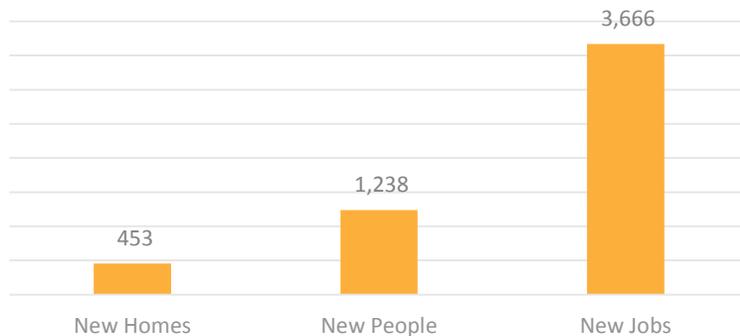
- Currently, District 3 is primarily single family residential and transportation uses
- There is also a notable amount of vacant/ underdeveloped/ open space lands

## Future Land Use



- The future land use pattern in District 3 is expected to have a significant amount of industrial land, low density residential, and general commercial

## Buildable Lands



- Existing capacity for additional homes in District 3 is 453
- Existing capacity for additional people in District 3 is 1,238
- Existing capacity for additional jobs in District 3 is 3,666

District 3	
	<ul style="list-style-type: none"> <li>▪ People 2010: 12,859</li> <li>▪ Capacity for population growth: 1,238</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Housing units 2010: 5,085</li> <li>▪ Capacity for housing growth: 453 units, or 4% of the citywide capacity.</li> <li>▪ Many buildings were constructed in the 1940s and prior, with areas built between the 1940s and 1960s to the south and west.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Jobs current: Neighborhood Commercial and Community Commercial uses are found continuously along West Nob Hill Boulevard, such as at the Nob Hill Plaza. The Yakima Air Terminal and associated airport industrial uses dominate the southern portion of the district.</li> <li>▪ Capacity for job growth: District 3 has capacity for 23% of the City's future jobs, numbering 3,666, with the highest share of developable industrial land of all districts.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Parks: District 3 is served by the community park Kissel Park and the neighborhood park Gardener Park. The Fisher Golf Course is also in District 3.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Natural Environment: District 3 is not contiguous with the Yakima River, but it does contain four named, salmon-bearing streams (Wide Hollow, spring, and Bachelor Creeks) and several un-named streams, all of which are tributaries of the Yakima River downstream of City limits. Each of these streams has variable-width wetland and floodplain fringes. Scattered wetlands are also found in depressions and swales, often running through agricultural fields. Two areas are mapped as highly vulnerable to pollution of the aquifer.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Transportation: District 3 is home to Yakima's airport. District 3 has a more suburban street grid with larger blocks and cul-de-sacs. Traffic lights are less prevalent, with main intersections generally located along Washington Avenue, Nob Hill Boulevard, 16<sup>th</sup> Avenue, and 40<sup>th</sup> Avenue. District 3 has a pedestrian facilities network that is only connected along the main routes, with some gaps existing throughout the residential neighborhoods. Few streets have dedicated bike lanes or shared bike lanes, with the longest route (partially dedicated and partially shared) travelling down Washington Avenue. District 3 has had limited vehicular collisions over the four years between 2010 and 2014. Bicycle and pedestrian collisions were highest on E Nob Hill Boulevard, where there is no bicycle infrastructure.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Capital Facilities and Services: Yakima Water Division provides water to District 3, which is where the Airport Well and Kissel Well are located. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The district is served by Nob Hill, McClure, and Ridgeview Elementary Schools, and the Lewis &amp; Clark Middle School. The YVCC Vocational Skill Center is partially in District 3.</li> </ul>

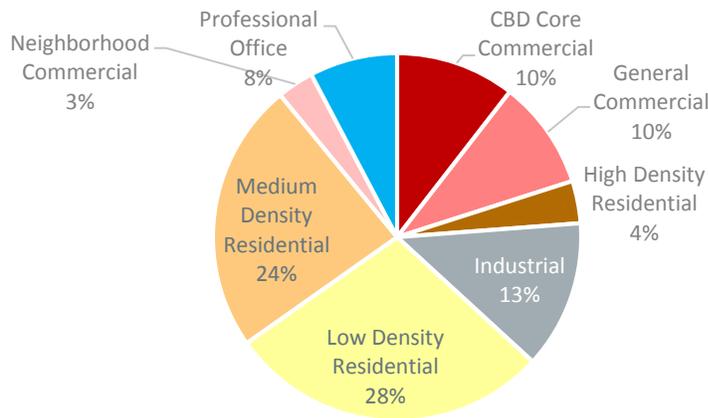
# DISTRICT 4

## Current Land Use

Land Use Grouping	Acres	Percent
<b>Government / Education</b>	89.2	8%
<b>Industrial</b>	6	1%
<b>Manufacturing</b>	62.1	6%
<b>Multi-Family Residential</b>	65.2	6%
<b>Parks, Recreation and Cultural</b>	35	3%
<b>Professional Offices and Services</b>	134.4	12%
<b>Retail Commercial</b>	86.4	8%
<b>Single Family Residential</b>	517	47%
<b>Transportation</b>	81.2	7%
<b>Vacant/Underdeveloped/Open Space</b>	24.4	2%
<b>Totals District 4</b>	<b>1,100.80</b>	<b>100%</b>

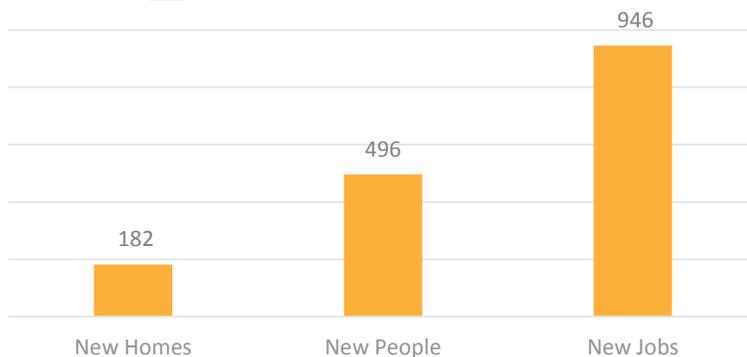
- The existing land uses in District 4 are predominantly single family residential
- There is also a notable amount of land being used for professional office, government/ education and retail commercial

## Future Land Use



- Future land use patterns in District 4 will be predominantly low and medium density residential
- Industrial uses are also expected in District 4

## Buildable Lands



- Existing capacity for additional homes in District 4 is 182
- Existing capacity for additional people in District 4 is 496
- Existing capacity for additional jobs in District 4 is 946

District 4	
	<ul style="list-style-type: none"> <li>▪ People 2010: 13,175</li> <li>▪ Capacity for population growth: 496</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Housing units 2010: 4,893</li> <li>▪ Capacity for housing growth: 182 units, or 1% of the citywide capacity.</li> <li>▪ The age of buildings shows most developed between 1890 and 1946.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Jobs current: District 4 contains the heart of Downtown Yakima and institutional uses such as City Hall and the County Courthouse. Additional industrial uses extend along the railroad in the southern part of the district.</li> <li>▪ Capacity for job growth: As a largely developed area, the capacity for jobs is relatively lower at 6% or 946 jobs. Adaptive reuse and infill will be important strategies.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Parks: The community park of Franklin Park and Pool is in District 4. There are two neighborhood parks (Larson Park and Lions Park) in District 4, as well as three mini parks (Tieton Terrace Park, Portia Park, and Raymond Park).</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Natural Environment: District 4 is almost entirely urbanized. The only mapped aquatic feature is the Naches and Cowiche Ditch network, which has not been identified as containing any sensitive or priority fish species. No wetlands, priority habitats, or other significant habitat features were noted. A small area of oversteepened slopes (moderate risk) is mapped in Franklin Park. The only area mapped as highly vulnerable to pollution of the aquifer is a continuation of the narrow strip that follows the railroad line as it passes through the district.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Transportation: District 4 is home to portions of Yakima’s downtown. District 4 has an urban street grid with consistent blocks surrounding downtown, with larger blocks and cul-de-sacs in the areas outside downtown. Traffic lights are prevalent in the downtown area of District 4, and less so along some of the arterials. District 4 has a pedestrian facilities network that well connected in the downtown areas, with some gaps existing throughout the residential neighborhoods and areas outside of downtown. Bicycle facilities are not as prevalent. A few streets have shared bike lanes, without many connections. District 4 has had limited vehicular collisions over the four years between 2010 and 2014. Bicycle and pedestrian collisions were highest on E Nob Hill Boulevard, Tieton, and 3<sup>rd</sup> Avenue where there is no bicycle infrastructure. Some areas had up to five collisions between 2010 and 2014.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Capital Facilities and Services: Yakima Water Division provides water to District 4. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The District is served by McKinley and Hoover Elementary Schools, Franklin Middle School, and Davis High School. The YVCC Vocational Skill Center is partially in District 4.</li> </ul>

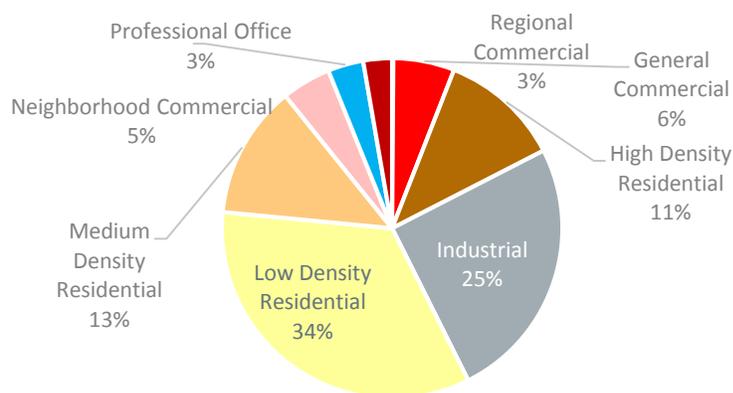
# DISTRICT 5

## Current Land Use

Land Use Grouping	Acres	Percent
Agriculture and Resource	129.7	6%
Government / Education	68.1	3%
Industrial	41.3	2%
Manufacturing	215.1	9%
Multi-Family Residential	207.9	9%
Parks, Recreation and Cultural	70.8	3%
Professional Offices and Services	260.7	11%
Retail Commercial	129	6%
Single Family Residential	697.9	31%
Transportation	32.9	1%
Vacant/Underdeveloped/Open Space	422.6	19%
<b>Totals District 5</b>	<b>2,276.00</b>	<b>100%</b>

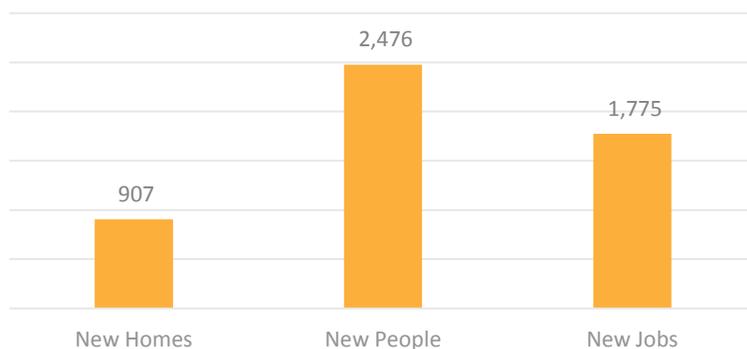
- District 5's existing land use is predominantly single family residential
- There is a significant amount of vacant/ underdeveloped/ open space land in District 5

## Future Land Use



- Future land use patterns in District 5 are expected to include large amounts of low density residential and industrial lands
- A good portion of land in District 5 is expected to be medium and high density residential

## Buildable Lands



- Existing capacity for additional homes in District 5 is 907
- Existing capacity for additional people in District 5 is 2,476
- Existing capacity for additional jobs in District 5 is 1,775

District 5	
	<ul style="list-style-type: none"> <li>▪ People 2010: 12,683</li> <li>▪ Capacity for population growth: 2,476</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Housing units 2010: 5,742</li> <li>▪ Capacity for housing growth: 907 units, or 8% of the citywide capacity.</li> <li>▪ Central and south blocks show buildings developed in the first part of the 20<sup>th</sup> Century. Structures in the western part of the district were built in more recent decades.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Jobs current: District 5 contains much of the City's industrial land, along Willow Lake and N 6<sup>th</sup> Street. Fruit packing, food processing, and other warehouse and distribution uses are located there.</li> <li>▪ Capacity for job growth: District 5 has capacity for 11% of the City's future jobs numbering 1,775.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Parks: District 5 has three parks of note. The two community parks of Chesterley Park and Elks Memorial Park, as well as Summitview Park, which is a mini park.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Natural Environment: The Naches River, a small section of Cowiche Creek, Willow Lake, Lake Aspen, Berglund Lake, and Lake Myron are the primary aquatic features in District 5 that provide extensive fish and wildlife habitat in the form of wetlands, high quality riparian vegetation, complex channel conditions, and in-stream habitat features. Except for the lakes and a few small wetlands, most of this functional habitat is isolated on the north side of US 12. These natural features are also located within the mapped 100-year floodplain and the channel migration zone. Other mapped aquatic features include a network of agriculture ditches, such as Congdon Canal, Union Canal, and Naches and Cowiche Ditch, which have not been identified as containing any sensitive or priority fish species. Non-priority terrestrial habitats are also present in District 5 in the form of orchards, tilled fields, large parks, and other undeveloped lands. District 5 contains the largest high risk steep slope area in the City along West Powerhouse Road, and smaller areas of moderate risk steep slope near Scenic Drive. The only area mapped as highly vulnerable to pollution of the aquifer is a narrow strip that follows the railroad line as it passes through the district.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Transportation: District 6 has a street grid that supports lower density development. Traffic lights are only present along Summitview Avenue, N 40<sup>th</sup> Avenue, and Tieton Drive. District 6 has gaps in pedestrian facilities throughout the residential neighborhoods, with some residential blocks served well and others not served by sidewalks. Tieton Drive, west of 64<sup>th</sup>, has a bike lane, 64<sup>th</sup> Avenue has a shared lane, and Lincoln Avenue has portions with a dedicated lane and portions with a shared bike lane. There are not many connections between the bicycle facilities. District 5 has had few vehicular, pedestrian, or bicycle collisions over the four years between 2010 and 2014.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Capital Facilities and Services: Yakima Water Division provides water to District 5. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The District is served by Robertson, Ridgeview Alternative, and Roosevelt Elementary Schools, Stanton Academy, and the Discovery Lab.</li> </ul>

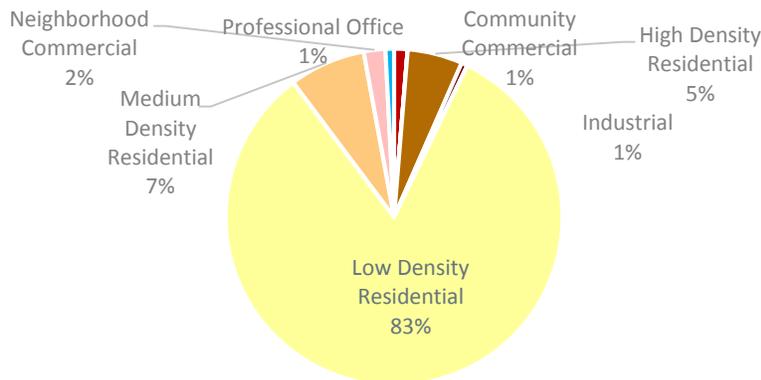
# DISTRICT 6

## Current Land Use

Land Use Grouping	Acres	Percent
<b>Agriculture and Resource</b>	211.9	9%
<b>Government / Education</b>	47	2%
<b>Industrial</b>	15.8	1%
<b>Manufacturing</b>	7.9	0%
<b>Multi-Family Residential</b>	126.1	5%
<b>Parks, Recreation and Cultural</b>	15.6	1%
<b>Professional Offices and Services</b>	135.9	6%
<b>Retail Commercial</b>	55.3	2%
<b>Single Family Residential</b>	1512.7	64%
<b>Transportation</b>	1.2	0%
<b>Vacant/Underdeveloped/Open Space</b>	251.1	11%
<b>Totals District 6</b>	<b>2,380.40</b>	<b>100%</b>

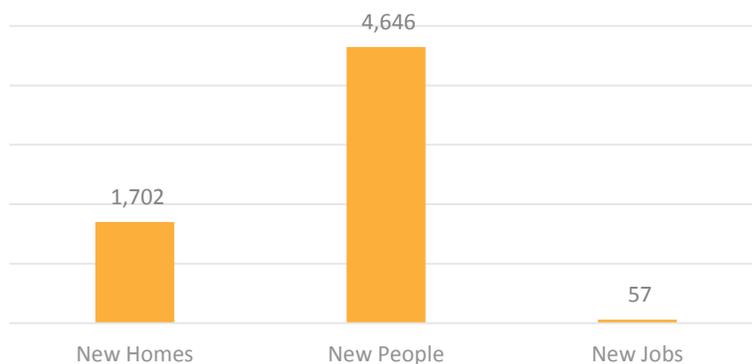
- District 6 is predominantly single family residential

## Future Land Use



- Future land use patterns in District 6 are expected to be predominantly low density residential, which is consistent with current use patterns.

## Buildable Lands



- Existing capacity for additional homes in District 6 is 1,702
- Existing capacity for additional people in District 6 is 4,646
- Existing capacity for additional jobs in District 6 is 57

District 6	
	<ul style="list-style-type: none"> <li>▪ People 2010: 13,176</li> <li>▪ Capacity for population growth: 4,646</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Housing units 2010: 5,656</li> <li>▪ Capacity for housing growth: 1,702 units, or 15% of the citywide capacity.</li> <li>▪ Structures were predominantly constructed in the latter half of the 20<sup>th</sup> Century through the present.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Jobs current: District 6 has limited Community Commercial areas along Summitview Avenue, such as the Westpark Center.</li> <li>▪ Capacity for job growth: It has a low capacity for jobs at less than 1% or numbering 57. This could be revisited in the Comprehensive Plan Update.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Parks: District 6 has one community park (Gailleon Park), one neighborhood park (Gilbert Park), and one greenway (North 44<sup>th</sup> Avenue Greenway).</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Natural Environment: This district is crossed by two major irrigation canal systems, the Congdon Canal and the Lateral L, which have not been identified as containing any sensitive or priority fish species. The southwest corner of District 6, south of Tieton Drive, is occupied by a network of unnamed streams, ditches, and floodplains associated with Wide Hollow Creek. Available maps do not indicate that wetlands are present in this area, but are expected to be present based on the aerial photographs and other indicators. The district contains small areas of shrub-steppe priority habitat, and other non-priority terrestrial habitats such as tilled fields, orchards, and other undeveloped lands. District 6 contains a small area of high risk steep slope along Prospect Way. Moderate risk steep slopes are found near Scenic Drive, Englewood Crest Drive and north of Hawthorn Drive.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Transportation: District 6 has a street grid that supports lower density development. Traffic lights are only present along Summitview Avenue, N 40<sup>th</sup> Avenue, and Tieton Drive. District 6 has gaps in pedestrian facilities throughout the residential neighborhoods, with some residential blocks served well and others not served by sidewalks. Bicycle facilities are not prevalent. Tieton Drive, west of 64<sup>th</sup>, has a bike lane, 64<sup>th</sup> Avenue has a shared lane, and Lincoln Avenue has portions with a dedicated lane and portions with a shared bike lane. There are not many connections between the bicycle facilities. District 6 has had few vehicular, pedestrian, or bicycle collisions over the four years between 2010 and 2014.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Capital Facilities and Services: Yakima Water Division and Nob Hill Water Association provide water to customers in District 6. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. District 6 is served by Gilbert Elementary in the Yakima School District and Summitview, Wide Hollow, Apple Valley, and Cottonwood Elementary Schools in the West Valley School District.</li> </ul>

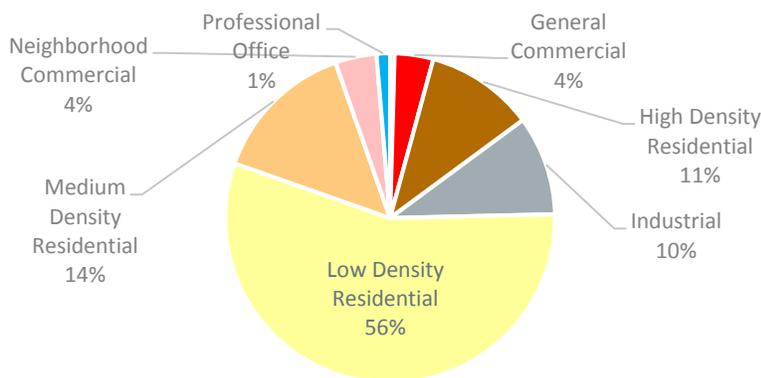
# DISTRICT 7

## Current Land Use

Land Use Grouping	Acres	Percent
<b>Agriculture and Resource</b>	1042.9	32%
<b>Government / Education</b>	122.6	4%
<b>Industrial</b>	1.4	0%
<b>Manufacturing</b>	34	1%
<b>Multi-Family Residential</b>	184.8	6%
<b>Parks, Recreation and Cultural</b>	265.4	8%
<b>Professional Offices and Services</b>	78.6	2%
<b>Retail Commercial</b>	63.7	2%
<b>Single Family Residential</b>	1052.2	32%
<b>Transportation</b>	8.2	0%
<b>Vacant/Underdeveloped/Open Space</b>	423.5	13%
<b>Totals District 7</b>	<b>3,277.20</b>	<b>100%</b>

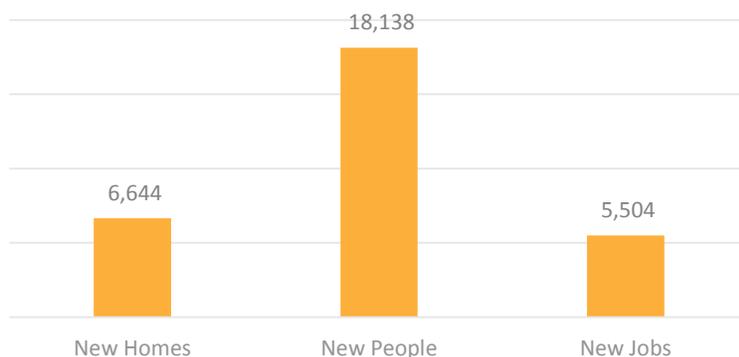
- Current land use in District 7 is largely single family residential as well as agriculture and resource lands
- There is a notable amount of vacant/ underdeveloped/ open space land in District 7

## Future Land Use



- Future land use patterns, consistent with current uses, expects District 7 to be predominantly residential, with some increased residential densities

## Buildable Lands



- Existing capacity for additional homes in District 7 is 6,644
- Existing capacity for additional people in District 7 is 18,138
- Existing capacity for additional jobs in District 7 is 5,504

District 7	
	<ul style="list-style-type: none"> <li>▪ People 2010: 13,283</li> <li>▪ Capacity for population growth: 18,138</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Housing units 2010: 5,697</li> <li>▪ Capacity for housing growth: 6,644 units, or 57% of the citywide capacity, the most in the city.</li> <li>▪ District 7 largely contains newer buildings constructed in more recent decades.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Jobs current: District 7 has several General Commercial designated areas along W Nob Hill Boulevard, and is home to a Walmart.</li> <li>▪ Capacity for job growth: District 7 has the most capacity for new jobs, primarily commercial in nature, at 34% of the City's future jobs, equaling 5,504.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Parks: The community parks of West Valley Community Park and Randall Park are located in District 7, along with the greenways of Fairbrook Park and Fairbrook Park Addition.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Natural Environment: Wide Hollow Creek with its associated floodplains and wetland fringe crosses District 7. The headwaters of Spring Creek also appear to be found in the district, with associated floodplain, wetlands, and a waterfowl concentration area. Scattered wetlands are also found in depressions and swales, often running through agricultural fields. This district is the least-developed, so contains large areas non-priority terrestrial habitats such as tilled fields, orchards, and other undeveloped lands.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Transportation: District 7 has a street grid that supports lower density development and undeveloped land. Traffic lights are only present along Nob Hill Boulevard and 72<sup>nd</sup> Street. District 7 has gaps in pedestrian facilities throughout the residential neighborhoods, with some residential blocks served well and other areas are not served by sidewalks. Bicycle facilities are not prevalent. Nob Hill and Tieton Drive have a dedicated bike lane on portions in portions of the district. S 64<sup>th</sup> and 48<sup>th</sup> Avenues have a shared lane. There are not many connections between the bicycle facilities. District 7 has had few vehicular, pedestrian, or bicycle collisions over the four years between 2010 and 2014.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Capital Facilities and Services: Yakima Water Division and Nob Hill Water Association provide water to customers in District 7. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The district is served by Eisenhower High School, Wilson Middle School, and Whitney Elementary in the Yakima School District, as well as by West Valley Middle School, and West Valley High School in the West Valley School District.</li> </ul>

## 2.0 INTRODUCTION

### 2.1 Report Purpose and Planning Mandate

The purpose of the Yakima Comprehensive Plan is to help shape Yakima’s future through guiding physical development consistent with the community’s values over the next 20-years, while ensuring current and future residents, employees, and employers are provided a standard of municipal services.

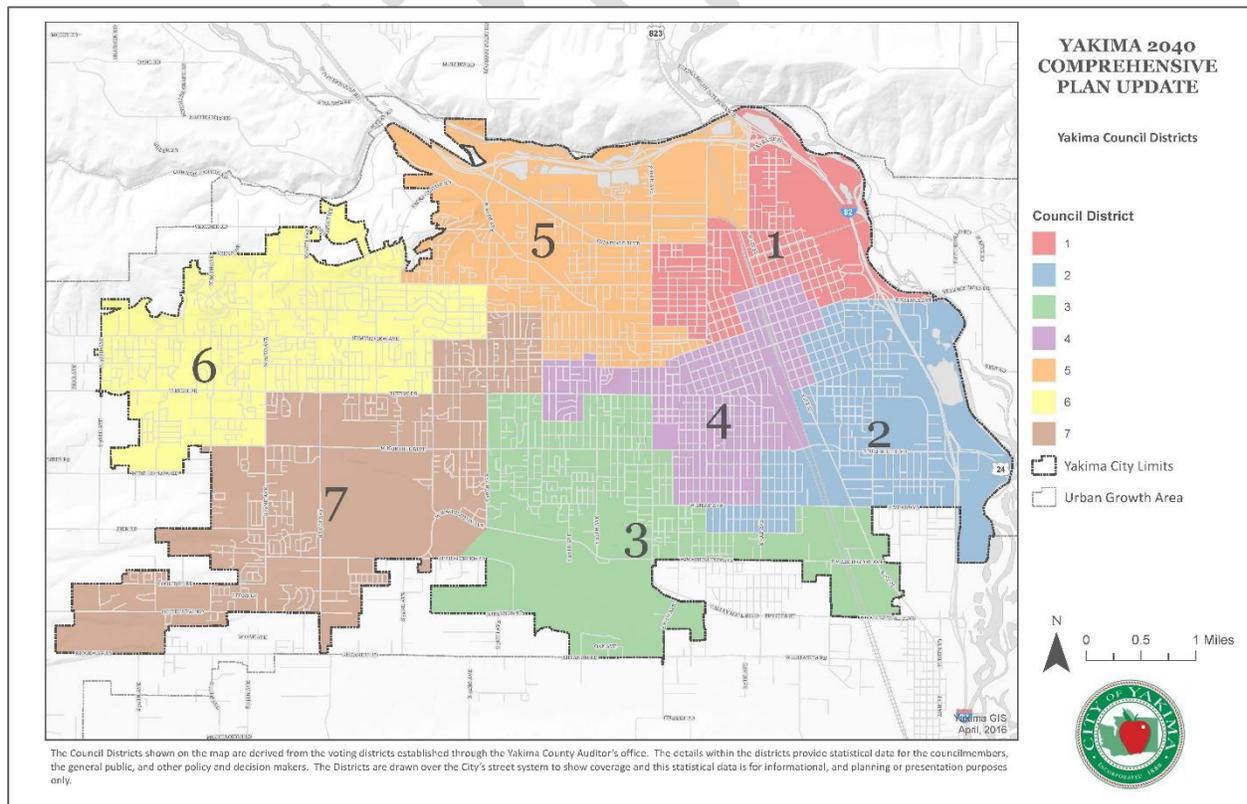
The City of Yakima is required to update its Comprehensive Plan and development regulations in compliance with the Growth Management Act (GMA) by June, 2017. The plan must have a 20-year planning horizon and must plan to accommodate future growth in coordination with Yakima County and neighboring cities.

By GMA requirements, the City must include the following comprehensive plan elements: land use, housing, capital facilities, utilities, transportation, economic development, and parks and recreation. The City of Yakima (City) has chosen to include the following optional elements: historic preservation and energy. All elements are required to have an inventory of existing conditions that represent current built and natural environment conditions. This Existing Conditions Report provides inventory and analysis that supports the Comprehensive Plan Update.

### 2.2 Planning Area

The focus of the Comprehensive Plan and development regulations is the Yakima incorporated city limits. The planning area, along with the seven Council Districts is depicted in Exhibit 2-1.

**Exhibit 2-1 Yakima Council Districts**



Source: City of Yakima GIS 2016

## 2.3 Report Contents

Following this executive summary and introductory information, this Existing Conditions Report is organized by Comprehensive Plan Element topic:

1. Executive Summary
2. Introduction
3. Land Use
4. Housing
5. Economic Development
6. Historic Preservation
- 7.
8. Parks and Recreation
9. Natural Environment
10. Shoreline
11. Capital Facilities
12. Utilities
13. Energy

Each chapter contains a discussion of citywide conditions as well as district by district.

Two appendices are provided to support this document:

- A. Land Capacity Analysis
- B. Map Folio

## 3.0 LAND USE

### 3.1 Overview

This Land Use chapter provides information on the current land use planning framework in the study area, including adopted land use plans, existing land uses, and future land use designations and zoning applied by the City Yakima and Yakima County. This chapter also characterizes neighborhood features as well as the community's population and demographics.

This inventory relies primarily on information from the City of Yakima, Yakima County, and the Yakima Valley Conference of Governments. Additional data sources include population and housing estimates from the Washington State Office of Financial Management (OFM), data from the United States (US) Census Bureau and the American Community Survey (ACS).

#### Regulatory Context and Planning Framework

The Washington State Growth Management Act (GMA) contains 13 planning goals (RCW 36.70A.020) that guide local jurisdictions as they determine their vision for the future, develop plans, write or amend regulations, and implement programs and budgets that help realize the community's vision. The 13 goals are summarized below:

- Guide growth in urban areas
- Encourage an efficient multi-modal transportation system
- Promote economic development
- Ensure timely and fair permit procedures
- Retain and enhance open space, protect habitat, and develop parks and recreation facilities
- Ensure adequate public facilities and services
- Foster citizen participation
- Reduce sprawl
- Encourage a variety of housing types including affordable housing
- Recognize property rights
- Protect agricultural, forest and mineral lands
- Protect the environment
- Encourage historic preservation

A fourteenth goal of GMA consists of the goals and policies of the Shoreline Management Act (SMA) as set forth in RCW 90.58.020.

The most relevant goals for the City's land use plan includes: focusing growth in urban areas where services exist, reducing sprawl, promoting housing and economic development activities, providing for parks and recreation, investing in public services and capital facilities, and protecting the environment.

The Land Use Element required by GMA provides for a distribution of land use designed to meet local City visions and needs for residential, employment, recreation, public facilities, and other land uses, as well as accommodate the City's share of growth allocated to it by Yakima County through the Countywide Planning Policies.

#### Land Use, Community Character, and Vision

In a spring 2016 Vision Survey, 185 interested persons returned their opinions of Yakima's strengths, highly ranking **Yakima's natural setting, its diverse communities and neighborhoods, and its community character** (the look and feel of the community). Most respondents thought the following issues were most important to include in the Community's Vision Statement: **quality of life, a prosperous community, a healthy economy, and safe neighborhoods**. The Land Use Element will guide Yakima's physical design respectful of the natural environment, and will create opportunities for sustainable economic development and complete residential neighborhoods supported by quality public amenities and services.

## County-wide Planning Policy

The Yakima’s Comprehensive Plan, along with other jurisdictions’ plans in the County are to be guided by the Yakima County-wide Planning Policy (CWPP) established in accordance with the GMA. The revised CWPP creates a framework that provides an overall direction for development of jurisdictional comprehensive plans. Relevant CWPP for the Land Use Element include:

- **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.3.4.** 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.3.6.** 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.
- **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.

## 3.2 Land Use Patterns and Growth: City of Yakima

### Existing Land Uses

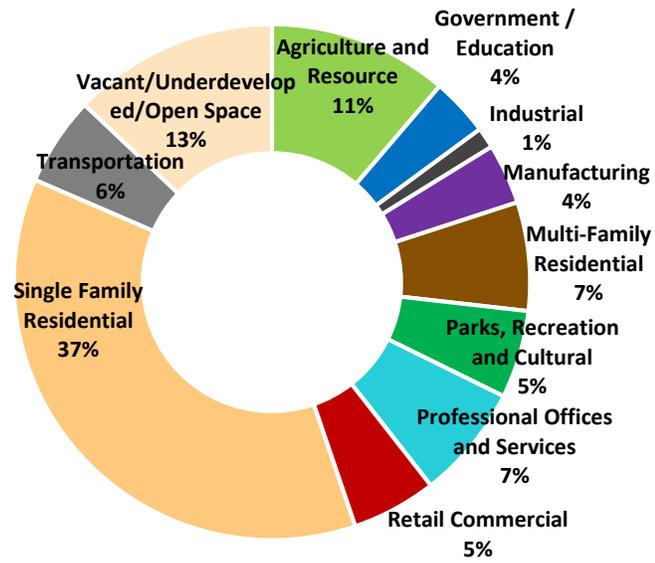
Yakima’s current land use pattern is dominated by single family residential uses, both in the number of properties (21,838) and the number of acres (5,274). Vacant/underdeveloped/open space is the second most prominent land use category, followed by agriculture and resource lands. See Exhibit 3-1 for property counts and acres and Exhibit 3-2 for the share of each land use type. Exhibit 3-3 provides a map of existing land use in the City of Yakima.

**Exhibit 3-1. Land Use Properties and Acres**

Land Use Grouping	Number of Properties	Acres
Agriculture and Resource	108	1,617
Government / Education	154	522
Industrial	49	187
Manufacturing	207	544
Multi-Family Residential	2,485	977
Parks, Recreation and Cultural	139	790
Professional Offices and Services	1,199	1,028
Retail Commercial	801	765
Single Family Residential	21,836	5,274
Transportation	675	801
Vacant/Underdeveloped/Open Space	1,639	1,857
<b>TOTAL</b>	<b>29,292</b>	<b>14,363</b>

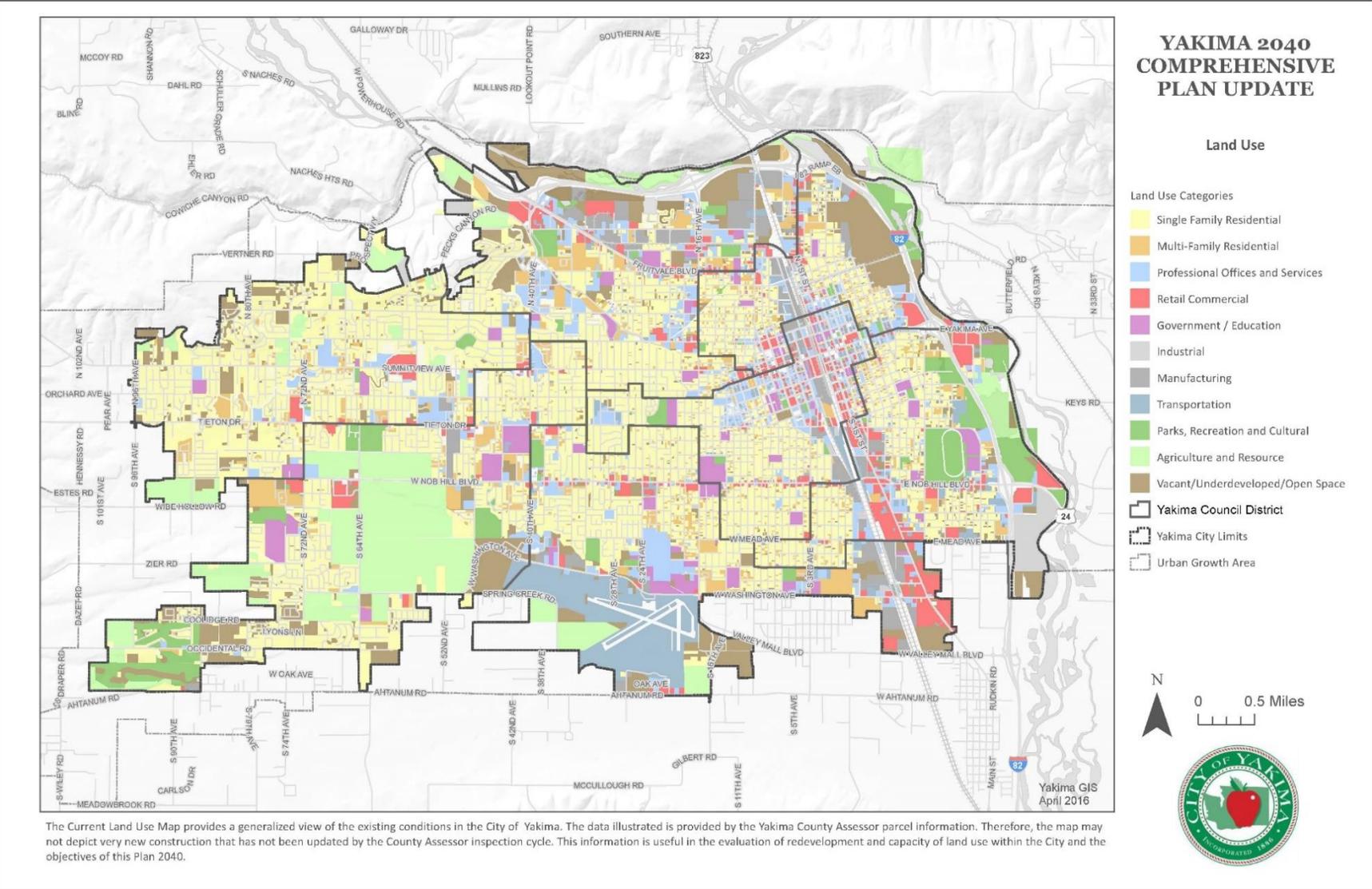
Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

Exhibit 3-2. City of Yakima Land Use Shares



Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016; BERK Consulting, 2016

Exhibit 3-3. Existing Land Use Map



Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016

### Future Land Use and Zoning

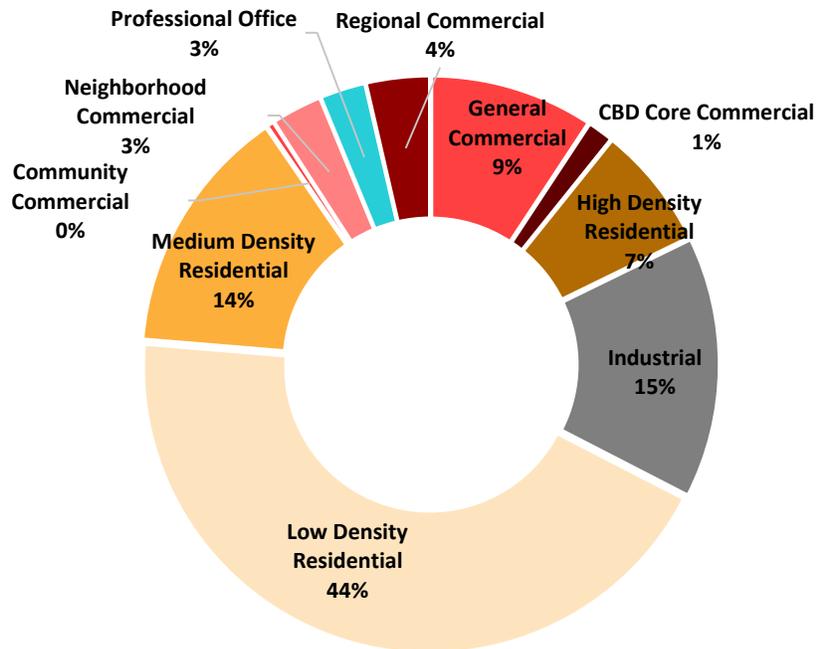
The City of Yakima’s future land use is predominantly Low Density Residential, followed by Industrial and Medium Density Residential. Overall, future land use includes 65 percent residential uses and 20 percent commercial and professional offices. Exhibit 3-4 shows the future land use acres and Exhibit 3-5 shows the share of future land uses. See Exhibit 3-6 for a map of Yakima’s future land uses. It should be noted that with the Comprehensive Plan Update the future land use categories and shares may be amended.

**Exhibit 3-4. Future Land Use Acres**

Future Land Use Code	Acres
<b>CBD Core Commercial</b>	266
<b>Community Commercial</b>	76
<b>General Commercial</b>	1,645
<b>High Density Residential</b>	1,241
<b>Industrial</b>	2,626
<b>Low Density Residential</b>	7,759
<b>Medium Density Residential</b>	2,505
<b>Neighborhood Commercial</b>	517
<b>Professional Office</b>	463
<b>Regional Commercial</b>	641
<b>Total</b>	<b>17,739</b>

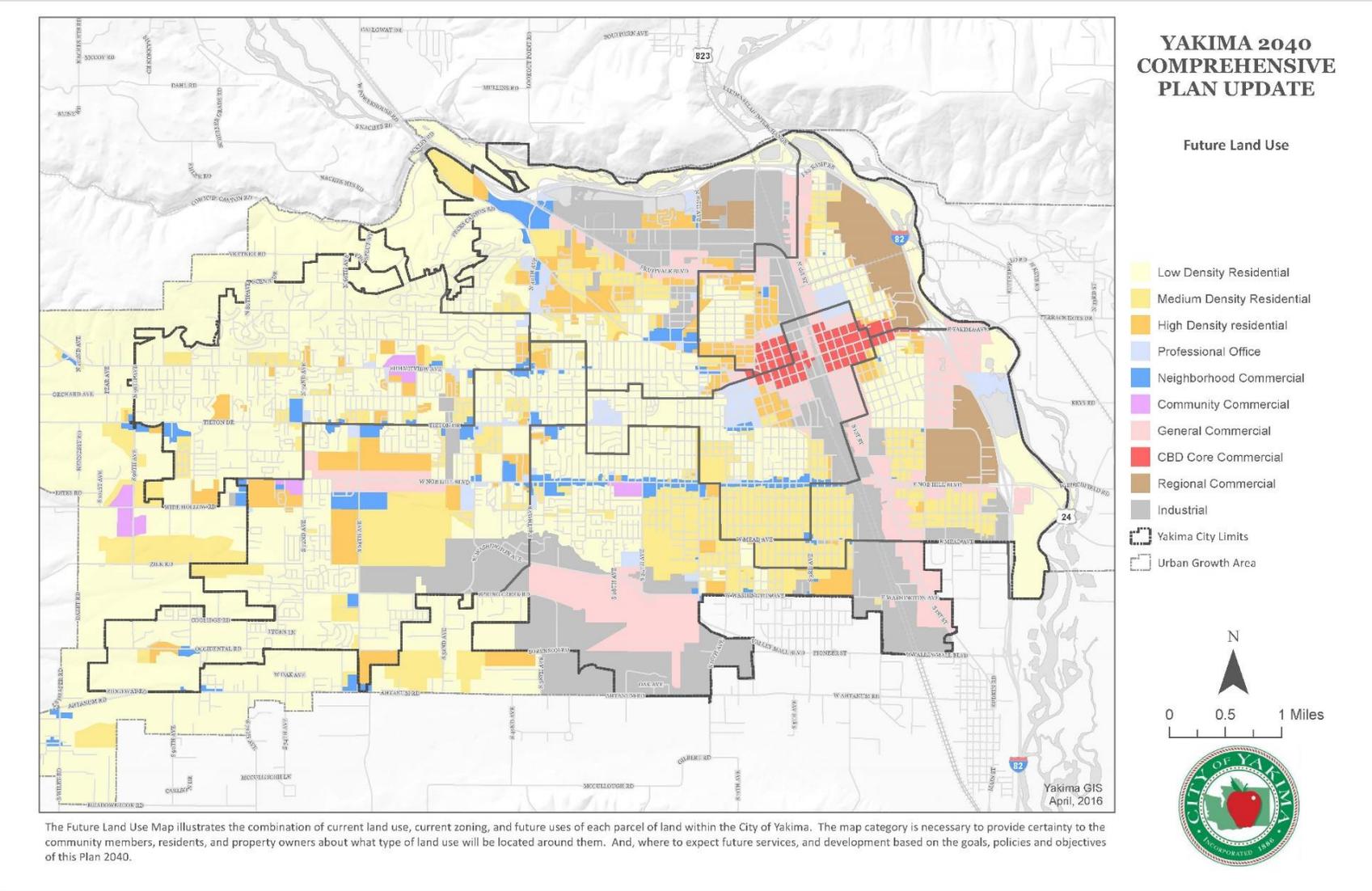
Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

**Exhibit 3-5. Yakima Future Land Use Share**



Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016; BERK, 2016

Exhibit 3-6. Yakima Future Land Use Map



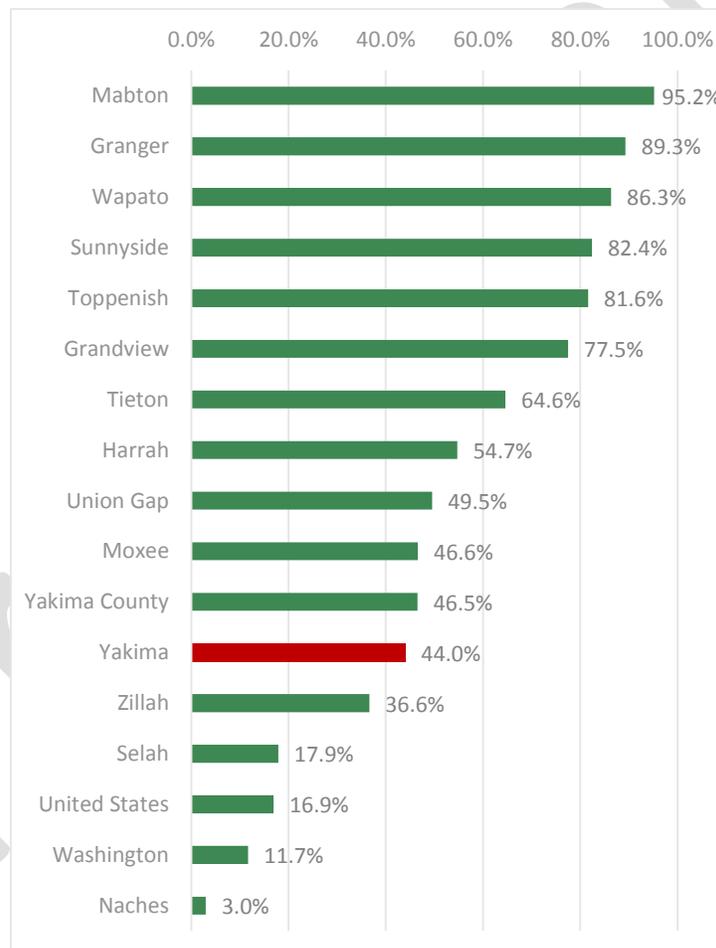
Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

### Yakima Population

In 2015, there were 93,220 residents in Yakima, which is a 29.8 percent increase in population since 2000. (OFM, 2015) The population in the City is increasingly diverse with 46.2 percent white (non-Hispanic), 44.0 percent Hispanic or Latino, 1.3 percent American Indian, 1.1 percent Asian, 1 percent African American or Black, and 2.7 percent two or more races. Most residents were born in the United States at 81.8 percent. About 18.6 percent or 16,134 persons speak English less than “very well”. (ACS, 2014) (Yakima County, 2016)

About 79 percent of Yakima’s growth in population between 2010 and 2014 was Hispanic, with overall Hispanic population making up 44 percent of the City in 2014 (ACS, 2014). Other cities in the County have higher percentages of Hispanics though smaller populations; the City of Yakima has the largest population in the County, and therefore the largest total population and number of Hispanic residents. See Exhibit 3-7.

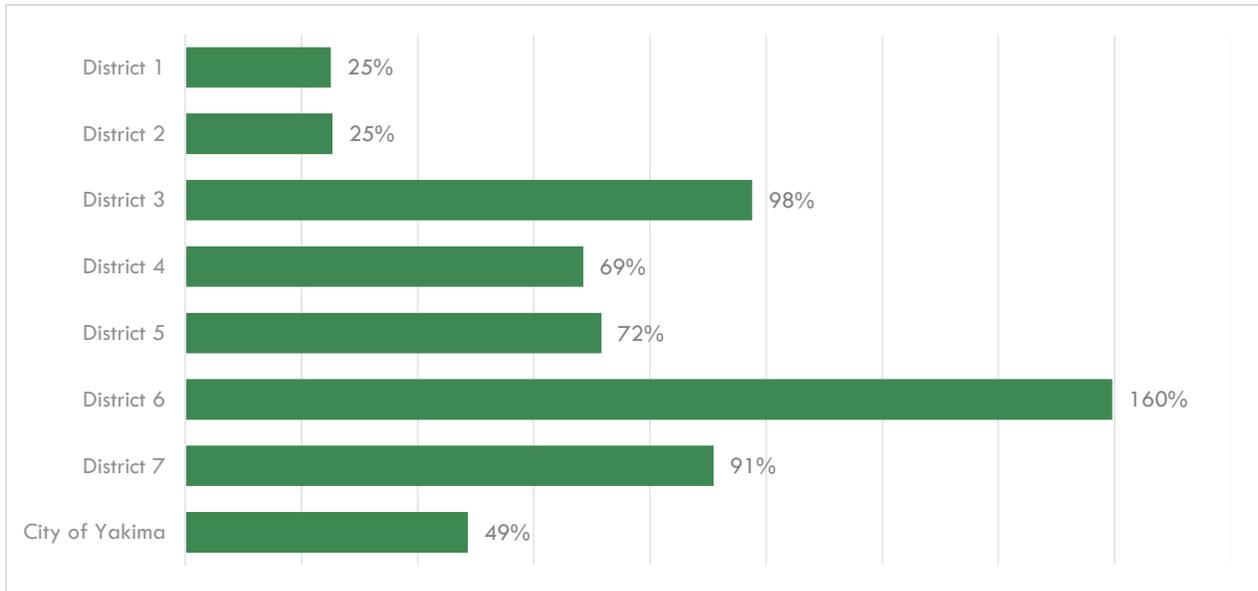
**Exhibit 3-7. Yakima County and Cities percent Hispanic 2014**



Source: (ACS, 2014); (Yakima County, 2016)

Exhibit 3-8 shows the percent change in Hispanic population between 2000 and 2010 by individual council district and citywide. Hispanic population growth has been greatest in central and western Yakima in Districts 3, 5, 6, and 7.

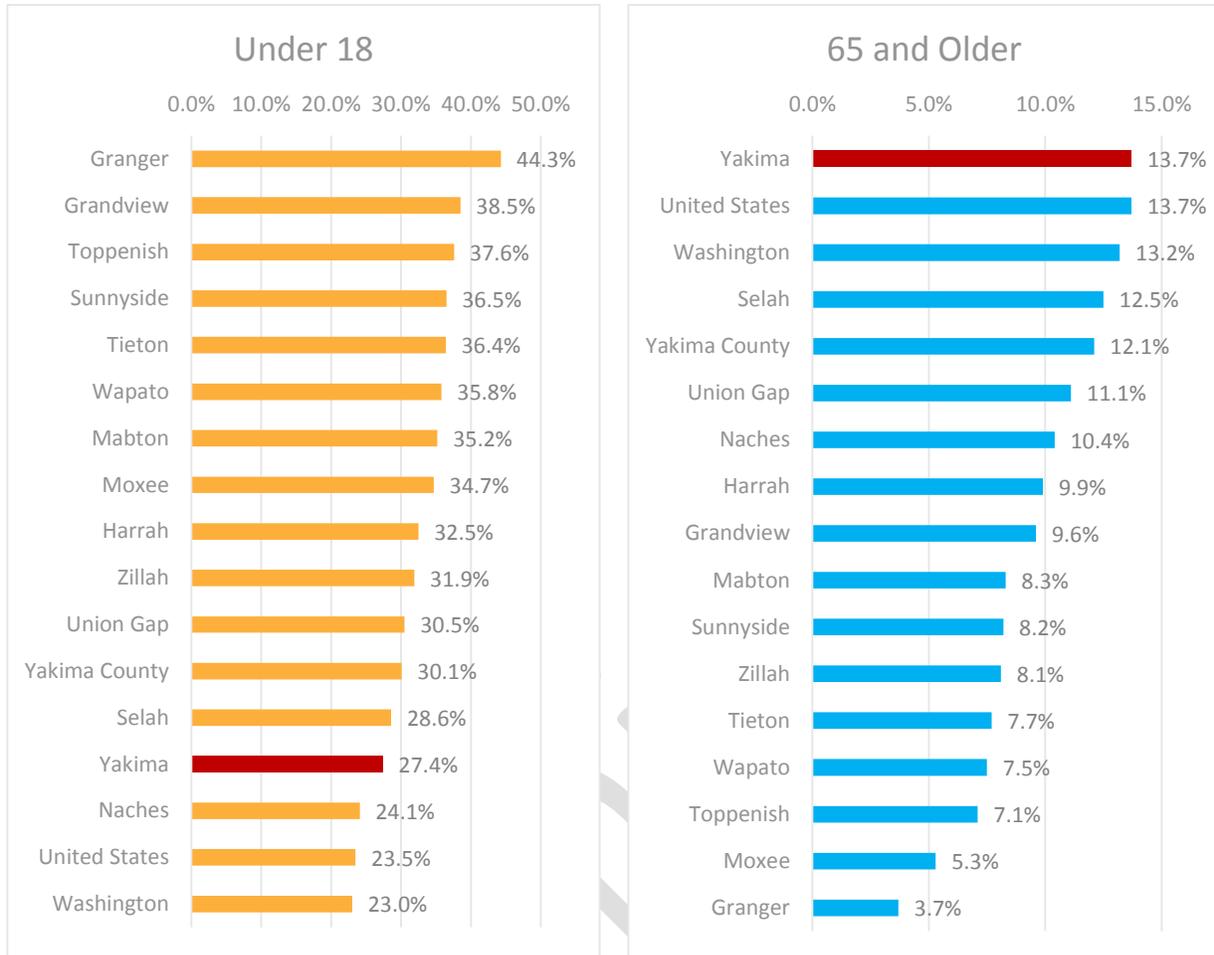
**Exhibit 3-8. City of Yakima Percent Change in Hispanic Population  
by Council District, 2000 - 2010**



Source: US Census 2010; BERK Consulting 2016

The City of Yakima's population is getting older on average, with more retirees than any other community in the County. The City of Yakima is also seeing more children living in Yakima than the recent past. While a lesser share of the overall population than other communities, the City of Yakima's greater total population means a large number of children.

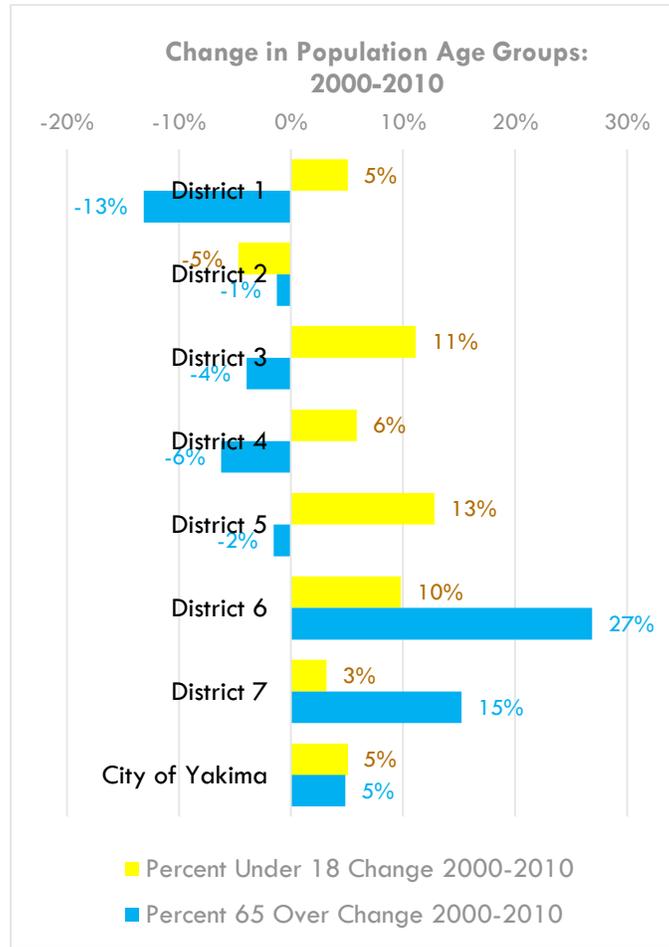
**Exhibit 3-9. Age Shares in Yakima County and Cities**



Source: (ACS, 2014)

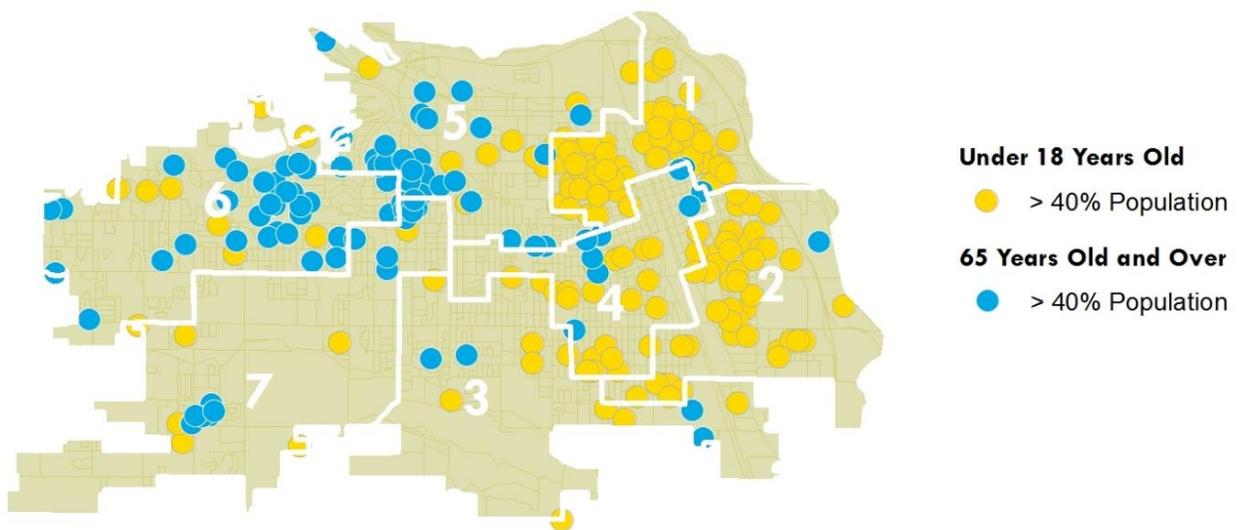
Citywide, there was a 5 percent increase in both persons under 18 and persons over 65 between 2000 and 2010. (ACS, 2014) Districts in eastern Yakima have had a greater increase in children compared to western Yakima. See Exhibit 3-10 and Exhibit 3-11.

**Exhibit 3-10. Shares of Age Groups by District**



Source: (Decennial Census, 2010)

**Exhibit 3-11. Young and Old Population by US Census Block showing Council Districts**



Source: (Decennial Census, 2010); BERK Consulting 2016

## Jobs

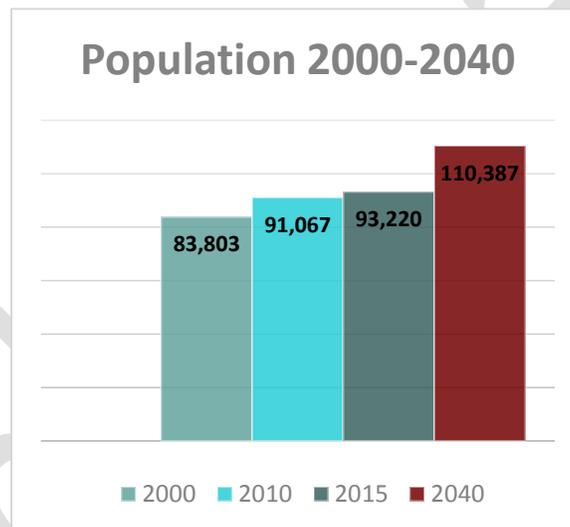
In 2014, the total jobs in the City numbered approximately 40,390 with greater shares of jobs in health care, retail, agriculture, education, manufacturing, and hospitality. See Section 5.2 under Economic Development for more information.

In 2014, about 97 percent of the Yakima workforce works within the County, with 2 percent working outside Yakima County. Travel time for workers was less than 25 minutes for 80 percent of workers, and less than 10 minutes for 19 percent of workers. (ACS, 2014)

## Buildable Lands Analysis

The City is required to show how it will accommodate growth over 20-years through its Comprehensive Plan. The population and job growth targets were determined by Yakima County. Regarding population, the County is planning for the medium or most likely forecast developed by the Washington Office of Financial Management and has provided a preferred growth allocation to all the cities. The County and City have chosen to plan for 2040, 24 years out, instead of 2037.

**Exhibit 3-12. City of Yakima Population 2000-2040**

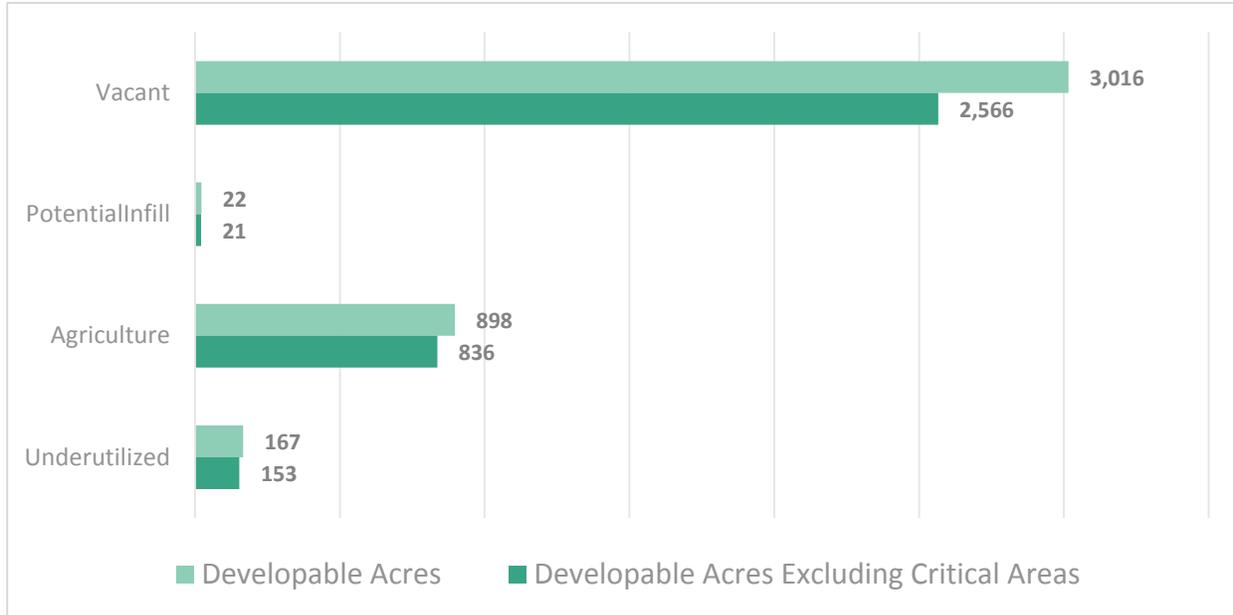


Source: US Census 2000 and 2010; OFM 2015; (Carroll, Tommy, Yakima County Planning Division, Long Range Planning Section, 2015)

The City of Yakima would have the largest share of population growth at nearly 25% of the countywide growth (17,167 of 68,524 between 2015 and 2040). (See Appendix A) In terms of jobs, the County has developed a ratio of jobs to population using current ratios. The County identified an employment growth of 32,719 jobs between 2012 and 2040 with the City of Yakima’s share at 8,556, essentially 25% similar to population.

A Buildable Lands Analysis, completed in 2016, indicates that the City has capacity to accommodate future population and employment growth. The City of Yakima has a total of 3,577 developable acres. This accounts for a total of acres of land identified as vacant land, agricultural land, potential infill, and underutilized land and accounts for Critical Areas (See Appendix B for maps). Exhibit 3-13 shows the amount of buildable land available citywide under the current zoning, categorized by buildable land type. The majority of the buildable lands are currently non-agricultural vacant land.

**Exhibit 3-13. City wide Buildable Lands by Type**



Source: Yakima County 2015, BERK Consulting 2016

There are about 3,400 acres of vacant and agricultural land in the city limits. Most of this land is located in Districts 3, 6, and 7 in west and south Yakima. Infill and underutilized land is not extensive at 174 acres across the city limits. Land with these characteristics is found in each district with slightly greater concentrations located in Districts 3 and 6. See Appendix A. Most of the capacity for growth is zoned Residential, followed by Industrial. Most of the capacity for growth is located in Districts 3, 6, and 7. See Exhibit 3-14.

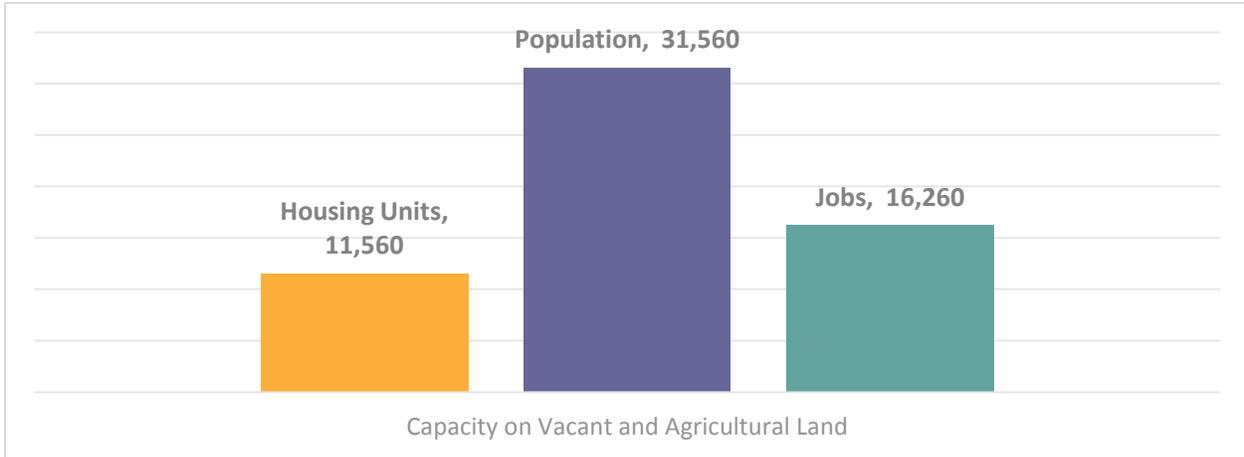
**Exhibit 3-14. Zoning and Capacity for Growth by District**

Zoning	Buildable Excluding Critical Areas (Vacant, Agriculture, Infill, Underutilized)							Citywide
	1	2	3	4	5	6	7	
Suburban Residential	16.6	61.8	49.7	-	14.2	68.6	2.2	213.1
Single-Family Residential	7.5	6.3	19.1	7.3	72.6	294.8	541.4	949.0
Two-Family Residential	9.2	37.8	40.2	6.1	40.0	64.8	387.7	585.8
Multifamily Residential	13.6	3.1	10.0	4.2	30.2	12.3	255.5	328.9
Professional Business District	3.6	-	12.2	7.9	6.3	3.7	17.8	51.5
Local Business District	0.3	0.4	5.7	1.1	1.3	2.0	7.5	18.3
Historical Business District	0.2	-	-	0.1	-	-	-	0.3
Small Convenience Center	-	1.6	-	3.8	13.0	-	26.7	45.1
Large Convenience Center	-	-	-	-	8.5	1.0	4.5	14.0
Central Business District	3.0	1.1	-	15.8	-	-	-	19.9
General Commercial	17.5	51.4	61.3	9.1	21.9	-	199.9	361.1
Light Industrial	12.9	27.0	278.8	19.7	132.4	1.7	270.9	743.4
Heavy Industrial	-	8.5	-	3.5	-	-	-	12.0
Regional Development	169.2	64.3	-	-	-	-	-	233.5
Airport Support	-	-	-	-	-	-	1.0	1.0
<b>Totals</b>	254	263	477	79	340	449	1,715	3,577

Source: Yakima County 2015, BERK Consulting 2016

The City currently has more than adequate capacity to meet its growth targets at almost double the allocated population and jobs. Exhibit 3-15 shows the citywide capacity for additional housing units, population, and jobs under the current zoning.

**Exhibit 3-15. Citywide Housing, Population, and Jobs Capacity**



Source: BERK Consulting 2016

The greatest amount of housing capacity is in District 7, District 6, and District 1. The greatest amount of job capacity is in District 7, District 3, and District 1. See Exhibit 3-16.

**Exhibit 3-16. Capacity for Homes and Jobs by District**

Capacity: Vacant / Agriculture		
District	New Homes	New Jobs
1	1,003	2,594
2	672	1,714
3	453	3,666
4	182	946
5	907	1,775
6	1,702	57
7	6,644	5,504
<b>Citywide</b>	<b>11,563</b>	<b>16,257</b>

Note: Slight differences with Exhibit 3-14 due to rounding citywide versus district scale.

Source: City of Yakima GIS, BERK Consulting 2016

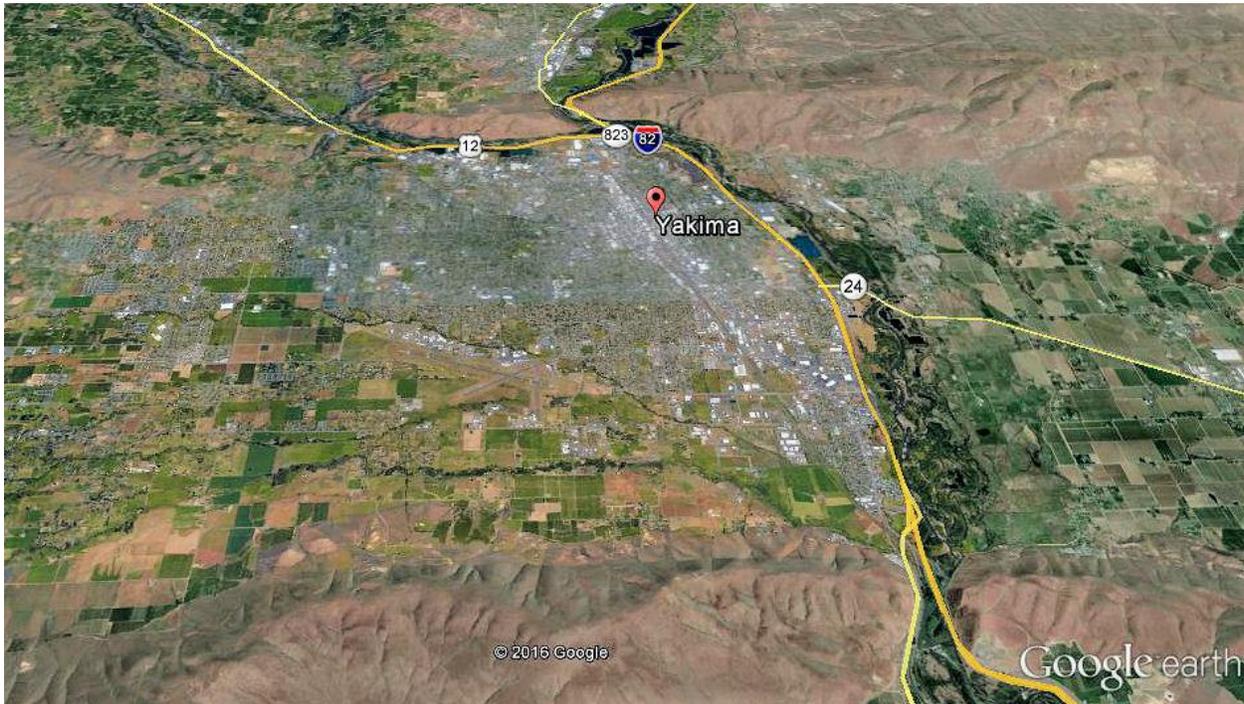
### 3.3 Physical Setting

The City of Yakima has a distinctive location within Upper Yakima Valley. Ahtanum Ridge defines the southern boundary of the Upper Valley and Rattlesnake Ridge defines the northern boundary of the valley. The City of Yakima resides in the middle of the Upper Valley, with the Yakima River generally marking the city's eastern boundary and the Naches River generally marking the northern boundary. While the Yakima River, Interstate 82, and the Burlington-Northern Santa Fe (BNSF) railroad corridor are aligned generally in a north-south direction, much of the growth of the City has spread into the valley to the west in place of farmland.

This natural setting, including the surrounding hills, Yakima and Naches Rivers, surrounding farmland and mountains within close proximity were identified in the Visioning Survey as the greatest strength of the City.

The cities of Selah and Union Gap lie immediately to the north and south of Yakima. In addition, the unincorporated suburban areas of West Valley and Terrace Heights are considered a part of greater Yakima.

**Exhibit 3-17. Aerial photo illustrating Yakima’s setting within the Upper Yakima Valley**



## Downtown

Downtown Yakima is the historic commercial and civic core of Yakima and the Upper Yakima Valley region. Downtown is anchored by Yakima Avenue which runs generally in an east-west direction from Interstate 82. While there are no formal recognized boundaries, the core “Downtown” was recognized in the 2013 Draft Downtown Plan as the blocks north of south of Yakima Avenue between Seventh Avenue West and Eighth Avenue East. The wider area between Lincoln Avenue and Walnut Street were recognized as a Downtown study area and are often considered as a part of Downtown.

Downtown has been in an economic decline for several decades and most notably since the Yakima Mall closed in 2003. 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. However, starting in 2005, redevelopment of the former Mall began by converting the Mall into mixed-use buildings and a hotel. Substantial streetscape improvements coupled with new private investment (in new and old buildings) and several new wine tasting rooms have helped to revitalize downtown in the past ten years.

Notable features and trends that shape the current character of downtown:

- Multiple designated historic landmarks including the Capitol Theatre, First Baptist Church, A.E. Larson Building, and the Masonic Temple.
- The Old North Yakima Historic District, bounded by E. Yakima Avenue, the BNSF railroad, E.A Street and S. First Street.
- The former Yakima Mall site, which closed in 2003, has been incrementally repurposed into a mixture of uses including a hotel, new retail uses, offices, and condominiums.
- The mixture of civic, retail, office, and convention uses generate pedestrian and retail activity in the downtown core.
- Streetscape improvements along with tenant improvements and building renovations have improved the pedestrian environment in the downtown core area over the past ten-plus years.
- Wine tasting rooms and new restaurants have helped to generate more interest and activity in downtown amongst tourists and locals.
- Plentiful surface parking lots and underutilized properties provide substantial long term redevelopment opportunities in downtown.
- While some residential uses existing in the downtown core, the limited residential population hinders evening and weekend vibrancy of downtown.
- The busy couplet streets of Lincoln Avenue and Martin Luther King Junior form significant barriers to pedestrian traffic between downtown and Northeast Yakima.

**Exhibit 3-18. Streetscapes along E. Yakima Avenue (left and middle image) and the Capitol Theatre**



### Older Neighborhoods

Yakima is comprised of numerous neighborhoods. These older neighborhoods cover the east side of the City, from the Yakima River to approximately 16<sup>th</sup> 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, including portions of Northeast and Southeast Yakima.

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. As these western neighborhoods grew, many areas were developed with poor infrastructure and little to no amenities. This often included an incomplete street grid system and no curb, gutter, or sidewalks. Many of these areas are still on septic systems. Infrastructure improvements since the original development have been

minimal. While these areas offer affordable housing, they are characterized as urban blight and suffer from a lack of upkeep and carry a perception of high crime. These attributes have long discouraged investment in these areas and have generally pushed investment and growth in the West Valley area.

**Exhibit 3-19. Typical streetscapes in the older residential neighborhoods of Yakima**



Other notable issues in some of the older residential areas:

- Chain link fenced yards are common in all these areas, particularly in the areas that are less well-maintained. While they provide a layer of security to the residents, they tend to lend the perception that the area isn't very safe.
- Another issue in the more transitional portions of the older neighborhoods is a shortage of parking. This is prominent in areas where homes have been converted into multi-plexes or where apartment buildings have provided insufficient off-street parking. Vehicles are often seen parked on sidewalks or on the lawn.
- 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.

**Exhibit 3-20. Some older residential areas were developed with an incomplete street grid**



*The right image illustrates an example of multifamily development displacing older single family homes without design standards.*

The older eastern neighborhoods include:

### Northeast and Southeast Yakima

Although a number of the Southeast's historic homes have been removed to make way for multifamily residential or commercial development, the majority of the historic housing stock remains. The commercial and multifamily conversions have occurred most often in the blocks closer to the Central Business District. The multifamily developments have been built without design standards outside of basic setbacks and are typically designed in great contrast to the character of the surrounding older homes. This often includes large driveways off of the street, simple designs with minimal detailing, and little to no usable open space. These characteristics have helped to degrade the original character of these neighborhoods and the condition of many of the remaining older homes has long been in a state of decline.

### Exhibit 3-21. Images of Residential Neighborhoods in Northeast and Southeast Yakima



*The left image illustrates one of the better streetscapes of Northeast Yakima while the right image illustrates one of examples of insensitive multifamily redevelopment that have helped to degrade the visual character of both neighborhoods.*

Southeast Yakima includes several large notable regional uses:

- Central Washington State Fair Park which holds a great variety of facilities and year-round events, most notably the State Fair, which runs for two weeks every fall. Within the park grounds are the Yakima Valley Sundome, a large indoor arena holding up to 8,000 people for sporting, family, and concert events, and the Yakima County Stadium (baseball). While the former Yakima Meadows horse racing track closed in 1998, its grandstand is still in use for rodeos, racing, and other events.
- Speedway, which holds over 30 races each year
- Kiwanis Park and the Gateway Sports Complex, which includes seven state of the art softball fields and other sports courts and amenities.
- Yakima Valley Technical School, which operates 23 programs and provides free academic and hands-on technical career training to high school students from 16 school districts.
- Yakima Transit Center is at the southern edge of Downtown on S 4<sup>th</sup> Street between E. Chestnut and Walnut Avenues and serves all ten of Yakima Transit's routes.

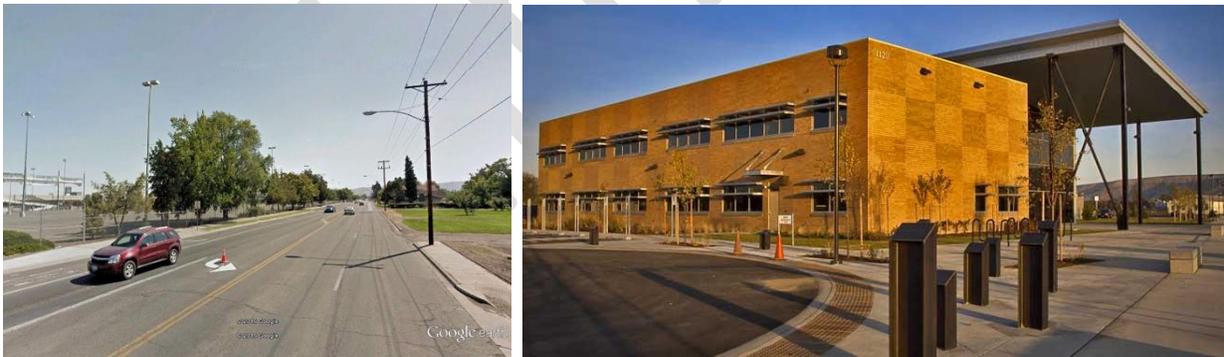
**Exhibit 3-22. Aerial image of the fairgrounds park**



*The right image shows some recent multifamily developments in the foreground near Kiwanis Park.*

While these uses and facilities are significant assets to the city and region, their integration into the neighborhood has been tenuous at best. The fairgrounds integration, in particular, has been challenging due to the walled nature of its perimeter and the impacts of event traffic. In more recent years, public improvements and private investment around Kiwanis Park and the Yakima Valley Technical School have improved the neighborhood's setting.

**Exhibit 3-23. Typical barren streetscape surrounding the fairgrounds**



*The left image illustrates the typical barren streetscape surrounding the fairgrounds. The right image shows the Yakima Valley Technical School.*

Northeast Yakima is home to the former Boise Cascade Mill, which ceased operations in 2006. The 225 acre property has been designated by the State as the Yakima Revenue Development and has received funding for environmental cleanup and infrastructure improvements associated with plans for long term mixed-use development and recreational improvements. Notable improvements include a new east-west corridor to connect the area with Terrace Heights, freeway access improvements, and a new north-south street, Cascade Mill Parkway.

### Exhibit 3-24. Former Boise Cascade Mill site



*The former Boise Cascade Mill site presents a huge redevelopment and placemaking opportunity for the city. The site's cleanup, infrastructure planning, and redevelopment will understandably take a generous amount of time.*

#### **Older Neighborhoods West of First Avenue**

Large areas of largely single family residential uses cover the areas between the railroad/industrial corridor, 16<sup>th</sup> Avenue, the western portion of the Central Business District, the Yakima Regional Medical Center and Saint Elizabeth Hospital, and the southern City Limit. The oldest homes are generally those closest to the Central Business District. Those areas include a relatively consistent street grid with curbs, gutters, and sidewalks and a network of alleys. The outer edges of some of these areas have converted to commercial, medical, or multifamily uses. Otherwise, the single family nature of these areas remains intact. The zoning in these areas are mostly a combination of R-1 and R-2 (R-2 allowing duplexes and low intensity multifamily).

Those blocks generally closest to the hospital contain the largest and most well-maintained homes in the older areas of the city. The homes in the neighborhood north of Summitview Avenue are more modest in size. There is only one park in this area, Milroy Park, which is largely disconnected from the neighborhood due to its arterial based location. The northern and eastern portions of this neighborhood lack sidewalks.

The areas to the south feature a relatively consistent grid of streets oriented north to south with modest homes. The blocks closest to the Central Business District feature alleys, curb, gutters and sidewalks, while further to the south these features are absent. Except for Broadway Park, towards the southern end of this area, open spaces are limited to Elementary School playfields. The upkeep of homes in this area tend to be more consistent than those north of the Central Business District. The homes generally south of Nob Hill Boulevard were built after World War II and are predominately well maintained.

**Exhibit 3-25. Aerial image of the residential neighborhood northwest of Downtown**



*The right image shows a typical streetscape of the neighborhood southwest of Downtown.*

**Newer Neighborhoods**

The newer neighborhoods extend westerly from 16<sup>th</sup> Avenue to about 40<sup>th</sup> 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 24<sup>th</sup> Avenue. Many of the neighborhoods in this area have better maintained streets and the houses are generally in good condition. The average density in single family areas is 3-4 residential units per acre.

While the upkeep of these neighborhoods is generally better than in the older neighborhoods, the street typically lack sidewalks and very few residents are within walking distance of parks. The street grid is often poorly connected and thus places a greater emphasis on arterial streets for residents to get to any destination. These factors discourage walking and bicycling and have made the commercial centers largely auto dependent.

**Exhibit 3-26. Typical suburban streetscape of western Yakima**



*The right image shows an example of newer subdivision patter that isn't well connected.*

Multifamily developments are often clustered in large isolated enclaves along arterials or behind shopping centers. These developments are typically arranged in rows of attached units with garages and carports along street fronts. Many units are clustered around an internal open space. While these complexes are often adjacent to shopping centers, walls and building layout and orientation often prevent convenient pedestrian access between the uses.

### Exhibit 3-27. Typical multifamily developments



*Typical multifamily developments in Yakima often face inward away from streets.*

These residential areas continue to push into the agricultural areas to the west and brush up against the hills to the northwest of the city. Major challenges that continue to face the westward growth:

- Greater distance from the major employment center and the corresponding traffic impacts on the limited east-west arterial network.
- Limited access to commercial services within close proximity to housing.
- Greater dependence on automobiles to access jobs, services and amenities.
- Continued displacement of agricultural uses, notably the hop farms, some of the highest quality hop farms in the nation.

### Business Districts

Outside of Downtown, Yakima's business districts are spread out along select arterial corridors or concentrated in individual shopping centers. The most notable corridors and centers include:

#### First Street (North and South)

Before Interstate 82, First Street was the primary highway corridor connecting Yakima with Ellensburg and Yakima Valley communities to the south. It 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.

### Exhibit 3-28. First Avenue streetscapes



*North First Avenue is on the left and South First Avenue, with its deeper lots, is on the right.*

In the blocks south of the Central Business District, First Street features rows of older warehouse buildings, followed by new and used car lots. A combination of fast food restaurants, warehouses, storage uses, car lots, and miscellaneous commercial service uses stretches southward to the city limits. The west side of S. First Street tends to be more industrial in nature whereas the east side often emphasizes more commercial uses. Also, the width of properties between S First Street and the railroad corridor increases to the south. This factor has led to large storage outdoor storage areas, several vacant properties, and the underutilized nature of this corridor.

#### **Nob Hill Boulevard (West and East)**

Nob Hill Boulevard is the second longest commercial corridor in the City. While the corridor is an important connector between east and west Yakima, it cuts across the north-south oriented street grid creates frequent intersections (at roughly 300' intervals). The zoning has historically limited the commercial uses here to neighborhood oriented uses. These uses are often in converted homes and lot depths are relatively shallow. While this pattern extends roughly four miles from Interstate 82, there are a number of breaks in the pattern, including the Central Washington State Fair Park, the S. First Avenue/Railroad corridor, the Yakima Valley Community College (which spans the corridor between S. 12<sup>th</sup> and 16<sup>th</sup> Streets), and the occasional larger strip center. The heavy traffic, lack of greenery and narrow sidewalks up against the traffic lanes make the corridor uninviting to pedestrians.

At S 64<sup>th</sup> Avenue a Walmart anchored center is surrounded on three sides by large vacant sites and farmland sites zoned for additional commercial uses. These large vacant lands present a blank slate of opportunities that could accommodate a range of uses and the potential to offer place-making and neighborhood amenities that previous developments haven't offered.

### Exhibit 3-29. Nob Hill Boulevard streetscapes



*The right image illustrates the presence of a number of vacant sites.*

### East Washington Avenue

East Washington Avenue is shorter than Nob Hill Boulevard and traverses the southern City limits for a stretch and connects regional commercial uses west of S. First Avenue with the Yakima Airport to the east. The corridor features an odd mix of Industrial, Medium and High Density Residential, and Local Business. While the context is often more residential than Nob Hill, East Washington Avenue is a utilitarian auto-oriented corridor without much character.

### Exhibit 3-30. East Washington Avenue



## Fruitvale Boulevard

Fruitvale Boulevard is the northern-most of Yakima’s major east-west arterials. It connects the industrial area north of the Central Business District with Highway 12. It’s a relatively wide corridor with four travel lanes, a center turn lane, and wide shoulders/parking lane. The western portion of the corridor features sidewalks, but the eastern and more industrialized section does not. There is a very broad mix of land uses along the corridor, from single family homes to car sales lots to storage uses, commercial services, mobile home parks, and industrial uses. The design character is utilitarian with very little landscaping.

### Exhibit 3-31. Fruitvale Boulevard



*The left image is along the eastern portion while the right image shows the more industrialized portion that parallels a rail spur.*

At the far western end of the corridor at the juncture with N. 40<sup>th</sup> Avenue and Highway 12 is a regional scaled commercial area with a Fred Meyer store, fast food restaurants, gas stations, and smaller stores.

West of N. 40<sup>th</sup> Avenue, there are a number of smaller business districts, shopping centers, or nodes. The most notable centers include:

### Yakima Gateway Center

This is a regional retail center that is oriented generally more to the freeway than it is to adjacent Downtown and Northeast Yakima neighborhoods. This center includes the Yakima Visitors Information Center and two relatively newer hotels. The visible location and good freeway access make this center convenient for regional shoppers. While it is very automobile oriented, the center is well landscaped and maintained.

### Exhibit 3-32. Yakima Gateway Center



### Terrace Heights Way

East of Interstate 82 where Yakima Avenue becomes Terrace Heights Way, there are two auto dealerships on the south side of the street and two hotels and a restaurant along the north side that front on the Yakima River. A Walmart resides behind the auto dealers. This area is strictly automobile oriented as Interstate 82 separates it from the rest of Yakima and the river separates it from Terrace Heights. The Yakima River Greenway and Sarg Hubbard Park are excellent amenities for this area and the hotels benefit from the river and greenway.

### Exhibit 3-33. Terrace Heights Way



### Summitview/N. 40<sup>th</sup> center

This area, primarily known as the Westpark Center, sits near the geographical center of Yakima. The Westpark Shopping Center, at the northwest corner of Summitview Avenue and N. 40<sup>th</sup> Avenue, is a drug store anchored center that features a variety of shops that generally serve the surrounding neighborhoods. The other three corners of this center feature a number of smaller independently developed feature a mixture of retail, service, and professional office uses. Several multifamily developments, including a large senior housing development are clustered to the north of this center, on both sides of N. 40<sup>th</sup> Avenue. While the character of the center is auto-oriented and its retail buildings often present blank walls on the street, the center's location and context provide one of the better opportunities in the city to evolve more into a pedestrian-oriented mixed-use neighborhood center.

**Exhibit 3-34. Westpark Center**



*The right image illustrates how the shops often turn their back on the streets.*

### Summitview/N. 56<sup>th</sup> center

Approximately one mile to the east along Summitview Avenue, this center is larger than the Westpark/N. 40<sup>th</sup> center but shares a similar context with surrounding multi and single family residential uses. However, the residential developments are typically walled off from the street and/or often more disconnected to the commercial uses due to the nature of the street grid and no other pedestrian connections. But like Westpark, it has the locational context that could help it evolve more into a pedestrian-oriented center in the future.

### The Orchards (Tieton/N. 72<sup>nd</sup>)

The Orchards is another auto-oriented neighborhood shopping center facing S. 72<sup>nd</sup> Avenue north of Tieton Drive. Like most of the other centers, it's largely walled off from the surrounding residential neighborhood and separated from residents to the south and east by the busy arterial streets.

**Exhibit 3-35. The Summitview/N. 56<sup>th</sup> Avenue center**



*The Summitview/N. 56<sup>th</sup> Avenue center (left image) and The Orchards center (right image).*

**W. Tieton Drive:** The four-plus mile stretch of W. Tieton Drive is mostly bordered by residential uses, but includes a number of smaller commercial centers along its length. Other features along this corridor are the Yakima Memorial Hospital, Franklin Park, Eisenhower High School, The Holy Family Parish, and Westwood West Golf Course. While the roadway itself features no landscaping and sidewalks brush up against traffic lanes, these land uses and features enhance the character of this corridor.

**Industrial Areas**

Yakima’s industrial areas play a prominent role in Yakima’s history and visual character. 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.

**Exhibit 3-36. Example Industrial Areas – Northern Yakima**



*Willow Lake Area Industrial Development*



*North 6<sup>th</sup> Avenue Industrial – Fruit Packing*

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 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.

## Airport

The Yakima Air Terminal airport is owned by the City of Yakima. Maintenance and operations of the airport are funded solely through revenues generated by the airport. Alaska Airlines and other charter operations serve the airport. The number of passengers at the airport is expected to double in 20-years. A number of aviation related industrial operations are located in the periphery of the airfield. An update of the airport master plan to identify necessary improvements, noise mitigation, land use compatibility, and other factors is in progress.

### Exhibit 3-37. Yakima Air Terminal



*Example Industry on Periphery of Airport*



*Airport Runways*

## 3.4 Planning & Regulatory Context

Regulations and Plans shaping the design of the built environment include:

### Title 15 – Yakima Urban Area Zoning Ordinance

Title 15 of the Yakima Municipal Code provides standards for the various zoning districts and permitted uses throughout the City. Key provisions affecting the design of development include:

- Permitted uses (Chapter 15.04) and associated land use classification system. While nearly all cities contain lists of permitted outright, conditional, and permitted uses, Yakima has a relatively unusual system of review approvals from Class I to III.
  - Class I are basic permitted uses subject to administrative approval
  - Class II are permitted uses also subject to administrative approval, but allows the administrative official to add conditions to mitigate impacts or require Class II uses to undergo a class III review if certain conditions are present. Since there are very little design related standards in Title 15, this system adds a level of uncertainty and unpredictability to the review of uses that can be challenging both to applicants and the administrative official.
  - Class III uses are generally not permitted in a district, but may be approved by the hearing examiner after Type III review and a public hearing. The hearing examiner may impose conditions to an approval. As with Class II approvals, without the benefit of design standards

within Title 15, this procedure can add a level of uncertainty and unpredictability to the review of such uses.

- Site design and improvement standards (Chapter 15.05) address:
  - Maximum lot coverage (percentage of land area covered by structure and other impervious areas)
  - Minimum front, side, and rear setbacks (which vary depending on adjacent street classification)
  - Maximum height
  - Fence and wall height standards
  - Access requirement (frontage by a public road or acceptable access easement)
  - Sidewalks are required on one side of the street (except for single family structures). If no sidewalks existing within 200 feet of the use, no sidewalks are required.
  - Maximum density calculations (dwelling unit/acre)
  - Minimum lot size and width (which varies depending on housing type and zone)
- Other development standards in Title 15 of the Yakima Municipal Code. This includes:
  - Off-street parking and loading (Chapter 15.06), which addresses minimum parking requirements, driveway locations, parking lot landscaping and lighting, and off street loading requirements.
  - Site screening standards (Chapter 15.07), which requires 3-10-feet of landscape screening or fencing for uses along edges of zoning districts.
  - Sign standards (Chapter 15.08)
  - Special development standards (Chapter 15.09) for specific uses
  - Critical areas provisions (Chapter 15.27)
  - Master planned development overlay provisions (Chapter 15.28)
  - Wireless communication facilities provisions (Chapter 15.29)
  - Overlay zone provisions (Chapters 15.28, 15.30, and 15.31 regarding master planned development, airport safety, and institutional overlays)

What is most notable about the provisions in Title 15 is the lack of design related standards beyond access, parking, building height, density, and setbacks, for commercial and multifamily development. Yakima is the only city among Washington's ten most populous cities that does not have design standards for commercial and multifamily development. Such standards typically address the:

- Orientation and design of building facades along streets
- Location of parking areas
- Design of internal pedestrian and vehicular circulation
- Amount and design of internal usable open space for multifamily uses
- Location and design of service elements
- Architectural character and building massing
- Building materials and detailing

The absence of such provisions shows in the pattern of completed development throughout the city and it makes it much more challenging to shape the character and form of development consistent with the community's vision.

## **Adopted Plans and Projects**

### **Yakima Urban Area Transportation Plan Update, 2025 (adopted in 2006)**

This plan provides a policy foundation for transportation policies and projects for a 20-year planning horizon. The plan includes policies and projects associated with:

- Local streets
- Pedestrians and the walking environment
- Wheeled access, bicycles and other people powered vehicles
- Arterial and collector street system
- Signalized and other major intersections
- Freight transport and economic development
- Public transit
- State and regional street system
- Finance element
- Plan implementation and updating

### **Yakima Parks and Recreation Comprehensive Plan 2012-2017 (adopted in 2012)**

This is the required five-year park plan update, which includes an inventory of park and recreational facilities, needs inventory, opportunities, goals and objectives, industry standards, demands, and needs, and a capital improvement program.

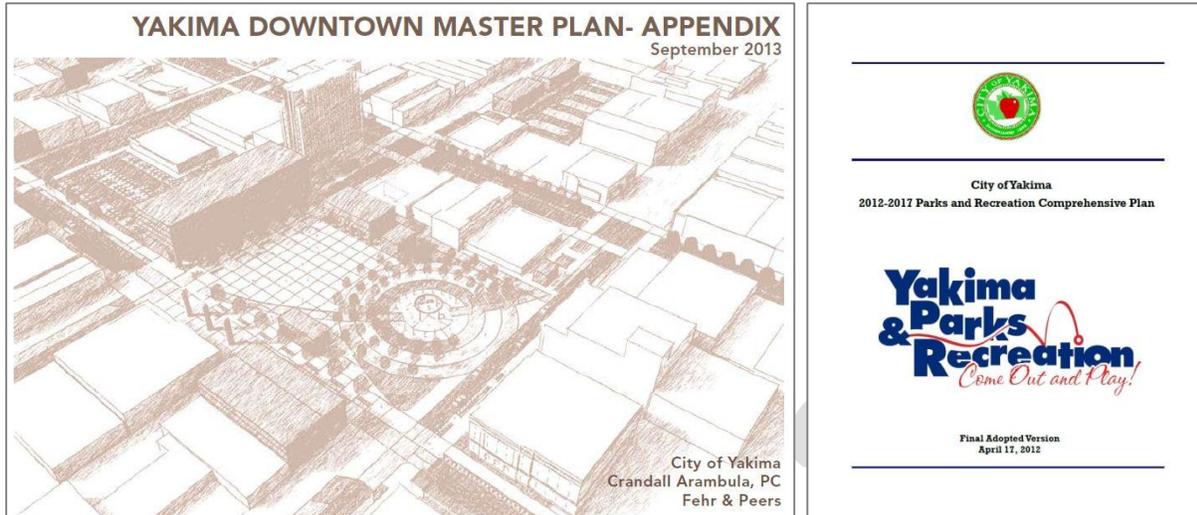
### **Draft Downtown Master Plan**

In November of 2013, the City Council approved an Action Plan of steps to be taken to accomplish this priority. The Action Plan was a summary of the Yakima Downtown Master Plan Report prepared in 2013 by Crandall Arambula for the City Council. Several of the Action Steps have been implemented:

1. Initiate Plaza as a Game-Changer – The design firm of Gustafson Guthrie Nichol (GGN) has been hired to begin this process.
2. Appoint Implementation Committee and Retail Task Force Members – A 28 member citizen Implementation Committee has been appointed and is meeting monthly to guide the Action Steps for the Downtown Plan.
3. Implement Retail Marketing Outreach effort – City representatives will attend a Retail Marketing Conference in May of 2014 to begin this process.
4. Conduct a Short and Long Term Parking Strategy and Circulation Study – Carl Walker Associates has been hired by the City Council to conduct this study in parallel with the Plaza Design process.
5. Conduct a Market Feasibility Study for Public Market and Small Business Incubator Project –The Request for Proposals has been issued and selection of a firm is expected in May of 2014.

While the City has moved into implementation on the above items, the plan as a whole has not been officially adopted. It also includes additional project proposals, policy updates, zoning ordinance recommendations, design guidelines, and downtown street standards.

### Exhibit 3-38. Recent Planning Project



### Landscape Recommendations for the North First Street Corridor Project

This includes a list of recommended plants for use by businesses and property owners located adjacent to the corridor. The list was selected for compatibility with the planting concept to provide continuity within the corridor and to provide seasonal interest.

### Draft Northeast and Southeast Yakima Neighborhood Plans

The City hired MAKERS in 1997 to help develop plans for Yakima's Northeast and Southeast Neighborhoods. The planning process included numerous meetings and multiple public workshops. Final drafts of the plans were produced, but never adopted. These plans include draft goals, objectives, and policies, capital project recommendations, zoning recommendations, draft design standards, and programming recommendations. While nearly twenty years have passed since this effort and many changes have been made in the neighborhoods, much of the context and issues described in the plan are still relevant today.

### Other

XXX

### 3.5 District 1

#### Current Land Use

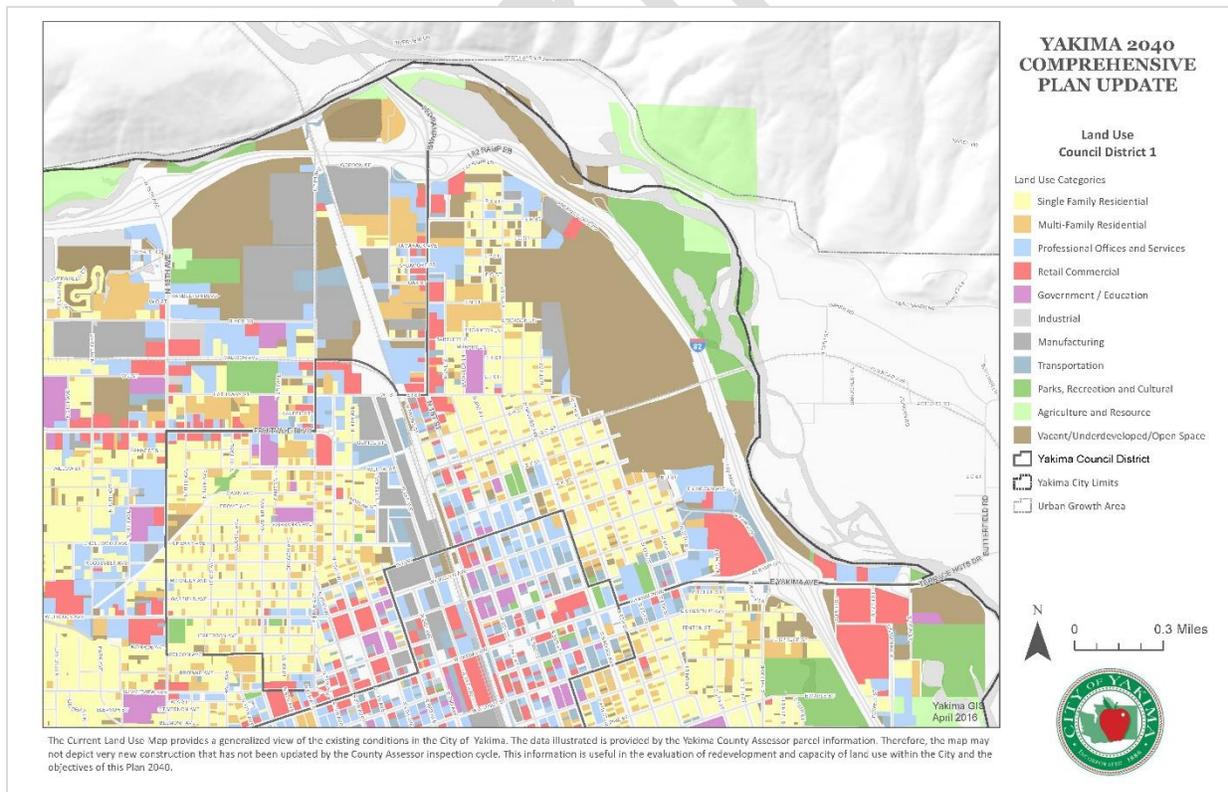
District 1 is primarily comprised of single family residential and vacant/undeveloped/open space lands. Exhibit 3-39 provides the existing acres and shares for each land use category. 3-59 shows the locations of existing land uses in District 1.

**Exhibit 3-39. Land Use Acres – District 1**

Land Use Grouping	Acres	Percent
<b>Agriculture and Resource</b>	18.4	2%
<b>Government / Education</b>	21.9	2%
<b>Industrial</b>	0.9	0%
<b>Manufacturing</b>	49.1	5%
<b>Multi-Family Residential</b>	88.9	9%
<b>Parks, Recreation and Cultural</b>	74.8	7%
<b>Professional Offices and Services</b>	90.1	9%
<b>Retail Commercial</b>	75.5	7%
<b>Single Family Residential</b>	281.6	28%
<b>Transportation</b>	39.7	4%
<b>Vacant/Underdeveloped/Open Space</b>	279.9	27%
<b>Total District 1</b>	<b>1,020.9</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016; BERK, 2016

**Exhibit 3-40. Current Land Use – District 1**



Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

## Future Land Use

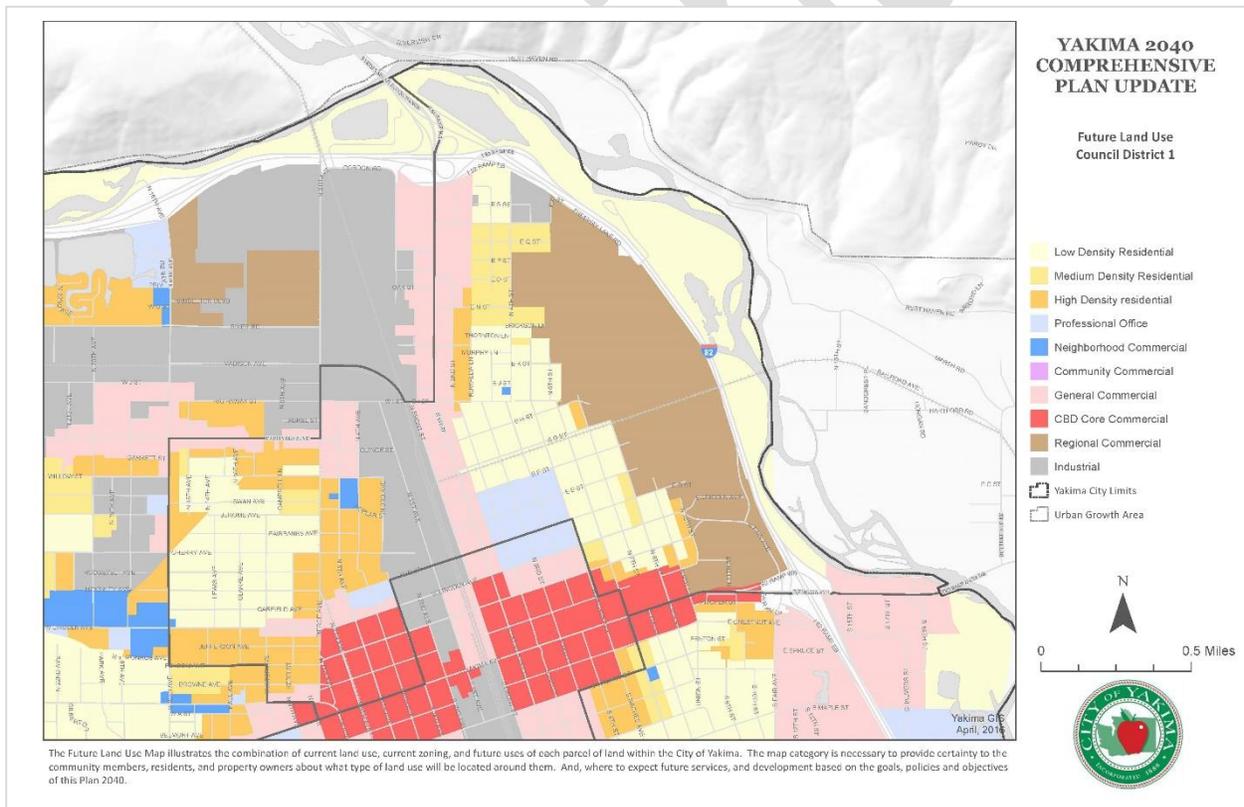
District 1 has a future land use pattern that is largely commercial of different types (37%) and low density residential (37%). Exhibit 3-41 provides the future land use acres and shares for each land use category. Exhibit 3-42 shows the locations of future land uses in District 1.

**Exhibit 3-41. Future Land Use Acres – District 1**

Future Land Use	Acres	Percent
<b>CBD Core Commercial</b>	79.1	5%
<b>General Commercial</b>	154.8	11%
<b>High Density Residential</b>	165.4	11%
<b>Industrial</b>	108.0	7%
<b>Low Density Residential</b>	547.0	37%
<b>Medium Density Residential</b>	59.1	4%
<b>Neighborhood Commercial</b>	5.6	0%
<b>Professional Office</b>	37.3	3%
<b>Regional Commercial</b>	306.4	21%
<b>Total District 1</b>	<b>1,462.7</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016; BERK, 2016

**Exhibit 3-42. Future Land Use Map – District 1**



Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016

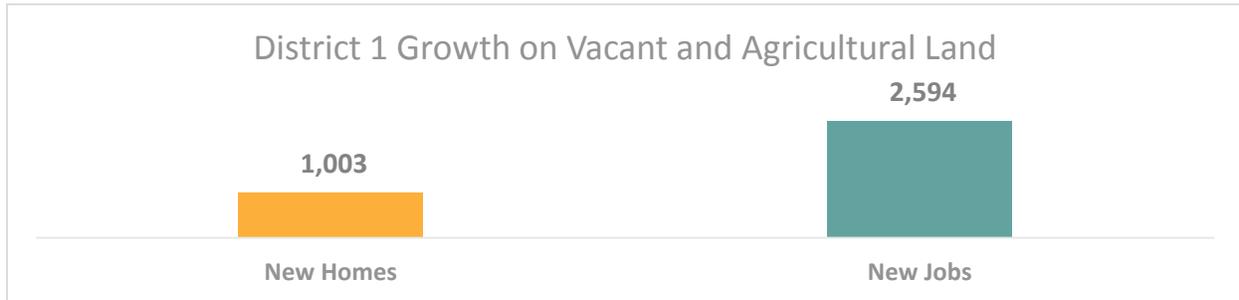
## Population

The 2010 population in District 1 was 12,533. The minority population in 2010 was 82 percent. In District 1, growth in the Hispanic population between 2000 and 2010 was 25 percent (Decennial Census, 2010).

## Buildable Lands Analysis

The Buildable Lands Analysis indicates that District 1 has capacity for 1,003 new homes and 2,594 new jobs under current zoning on vacant and agricultural land. The capacity for growth may change with any potential changes to the Future Land Use Map and associated zoning. A more detailed analysis is available in Appendix A.

**Exhibit 3-43. District 1 Housing and Jobs Capacity**



Source: Yakima County 2015, BERK Consulting 2016

## 3.6 District 2

### Current Land Use

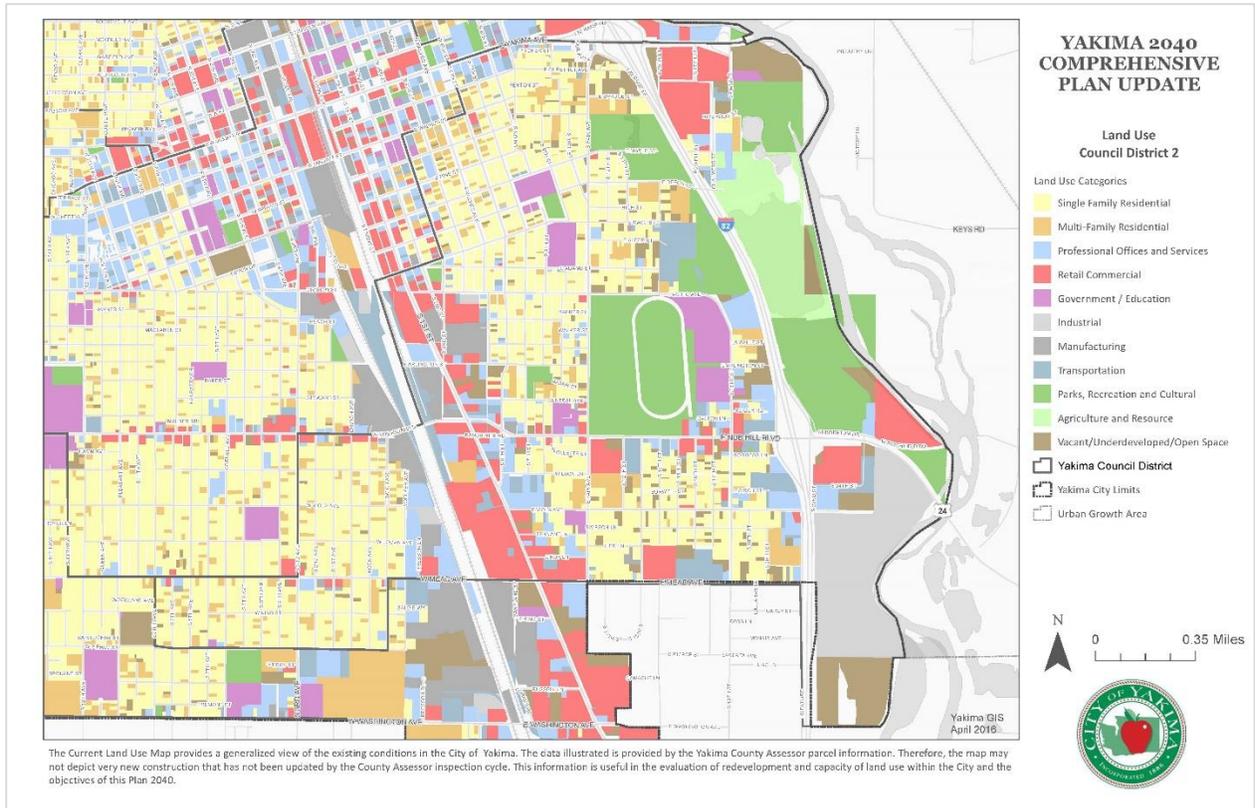
District 2 is primarily single family residential (29%) with a significant amount of Parks, Recreation and Cultural lands (16%), and Retail Commercial (11%). Exhibit 3-44 provides the existing acres and shares for each land use category. Exhibit 3-45 shows the locations of existing land uses in District 2.

**Exhibit 3-44. Land Use Acres – District 2**

Land Use Grouping	Acres	Percent
Agriculture and Resource	78.6	5%
Government / Education	59.5	3%
Industrial	114.0	7%
Manufacturing	41.3	2%
Multi-Family Residential	115.6	7%
Parks, Recreation and Cultural	276.3	16%
Professional Offices and Services	117.8	7%
Retail Commercial	193.0	11%
Single Family Residential	504.7	29%
Transportation	84.1	5%
Vacant/Underdeveloped/Open Space	141.1	8%
<b>Totals District 2</b>	<b>1,726.1</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016; BERK, 2016

**Exhibit 3-45. Current Land Use – District 2**



Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

**Future Land Use**

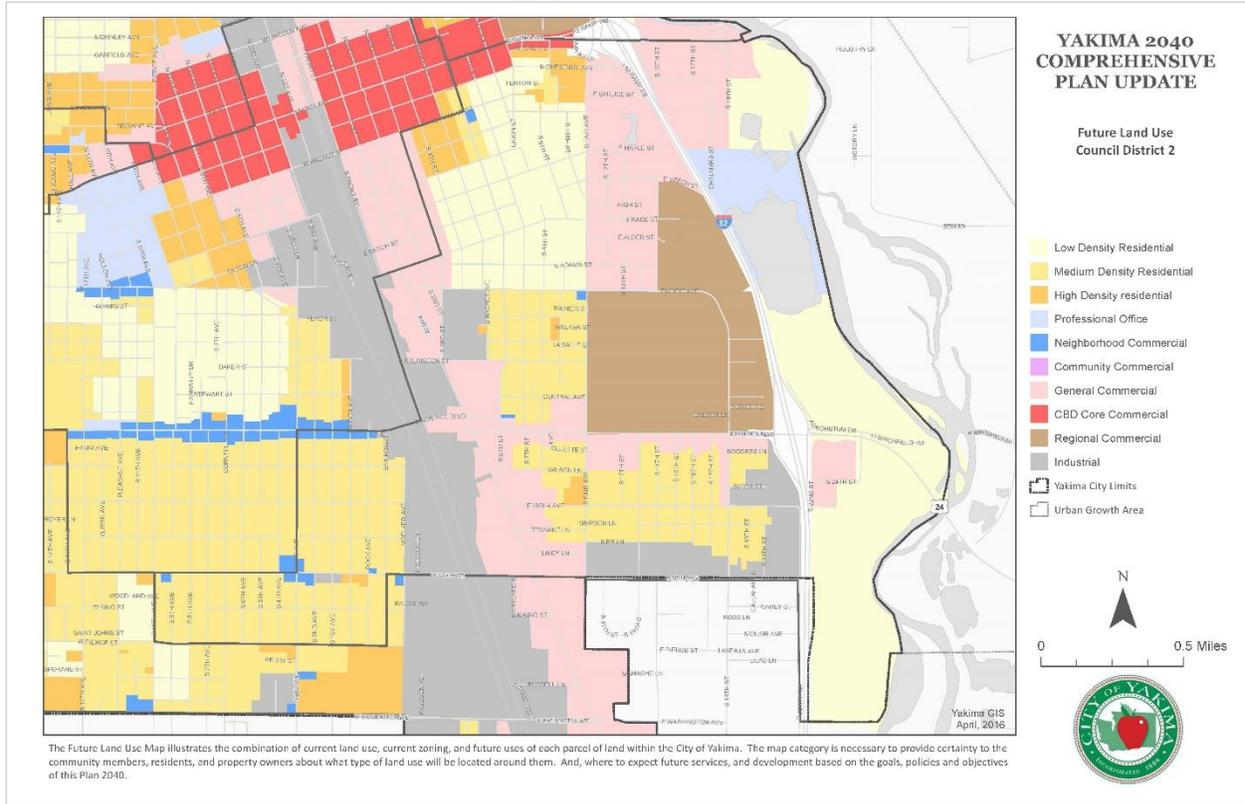
District 2 has a future land use pattern that is Low Density Residential (26%) and Medium Density Residential (23%). Exhibit 3-46 provides the future land use acres and shares for each land use category. Exhibit 3-47 shows the locations of future land uses in District 2.

**Exhibit 3-46. Future Land Use Acres – District 2**

Future Land Use	Acres	Percent
<b>CBD Core Commercial</b>	18.1	1%
<b>General Commercial</b>	440.6	21%
<b>High Density Residential</b>	44.5	2%
<b>Industrial</b>	221.3	10%
<b>Low Density Residential</b>	567.2	26%
<b>Medium Density Residential</b>	485.1	23%
<b>Neighborhood Commercial</b>	12.1	1%
<b>Professional Office</b>	100.5	5%
<b>Regional Commercial</b>	258.4	12%
<b>Total District 2</b>	<b>2,147.7</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016; BERK, 2016

**Exhibit 3-47. Future Land Use – District 2**



Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

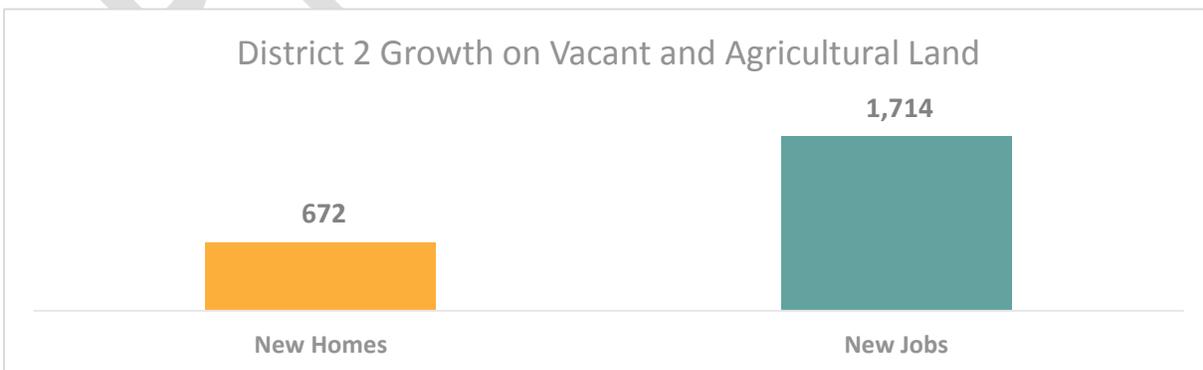
**Population**

The 2010 population in District 2 was 13,358. The minority population in 2010 was 79 percent. In District 2, growth in the Hispanic population between 2000 and 2010 was 25 percent. (Decennial Census, 2010)

**Buildable Lands Analysis**

The Buildable Lands Analysis indicates that District 2 has capacity for 672 new homes and 1,714 new jobs under current zoning. A more detailed analysis is available in Appendix A.

**Exhibit 3-48. District 2 Housing and Jobs Capacity**



Source: Yakima County 2015, BERK Consulting 2016

### 3.7 District 3

#### Current Land Use

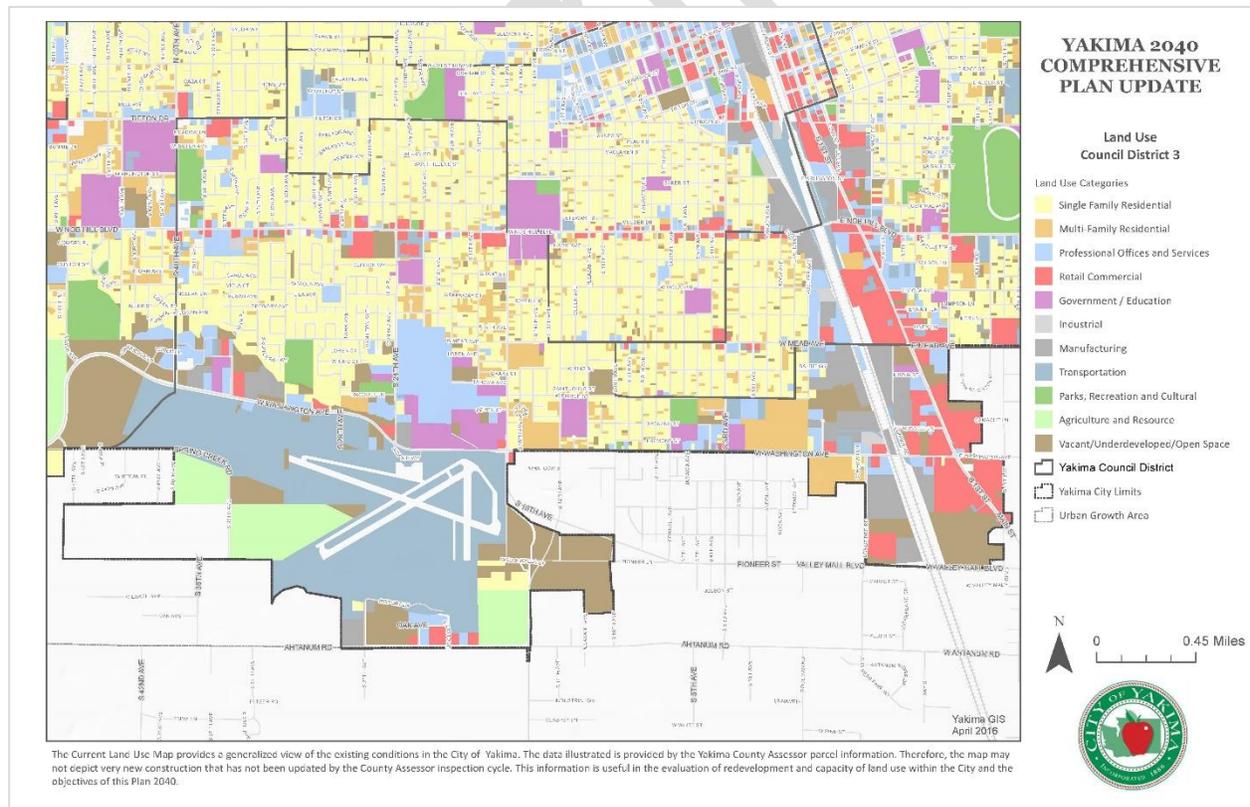
District 3 is primarily Single Family Residential (27%), with a significant portion of land devoted to Transportation (21%). Exhibit 3-49 provides the existing acres and shares for each land use category. Exhibit 3-50 shows the locations of existing land uses in District 3.

**Exhibit 3-49. Land Use Acres – District 3**

Land Use Grouping	Acres	Percent
Agriculture and Resource	135.4	5%
Government / Education	114.2	4%
Industrial	7.8	0%
Manufacturing	134.7	5%
Multi-Family Residential	188.9	7%
Parks, Recreation and Cultural	51.7	2%
Professional Offices and Services	210.8	8%
Retail Commercial	161.8	6%
Single Family Residential	707.9	27%
Transportation	553.5	21%
Vacant/Underdeveloped/Open Space	314.4	12%
<b>Totals District 3</b>	<b>2,581.3</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016; BERK, 2016

**Exhibit 3-50. Current Land Use – District 3**



Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

### Future Land Use

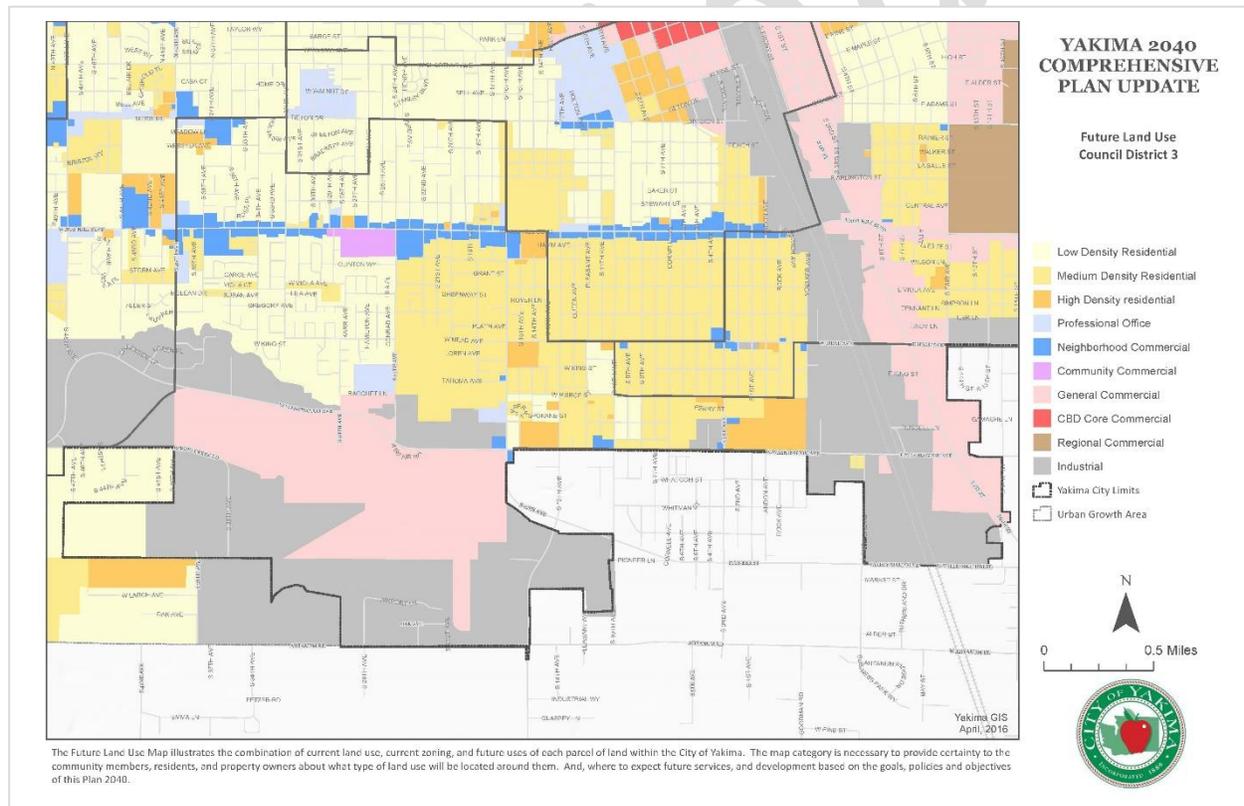
District 3 has a future land use pattern that is largely Industrial (32%), Low Density Residential (25%), and General Commercial (19%). Exhibit 3-51 provides the future land use acres and shares for each land use category. Exhibit 3-52 shows the locations of future land uses in District 3.

**Exhibit 3-51. Future Land Use Acres – District 3**

Future Land Use	Acres	Percent
Community Commercial	22.2	1%
General Commercial	595.3	19%
High Density Residential	100.6	3%
Industrial	1008.9	32%
Low Density Residential	767.2	25%
Medium Density Residential	487.5	16%
Neighborhood Commercial	106.0	3%
Professional Office	35.8	1%
<b>Total District 3</b>	<b>3,123.5</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016; BERK, 2016

**Exhibit 3-52. Future Land Use – District 3**



Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016

## Community Design

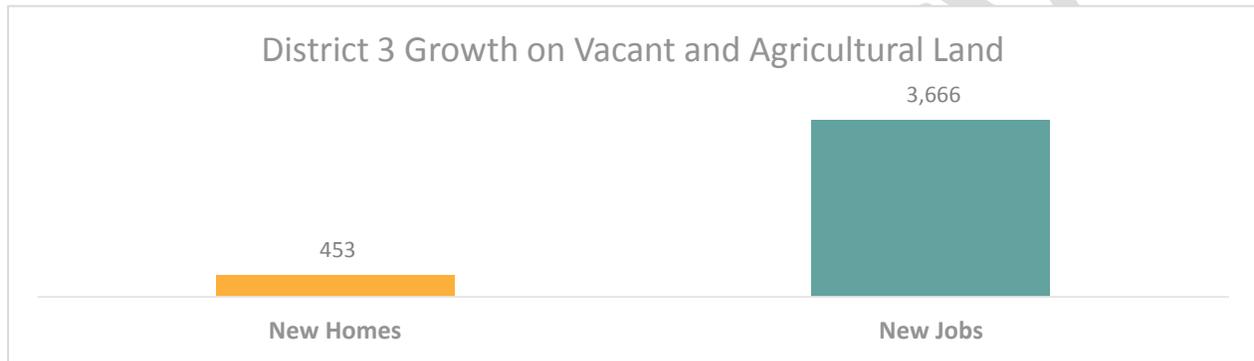
### Population

In 2010, District 3 had a population of 12,859. District 3 has become notably more diverse and saw a 98% increase in Hispanic population between 2000 and 2010. The share of minority population in District 3 in 2010 was 41 percent. (Decennial Census, 2010)

### Buildable Lands Analysis

The Buildable Lands Analysis indicates that District 3 has capacity for 452 new homes and 3,666 new jobs under current zoning. A more detailed analysis is available in Appendix A.

**Exhibit 3-53. District 3 Housing and Jobs Capacity**



Source: Yakima County 2015, BERK Consulting 2016

## 3.8 District 4

### Current Land Use

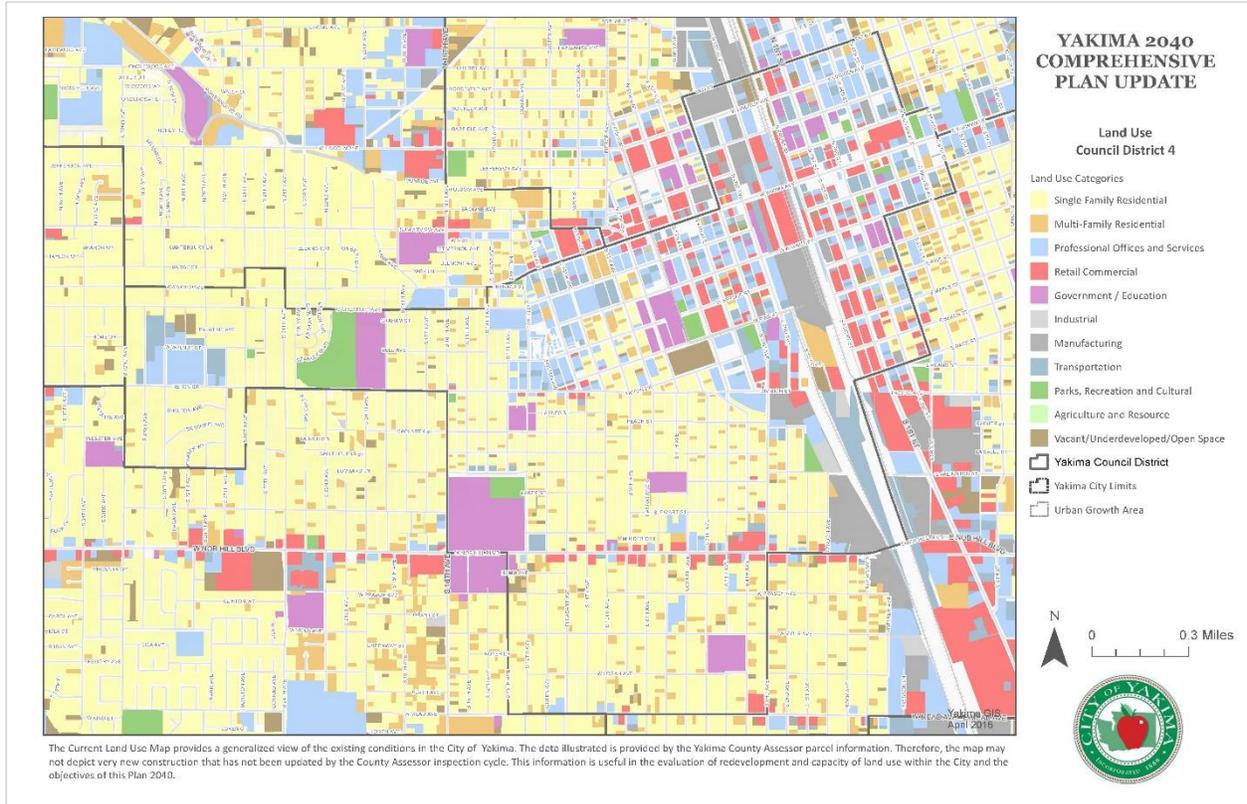
District 4 is primarily Single Family Residential (47%) and Professional Offices and Services (12%). Exhibit 3-54 provides the existing acres and shares for each land use category. Exhibit 3-55 shows the locations of existing land uses in District 4.

**Exhibit 3-54. Land Use Acres – District 4**

Land Use Grouping	Acres	Percent
Government / Education	89.2	8%
Industrial	6.0	1%
Manufacturing	62.1	6%
Multi-Family Residential	65.2	6%
Parks, Recreation and Cultural	35.0	3%
Professional Offices and Services	134.4	12%
Retail Commercial	86.4	8%
Single Family Residential	517.0	47%
Transportation	81.2	7%
Vacant/Underdeveloped/Open Space	24.4	2%
<b>Totals District 4</b>	<b>1,100.8</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016; BERK, 2016

**Exhibit 3-55. Current Land Use – District 4**



Source: Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

**Future Land Use**

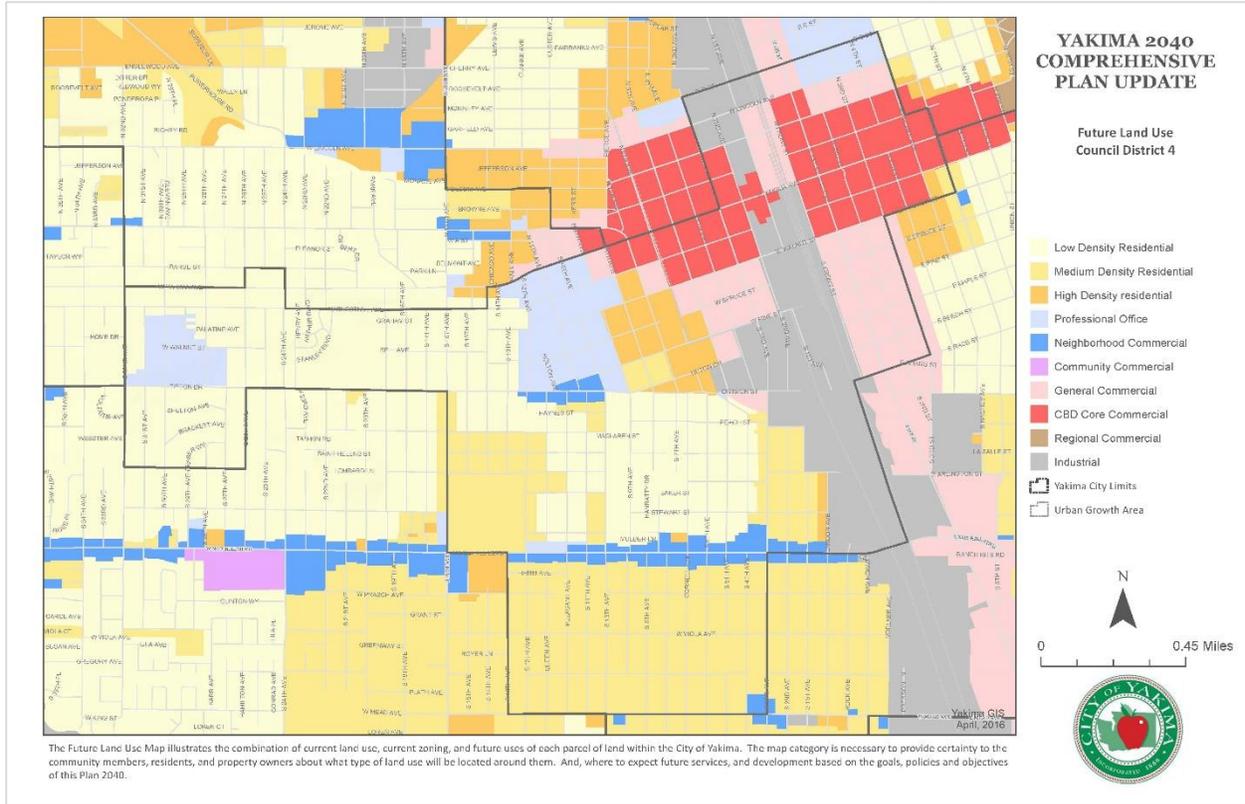
District 4 has a future land use pattern that is largely Low Density Residential (28%) and Medium Density Residential (24%). Exhibit 3-56 provides the future land use acres and shares for each land use category. Exhibit 3-57 shows the locations of future land uses in District 4.

**Exhibit 3-56. Future Land Use Acres – District 4**

Future Land Use	Acres	Percent
<b>CBD Core Commercial</b>	165.2	10%
<b>General Commercial</b>	150.8	10%
<b>High Density Residential</b>	58.6	4%
<b>Industrial</b>	205.3	13%
<b>Low Density Residential</b>	447.2	28%
<b>Medium Density Residential</b>	375.1	24%
<b>Neighborhood Commercial</b>	50.8	3%
<b>Professional Office</b>	121.6	8%
<b>Total District 4</b>	<b>1,574.6</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016; BERK, 2016

**Exhibit 3-57. Future Land Use – District 4**



Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016

**Community Design**

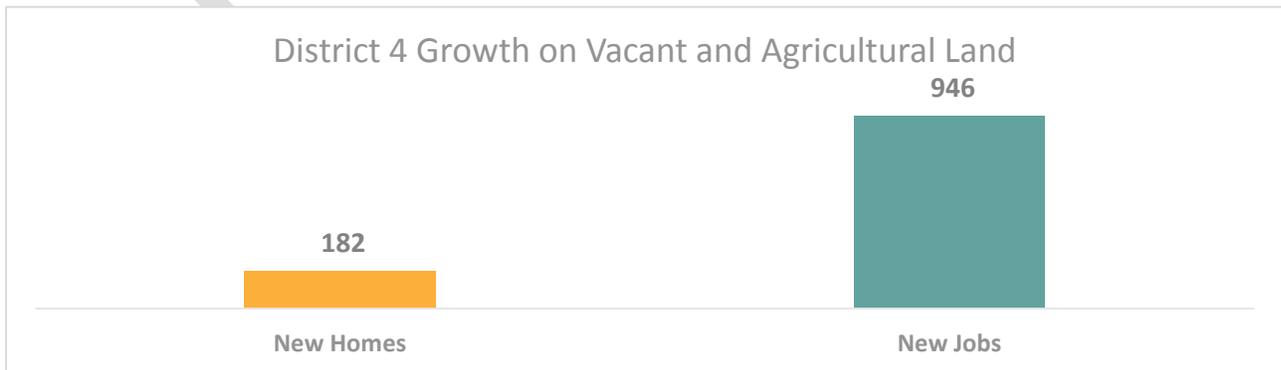
**Population**

In 2010, District 4 had a population of 13,175. The minority population in 2010 was 51 percent. In District 4, growth in the Hispanic population between 2000 and 2010 was 69 percent. (Decennial Census, 2010)

**Buildable Lands Analysis**

The Buildable Lands Analysis indicates that District 4 has capacity for 182 new homes and 946 new jobs under current zoning. A more detailed analysis is available in Appendix A.

**Exhibit 3-58. District 4 Housing and Jobs Capacity**



Source: BERK Consulting 2016

### 3.9 District 5

#### Current Land Use

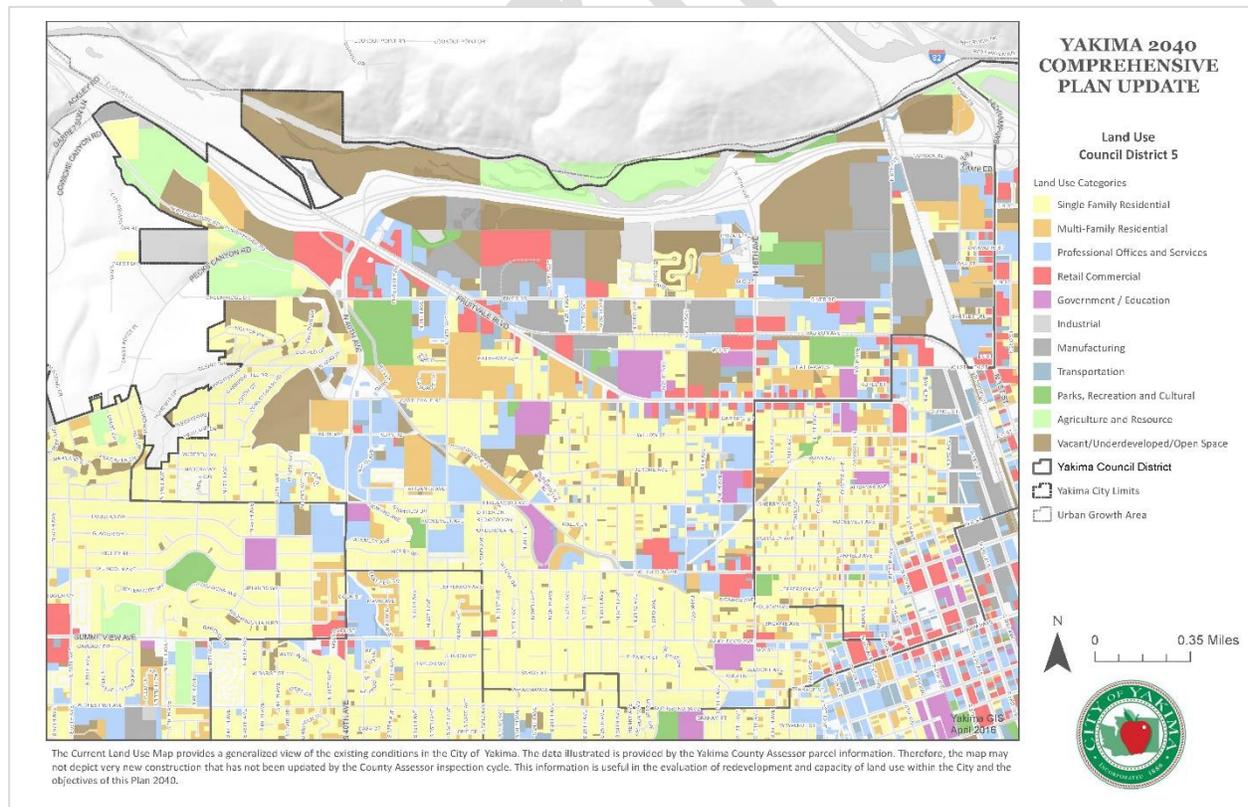
District 5 is primarily Single Family Residential (31%) and Vacant/Undeveloped/Open Space (19%) lands. Exhibit 3-59 provides the existing acres and shares for each land use category. Exhibit 3-60 shows the locations of existing land uses in District 5.

**Exhibit 3-59. Land Use Acres – District 5**

Land Use Grouping	Acres	Percent
Agriculture and Resource	129.7	6%
Government / Education	68.1	3%
Industrial	41.3	2%
Manufacturing	215.1	9%
Multi-Family Residential	207.9	9%
Parks, Recreation and Cultural	70.8	3%
Professional Offices and Services	260.7	11%
Retail Commercial	129.0	6%
Single Family Residential	697.9	31%
Transportation	32.9	1%
Vacant/Underdeveloped/Open Space	422.6	19%
<b>Totals District 5</b>	<b>2,276.0</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

**Exhibit 3-60. Current Land Use – District 5**



Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

### Future Land Use

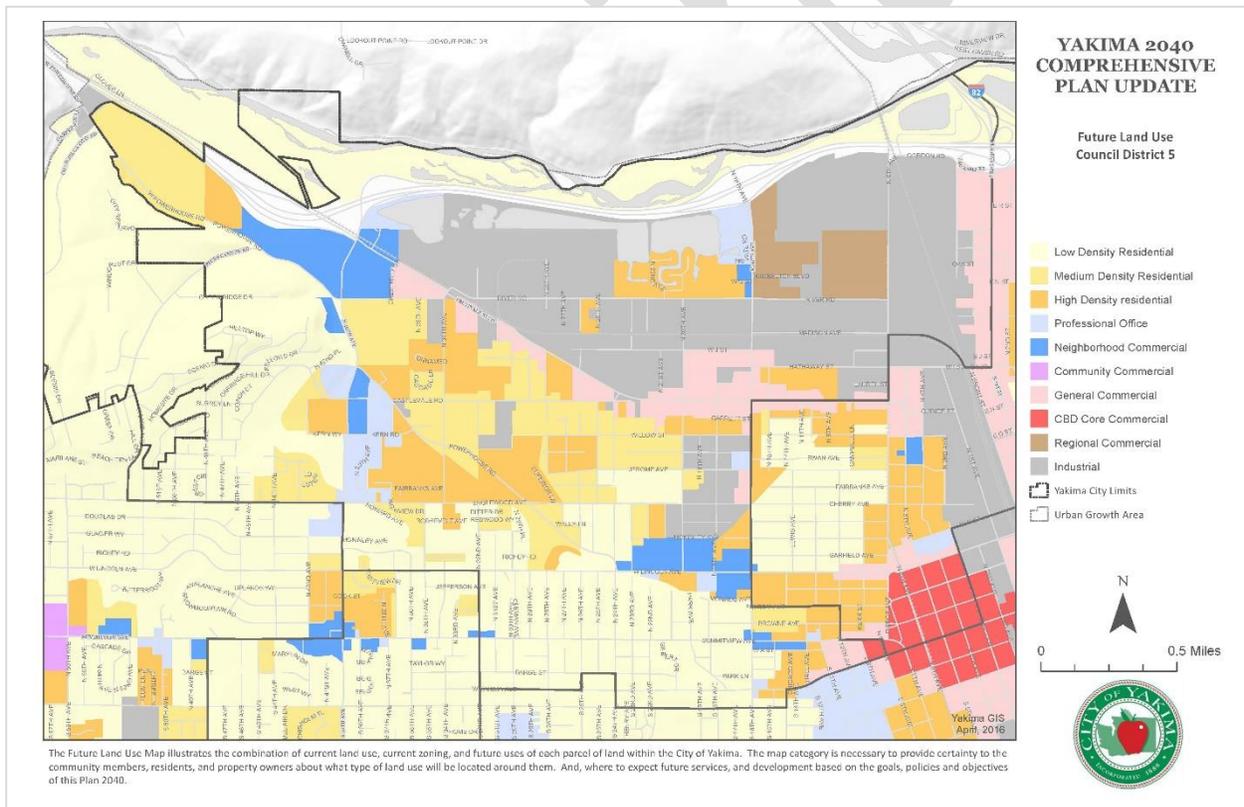
District 5 has a future land use pattern that is largely Low Density Residential (34%) and Industrial (25%). Exhibit 3-61 provides the future land use acres and shares for each land use category. Exhibit 3-62 shows the locations of future land uses in District 5.

**Exhibit 3-61. Future Land Use Acres – District 5**

Future Land Use	Acres	Percent
<b>CBD Core Commercial</b>	3.3	0%
<b>General Commercial</b>	161.7	6%
<b>High Density Residential</b>	320.6	12%
<b>Industrial</b>	700.4	25%
<b>Low Density Residential</b>	943.8	34%
<b>Medium Density Residential</b>	352.8	13%
<b>Neighborhood Commercial</b>	130.4	5%
<b>Professional Office</b>	94.1	3%
<b>Regional Commercial</b>	75.9	3%
<b>Total District 5</b>	<b>2,783.0</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016; BERK, 2016

**Exhibit 3-62. Future Land Use – District 5**



Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

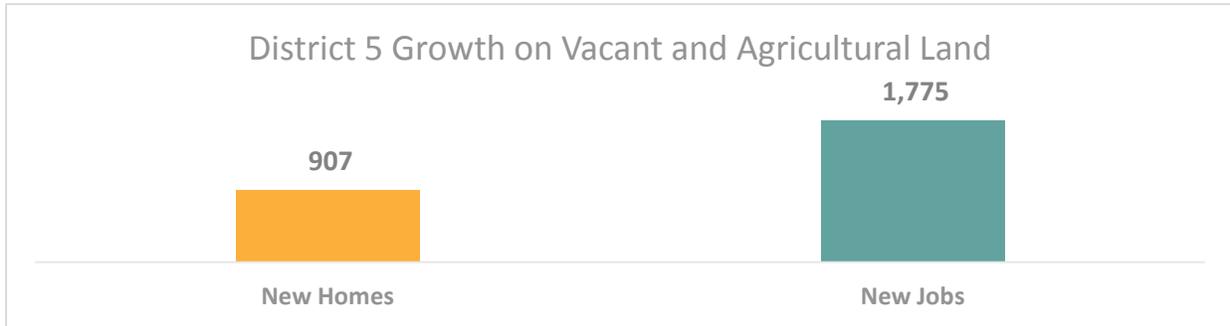
### Population

In 2010, District 5 had a population of 12,683. The minority population in 2010 was 35 percent. In District 5, growth in the Hispanic population between 2000 and 2010 was 72 percent. (Decennial Census, 2010)

### Buildable Lands Analysis

The Buildable Lands Analysis indicates that District 5 has capacity for 907 new homes and 1,775 new jobs under current zoning. A more detailed analysis is available in Appendix A.

**Exhibit 3-63. District 5 Housing and Jobs Capacity**



Source: Yakima County 2015, BERK Consulting 2016

### 3.10 District 6

#### Current Land Use

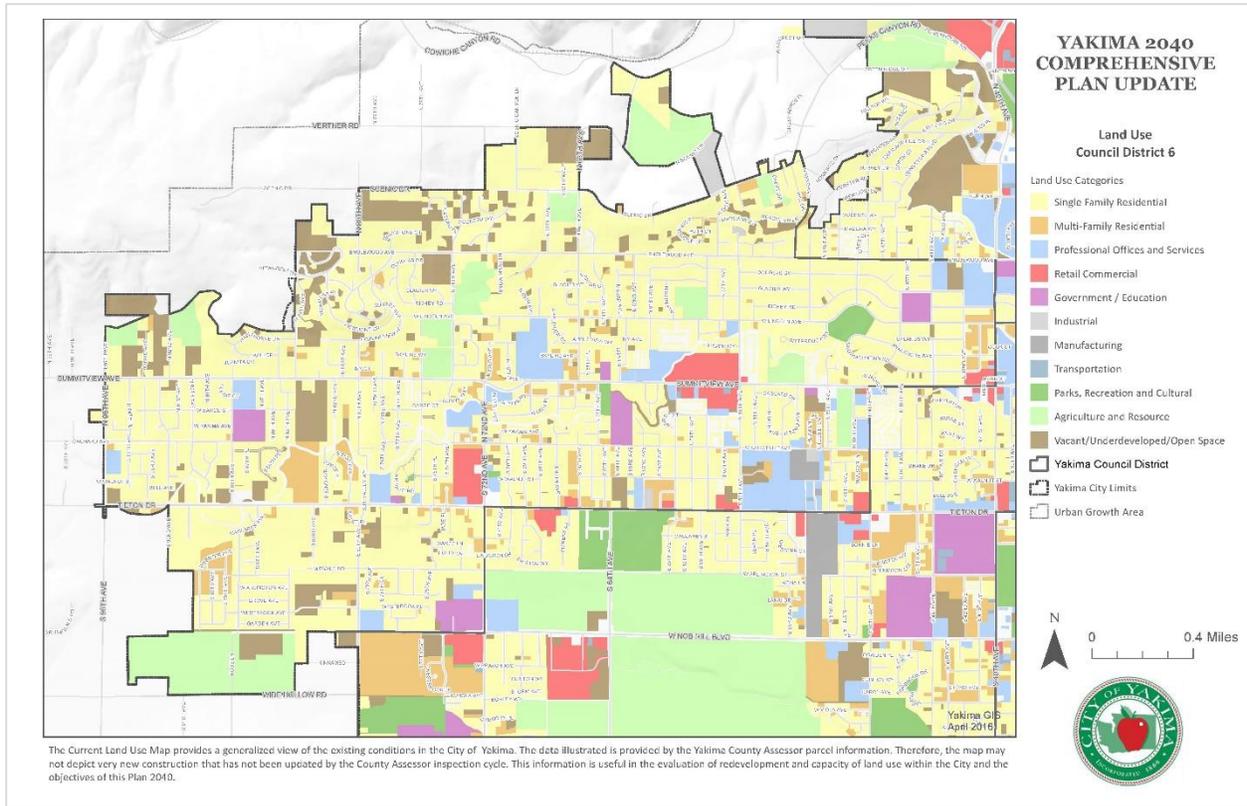
District 6 is primarily Single Family Residential (64%). Exhibit 3-64 provides the existing acres and shares for each land use category. Exhibit 3-65 shows the locations of existing land uses in District 6.

**Exhibit 3-64. Current Land Use Acres – District 6**

Land Use Grouping	Acres	Percent
Agriculture and Resource	211.9	9%
Government / Education	47.0	2%
Industrial	15.8	1%
Manufacturing	7.9	0%
Multi-Family Residential	126.1	5%
Parks, Recreation and Cultural	15.6	1%
Professional Offices and Services	135.9	6%
Retail Commercial	55.3	2%
Single Family Residential	1512.7	64%
Transportation	1.2	0%
Vacant/Underdeveloped/Open Space	251.1	11%
<b>Totals District 6</b>	<b>2,380.4</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016

**Exhibit 3-65. Current Land Use – District 6**



Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

**Future Land Use**

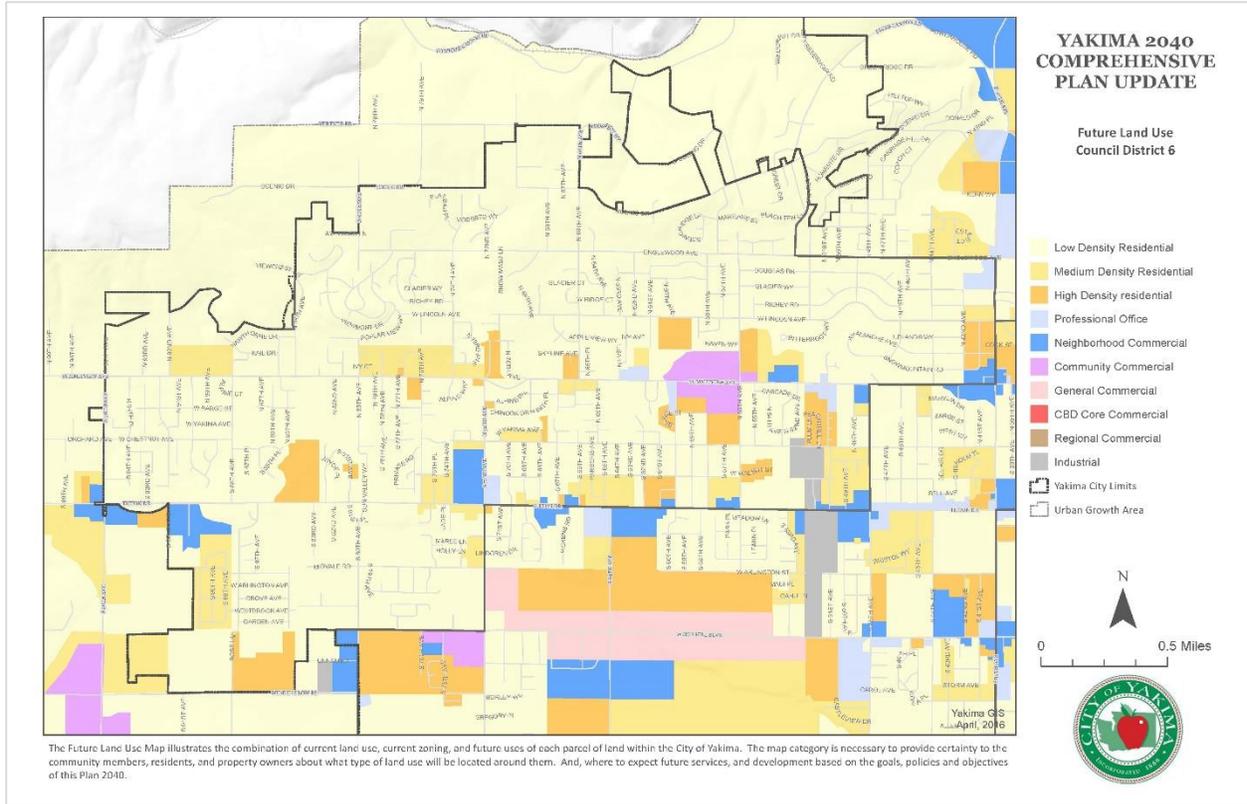
District 6 has a future land use pattern that is largely Low Density Residential (83%). Exhibit 3-66 provides the future land use acres and shares for each land use category. Exhibit 3-67 shows the locations of future land uses in District 6.

**Exhibit 3-66. Future Land Use Acres – District 6**

Future Land Use	Acres	Percent
Community Commercial	37.4	1%
General Commercial	0.3	0%
High Density Residential	153.6	5%
Industrial	16.9	1%
Low Density Residential	2402.2	83%
Medium Density Residential	213.2	7%
Neighborhood Commercial	60.3	2%
Professional Office	23.9	1%
<b>Total District 6</b>	<b>2,907.8</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016; BERK, 2016

**Exhibit 3-67. Future Land Use – District 6**



Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

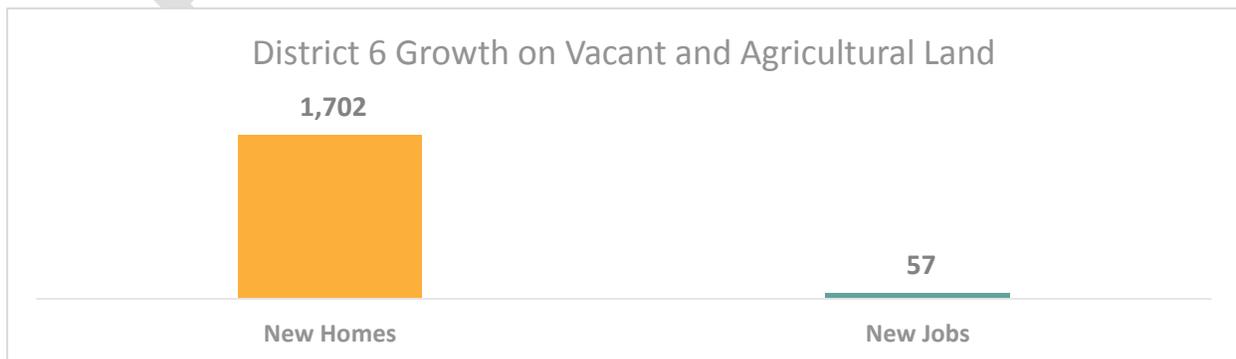
**Population**

In 2010, District 6 had a population of 13,176. District six has become notably more diverse and saw a 160% increase in Hispanic population between 2000 and 2010 (Decennial Census, 2010). The share of minority population in 2010 was 20 percent. (Decennial Census, 2010)

**Buildable Lands Analysis**

The Buildable Lands Analysis indicates that District 6 has capacity for 1,702 new homes and 57 new jobs under current zoning. A more detailed analysis is available in Appendix A.

**Exhibit 3-68. District 6 Housing and Jobs Capacity**



Source: Yakima County 2015, BERK Consulting 2016

### 3.11 District 7

#### Current Land Use

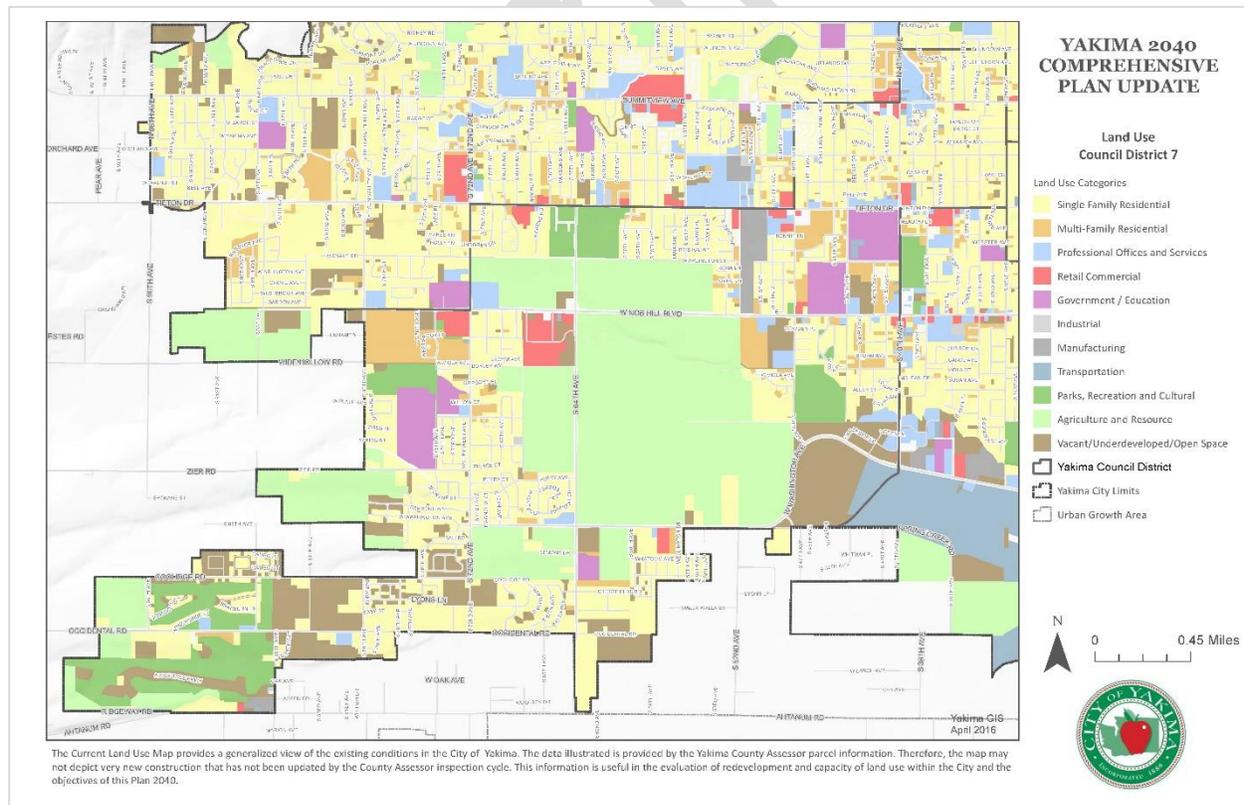
District 7 is primarily Single Family Residential (32%) and Agriculture and Resources lands (32%). Exhibit 3-69 provides the existing acres and shares for each land use category. Exhibit 3-703-59 shows the locations of existing land uses in District 7.

**Exhibit 3-69. Current Land Use Acres – District 7**

Land Use Grouping	Acres	Percent
<b>Agriculture and Resource</b>	1042.9	32%
<b>Government / Education</b>	122.6	4%
<b>Industrial</b>	1.4	0%
<b>Manufacturing</b>	34.0	1%
<b>Multi-Family Residential</b>	184.8	6%
<b>Parks, Recreation and Cultural</b>	265.4	8%
<b>Professional Offices and Services</b>	78.6	2%
<b>Retail Commercial</b>	63.7	2%
<b>Single Family Residential</b>	1052.2	32%
<b>Transportation</b>	8.2	0%
<b>Vacant/Underdeveloped/Open Space</b>	423.5	13%
<b>Totals District 7</b>	<b>3,277.2</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

**Exhibit 3-70. Current Land Use – District 7**



Source: City of Yakima, 2016; Yakima County Assessor’s Office, 2016

## Future Land Use

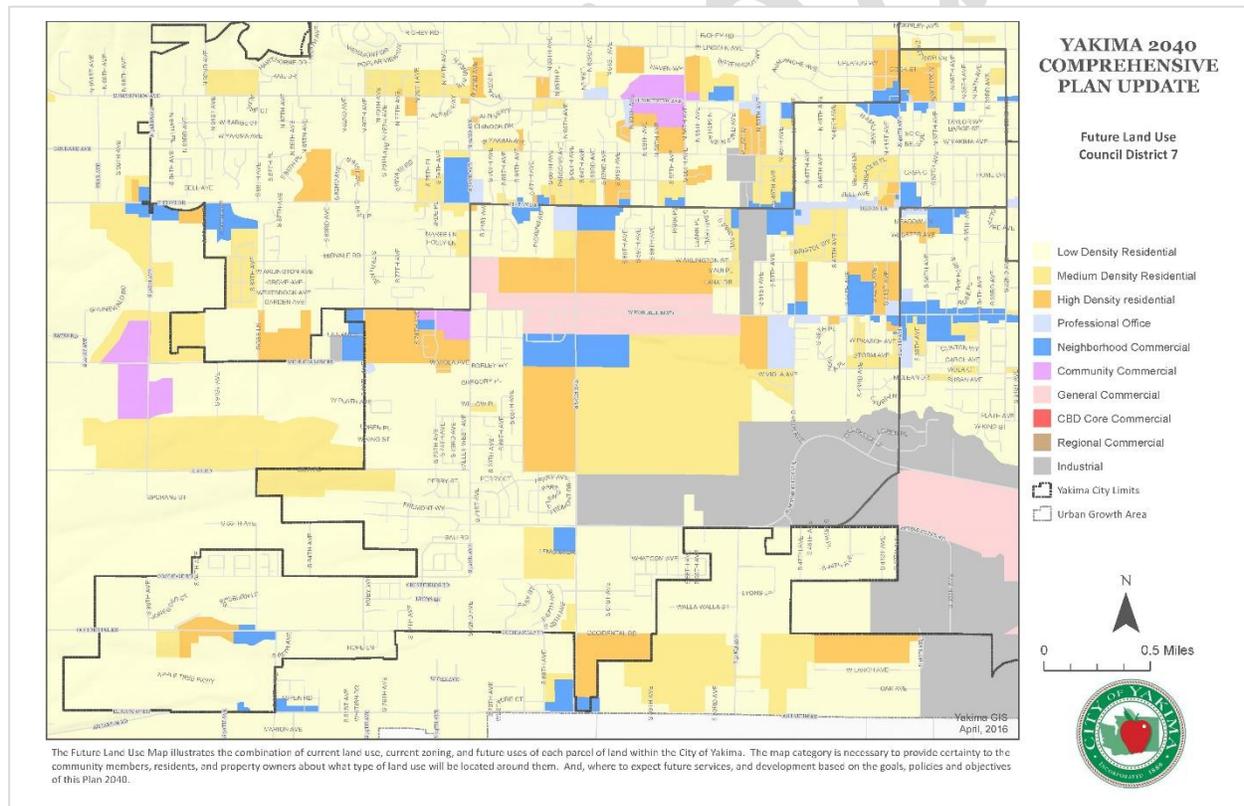
District 1 has a future land use pattern that is largely commercial of different types (37%) and low density residential (37%). Exhibit 3-41 provides the future land use acres and shares for each land use category. Exhibit 3-42 shows the locations of future land uses in District 1.

**Exhibit 3-71. Future Land Use Acres – District 7**

Future Land Use	Acres	Percent
Community Commercial	16.4	0%
General Commercial	141.7	4%
High Density Residential	398.2	11%
Industrial	365.0	10%
Low Density Residential	2084.8	56%
Medium Density Residential	532.7	14%
Neighborhood Commercial	151.4	4%
Professional Office	49.4	1%
<b>Total District 7</b>	<b>3,739.6</b>	<b>100%</b>

Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016; BERK, 2016

**Exhibit 3-72. Future Land Use – District 7**



Source: City of Yakima, 2016; Yakima County Assessor's Office, 2016

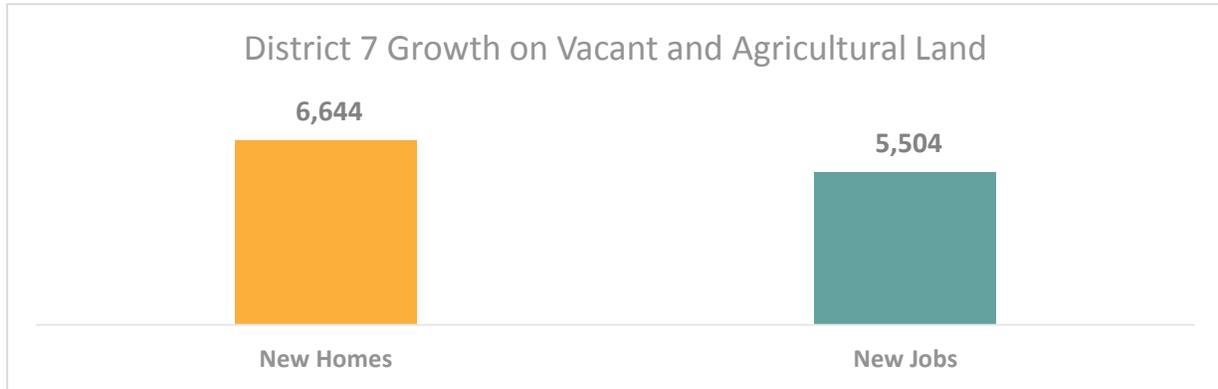
## Population

In 2010, District 7 had a population of 13,283 (City of Yakima, 2016). The minority population in 2010 was 27 percent. In District 7, growth in the Hispanic population between 2000 and 2010 was 91 percent. (Decennial Census, 2010)

### Buildable Lands Analysis

The Buildable Lands Analysis indicates that District 7 has capacity for 6,644 new homes and 5,504 new jobs under current zoning. A more detailed analysis is available in Appendix A.

**Exhibit 3-73. District 7 Housing and Jobs Capacity**



Source: Yakima County 2015, BERK Consulting 2016

Preliminary

## 4.0 HOUSING

### 4.1 Overview

This summary provides an overview of Comprehensive Plan Housing Element requirements and current conditions and trends regarding population characteristics, housing types, housing affordability, jobs-housing balance, and other housing trends. This inventory is based on data from the Washington State Office of Financial Management, U.S. Census, and from the U.S. Department of Housing and Urban Development's Consolidated Planning/CHAS data set.

#### Regulatory Context and Planning Framework

State goals and the Countywide Planning Policy guide the City's housing element. The GMA housing goal (RCW 36.70A.020 (4)), which addresses housing variety, affordability, and preservation, states:

*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.*

The housing element is a required section of a Comprehensive Plan and is to contain an inventory and analysis as well as goals and policies. GMA requires that each county and its cities plan to accommodate the growth that is projected over the next 20 years. The County works with the cities to allocate 20-year housing projections.

At a visioning workshop in spring 2016, small lot detached single family homes were seen most appropriate on the periphery of town (outer ring/outskirts). Cottage housing was seen as a good choice in quieter areas, for the retirement community. Walk up apartments were seen as appropriate near the Yakima Valley Community College and near the downtown core. In almost all the written responses, downtown was identified as a good location for low to midrise housing.

Based on an online survey with 185 respondents also in spring 2016, the highest priority housing issues include having homes of different types available to buy or rent in varying price ranges, housing available within walking distance of amenities, and housing available to public and social services.

#### Countywide Planning Policy

The Yakima Countywide Planning Policy has policies that apply to housing and affordability. These include:

- **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:

- Encourage preservation, rehabilitation and redevelopment of existing neighborhoods, as appropriate;
- Provide for a range of housing types such as multi-family and manufactured housing on individual lots and in manufactured housing parks;

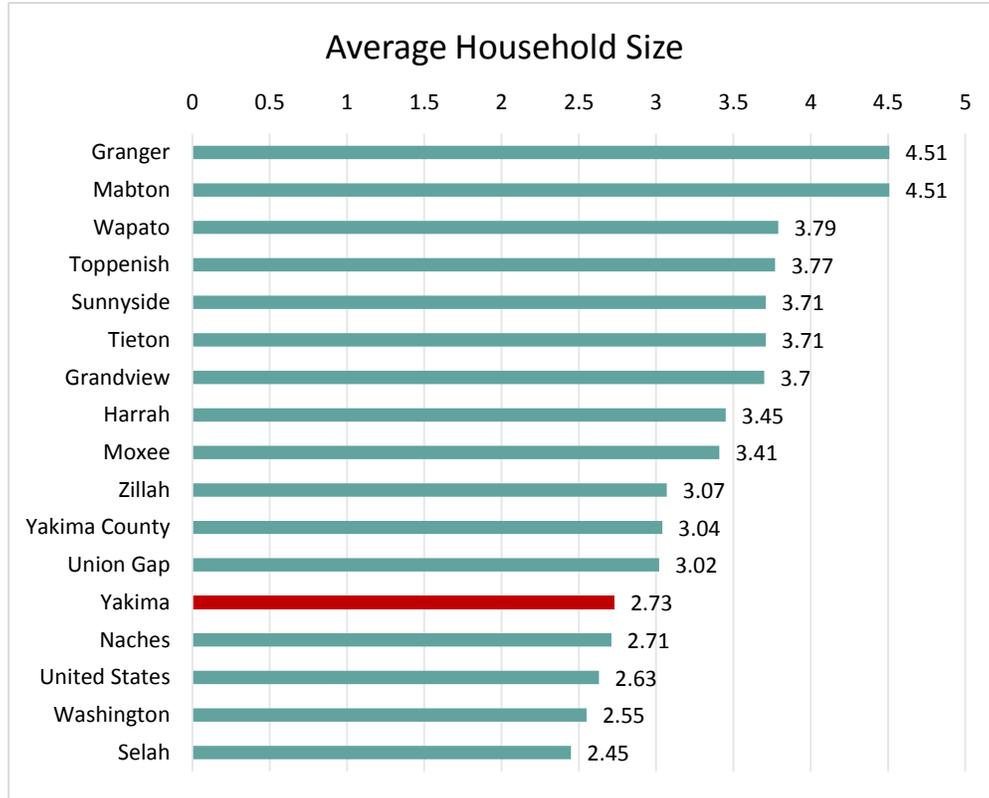
- Promote housing design and siting compatible with surrounding neighborhoods;
- Facilitate the development of affordable housing (particularly for low-income families and persons) in a dispersed pattern so as not to concentrate or geographically isolate these housing types; and
- Consider public and 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.

## 4.2 City of Yakima

### Household Characteristics

Within Yakima city limits, average household sizes in 2014 were an estimated 2.73 persons per household, and average family sizes were an estimated 3.41 person per family. (ACS, 2014) Yakima has among the lowest average household sizes in the county. See Exhibit 4-1.

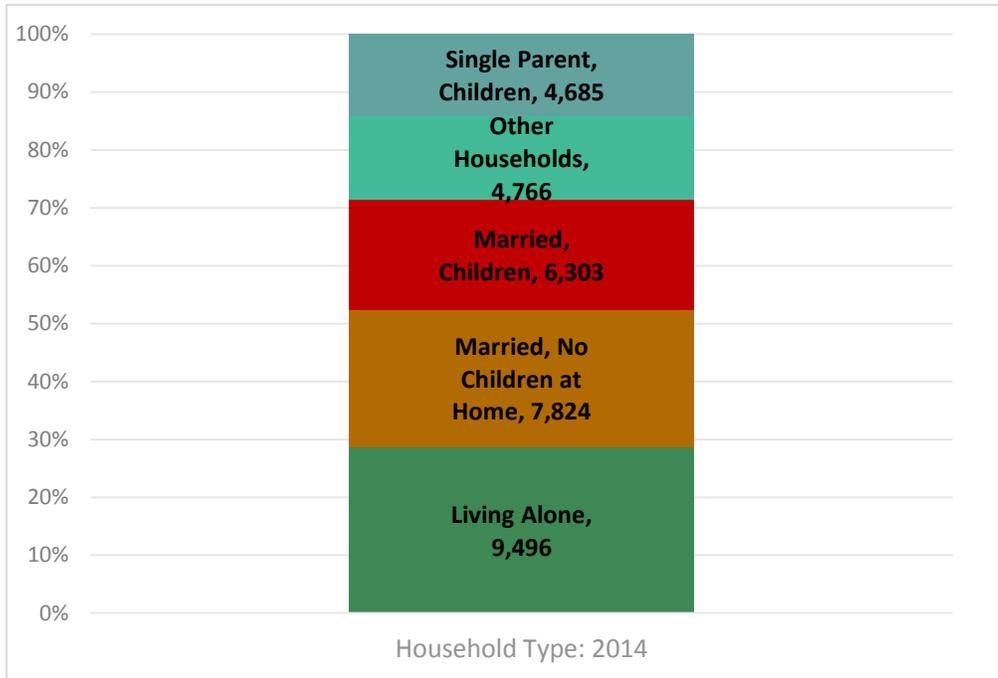
**Exhibit 4-1. Average Household Size: Yakima County and Communities 2014**



Source: (ACS, 2014); (Yakima County, 2016)

As of 2014, the City of Yakima contains approximately 33,074 households. About 29 percent of households consist of single persons, and another 24 percent are married with no children at home; this means over half of the City’s households have single or coupled adults and no children. About 19 percent of households consist of married persons with children, and another 14 percent are households with single men or single women with children at home. Last, other households (e.g. non-married households without children). Future housing opportunities would need to address both small units for those living alone as well as larger houses for families with children.

**Exhibit 4-2. City of Yakima Household Characteristics: 2014**



Source: (ACS, 2014); BERK Consulting 2016

The median age in Yakima in 2015 was 33.2, which has increased slightly over the previous 15 years. Exhibit 4-3 shows the breakdown of population by age, highlighting the younger and older populations and Exhibit 3-10 shows the change in age groups by district between 2000 and 2010.

**Exhibit 4-3. Population by Age, 2014**

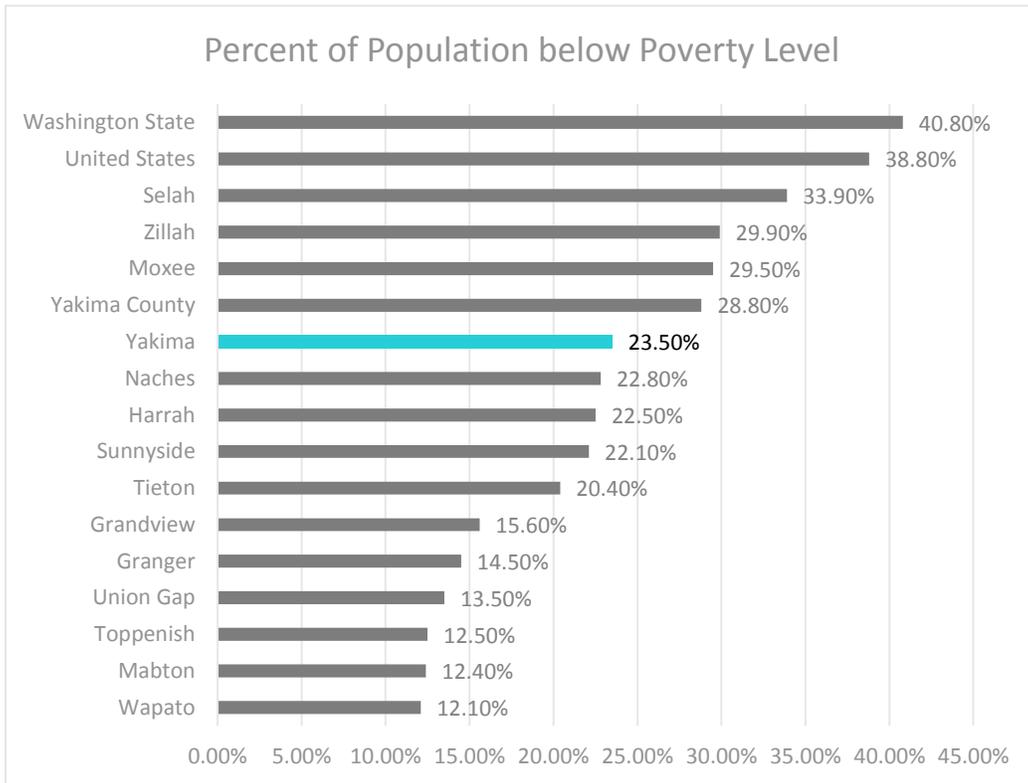
Age Category	Percent
Under 20 years	30.6%
20 - 64 years	55.8%
65 and older	13.8%

Source: U.S. Census, 5-Year ACS, 2014

On a median basis, the Yakima County household income is \$43,956, and the City of Yakima median household income is slightly lower at \$40,189. (ACS, 2014) Both the County and the City median incomes are lower than Washington State which equaled \$60,294 as well as lower than the national median income at \$53,482. Median income is a basis for determining housing cost burden addressed later in this chapter.

About 22.8% of the City’s population earns incomes below the federal poverty level. This is higher than the state as a whole at 13.5%. It is within the range of communities in Yakima County. See Exhibit 4-4. Because the City has the largest population in the County, the City’s total persons in poverty is greater than other communities.

**Exhibit 4-4. Percent of Population below Federal Poverty Level  
Yakima County and Communities: 2014**



Source: (ACS, 2014); (Yakima County, 2016)

**Special Needs**

Several populations may have special housing needs or supportive services, such as the homeless, residents with disabilities, single parents, and elderly.

**Homeless**

In Yakima County, a one night count in 2014 found 712 sheltered in 2014 with another 47 unsheltered for a total of 759 homeless (City of Yakima, 2015). In 2015, 816 homeless were counted with all but 72 sheltered (The Homeless Network of Yakima County, 2015). Based on information in the City’s Consolidated Plan (City of Yakima, 2015), homelessness has decreased significantly in the last 10 years: “Since 2006 the County’s unsheltered population has dropped 82.4% and the sheltered population has dropped 36.8%, which correlates to the 44.5% overall drop in homelessness.”

Homelessness is also tracked by School District. The Yakima School District served 15,639 students in 2013-14 and documented 610 students were homeless. The West Valley School District enrolled 4,910 students, and 95 were considered homeless.

**Residents with Disabilities**

The City of Yakima has the most persons with a disability in the county at 13,897, and the second highest share of the population at 15.3 percent, behind Union Gap. See Exhibit 4-5

**Exhibit 4-5. Disability Status**

Community	Population with a Disability	Percent of total civilian noninstitutionalized population
Grandview	930	8.50%
Granger	129	3.90%
Harrah	62	9.20%
Mabton	208	9.00%
Moxee	419	11.60%
Naches	83	8.90%
Selah	808	11.20%
Sunnyside	1,529	9.60%
Tieton	198	15.00%
Toppenish	613	6.90%
Union Gap	985	16.50%
Wapato	397	8.10%
Yakima	13,897	15.30%
Yakima County	30,430	12.50%
Zillah	231	7.50%
Washington State		12.40%
United States		12.30%

Source: (ACS, 2014) (Yakima County, 2016)

In the City of Yakima about 45.6 percent of persons 65 years or older have a disability. Those aged 18-64 with a disability equal 13.6 percent of the population in that age group. About 4.5 percent of children under 18 years old have a disability. (ACS, 2014) (Yakima County, 2016)

**Single Parents**

Single parent households, particularly female headed, are more likely to have lower incomes and potentially have cost burdens. About 3,426 or 10.4 percent city households are female headed with children. About 1,259 households, 3.8 percent, are male headed households with children. (ACS, 2014) (Yakima County, 2016)

**Elderly**

As described above, the elderly make up 13.8 percent of the city’s population. See Exhibit 4-3. The elderly often have disabilities – about 46 percent – requiring universal housing designs that meet ambulatory needs. Continuum of care housing and services allowing aging in place are other considerations over the planning period. (ACS, 2014) (Yakima County, 2016)

**Housing and Special Needs Programs**

The City of Yakima offers a number of services addressing maintaining and attaining housing to meet the needs of low income households, disabled persons, and senior citizens in the community. Several programs are highlighted below.

- Senior/Disabled Persons Home Repair Program: This more than 20 year old program awards grants, on average of \$5,000 per home, with an emphasis on health, safety, and weatherization

improvements. Disabled or senior homeowners must earn 65 percent or below the area median income, among other requirements.

- Senior/Disabled Exterior Paint Program: For those that are 55 years or older or disabled, the City's Neighborhood Development Services program provides materials and supervision of volunteers from Habitat for Humanity who conduct the painting.
- Homeownership through New Construction: This program was implemented in 1998 to provide newly constructed homes in the city limits for low to medium income first-time home buyers.
- Tenant/Landlord Counseling: The City's Office of Neighborhood Development Services assist either tenants or landlords with their disputes with advice on reaching agreements or supplying contact information for additional help (e.g. legal).
- Lot Acquisition Program: Within the City of Yakima Target Area, the City provides funds to purchase lots for residential development projects. The lots must be residentially zoned, have vacant or substandard buildings, and be developed within 12 months of purchase.

The City's Consolidated Plan also identifies many agencies that provide other housing and human services within Yakima: "There are over 45 different public, non-profit, and private agencies providing housing and housing services within Yakima of which at least 8 serve the mentally ill, 13 serve substance abusers and addictions, 1 serves persons with HIV/AIDS, 1 serves persons with suicidal risks, and 2 serve crisis pregnancies." (City of Yakima, 2015)

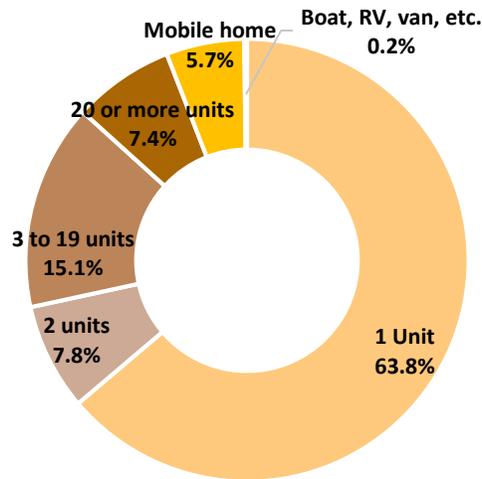
## Housing Supply

### Housing Stock

In 2014, there were 35,371 housing units and 33,023 households, indicating a vacancy rate of 6.6 percent (ACS, 2014). Total units grew by around 23.1 percent between 2000, when there was an estimated 28,743 units, and 2014, when there was an estimated 35,583 units (ACS, 2014).

Around 60 percent of units are single family detached units, with another 4 percent of single-family attached units (ACS, 2014). Exhibit 4-6 shows the estimated breakdown of housing structure types and shares in 2014.

**Exhibit 4-6. Housing Structure Types and Shares, 2014**



Source: U.S. Census Bureau, 5 Year ACS, 2014

Yakima’s housing structures are predominantly two and three bedroom units, with a combined 68.4 percent of units falling into these categories. Additionally, there are almost around 5,000 large units of 4 or more bedrooms, which account for around 14.3 percent of the total units. There are few studios in Yakima (3.2%) and a fair share of one bedroom units (14.1%).

**Exhibit 4-7. Number of Bedrooms, 2014**

Bedrooms	Units	Percent
No bedroom	1,140	3.2%
1 bedroom	4,981	14.1%
2 bedrooms	11,226	31.7%
3 bedrooms	12,965	36.7%
4 bedrooms	4,098	11.6%
5 or more bedrooms	961	2.7%
<b>Total Housing Units</b>	<b>35,371</b>	<b>100%</b>

Source: U.S. Census, 5 Year ACS, 2014

In 2014, an estimated 54 percent of units were owner-occupied, with 46 percent renter occupied units.

**Exhibit 4-8. Housing Tenure, 2014**

Tenure	Units	Percent
Owner Occupied	17,764	53.8%
Renter Occupied	15,259	46.2%
<b>Total Occupied</b>	<b>33,023</b>	<b>100.0%</b>

Source: U.S. Census, 5 Year ACS, 2014

**Vacancy Rates**

Vacancy rates, as an indicator of housing markets, can provide information about how supply and demand are interacting and how the market and prices may react. In 2014, vacancy in Yakima was around 6.9 percent, with a greater renter vacancy than owner vacancy (see Exhibit 4-9).

**Exhibit 4-9. Vacancy Rates, 2014**

Unit Type	Percent
<b>Owner Vacancy</b>	2.0%
<b>Renter Vacancy</b>	4.9%
<b>Total Vacancy</b>	6.9%

Source: U.S. Census, 5 Year ACS, 2014

However, more recent data shows a tightening of vacancy rates, particularly for renters of 2 percent as of spring 2016. Several unit types (1 and 2 bedroom) show a vacancy rate of 1 percent. (Runstad Center for Real Estate Studies / University of Washington, spring 2016)

**Age of Structures**

The age of housing structures is indicative of structure quality, supported by national research that shows a negative correlation between the age of a unit and its condition. Since housing units generally have a functional life of around 40 years, those units older than 40 years either require additional investments or they are likely to lose structural functionality. In 2014, only 10 percent of residential structures had been built since 2000, and 50.1 percent of units were built 40 or more years ago. Exhibit 4-10 shows the breakdown of structure built years (ACS, 2014). A map of structure age (both residential and commercial) is shown in Exhibit 4-11; the vast majority of structures in the city are residential with older stock focused in eastern Yakima.

**Exhibit 4-10. Year Structure Built for Residential Units, 2014**

Year Built	Units	Percent
<b>Built 2010 or later</b>	269	0.8%
<b>Built 2000 to 2009</b>	3,447	9.7%
<b>Built 1990 to 1999</b>	4,143	11.7%
<b>Built 1980 to 1989</b>	3,646	10.3%
<b>Built 1970 to 1979</b>	5,863	16.6%
<b>Built 1960 to 1969</b>	4,306	12.2%
<b>Built 1950 to 1959</b>	4,787	13.5%
<b>Built 1940 to 1949</b>	3,566	10.1%
<b>Built 1939 or earlier</b>	5,344	15.1%
<b>TOTAL</b>	35,371	100.0%

Source: U.S. Census Bureau, 5 Year ACS, 2014

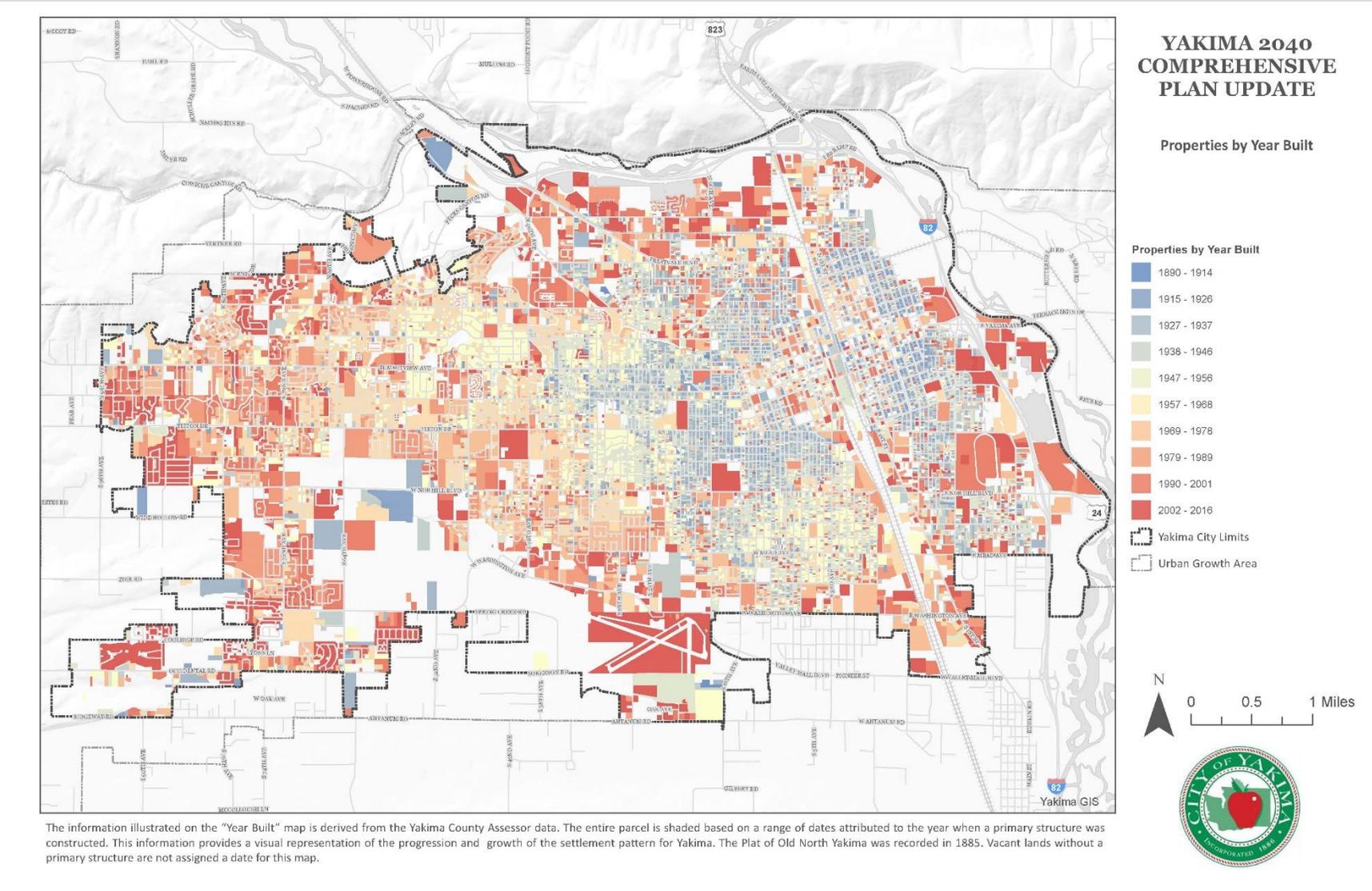
**Subsidized Units**

The Yakima Housing Authority manages subsidized housing in the city limits and county. Units include:

- Family housing: 150 units
- Farmworker housing: 173 units located on 46 sites throughout the county
- Elderly and Disabled Housing: 36 units

In addition, the Housing Authority manages the Section 8 Housing Choice Voucher where rental assistance is provided to low-income families who may rent units on the private market from landlords participating in the program.

Exhibit 4-11. Year Structure Built Map



Source: City of Yakima GIS 2016

## Housing Affordability

### Income Levels and Cost Burden

Exhibit 4-12 shows estimates for the number and percent of households in Yakima County and the City of Yakima according to their percent of the county area median income (AMI).

**Exhibit 4-12. Household Estimates by Percentage Median Income, 2014 dollars**

Percent of Median County Income	Income Ranges		Rounded (1,000s) Income Ranges		Estimated Households			
	Low	High	Low	High	City of Yakima	City of Yakima Percent	Yakima County	Yakima County Percent
<b>Under 30%</b>	\$0	\$13,187	\$0	\$13,000	4,202	13%	8,283	10%
<b>30 - 50%</b>	\$13,187	\$21,978	\$13,000	\$22,000	4,422	13%	9,523	12%
<b>50 - 80%</b>	\$21,978	\$35,165	\$22,000	\$35,000	5,996	18%	13,768	17%
<b>80 - 100%</b>	\$35,165	\$43,956	\$35,000	\$44,000	3,052	9%	7,730	10%
<b>100 - 120%</b>	\$43,956	\$52,747	\$44,000	\$53,000	2,735	8%	6,948	9%
<b>120% or Over</b>	\$52,747		\$53,000		12,616	38%	33,465	42%
<b>Total</b>					33,023	100%	79,717	100%

Source: Figures based on American Community Survey 2010-2014 5-year average; BERK, 2016. Figures may not add to total due to rounding.

- **Under 30% AMI (HUD Extremely Low Income Housing Need).** Yakima has a higher percentage of population earning less than 30% of the AMI (13%) versus the County (10%).
- **Between 30-50% AMI (HUD Very Low Income Housing Need).** Yakima has a comparable percentage of population earning between 30 and 50% of the AMI (13%) versus the County (12%).
- **Between 50-80% AMI (HUD Low Income Housing Need).** Yakima has a comparable percentage of population earning between 50 and 80% of the AMI (18%) versus the County (17%).
- **Above 80% AMI.** Yakima has less of its population earning between more than 80% of the AMI (55%) versus the County (61%).

Cost burdened households are those earning low or moderate incomes and paying 30% or more of their income on housing. As of 2012, 32% of city renters are cost burdened and 49% of owners are cost burdened. (U.S. Department of Housing and Urban Development, 2016)

Ensuring there are opportunities to develop a variety of housing types and densities affordable to different income levels can help to address current and future households and their cost burden.

### Rental Costs

Fair Market Rents (FMRs) are used to determine payment standard amounts for the Housing Choice Voucher program, among other programs. A fair market rent in the Yakima area ranges based on unit size as shown in Exhibit 4-13. The average rent for a 1-bedroom unit is slightly above the fair market rent while the average rent for a 2-bedroom apartment is slightly below the fair market rent. Both unit types have very low vacancy rates indicating higher demand.

**Exhibit 4-13. 2015 Fair Market and Average Rents – Yakima County Area**

Area	Eff	1-Bed	2-Bed	3-Bed	4-Bed
<b>2015 Fair Market Rent – Yakima Metropolitan Statistical Area</b>	490	597	769	1027	1240
<b>Spring 2016 Average Monthly Rent – Yakima County</b>	--	626	706	--	--
<b>Percentage of Surveyed Units Vacant – Yakima County</b>	--	1.0	1.0	--	--

Source: US Housing and Urban Development 2015; (Runstad Center for Real Estate Studies / University of Washington, spring 2016), BERK 2016

The Runstad Center for Real Estate Research has noted that “Over the past year Yakima County has recorded the greatest decrease in vacancy rate with a considerable drop of 5.8 percent (from 7.8% to 1.7%).” If supply does not keep up with demand, it is likely that rental rates would increase. For example in spring 2015, the average rental unit cost was \$576 and the vacancy rate was 7.8 percent. In spring 2016, the average rent was \$682 with a vacancy rate of 2 percent. (Runstad Center for Real Estate Studies / University of Washington, spring 2016)

Exhibit 4-14 compares the number of renter households by housing need category to the number of units being rented at rents affordable to each category. Generally the analysis shows that there is a gap of about 3,354 dwellings that rent at levels affordable to households with extremely low (under 30%) and very low (30-50%) incomes. There is a larger supply of units affordable to those earning low and moderate incomes (50-100%). Last, there is a gap in rental units that apply to those earning medium and high incomes (120%+).

**Exhibit 4-14. Yakima Renter-Occupied Income and Current Rents**

Ratio to County AMI	Income Ranges		Monthly Housing Budget*		Estimated Renter HHs		Estimated Gap	
	Low	High	Low	High	Count	Percent	Units	over/(under)
<b>\$43,956</b>	Low	High	Low	High	Count	Percent	Units	over/(under)
<b>Under 30%</b>	\$0	\$13,000	\$0	\$325	2,927	19%	641	(2,286)
<b>30 - 50%</b>	\$13,000	\$22,000	\$325	\$550	3,067	20%	1,999	(1,068)
<b>50 - 80%</b>	\$22,000	\$35,000	\$550	\$875	3,769	25%	6,930	3,162
<b>80 - 100%</b>	\$35,000	\$44,000	\$875	\$1,100	1,439	9%	2,499	1,060
<b>100 - 120%</b>	\$44,000	\$53,000	\$1,100	\$1,325	1,171	8%	1,339	167
<b>120% or Over</b>	\$53,000		\$1,325	\$25,000	2,886	19%	1,315	(1,571)
<b>Total</b>					<b>15,259</b>	<b>100%</b>	<b>14,723</b>	<b>(536)*</b>

\*There were 536 units identified as “No cash rent”

Source: U.S. Census, 5 Year ACS, 2014

**Homeowner Costs**

As of the fourth quarter of 2015, the County’s housing supply showed it was relatively affordable for a metropolitan area with a large share of homes for sale below the median home price, but also recent price increases that are leading the state:

- Lowest median price in a Metropolitan county seen in Yakima County: \$163,800.

- Number of Metropolitan counties with year-over-year price increases of 20% or more (King, Skagit, and Yakima counties).
- Availability of homes below \$160,000: 36%, highest of any county

The Runstad Center for Real Estate Studies has developed an index of affordability for median income families or first time homebuyers to purchase homes. Index values above 100 indicate housing is affordable to the specified income group. As of the fourth quarter of 2015, Yakima County’s index for median income families was 176.0 and for first time homebuyers was 101.3; thus the County is considered affordable.

Within the City of Yakima, the median house value as of 2015 is slightly lower than the County value reported above at about \$159,700 - \$161,938 (neighborhoodscout.com, 2016) (Zillow, 2016). Appreciation rates have been above average for the last 10 years, at an annual average of 2.5%. (neighborhoodscout.com, 2016)

Exhibit 4-15 shows the distribution of households living in owner occupied housing in Yakima and Yakima County by income category. The table shows that there is owner occupied housing available across and that generally the City and County have similar levels of affordability and opportunity in ownership.

**Exhibit 4-15. Household Estimates of Owners by Percent of Median Income**

Percent of AMI	Rounded (1,000s) Income Ranges		Yakima County		City of Yakima	
	Low	High	Estimated HHs	Percent	Estimated HHs	Percent
<b>Under 30%</b>	\$0	\$13,000	2,972	6%	1,275	7%
<b>30 - 50%</b>	\$13,000	\$22,000	3,793	8%	1,355	8%
<b>50 - 80%</b>	\$22,000	\$35,000	6,383	13%	2,228	13%
<b>80 - 100%</b>	\$35,000	\$44,000	4,656	9%	1,613	9%
<b>100 - 120%</b>	\$44,000	\$53,000	4,414	9%	1,563	9%
<b>120% or Over</b>	\$53,000		27,069	55%	9,730	55%
<b>Total</b>			<b>49,287</b>	<b>100%</b>	<b>17,764</b>	<b>100%</b>

Source: ACS, 2014 5-year estimates

Exhibit provides median sales prices in Yakima from 1/2010 to 1/2016. The median sales price has increased over \$20,000 in the least year from \$159,575 in January 2015 to \$193,189 in January 2016.

**Exhibit 4-16. Median Sales Price - Yakima**



Source: (Zillow, 2016)

Exhibit 4-17 presents an assessment of the attainability of single-family housing at current median sales prices using standard assumptions, including:

- A down payment of 20% of the sale price;
- Interest rate of 4.0%;
- 30 year fixed rate mortgage;
- Taxes at 1.06%;
- Insurance at \$3.50 per \$1,000 value; and
- Housing cost burden not to exceed 30% of gross income.

The assessment indicates that around 56% of households can afford a median home price, with homeownership less attainable for the remaining 46% of the population.

**Exhibit 4-17. Annual Income Needed to Purchase a Home at Current Median Selling Price**

Single Family Home Buyers	
<b>Monthly Mortgage</b>	
Median Selling Price	\$193,189
Down Payment (20%)	\$38,638
Mortgage Amount	\$154,551
Interest Rate	4.0%
Payments over 30 years	\$360
Monthly Mortgage Payment	\$735
<b>Annual Housing Expenses</b>	
Mortgage Payments	\$8,825
Taxes (1.06%)	\$2,042
Insurance (\$3.50 per \$1,000)	\$676
Annual	\$11,543
Monthly	\$962
Monthly Income Needed	\$3,206
Annual Income Needed	\$38,477
<b>Households</b>	
Number of households with income > \$35,000	18,402
Total households	33,023
<b>Estimate of households that can afford median home price</b>	56%

Source: Zillow, 2016; U.S. Census 5-Year ACS, 2014; BERK, 2016

To purchase a single family home at the current median selling price a household would need to earn \$38,477 annually or \$3,206 monthly. There are an estimated 18,402 households in Yakima with incomes greater than \$35,000, or 56% of the population that can afford the median home price in Yakima.

### 4.3 Districts

Housing information is more readily available at the citywide scale. The district analysis below identifies the number of housing units as of the 2010 US Census based on block data.

**Housing Units by District**

District	2010 Housing Units
District 1	3,755
District 2	4,001
District 3	5,085
District 4	4,893
District 5	5,742
District 6	5,656
District 7	5,697
<b>Grand Total</b>	<b>34,829</b>

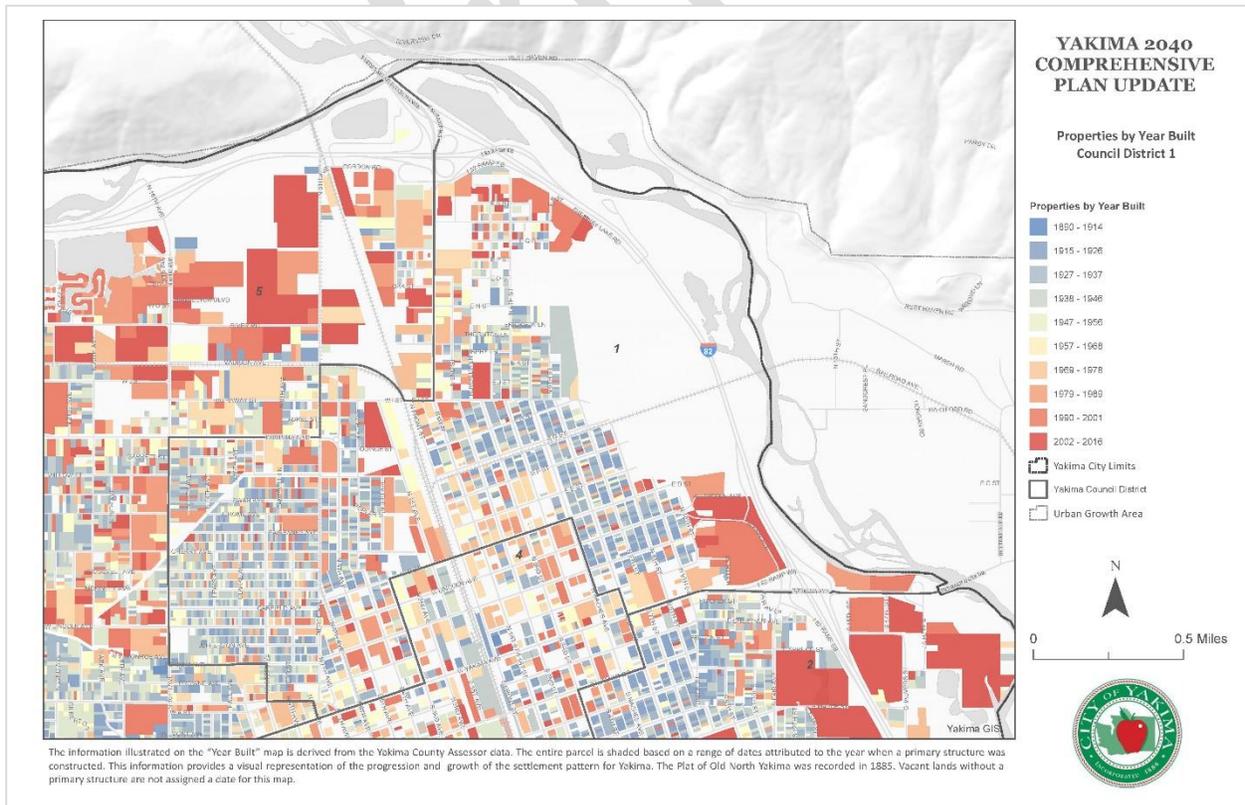
Source: (Decennial Census, 2010)

Maps of structures by year built are also available by District. Preserving older housing stock preserves housing affordability.

#### District 1

District 1 contains about 3,755 housing units as of 2010. As this District contains much of Downtown, the residential and commercial buildings are predominantly built in the 1940s and before. See Exhibit 4-18.

**Exhibit 4-18. Properties by Year Built: Council District 1**

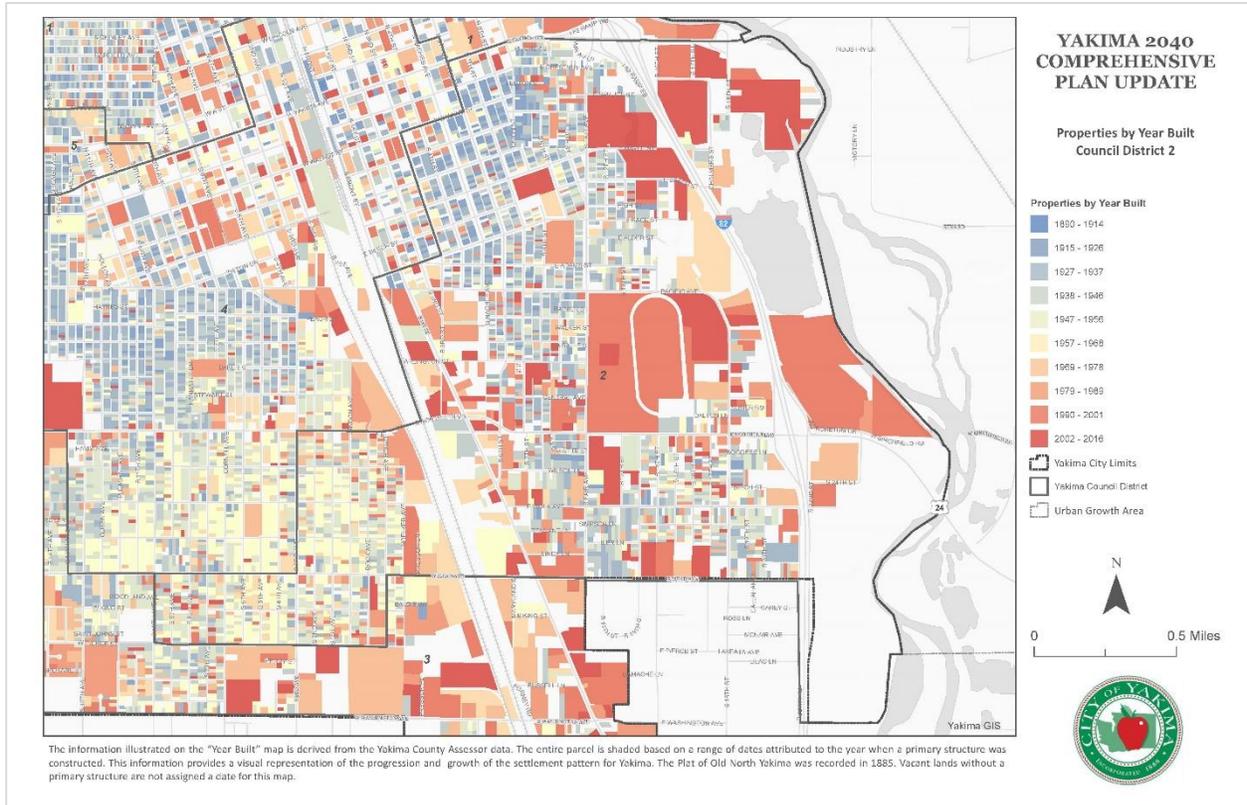


Source: City of Yakima GIS 2016

## District 2

District 2 contains 4,001 dwelling units based on 2010 US Census block data. This district likewise contains older building stock though concentrated in the west and north. See Exhibit 4-19.

**Exhibit 4-19. Properties by Year Built: Council District 2**

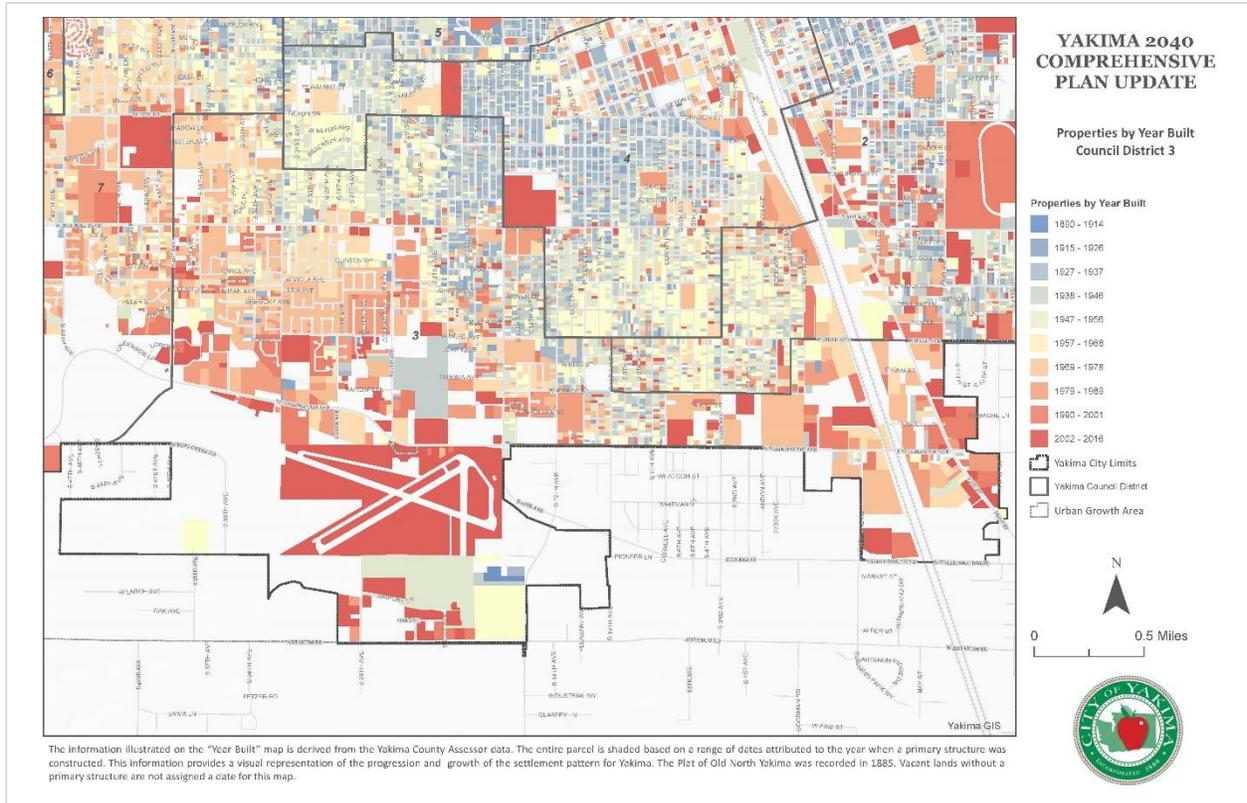


Source: City of Yakima GIS 2016

### District 3

District 3 contains about 5,085 dwelling units as of 2010. Many buildings were constructed in the 1940s and prior, with areas built between the 1940s and 1960s to the south and west. See Exhibit 4-20.

**Exhibit 4-20. Properties by Year Built: Council District 3**

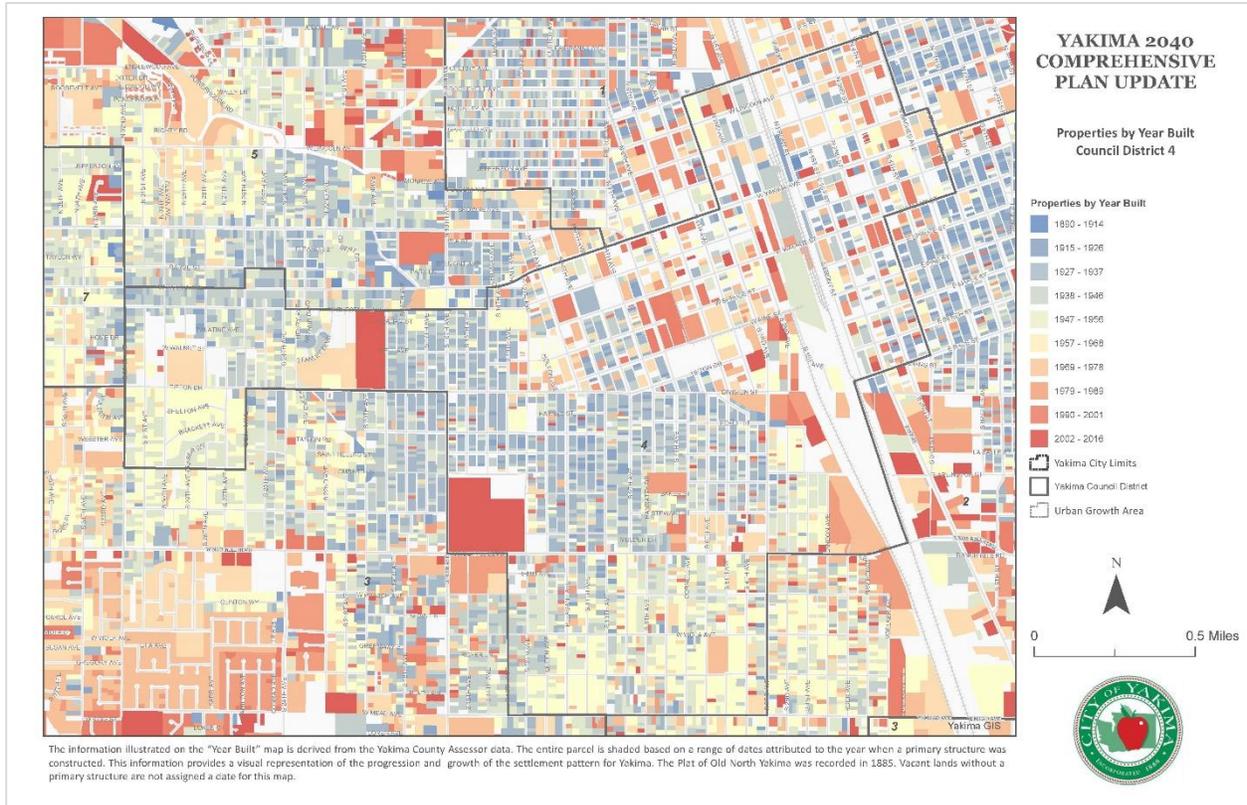


Source: City of Yakima GIS 2016

### District 4

There are about 4,893 housing units in District 4 per 2010 US Census block data. The age of buildings shows most developed between 1890 and 1946. See Exhibit 4-21.

**Exhibit 4-21. Properties by Year Built: Council District 4**

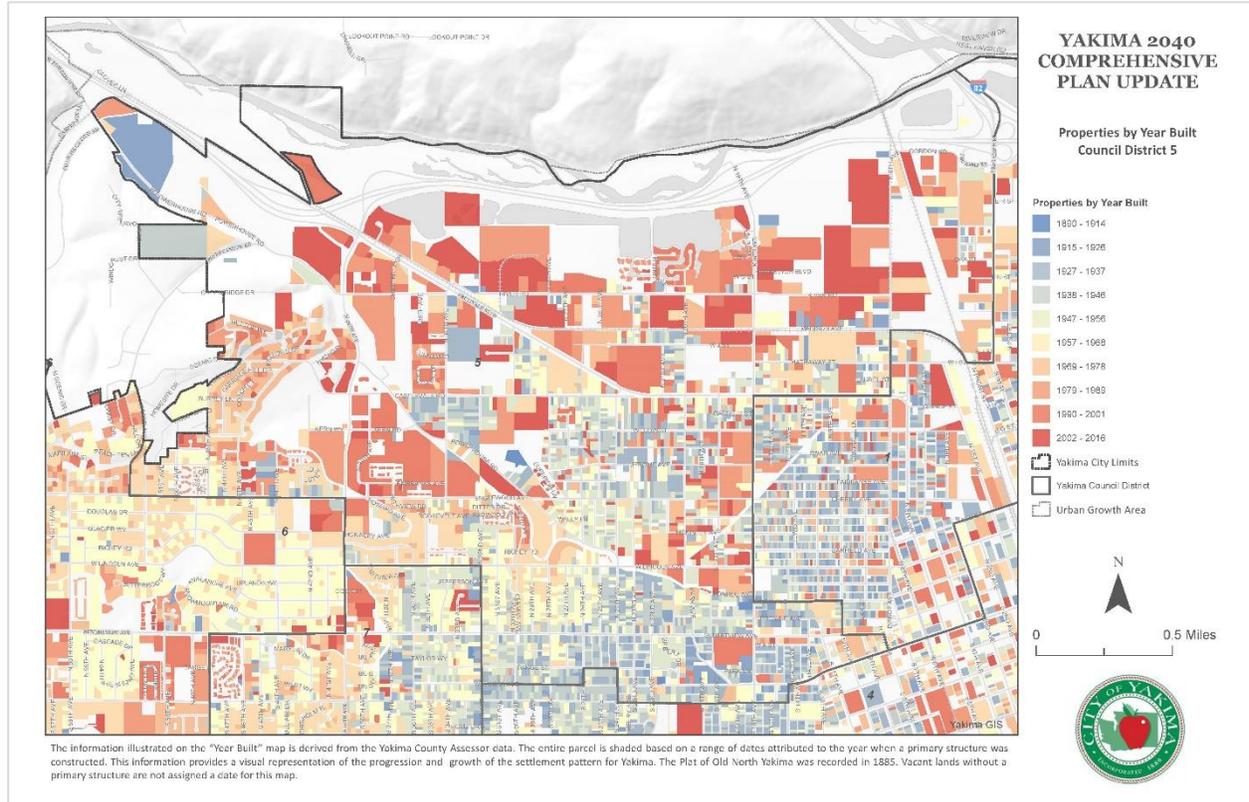


Source: City of Yakima GIS 2016

### District 5

About 5,742 homes were counted in District 5 in 2010. Central and south blocks show buildings developed in the first part of the 20<sup>th</sup> Century. Structures in the western part of the district were built in more recent decades. See Exhibit 4-22.

**Exhibit 4-22. Properties by Year Built: Council District 5**

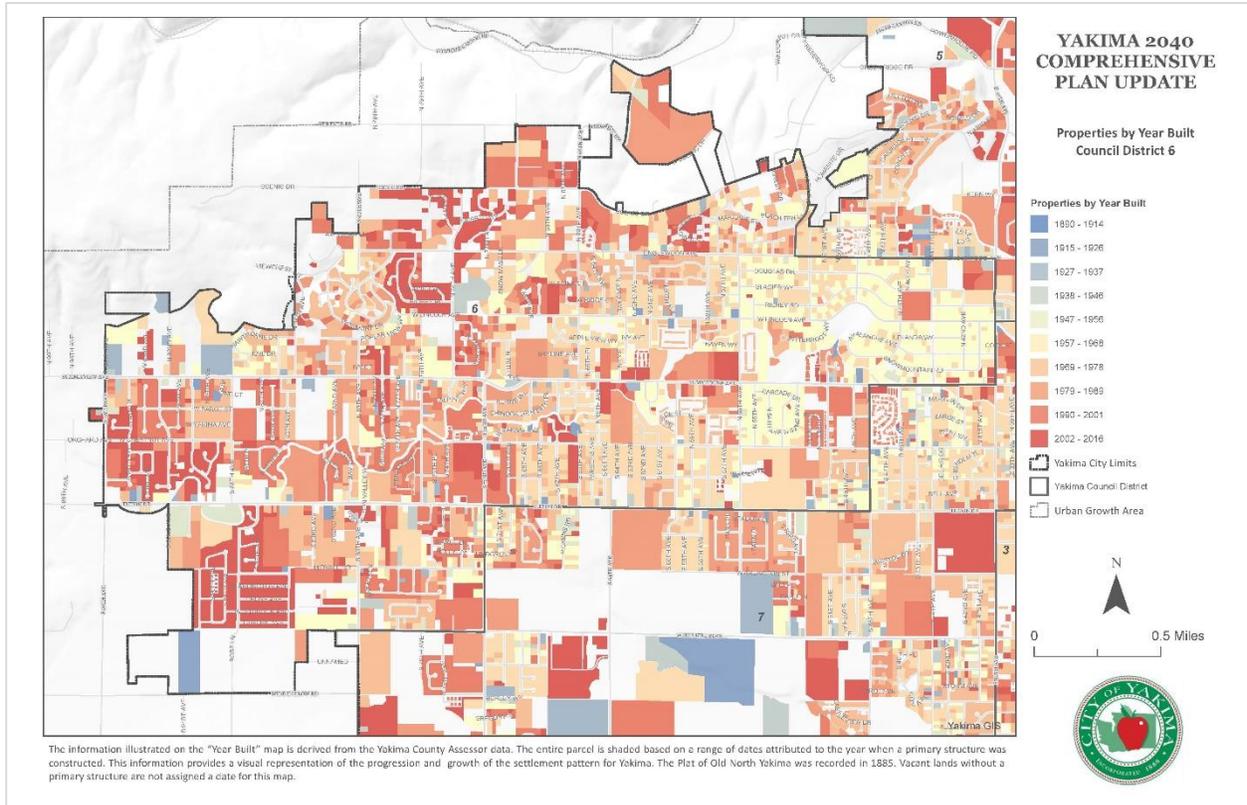


Source: City of Yakima GIS 2016

### District 6

District 6 contains about 5,656 homes per the 2010 US Census. Structures were predominantly constructed in the latter half of the 20<sup>th</sup> Century through the present. See Exhibit 4-23.

**Exhibit 4-23. Properties by Year Built: Council District 6**

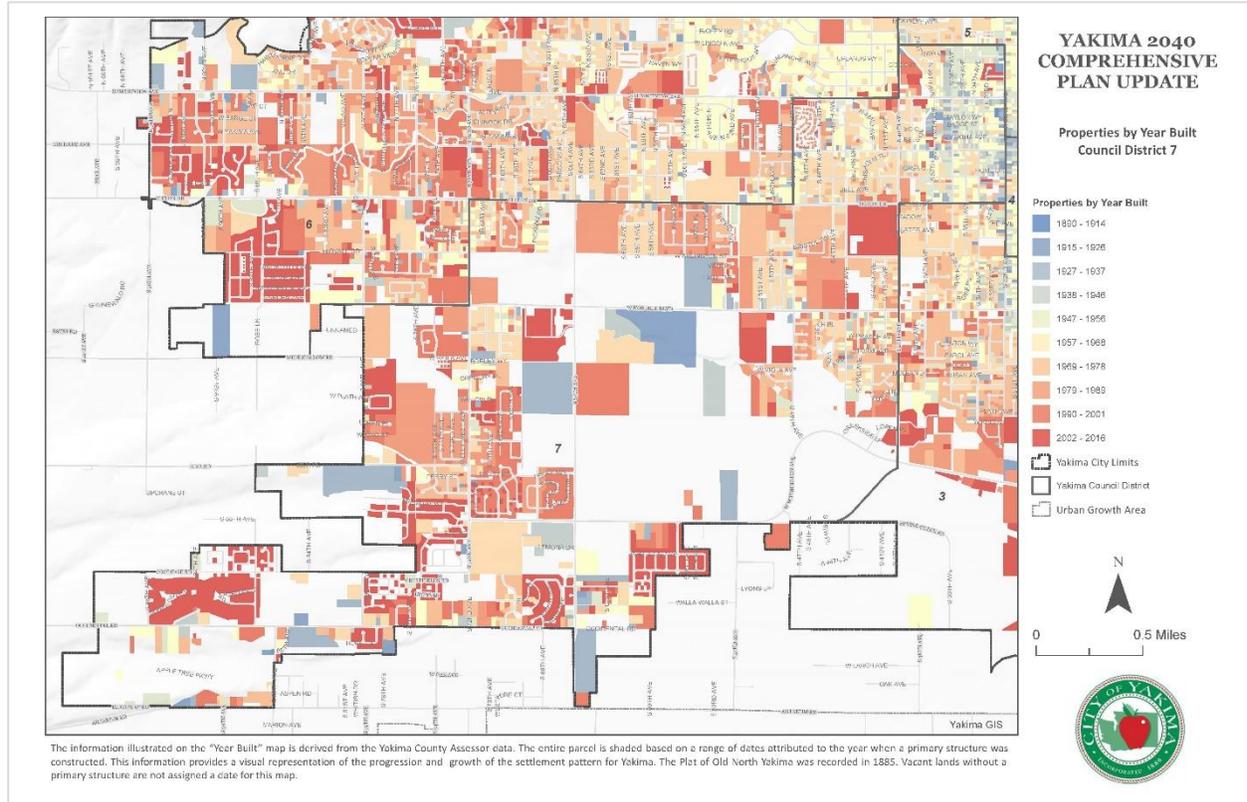


Source: City of Yakima GIS 2016

### District 7

District 7 has about 5,697 dwellings as of 2010. Similar to District 6, District 7 largely contains newer buildings constructed in more recent decades. Given there are more acres of vacant and agricultural land in this District than others, there are “blank” areas. See Exhibit 4-24.

**Exhibit 4-24. Properties by Year Built: Council District 7**



Source: City of Yakima GIS 2016

## 5.0 ECONOMIC DEVELOPMENT

### 5.1 Overview

Chapter 5 provides information on the current state of the City's economy and the City's potential to support job growth. The inventory includes information on the City's population, employment, and commercial land capacity based on data from the U.S. Census Bureau, Washington Office of Financial Management, and local assessor data.

Online survey respondents identified employment opportunities most desired in Yakima; as identified by 185 respondents, these include professional services, education, and manufacturing/industry positions.

### Regulatory Context

The Growth Management Act (GMA) includes a goal of fostering economic growth:

*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, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

An Economic Development Element is required when funding is provided by the State of Washington; while funding is not in place, the City already has an Economic Development Element and it will be revised for the Comprehensive Plan Update. Based on GMA requirements, an Economic Development Element provides goals and policies to guide the City's economic growth and vitality. Elements should provide a summary of the local economy, strengths, and weaknesses of the local economy, and identification of policies, program, and projects to support economic growth.

### Countywide Planning Policy

The Yakima Countywide Planning Policy has policies that apply to economic development. These include:

- **G.3.1.** Encourage economic growth within the capacities of the region's natural resources, public services and public facilities.
  - Identify current and potential physical and fiscal capacities for municipal and private water systems, wastewater treatment plants, roadways and other infrastructure systems;
  - 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:
  - Evaluate existing and potential industrial and commercial land sites to determine short and long term potential for accommodating new and existing businesses;
  - Identify and target prime sites, determine costs and benefits of specific land development options and develop specific capital improvement strategies for the desired option;
  - Implement zoning and land use policies based upon infrastructure and financial capacities of each jurisdiction;

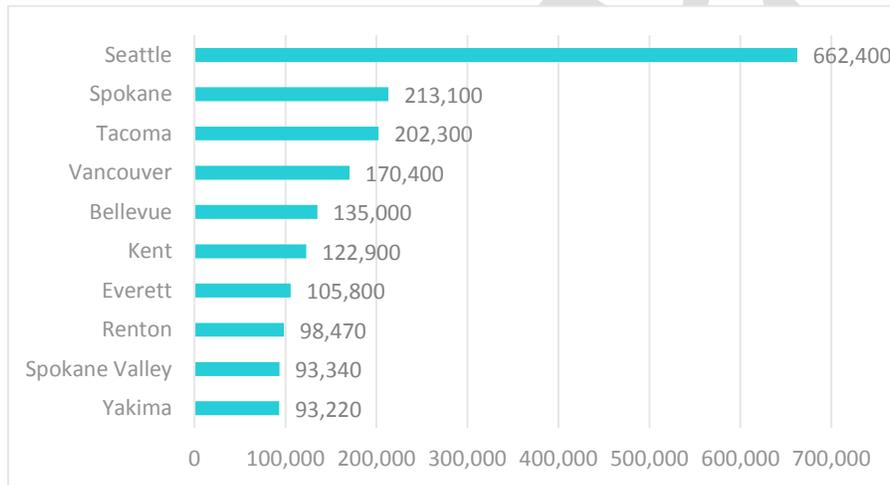
- Identify changes in urban growth areas as necessary to accommodate the land and infrastructure needs of business and industry;
- Support housing strategies and choices required for economic development.
- **G.3.3.** Coordination of efforts between the many diverse economic development organizations and other related agencies within Yakima County should be encouraged by:
  - Identifying linkages between economic development issues and strategies and other growth planning elements (i.e. housing, transportation, utilities and land use);
  - Defining roles and responsibilities for carrying out economic development goals, objectives and strategies.

## 5.2 City of Yakima

### Demographics

The City of Yakima is tenth in terms of total population in the state. See Exhibit 5-1.

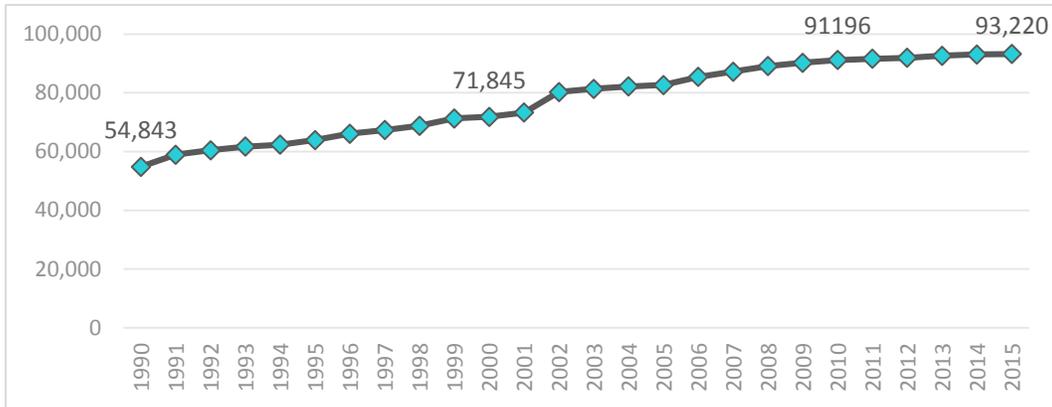
**Exhibit 5-1. April 2015 Population, Top Ten Ranked**



Source: (OFM, 2015)

Yakima is the most populous city in the County, and the County Seat. In 2015, there were 93,220 residents in Yakima, which is a 29.8 percent increase in population since 2000. This reflects a notable growth trend in Yakima as a residential community. Exhibit 5-2 shows the growth between 1990 and 2015. The compound annual growth rate between 2000 and 2010 was 2.4 percent, which slowed to 0.4 percent between 2010 and 2015.

**Exhibit 5-2. Yakima Historical Population (1990 – 2015)**



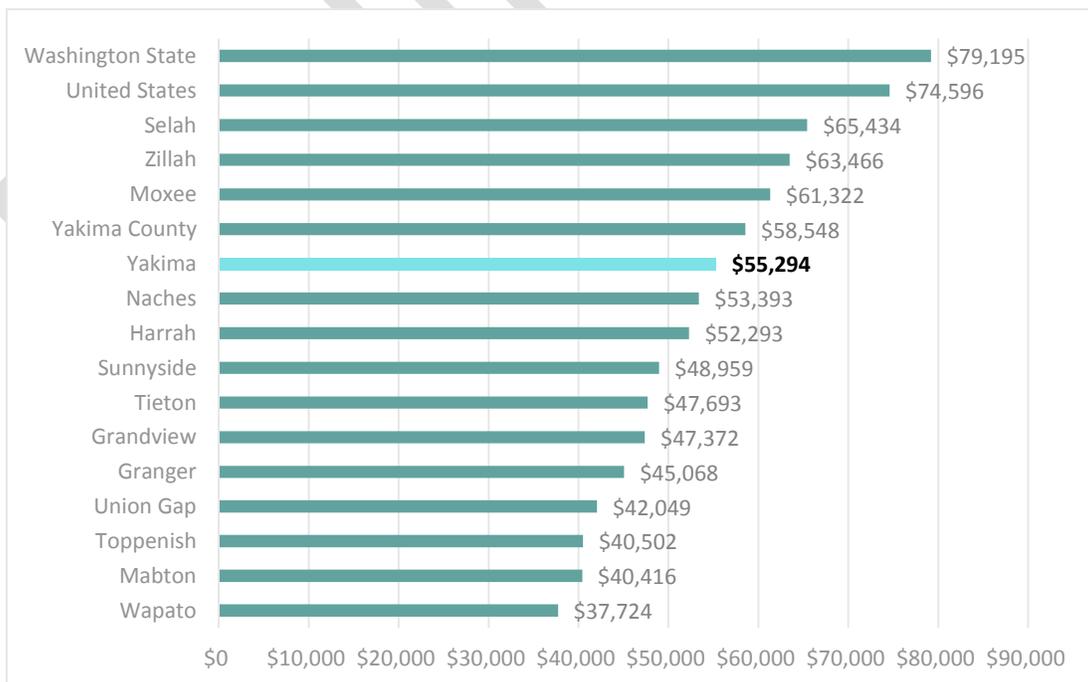
Source: OFM, 2015

The City’s median age is 33.2 which is younger than the State as a whole at 37.4, though the community is older relative to other communities in Yakima County per Exhibit 3-9. The City has 27.4 percent of its population under 18 years of age, relatively larger than the State at 23.0 percent, whereas other communities in the County have higher shares. The female population makes up 49.8 percent of the total City population, whereas for the State it is 50.1 percent.

Most of the City’s residents have achieved a high school diploma or higher at 73.2 percent, but this is lower than for the US as a whole at 86.3 percent and Washington State at 90.2 percent. In terms of higher education, about 17.3 percent residents have a bachelor’s degree or higher compared to the State level at 32.3 percent or the US at 29.3 percent.

Average household income in Yakima is about \$55,294 based on the 2010-2014 ACS. The City of Yakima has higher incomes than other communities in the County. See Exhibit 5-3.

**Exhibit 5-3. Average Household and Family Income, Yakima County and Communities**



Source: (ACS, 2014); (Yakima County, 2016)

On a median basis, the Yakima County household income is \$43,956, and the City of Yakima median household income is slightly lower at \$40,189. (ACS, 2014) This is lower than Washington State which equaled \$60,294. About 22.8% of the City’s population earns incomes below the federal poverty level, higher than the state as a whole at 13.5%. See Chapter 4 for more information.

## Employment

About 54.9 percent of the City’s population is in the labor force and employed, and 6.9 percent is in the labor force and not employed. About 38 percent are not in the labor force. The share of the population in the labor force is less than the State percentage at 58.2 percent and slightly less than Yakima County at 55.7 percent overall. (Yakima County, 2016)

Currently, the City contains 40,390 jobs (US Census Bureau, 2014). Top sectors include health care, retail, agriculture, manufacturing as shown in Exhibit 5-4.

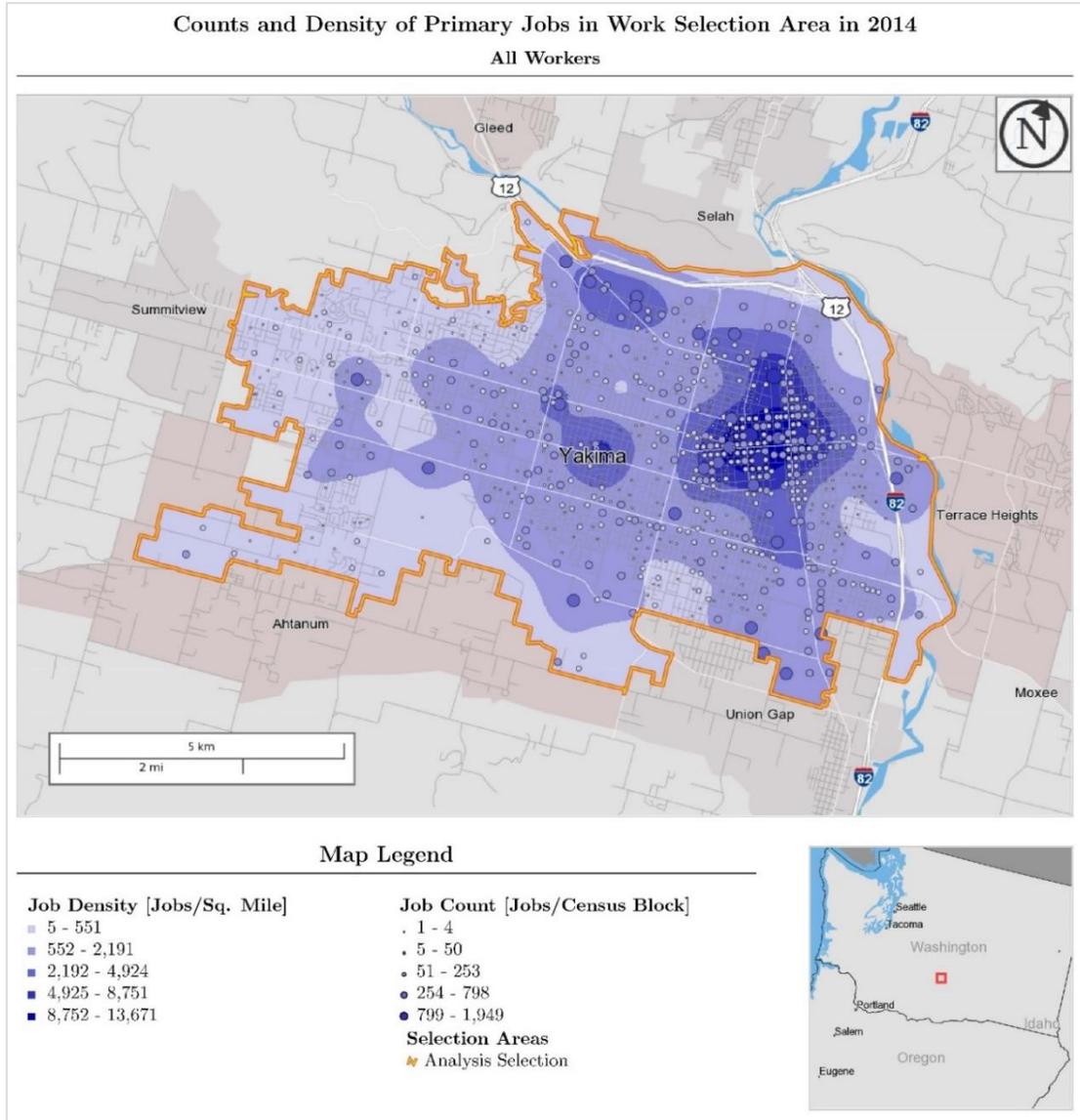
**Exhibit 5-4. Counts and Density of Primary Jobs in Yakima**

NAICS Industry Sector	2014 Count	Share
Agriculture, Forestry, Fishing and Hunting	3,817	9.5%
Mining, Quarrying, and Oil and Gas Extraction	24	0.1%
Utilities	180	0.4%
Construction	993	2.5%
Manufacturing	3,339	8.3%
Wholesale Trade	1,711	4.2%
Retail Trade	5,009	12.4%
Transportation and Warehousing	621	1.5%
Information	651	1.6%
Finance and Insurance	938	2.3%
Real Estate and Rental and Leasing	435	1.1%
Professional, Scientific, and Technical Services	1,281	3.2%
Management of Companies and Enterprises	145	0.4%
Administration & Support, Waste Management and Remediation	951	2.4%
Educational Services	3,041	7.5%
Health Care and Social Assistance	9,539	23.6%
Arts, Entertainment, and Recreation	652	1.6%
Accommodation and Food Services	2,893	7.2%
Other Services (excluding Public Administration)	1,031	2.6%
Public Administration	3,139	7.8%
<b>Total</b>	<b>40,390</b>	

Source: (US Census Bureau, 2014)

Jobs are concentrated in the Downtown and near US 12, with greater jobs in eastern and central Yakima than western Yakima which contains largely residential development and vacant land. See Exhibit 5-5.

**Exhibit 5-5. Jobs Density in Yakima**



Source; (US Census Bureau, 2014)

Top private employers in the County include major operations inside the Yakima city limits such as the Yakima Valley Memorial Hospital and Yakima Regional Medical Center. See Exhibit 5-6.

**Exhibit 5-6. Top Private Employers in Yakima County**

Employers	Employees
Yakima Valley Memorial Hospital	2200
Walmart -Yakima/Sunnyside/Grandview	1700
Zirkle Fruit	1500+
Washington Fruit & Produce	1500+
Borton Fruit	1212
Monson Fruit	1023
Yakima Valley Farm Workers Clinic	1006
Yakima Regional Medical Center	985
A.B. Foods	900
Yakima Nation Legends Casino	644

Source: New Vision Yakima County Development Association 2016

## Market Position and Commercial and Industrial Development

The City of Yakima's is the largest community in Yakima County and the center of an agricultural economy. Its 300 days of sunshine per year make it an attractive place to live and work.

A recent market study described the following advantages of the Yakima Valley and County that are due to influence positive investment and spending in the City:

- Yakima County produces about 80 percent of the nation's hops and is a leading producer of apples and wine.
  - In the 2012 Census of Agriculture, Yakima County was ranked second in the state and twelfth in the nation for the total value of agricultural products sold. The County is first in the state and nation for acres planted in apples. The County is second in the state for acres in grapes, and fifteenth in the nation. Manufacturing, especially food production, is strong and employs 10,000 people with sales of \$1.4 billion. Many food production operations are located in the City of Yakima.
- Yakima has a growing tourist market from Seattle and Portland metropolitan areas. Yakima is 142 miles southeast of Seattle and 185 miles northeast of Portland. Winery tourism has been important with 80 wineries in the Yakima valley. Conferences in Downtown Yakima saw over 125,000 people hosted in 2012 (Thomas Consultants, 2013)

A study conducted for the broader Yakima and Kittitas County region noted these agricultural and tourism strengths, as well as additional strengths, weaknesses, opportunities, and threats:

- Strengths
  - The region enjoys a diverse economy.
  - Close proximity to major metro areas.
  - Several universities and colleges in the Kittitas and Yakima area.
- Weaknesses
  - Lack of family-wage employment opportunities in the region.
  - Perceived crime rate issue. Although the crime rate has decreased, perception of crime has not.
  - Educational attainment in the region is low for K-16+.
  - Water capacity at treatment plants is becoming limited.
  - The region experiences a sense of complacency towards growth and economic diversification due to the strength of the regional agricultural economy.
  - No full-scale port districts in Yakima or Kittitas.
- Opportunities
  - The region can capture spin-off growth from businesses from Western WA metro areas.
  - The region can raise educational attainment.
  - Kittitas and Yakima can enjoy the benefits of collaborative inter-county cooperation, e.g. the Yakima River Basin Integrated Water Resource Management Plan and other collaborative efforts.
  - The region can develop and promote tourism.
  - The region can facilitate small business development.

- Threats
  - In Yakima County, annual average unemployment remains at 10% for 2015 while the state unemployment rate declined from 9.2% to 5.3% between 2010 and 2015.
  - Planning and zoning barriers to new investments and alternative energy innovation or facilities.
  - Environmental challenges and regulations that characterize the region.
  - Several large industry sectors dominate the local economies. Without diversification, an event that adversely affects one or more of these industries can adversely impact the region.
  - Locally produced and grown products are shipped out of the ports in Seattle and Tacoma as congestion increases at these ports and in the metro areas, the ability for local business to access export markets has become increasingly difficult and is impacting their profitability.
  - There is a loss of young talent from the regional workforce.
  - There are limited economic development tools and financing options.

Based on these conditions, the Yakima and Kittitas Counties Regional Comprehensive Economic Development Plan, 2015, includes the following goals and objectives:

- Goal one: support the retention and expansion of regional clusters and industries. The key industry clusters in the Yakima County and Kittitas County region include:
  - Agriculture
  - Healthcare
  - Manufacturing
  - Tourism
  - Warehouse/Distribution
  - Alternative Energy (renewable)
- Goal two: support small business success and entrepreneurship
- Goal three: develop a talented workforce
- Goal four: invest in capital facilities and infrastructure
- Goal five: promote tourism and develop visitor amenities
- Goal six: enhance downtown and neighborhood business district vitality

The plan includes a number of strategies to realize the goals. Additionally, the plan identifies key investments and projects supporting a strong regional economy including:

- **City of Yakima, Cascade Mill Project.** Redevelopment of the 225-acre former Boise Mill, which closed in 2006, into a mixed use, office park, light industrial and entertainment area. The entire property is privately owned, current landowners are engaged in supporting successful implementation of the project.
- **City of Yakima, North 1st Street Façade & Sign Replacement Program.** This is an Incentive program to upgrade and improve private development along this key corridor, encourage property reinvestment, and enhance comprehensive clean-up efforts of the City.

- **CWFA/State Fair Park, Yakima Valley SunDome Project.** State Fair Park wants to attract events to Yakima by becoming a regional events center. The project would consist of adding full catering services and an indoor covered vehicle and storage area.
- **City of Yakima, Public Market/Incubator.** The project is designed to provide individuals with a place to test out business opportunities. The market would ideally encompass two stories and a basement totaling 27,500 square feet.
- **City of Yakima, Yakima Airport.** This project is included in the Airport Master plan and is designed to replace the Yakima airport passenger terminal building.
- **YCDA & Educational Service District 105, Business Education Partnership.** This project will create, coordinate, and manage a partnership between STEM businesses, school districts, colleges and universities, and other training providers.
- **City of Yakima, Downtown Farmers’ Market.** One of the elements of the Yakima Downtown Master Plan is to identify locations for additional public amenities including a permanent location for Farmer’s Market and other Downtown events in the core downtown area.

### Permitting

In the last four years, the City has generally seen increased numbers of new residential and new commercial projects. In addition to this new activity, remodels and alterations were also made. In sum, total permit valuations also increased except in 2015. See Exhibit 5-7.

**Exhibit 5-7. City of Yakima Permits: 2012-2015**

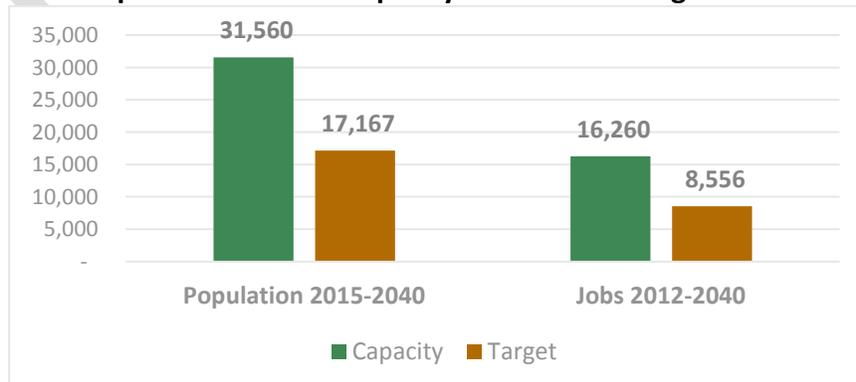
Year	Residential Projects	Residential Valuation	Commercial Projects	Commercial Valuation	All Permit Valuations
2012	85	\$23,236,631	26	\$30,618,824	\$99,253,190
2013	87	\$21,353,532	34	\$47,553,078	\$103,646,192
2014	100	\$25,906,180	32	\$56,384,140	\$107,524,669
2015	128	\$29,772,957	53	\$25,951,378	\$84,170,509

Source: City of Yakima 2012-2016

### Employment Capacity

The City of Yakima has conducted a land capacity analysis illustrating that there is greater capacity than the City’s allocated employment with the current zoning. Similarly, the City has ample capacity for residential growth and associated population with the current zoning. See Exhibit 5-8. Appendix A provides more detailed growth capacity information.

**Exhibit 5-8. Population and Job Capacity and Growth Targets: Present to 2040**



Source: City of Yakima GIS 2016 and BERK Consulting 2016

## 5.3 Downtown Revitalization

### Downtown Market Study

A retail market study was prepared for the Downtown area in 2013. The study documented well known conditions of downtown retail vacancy, and dominance of other commercial centers with big box retail formats and strip maps inside the city limits and the Yakima Valley Mall in Union Gap.

While there have been downward trends, there are also unique opportunities, including Downtown Yakima's ability to create a distinctive retail experience with its historic character, agri-and viticulture entrepreneurship, local food and beverage and community facilities and events programming. A demand analysis.

Retail demand is estimated to grow by 200,000 square feet per year in the city as a whole. The market analysis recommended policy, zoning, marketing and direct engagement of stakeholders. The policy and zoning and design guideline amendments were intended to reinforce a distinct and unique retail identity. Revitalization would focus on the "heart of Downtown" and catalyst sites. See the description of the Downtown Master Plan below.

### Downtown Master Plan

The 2013 Downtown Master Plan identifies concepts, land use, transportation, and implementation framework elements for the core commercial area of the Central Business District and the surrounding vicinity. This plan suggests a range of actions that build upon recently implemented streetscape improvements along Yakima Avenue. The plan provides an implementation road map for creating a successful transformation of Downtown Yakima to a vibrant destination.

Exhibit 5-9 below illustrates the fundamental concept of the plan, which identifies:

- **City Center – as the Heart of Downtown.** Private investment is focused around a multipurpose public plaza that provides a year-round gathering space. The focus of retail activities occur on Yakima Avenue, Front Street, Chestnut Avenue, and Second Street. The Yakima Mall continues to be repurposed and strengthened.
- **Boulevard – Yakima Avenue as a Destination.** Yakima Avenue is enhanced to prioritize pedestrians and intersections are improved. Additional greenery is added to humanize the street.
- **District Center – Nodes of Activity.** Hubs of retail activity are established at key intersections outside the City Center.
- **Parkway – Yakima Avenue as a Green Street.** Parkways have a greater emphasis on mobility – medians are omitted for left turn lanes, but landscaping along the curbside is enhanced to improve the character of these areas.

**Exhibit 5-9. Downtown Master Plan Fundamental Concept**

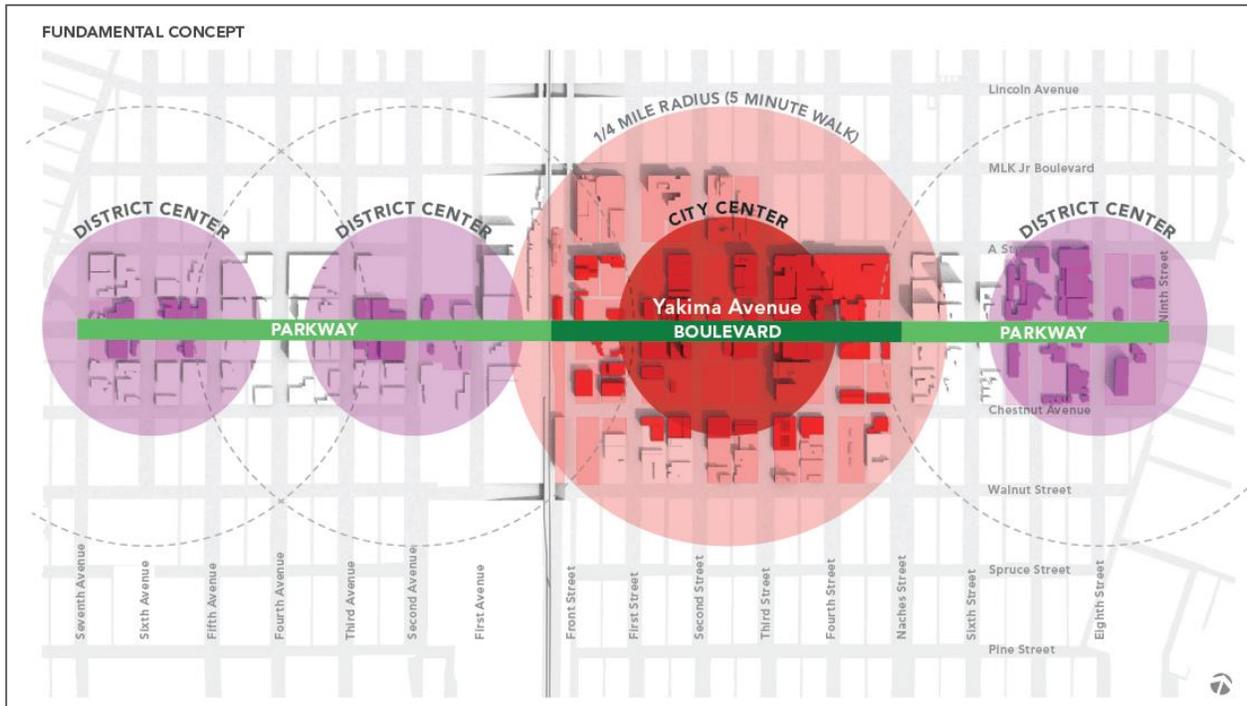
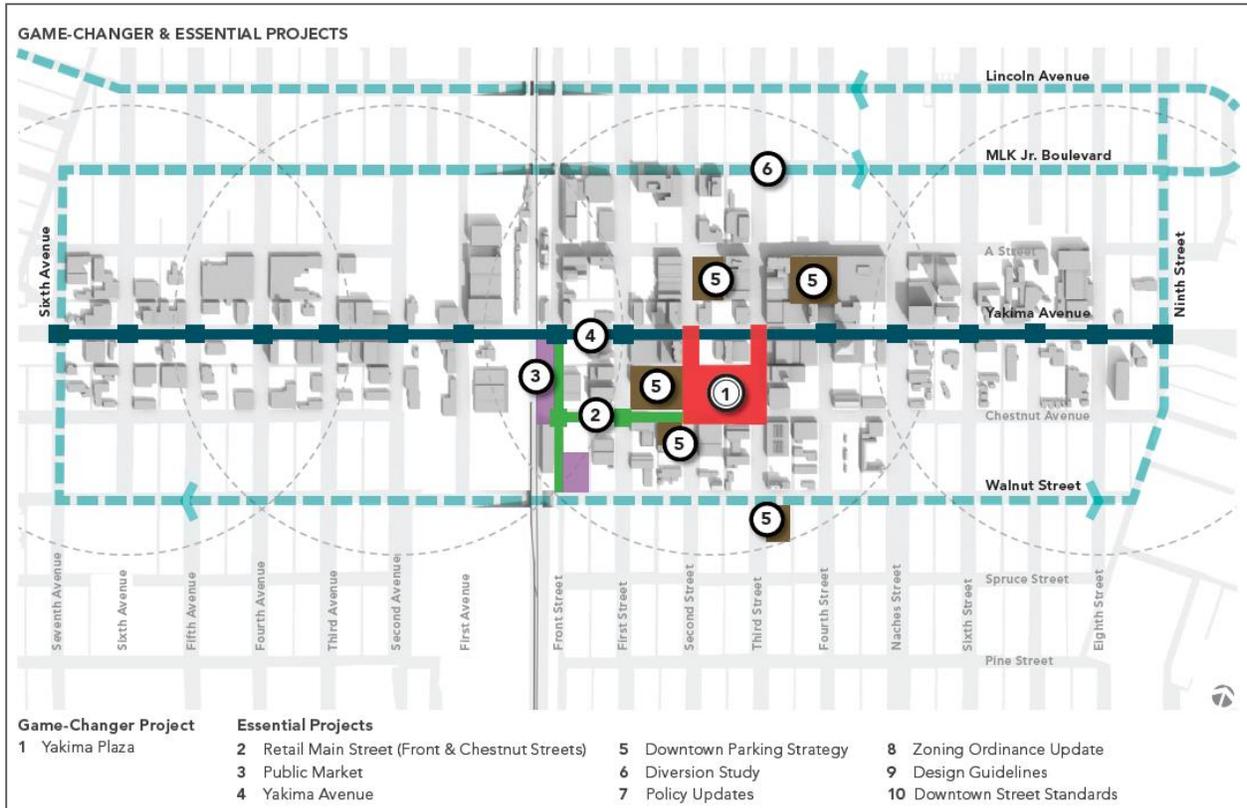
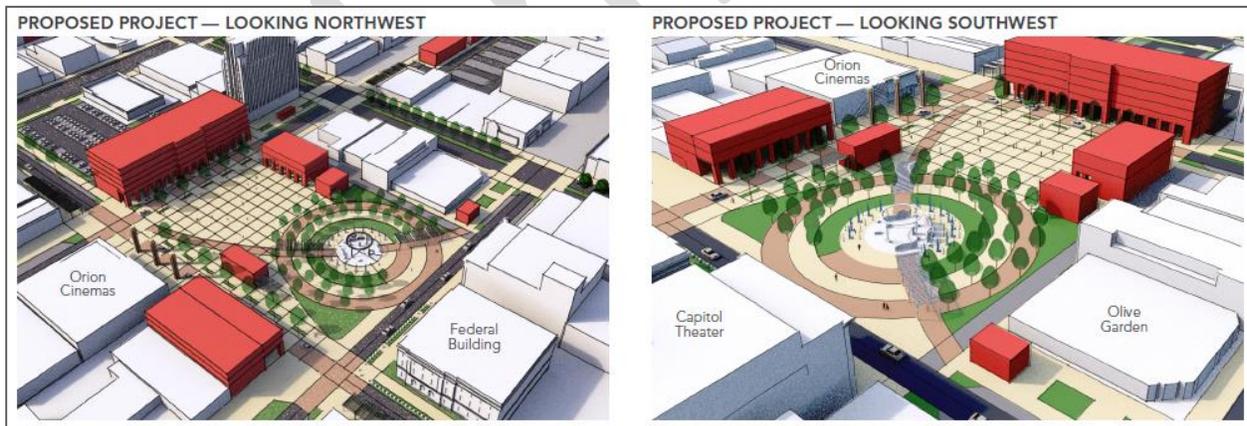


Exhibit 5-10 below identifies game changing and essential projects to both establish momentum and promote long term success for Downtown. The plan stresses that initiation of these projects helps to demonstrate to investors that the City is committed to Downtown. The Yakima Plaza is a “game changer” in that it fundamentally changes the Downtown investment environment.

**Exhibit 5-10. Game changer and essential projects**



**Exhibit 5-11. Yakima Plaza design concept**

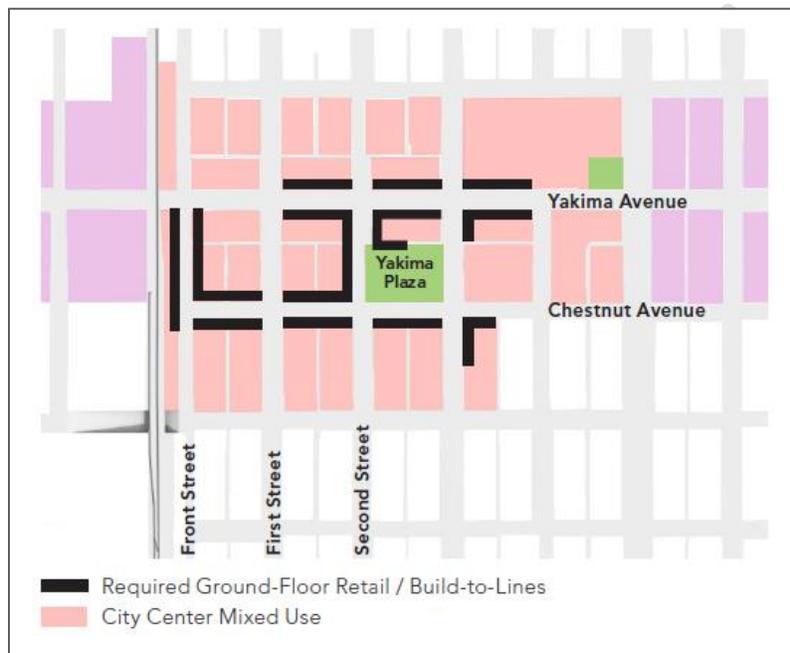


The Downtown Master Plan also identifies a list of recommended policy updates for this Comprehensive Plan update. Policy language would address proposed projects, land use and transportation measures, and programmatic measures. Included in the plan are zoning updates including:

- Create a new ‘Downtown Master Plan Development Overlay’ with all uses subject to Type (2) and either Class (2) or Class (3) review using the Downtown Master Plan as a regulatory review guide.
- Adjustments to foster mixed-use development and increase Downtown vitality, existing regulations that limit or prohibit upper-floor uses should be revised or amended to maximize residential density (dwelling units per acre) and/or intensity (floor area ratio).
- Reassess business parking requirements.

- Adjust permitted ground floor uses and design provisions to emphasize pedestrian-oriented retail activities in the areas highlighted in Figure X below.
- Adopt Downtown design guidelines to help aid designers and developers in understanding the City's urban design expectations by providing a framework for an orderly review process that would supplement downtown regulatory codes. The guidelines would address pedestrian elements, architecture, lighting, and signage.
- Adopt special street standards for core Downtown streets. The standards would address travel-ways, sidewalks, intersection design, on-street parking, curbs, paving, trees and landscaping, lighting, and furnishings.

**Exhibit 5-12. Identifying core storefront streets**



The plan includes a detailed implementation strategy intended to produce sustained and widespread private market investment. The plan suggests establishment of an Implementation Oversight Committee to help sustain the implementation of the plan's elements. Also included is a schedule of implementation plus detailed recommendations, responsibilities, and preliminary cost estimates associated on the plan's key actions.

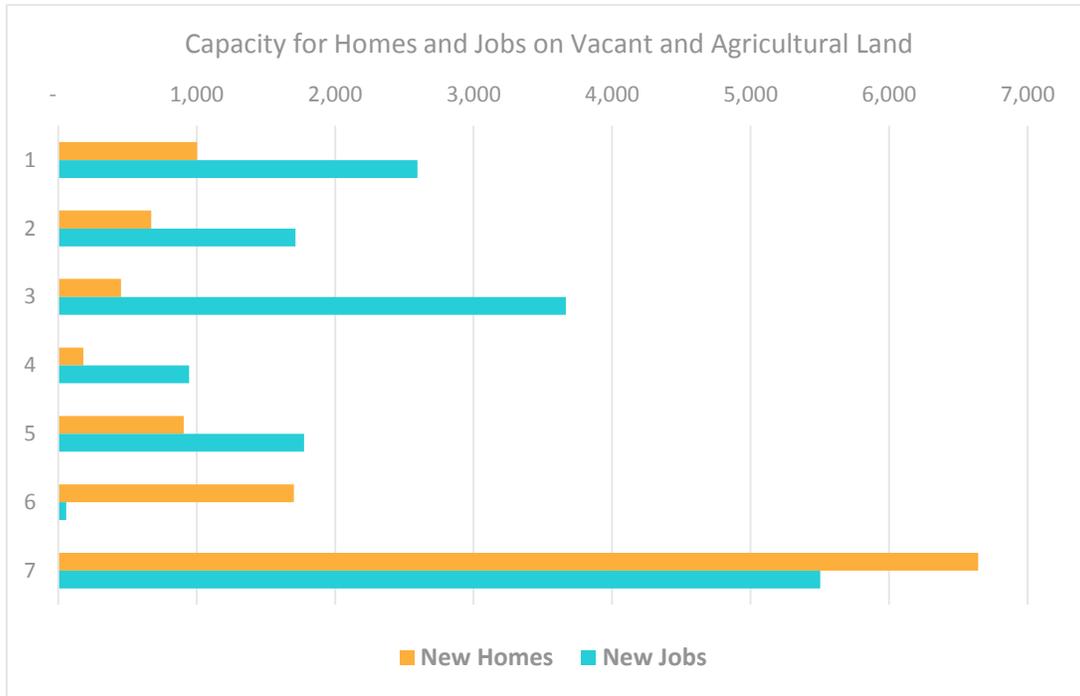
An important element of the master planning effort was the development of a Retail Strategy. Recommendations included:

- Setting up a Retail Task Force, adopt a Retail Positioning Framework
- Establish policies and criteria that provide a framework for incentives for the establishment and revitalization of retail developments
- Facilitate the temporary use/lease of underutilized parking and other vacant lots within the core area.
- Publicize the master plan and actively engage in marketing strategies aimed at key stakeholders and the development industry.
- Identify sponsors/sponsorship opportunities to support the implementation of catalyst projects.

## 5.4 Districts

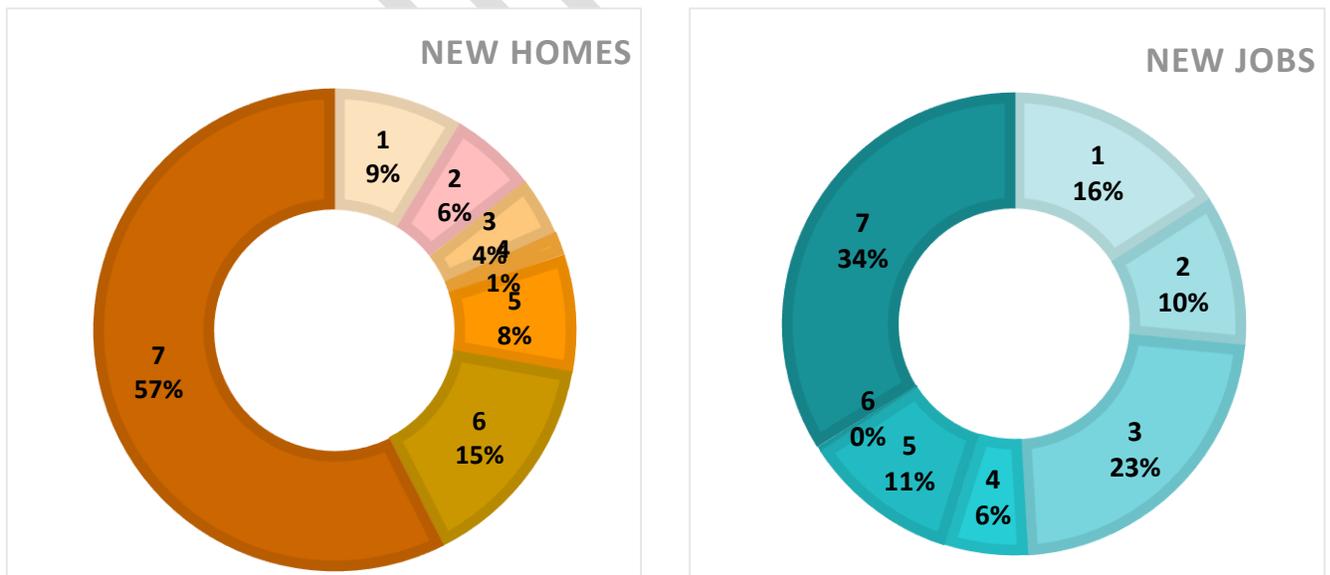
Each district is unique in its share of commercial and industrial land zoning pattern and capacity. See Exhibit 5-13 and Exhibit 5-14.

**Exhibit 5-13. Job and Housing Capacity by District**



Source: City of Yakima GIS 2016 and BERK Consulting 2016

**Exhibit 5-14. Housing and Job Capacity Share by District**



Source: City of Yakima GIS 2016 and BERK Consulting 2016

District 7 has the greatest developable land zoned for both employment uses. District 3 has the next highest amount of developable employment land. The third highest share of employment land is District

1 where the mill site redevelopment property is located. District 4 containing downtown has a relatively small share of new employment though today it contains the highest concentration.

The future location of housing may also represent an opportunity for mixed and commercial centers to serve the future population. Added mixed use in already developed areas such as Downtown in District 4 could help enliven local retail. Districts 6 and 7 have the highest potential for housing development, though District 6 has very little developable commercially zoned land; this could be revisited in the Comprehensive Plan Update.

### **District 1**

District 1 contains a portion of the Central Business District including the Yakima Visitor Center and hotel district. Regional commercial uses include the Gateway Shopping Area. There are blocks of general commercial uses with groceries. A band of industrial uses lies along N 1<sup>st</sup> and N 2<sup>nd</sup> Streets. The Cascade Mill Project is proposed for redevelopment along I-82 and the Yakima River; its future land use designation is Regional Commercial, and the intent is to conduct site cleanup, retain habitat, and develop mixed, commercial, and light industrial uses. The District has about 16% of the City's future job capacity.

### **District 2**

District 2 in southeast Yakima contains general and regional commercial uses such as a Walmart. The Yakima Speedway and an Ice Rink offer entertainment and regional recreation. Industrial uses such as the Central Pre-Mix Concrete site and areas north of Buchanan Lake are anticipated to develop with professional office uses in the future. The District contains about 10% of the City's job capacity.

### **District 3**

Neighborhood Commercial and Community Commercial uses are found continuously along West Nob Hill Boulevard, such as at the Nob Hill Plaza. The Yakima Air Terminal and associated airport industrial uses dominate the southern portion of the district. District 3 has capacity for 23% of the City's future jobs, with the highest share of developable industrial land of all districts.

### **District 4**

District 4 contains the heart of Downtown Yakima and institutional uses such as City Hall and the County Courthouse. Additional industrial uses extend along the railroad in the southern part of the district. As a largely developed area, the capacity for jobs is relatively lower at 4%. Adaptive reuse and infill will be important strategies.

### **District 5**

District 5 contains much of the City's industrial land, along Willow Lake and N 6<sup>th</sup> Street. Fruit packing, food processing, and other warehouse and distribution uses are located there. District 5 has capacity for 11% of the City's future jobs.

### **District 6**

District 6 has limited Community Commercial areas along Summitview Avenue, such as the Westpark Center. It has a low capacity for jobs at less than 1%. This could be revisited in the Comprehensive Plan Update.

### **District 7**

District 7 has several General Commercial designated areas along W Nob Hill Boulevard, and is home to a Walmart. District 7 has the most capacity for new jobs, primarily commercial in nature, at 34% of the City's future jobs.

Preliminary

## 6.0 HISTORIC PRESERVATION

### 6.1 City of Yakima

### 6.2 Districts

District 1

District 2

District 3

District 4

District 5

District 6

District 7

Preliminary

## 7.0 TRANSPORTATION

### 7.1 Overview

This summary of existing conditions for transportation in Yakima provides information about streets, walkways, bicycle facilities, freight routes, and transit. The information in this summary relies on the Draft City of Yakima Transportation Plan Existing Conditions Report, as well as information from the City, Washington State Office of Financial Management, and United States Census Bureau.

#### Regulatory Context

The GMA requires that Comprehensive Plans include a transportation element consistent with the land use element (RCW 36.70A.070 (6)), which must include the following:

- Inventory of facilities by mode of transport
- Forecasts of traffic for at least ten years based on the adopted land use plan that include information on the location, timing, and capacity needs of future growth
- Level of service assessment to aid in determining the existing and future demands, and proposed actions to bring deficient facilities into compliance
- Estimated impacts to state-owned transportation facilities resulting from planned land use
- Identification of demand management strategies as available
- Pedestrian and bicycle components to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors
- Funding analysis for needed improvements, including identification of contingencies in case future funding shortfalls
- Identification of inter-governmental coordination efforts

In addition, new development cannot occur unless adequate infrastructure already exists or is built concurrent with development. The concurrency timeframe is defined as the six-year period from the time a need for infrastructure improvement is triggered. Improvements may include capital facilities, transit service, Transportation Demand Management (TDM) strategies, or Transportation System Management (TSM) strategies. Local governments, in compliance with GMA, must prepare and adopt six-year Transportation Improvement Programs (TIPs) annually, which must be consistent with the transportation element of the local comprehensive plan and other state and regional plans and policies.

#### Countywide Planning Policy

The Yakima Countywide Planning Policy has policies that address transportation. These include:

- **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)).
- **C.3.4.** Major public capital facilities that generate substantial travel demand should be located along or near major transportation corridors.

The online visioning survey asked respondents to help prioritize transportation investments for the future of Yakima. Those transportation topics identified as high priorities include pedestrian access and experience, bicycle access and experience, roadway safety and reducing collisions, the quality of roads and road maintenance, and moving freight and goods.

- **C.3.6.** The multiple use of corridors for major utilities, trails and transportation right-of-way is encouraged.
- **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:
  - 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;
  - Level of service standards for arterials, collectors and transit routes, which will be regionally coordinated;
  - Specific actions and requirements for bringing into compliance any facilities or services that are below an established level of service standard;
  - 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
  - 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 Yakima Urban Area Comprehensive Plan Page F - 15 Appendix F Countywide Planning Policy 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.
- **F.3.3.** Joint financing ventures should be identified to provide services and facilities that will serve the population within the urban growth area.

## 7.2 Transportation Network

The transportation system within the City of Yakima consists of streets and highways, pedestrian and bicycle facilities, airfield, and transit service. Freight and goods, which are vital to the City's economic development, are primarily carried by trucks and rail lines.

### Highways and city streets

The City of Yakima's roadway network is shown in Exhibit 7-2.

## Highways

The City of Yakima contains segments of two highways, I-82, and SR 12. I-82 traverses the eastern boundary of the City of Yakima. SR-12 provides regional access in from the north and intersects with I-82.

WSDOT designates interstate highways and other principal arterials that are needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. Both I-82 and SR 12 are designated HSS.

## City streets

The street system provides mobility and access for a range of travel modes and users. Streets in the central business district and older sections of the City are laid out in a dense grid, while the newer neighborhoods in the western sections of the City have greater spacing between major roadways.

All city streets are assigned a functional tied to the City's roadway plans and street standards. The functional classification of the City of Yakima street system establishes five types of streets: State Highways, Principal Arterials, Minor Arterials, Collector Arterials, and Local Streets. Table 2 1 describes the roadway characteristics of these classifications recognized by the City. A map depicting the functional classification designations for City roadways and the location of traffic signals is provided in Exhibit 7-3.

- **State Highways.** State Highways connect major regions with one another, and WSDOT classifies certain State highways as Highways of Statewide Significance (discussed in a following section). The City of Yakima is served one highway, SR 12, as well as one Interstate, I-82.
- **Principal Arterials.** Principal Arterials serve both local and through traffic entering and leaving the City and provide access to major activity centers within Yakima. The Principal Arterials also connect the minor arterial and collector street system to the freeways. There are approximately 34 lane-miles of Principal Arterials in Yakima. Some examples of Principal Arterials include: 40th Avenue, 16th Avenue, 1st Street, Summitview Avenue, Washington Avenue, and Nob Hill Boulevard.
- **Minor Arterials.** Minor Arterial Streets support moderate-length trips and provide connections between neighborhoods and community/regional activity centers. There is a higher degree of access and lower vehicular travel speed than on major arterials. There are approximately 31 lane-miles of Minor Arterials in Yakima, such as Tieton Drive, Mead Avenue, and 3rd Avenue.
- **Collector Arterials.** Collector Arterials are the intermediate street classification. They provide a link between local roadways and the arterial system providing a balance between access and mobility. There are approximately 25 lane-miles of collector arterials in Yakima. Some examples of these facilities include Englewood Avenue and S 3rd Street.
- **Local Streets.** Local streets provide direct access to adjoining properties, commercial businesses, and similar traffic destinations. These roadways also provide traffic circulation within or through neighborhoods. Local streets typically carry low volumes of traffic, at relatively low speeds. Through traffic is generally discouraged through appropriate geometric design and/or traffic control devices.

### Exhibit 7-1. Summary of Major Roadways in the City of Yakima

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Exhibit 7-1 summarizes the number of lanes and speed limits of major north-south and east-west roadways within the City.

**Exhibit 7-1. Summary of Major Roadways in the City of Yakima**

Roadway	Number of Lanes	Speed Limit (mph)	Existing (2015) ADT
<b>North-South Roadways</b>			
1st Street	4 - 5	35	14,500 – 22,500
3rd Avenue	4	30	5,100 – 16,500
5th Avenue	2 - 4	30	7,300 – 12,700
16th Avenue	4 - 5	30 - 35	6,700 – 23,100
24th Avenue	2 - 4	25	7,000 – 8,200
40th Avenue	4	35	11,500 – 28,600
56th Avenue	2 - 3	30	1,000 – 7,800
64th Avenue	2 - 3	35 - 40	5,700 – 6,100
72nd Avenue	2 - 4	35	8,400 – 14,100
<b>East-West Roadways</b>			
Fruitvale Boulevard	4 - 5	35	9,600 – 19,100
Lincoln Avenue <sup>1</sup>	2 - 5	30	2,400 – 16,900
MLK Jr. Boulevard <sup>2</sup>	2 - 3	30	6,000 – 11,300
Yakima Avenue	2 - 5	25 - 30	11,300 – 24,200
Summitview Avenue	4	30 - 35	11,100 – 21,600
Tieton Drive	4	30 - 35	7,700 – 18,100
Nob Hill Boulevard	2 - 5	30 - 35	6,800 – 28,100
Mead Avenue	2 - 4	35	5,800 – 11,500
Washington Avenue	2 - 5	35 - 40	7,800 – 24,800

<sup>1</sup> One-way roadway east of N 6th Avenue

<sup>2</sup> One-way roadway

Source: Transpo Group, 2016

Exhibit 7-2 City of Yakima Roadway Network

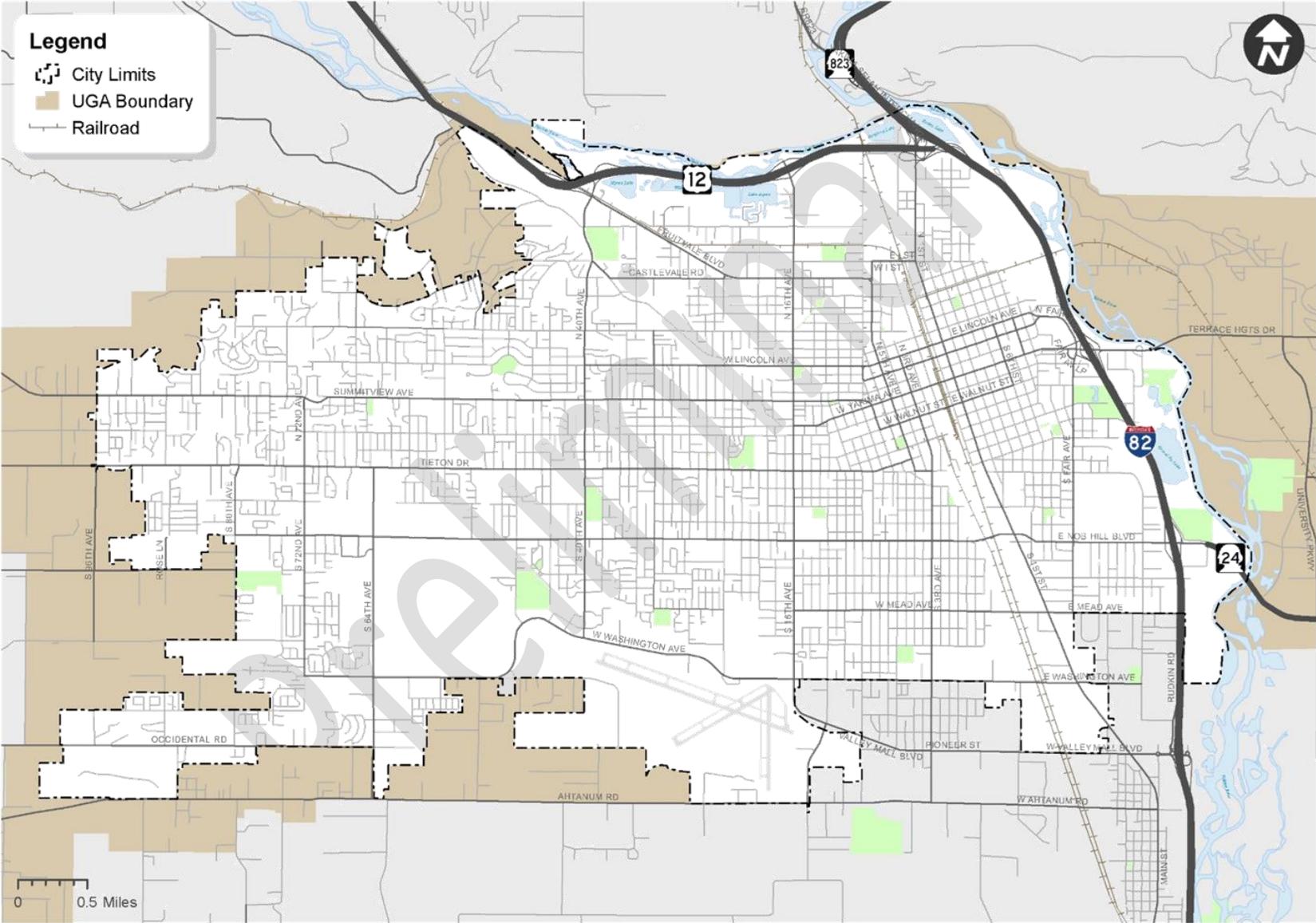
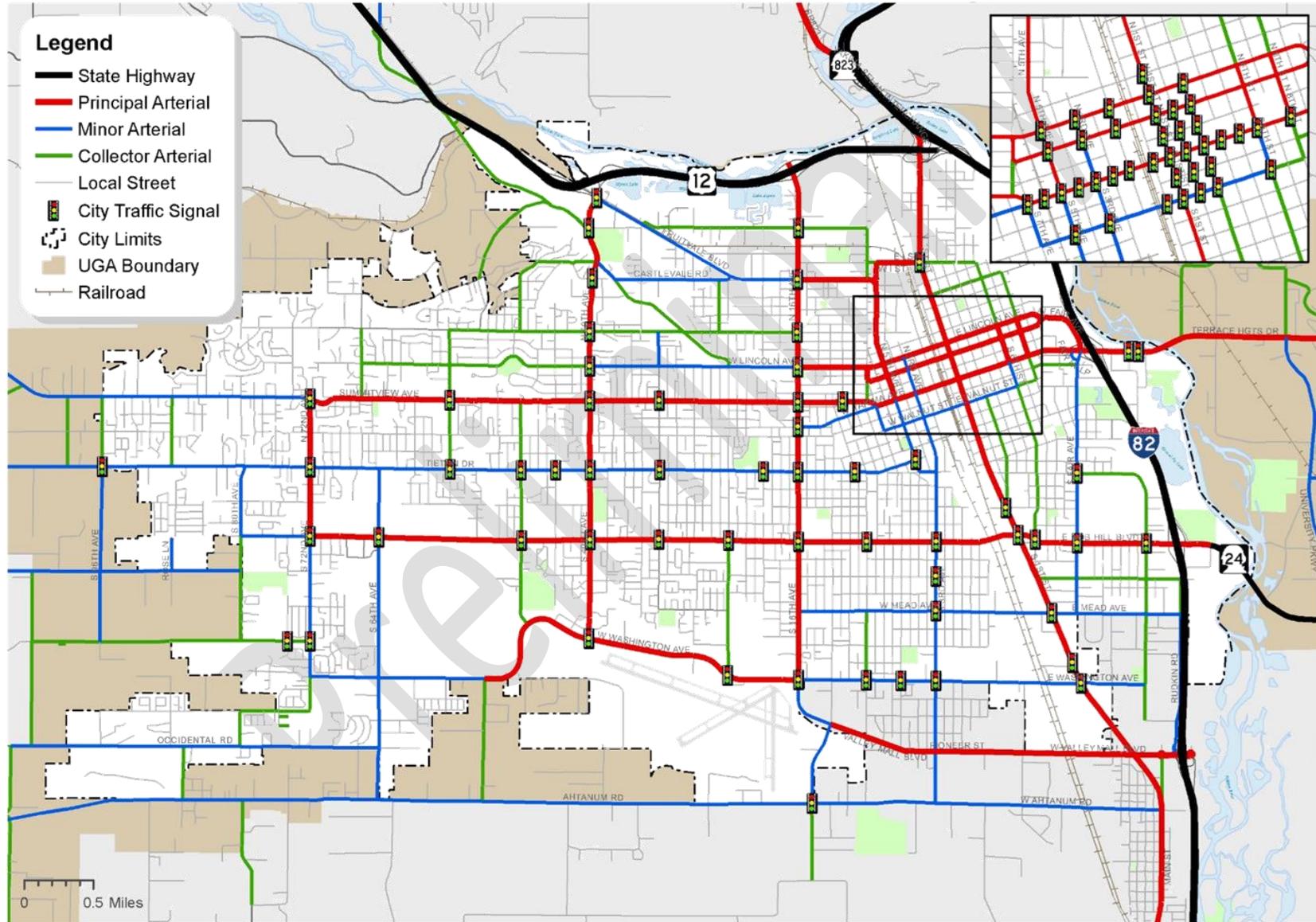


Exhibit 7-3 Roadway Functional Classification and Traffic Signals



Roadway Functional Classification and Traffic Signals  
City of Yakima 2040 Transportation Plan

## Freight, Rail, Air Transportation

### Freight Routes

Centrally located for companies that rely on distribution throughout Washington State, the City of Yakima is a natural distribution hub served by many freight routes. While the City does not have designations for freight routes, WSDOT maintains a classification system for freight routes statewide, including Yakima.

The Washington State Freight and Goods Transportation System (FGTS) classifies highways, county roads, and city streets according to the average annual gross truck tonnage they carry. The FGTS uses five truck classifications, T-1 through T-5, depending on the annual gross tonnage the roadway carries. Yakima has roadways or roadway segments that fall into every classification level.

- T-1: more than 10 million tons per year
- T-2: 4 million to 10 million tons per year
- T-3: 300,000 to 4 million tons per year
- T-4: 100,000 to 300,000 tons per year
- T-5: at least 20,000 tons in 60 days and less than 100,000 tons per year

Routes with the highest annual gross tonnage, T-1 and T-2 routes, are also identified as Strategic Freight Corridors. I-82 is a T-1 route that runs through Yakima County and connects to other freeways in Washington and Oregon. Many roadways with ramps to I-82, including US 12 and SR 24, are T-2 corridors and important connections to other regional destinations. Freight routes are illustrated in Exhibit 7-4.

### Rail Lines and Crossings

Rail lines in the City of Yakima are exclusively used for freight transportation and do not include passenger service. The double-tracked line through the City's central business district is a Strategic Rail Corridor (WSDOT, 2013) and one of three statewide east-west rail lines. Owned by BNSF, these tracks connect Auburn and Pasco via Stampede Pass. Additional spur lines within the City and its UGA carry less train traffic, but many remain important connections for the rail community.

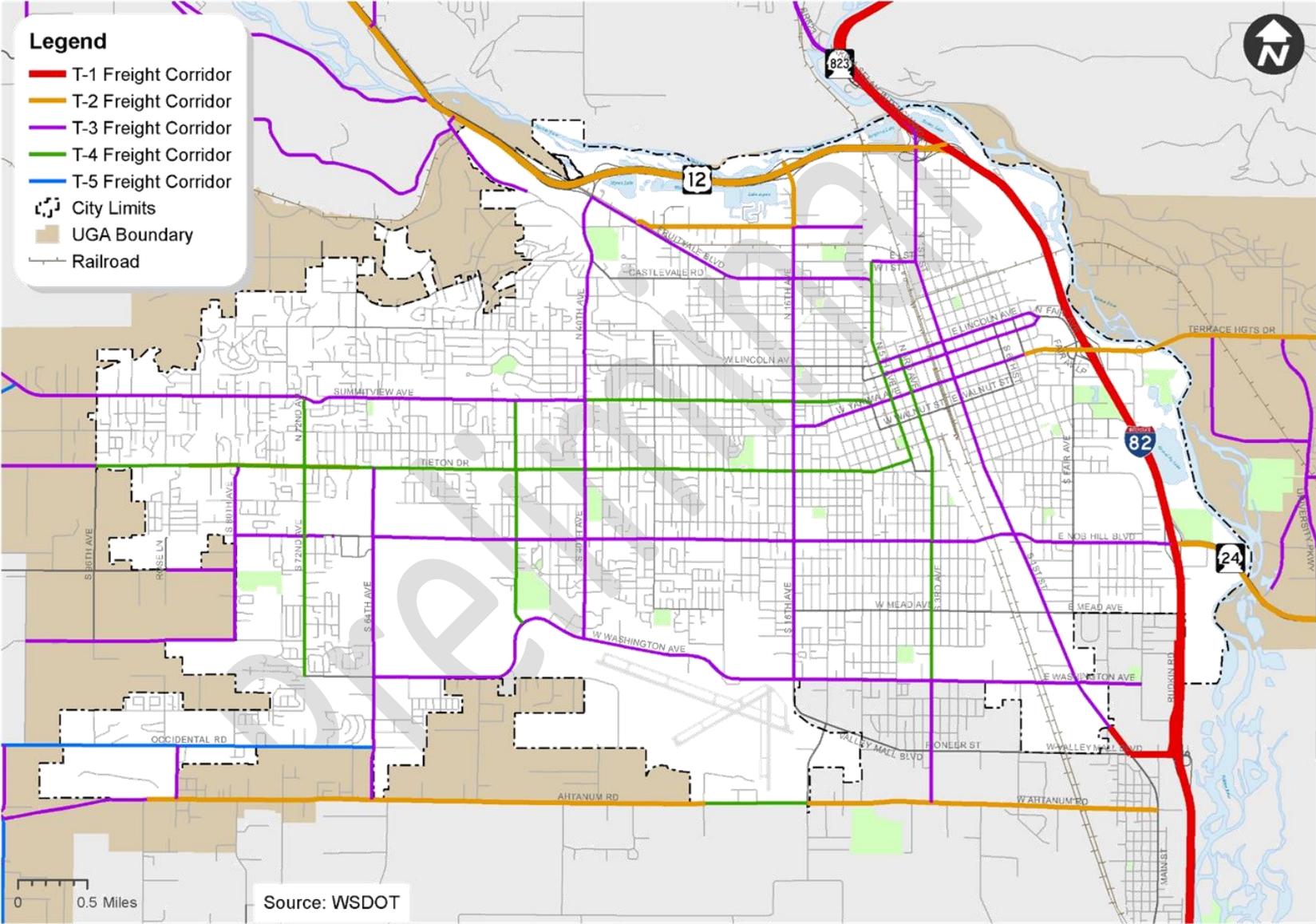
Safety for all at-grade rail crossings is of potential concern for all modes near the crossing when the rail line is active. At-grade rail crossings typically include warning systems and signage to inform drivers of the conflict zone with rail traffic. Highly active crossings include gate arms to stop vehicle traffic, but spur tracks may not include these types of warning devices.

To reduce the negative impacts of at-grade rail crossings, the City has completed several grade separation projects, including the recent completion of the MLK Jr. grade separation project in 2014.

### Air Facilities

The Yakima Airport (McAllister Field) is a general aviation air facility between Washington Avenue and Ahtanum Road in the south-central area of the City. The airport handles small passenger aircraft that includes flights to and from SeaTac Airport in Seattle.

Exhibit 7-4 Existing Freight Routes



## Non-Motorized Transportation

Non-motorized facilities provide access to and from vehicles and transit stops, which can increase the use of non-auto modes. A well-established pedestrian and bicycle system encourages healthy recreational activities, reduces travel demand on roadways, and enhances safety within a livable community.

Pedestrian facilities in the City of Yakima are illustrated in **Error! Reference source not found.** They are comprised primarily of sidewalks and shared use trails. The most complete system of sidewalks is located within the central business district and downtown area. Sidewalks are generally provided on both sides of the street in these areas, but may not have standard curb ramps or other ADA facilities. Many of the older residential neighborhoods east of 16th Avenue also have sidewalks, along with the east-west arterial and collector roadways extending to the western sections of the City.

Shared-use trails are primarily used for recreational purposes, but also serve commuter and utility travel between neighborhoods and to surrounding areas. Standard trails are separated from the roadways and vary in width from approximately 5 feet to 12 feet wide. ADA access is provided on many trails, but some may not include these features. Yakima has several important shared-use trails that are used by all types of non-motorized users. The Powerhouse Canal Pathway, Yakima Greenway, and several unnamed neighborhood connector paths support pedestrian travel in Yakima.

The Powerhouse Trail and the Yakima Valley Greenway Trail are recreational and commuting trails. The Yakima Valley Greenway Trail is approximately 10 miles long and provides access to several parks, fishing lakes, playgrounds, and natural areas. The Powerhouse Trail is an in-city trail that connects to schools, city parks, and residential areas.

Bicycle facilities support an important and growing mode of travel for people in cities across the country. When appropriately planned, bicycle routes have a role in reducing congestion, improving air quality, providing travel choices, encouraging exercise and recreation, and providing greater mobility for those without access to a vehicle. Existing bicycle facilities and descriptions are coordinated and consistent with the Draft Bicycle Master Plan (City of Yakima, 2015).

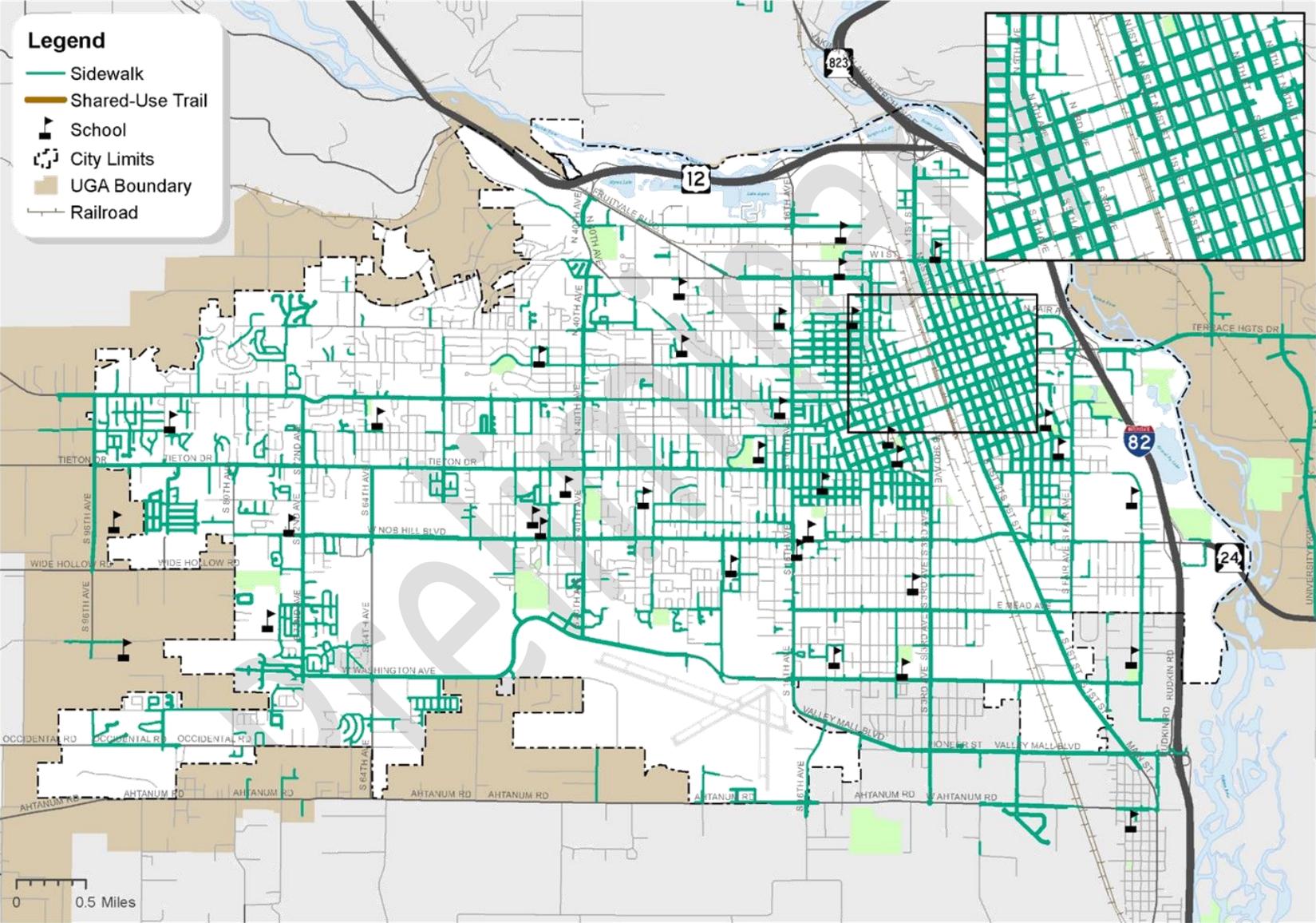
The City of Yakima has three types of bicycle facilities to provide comfortable space for bicyclists of all ages and abilities: shared lanes, bicycle lanes, and shared-use trails. These are shown in Exhibit 7-6.

- **Shared Lanes.** While not formal bicycle facilities, roadways with shared lane markings, or sharrows, are an important tool that can assist bicyclists and motorists by indicating appropriate bicycle positioning on a roadway, increasing safety and visibility.
- **Bicycle Lanes.** Bicycle lanes are striped roadway space dedicated for cyclists typically provided on the edge of the traveled way. Bicycle lanes may be included on both sides of the roadway or on one side of a sloped roadway where there is not sufficient space for bicycle lanes in both directions. They are typically marked with a wide white stripe and range from 4 to 6 feet in width.

Yakima has approximately 5 miles of bike lanes currently installed. Bicycle lanes are present in the central business district on W Lincoln Avenue, W MLK Jr. Boulevard, S 3rd Street, and S 6th Street. There are also a few segments of bike lanes on the east end of town on Tieton Drive, W Nob Hill Boulevard, and W Washington Avenue.

- **Shared-Use Trails.** The shared-use trails that are part of the pedestrian network are important for bicycle travel. Paved trails are preferred by many cyclists who also travel on streets, but finely crushed gravel surfaces may be suitable alternatives.

Exhibit 7-5. Existing Pedestrian Facilities



### Existing Pedestrian Facilities

City of Yakima 2040 Transportation Plan

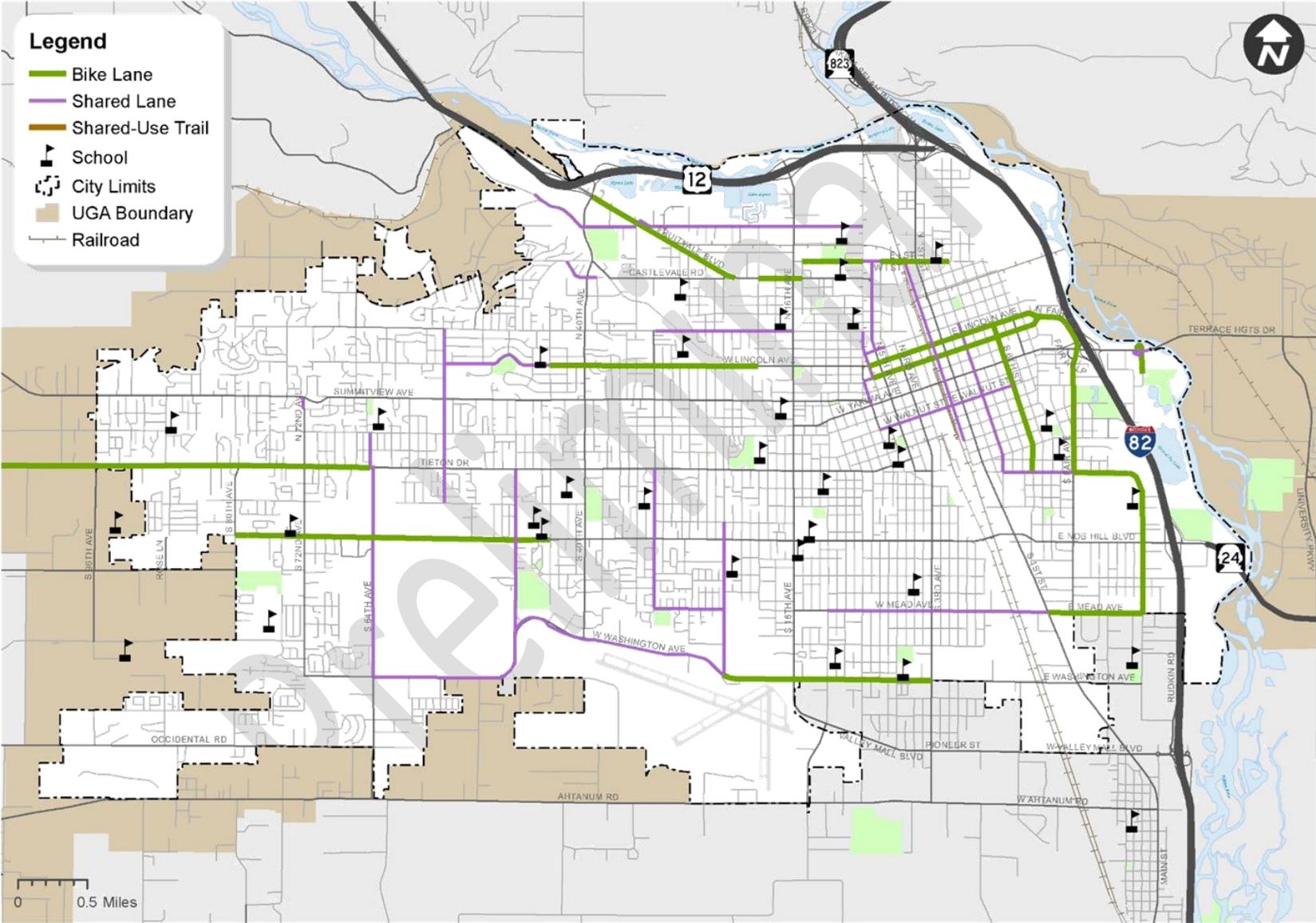
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DRAFT FIGURE

2-5



Exhibit 7-6 Existing Bicycle Facilities



 Existing Bicycle Facilities  
City of Yakima 2040 Transportation Plan

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## Transit

Yakima Transit serves the cities of Yakima and Selah with fixed route, paratransit, and vanpool services connecting to rail, air, and other fixed-route services. Yakima Transit also provides the Yakima-Ellensburg Commuter service during morning and evening commutes. Information in this section is coordinated and consistent with the Transit Development Plan (Yakima Transit, 2014).

Several routes were modified in late 2003 to offer more direct routings, maximize transfer point connections, and improve service frequency. In 2005, service was extended to Selah and Union Gap with CMAQ grant funding to relieve north-south arterial congestion. Transit corridors are shown in Exhibit 7-8.

- **Fixed Route Service.** As of 2014, Yakima Transit operated fixed-route bus service along ten different routes that operate between the hours of 6:00am and 7:00pm within the cities of Yakima and Selah. Weekday routes are operated with half-hour headways on most routes, while Saturday and Sunday routes are operated on an hourly basis. Table 2 3 summarizes fixed route service, including the commuter route service between Yakima and Ellensburg.
- **Yakima–Ellensburg Commuter Service.** Yakima Transit hired Central Washington Airporter to operate the Yakima–Ellensburg Commuter service as a partnership with Central Washington University and WSDOT.
- **Paratransit Service.** Paratransit service is provided by Yakima Transit for patrons who cannot use fixed-route bus services due to a disability in accordance with ADA. This service provides curb-to-curb transportation during the same operating days and hours of local fixed route service within the city limits of Yakima and Selah and some trips into the City of Union Gap.
- **Vanpool Program.** Yakima Transit operates a vanpool for residents within the Greater Yakima area. Vanpool costs are covered by the users. Yakima Transit offers each vanpool commuter a guaranteed ride home up to four times a year in the event they are sick, the vehicle breaks down, or other issues come up. There are currently 17 vans in operation, four vans less than at the end of 2014.

**Exhibit 7-7. Existing (2015) Fixed Route Summary**

Route	Description	Type of Service
1	Service along Summitview / Lincoln Avenue from 96th Avenue to Yakima Transit Center	Weekday
2	Service from 72nd Ave on Nob Hill Blvd to Yakima Transit Center via Nob Hill Boulevard	Weekday
3	Service from Castlevale to Yakima Transit Center via 40th Avenue and River Road	Weekday, Saturday, <b>Sunday?</b>
4	Service from Yakima Transit Center to Castlevale via 16th Avenue	Weekday
5	Service from 72nd Avenue on Nob Hill Boulevard to Yakima Transit Center via Tieton Drive	Weekday, Saturday, <b>Sunday?</b>
6	Service from Yakima Transit Center to Viola Avenue via Fair Avenue (and back)	Weekday
7	Service from BiMart and Chesterly Park P&R to Yakima Transit Center via 40th Avenue, Washington Avenue, and S 1st Street	Weekday
9	Service from Yakima Transit Center to BiMart and Chesterly P&R via Fruitvale Boulevard	Weekday
10	Service from Selah to downtown Yakima Transit Center (and back) via 1st Street	Weekday

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11	Yakima – Ellensburg Commuter from Yakima Airport to downtown Ellensburg	Commuter
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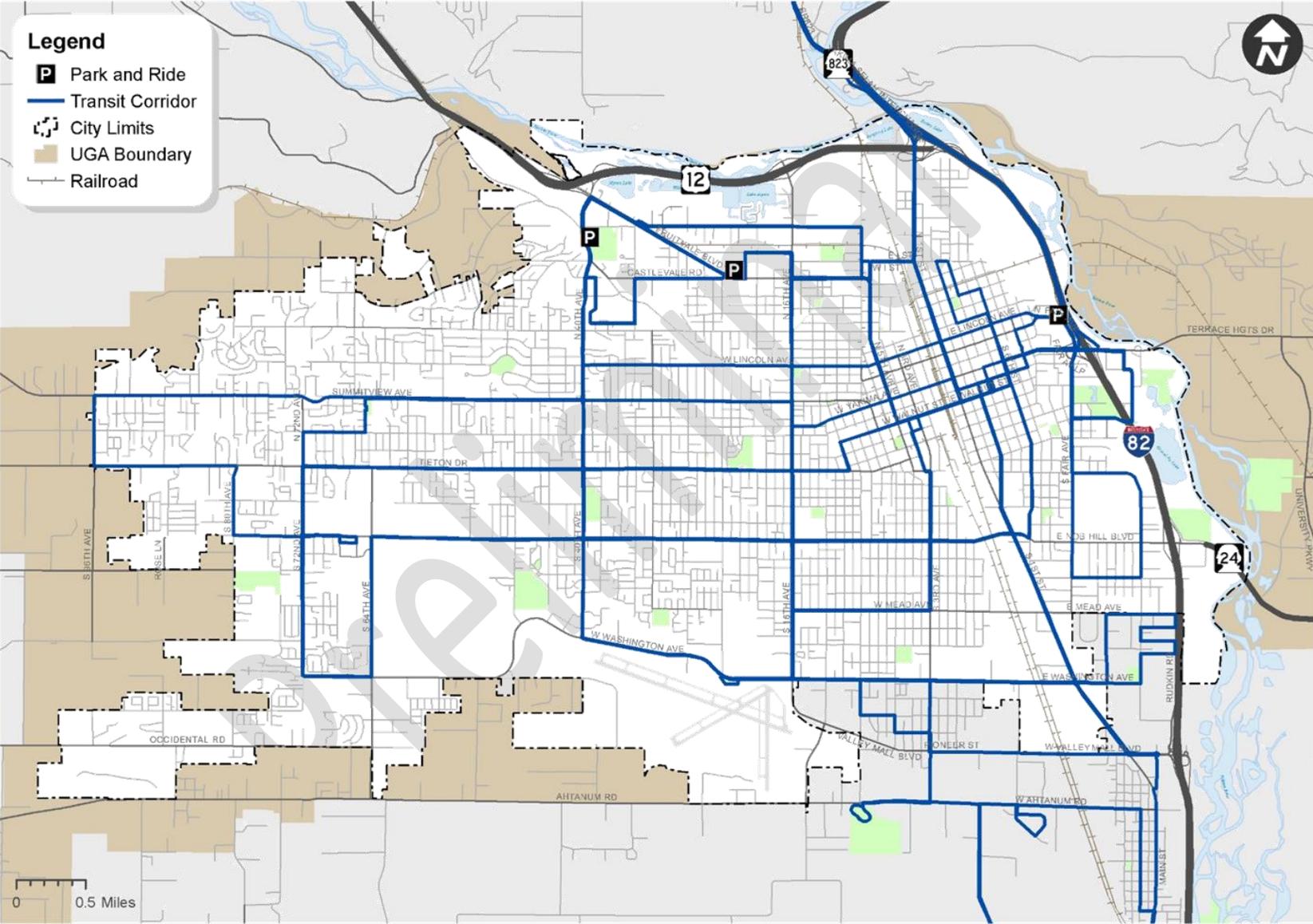
Source: Transpo Group, 2016

There are four Park and Rides served by Yakima Transit. These are shown in Exhibit 7-8:

- Chesterly Park at the North 40th Ave / River Road intersection has approximately 50 spaces.
- Gateway Center along Fair Avenue at I-82 ramps has approximately 64 parking spaces.
- Public Works Facility at N 23rd Avenue / Fruitvale Boulevard has approximately 88 spaces.
- Firing Center Park & Ride Lot in Selah has approximately 35 parking spaces.

Preliminary

Exhibit 7-8 Existing Transit Corridors



### 7.3 Transportation Performance

Performance of the transportation system includes an evaluation of all modes based on City standards and available analysis tools. The following sections describe existing standards and operations for vehicle traffic, non-motorized operations, and transit service operations. Safety is also assessed as a component of transportation performance.

### 7.4 Vehicular operations

#### Levels of service standards

The quality of transportation is measured in terms of Level of Service (LOS), a qualitative description of the conditions of travel. For vehicle traffic, the LOS is measured using methodologies identified in the *Highway Capacity Manual* (HCM 2010, Transportation Research Board). High quality, LOS A, indicates free-flow conditions with minimal vehicle delays to LOS F. Level of service for intersections is defined in terms of average delay per vehicle in seconds. Signalized and unsignalized intersections have different level of service threshold values primarily because drivers expect different levels of performance from different types of transportation facilities.

The City has established LOS standards to provide for adequate mobility of traffic at intersections and adjacent roadways. The City maintains an LOS standard of D for all intersections, including traffic signals, roundabouts, and stop-controlled intersections. This is consistent with Yakima County and Washington State adopted LOS. The regional LOS standards are contained in the *Yakima Valley Regional Transportation Plan* that identifies a standard of LOS D or better, when feasible and cost effective. The LOS standards for highways of state significance (HSS), including US 12, are jointly set by WSDOT and YVCOG. By these standards, US 12 within the City of Yakima is designated as urban and has an LOS D.

#### Operations

Traffic counts were collected in October 2015 to update historical average daily traffic (ADT) volumes on City roadways. Existing (2015) average daily traffic (ADT) volumes for major roadways are shown Exhibit 7-9. Roadways with notable changes in traffic volumes as compared to 2006 counts include:

- **1st Street:** Traffic volumes decreased between 2,000 and 8,000 vehicles per day.
- **16th Avenue:** Traffic volumes decreased between 4,000 and 6,000 vehicles per day.
- **Fruitvale Boulevard:** Traffic volumes increased by approximately 6,000 between 5th Avenue and 16th Avenue.
- **Lincoln Avenue / MLK Jr. Boulevard:** Traffic volumes decreased on the couplet between 3,000 and 6,000 vehicles per day.

In addition to ADT volumes, PM peak hour volumes typically represent the worst travel conditions experienced during the day depicts the directional PM peak hour volumes.

#### Intersection Operations

Intersection traffic operations evaluate the performance of signalized and stop-controlled intersections according to the industry standards set forth in the HCM 2010. PM peak hour traffic operations were evaluated at 30 study intersections using Synchro version 9.1. The PM peak hour intersection operations were selected due to the higher typical traffic volumes occurring during that time period for a single hour between 4 and 6 p.m.

*Intersection LOS results forthcoming after complete receipt of signal timing information for the study intersections.*

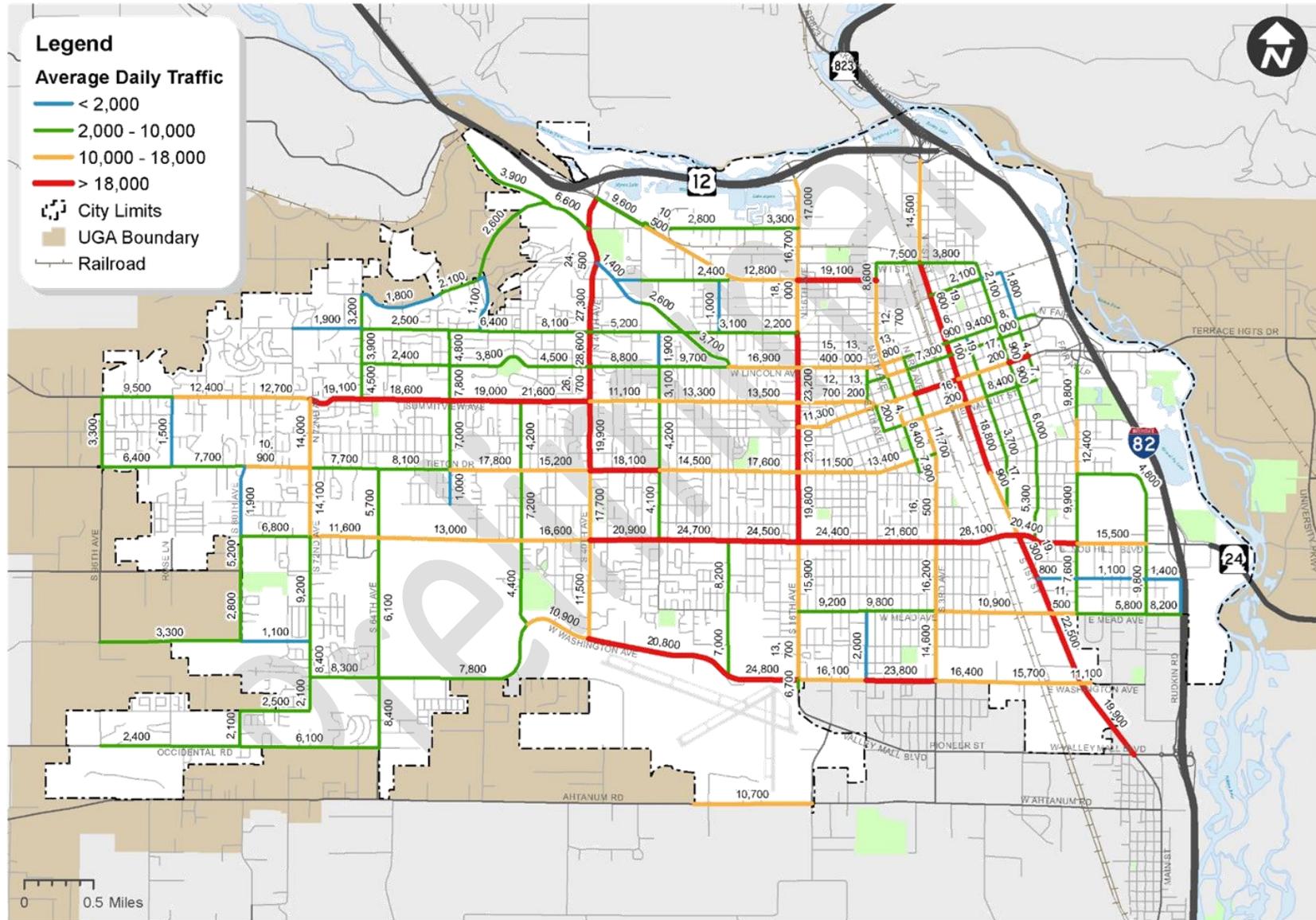
### **Corridor Capacity**

The existing regional travel demand model includes a roadway capacity that provides an estimated volume-to-capacity (v/c) ratio that is used to identify general areas where weekday PM peak hour volumes approach or exceed the capacity of the roadway. A roadway with a v/c ratio of 1.0 is assumed to be at capacity. As vehicle volumes approach peak roadway capacity, travel times and vehicle delays typically increase. While this does not necessarily mean the roadways would need widening, it does mean that these sections of roadway may need to be monitored closely.

*Any roadway capacity constraints under existing conditions will be identified following receipt of YVCOG model.*

Preliminary

Exhibit 7-9 Average Daily Traffic Volumes (2015)



Existing (2015) Average Daily Traffic Volumes

City of Yakima 2040 Transportation Plan

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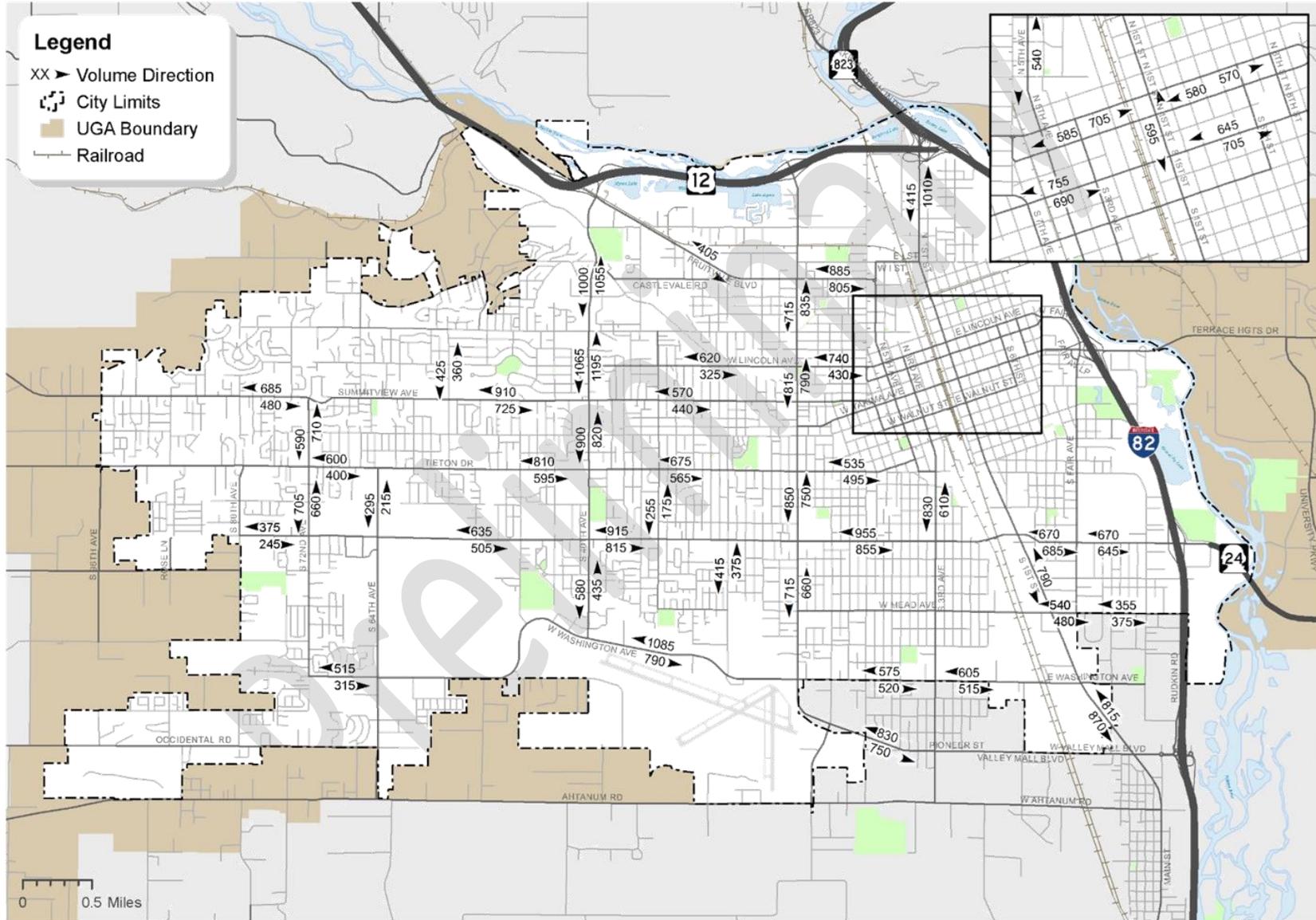
DRAFT | May 2016

**DRAFT** FIGURE

transpogroup

**2-3**

Exhibit 7-10 PM Peak Hour Traffic Volumes (2015)



**Existing (2015) PM Peak Hour Traffic Volumes**  
City of Yakima 2040 Transportation Plan

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DRAFT | May 2016

**DRAFT** FIGURE  
transpogroup **2-4**

## 7.5 Non-motorized operations

### Levels of service standards

The quality of pedestrian facilities is dependent upon the number and severity of environmental and infrastructure barriers to walking. Physical barriers that reduce the quality of pedestrian facilities occur at the neighborhood level and these barriers take many forms. Significant barriers to pedestrian travel include inadequate networks (lack of optional routes) or disconnected routes, rail lines, freeways or major arterials, and natural features such as rivers or steep terrain. The sidewalks and shared-use trails within Pedestrian Priority Areas are evaluated for LOS as shown in Exhibit 7-11. As shown in the table, pedestrian LOS is based on the availability of pedestrian facilities, including sidewalks and shared-use trails. Curb ramps and pedestrian crossings are also included as important components to complete the pedestrian network at roadway crossings for travelers of all ages and abilities.

**Exhibit 7-11 Priority Pedestrian Areas Level of Service (LOS)**

LOS	Sidewalks and Share Use-Trails	Curb Ramps	Crossing Availability
	Continuous	Meet ADA standards	Crossings every 300 feet or less
	Mostly continuous with some gaps	Most meet ADA standards	Crossings every 300 - 600 feet
	No facilities	Do not meet ADA standards	Crossings more than 600 feet

Source: Transpo Group, 2016

Connectivity to schools, transit stops, parks, and other destinations were used to identify priority areas for the pedestrian network. Priority Pedestrian Areas include:

- CBD Core Commercial zoning
- Mixed Use Planned Development zoning in the City of Yakima
- ½ mile of elementary, middle, and high schools
- ¼ mile of transit corridors and City parks

Pedestrian facilities within Pedestrian Priority Areas anticipate higher volumes and levels of pedestrian activity. Pedestrian facilities outside of the Pedestrian Priority Areas are not evaluated for LOS.

### Bicycle Level of Service

Bicycle LOS depends on whether the designated facility provided on a roadway is appropriate for cyclists of all ages and abilities. The quality of these bicycle facilities, or the quality of a parallel route within a reasonable distance, is based on the bicycle facility type and intersection crossing treatments. Exhibit 7-12 summarizes the type of bicycle facility and intersection crossing treatments for the types of bicycle facilities that comprise the bicycle network. On-street facilities represent a range of project types that may include shoulder widening, roadway restriping, or widening to include new protected or buffered bicycle lanes. Other factors to consider when evaluating bicycle facilities include presence of on-street parking, availability of alternative routes, and presence of large vehicles.

**Exhibit 7-12 Bicycle Level of Service (LOS)**

LOS	Bicycle Facility Types	Intersection Treatments
<b>Shared-Use Trails (Off-Street)</b>		
●	Paved Pathway	Signals, Active Pedestrian Crossings <sup>1</sup>
●	Crushed Gravel	Warning Signs, Marked Crosswalks
●	N/A	N/A
<b>On-Street Bicycle Facilities (Principal, Minor, and Collector Arterials)</b>		
●	Protected or Buffered Bicycle Lane	Signals, Active Pedestrian Crossings <sup>1</sup>
●	Striped Bicycle Lane, Wide Shoulder	Warning Signs, Marked Crosswalks
●	None	None
<b>Bicycle Boulevards (Local Streets)</b>		
●	Shared Lane Markings	Signals, Active Pedestrian Crossings <sup>1</sup> , Traffic Diverters <sup>2</sup>
●	Bicycle Route Signage	Warning Signs, Marked Crosswalks
●	None	None

<sup>1</sup> Active pedestrian crossings include Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs).

<sup>2</sup> Traffic diverters discourage through vehicles on bicycle boulevards, while allowing bicyclists to continue through.

Source: Transpo Group, 2016

The City is interested in incorporating bicycle lanes or other design treatments, as appropriate, into roadway construction projects whenever the right-of-way is sufficient and funding can be secured. Some streets within Yakima already include bicycle facilities and other accommodations, such as shared-lane markings and guide signs for bicyclists on local streets.

The types of bicycle facilities have expanded in recent years as cities across the country have installed buffered and protected bicycle lanes to improve comfort and safety for bicyclists on heavily traveled roadways. The appropriate type of bicycle facility depends on a range of factors that indicate the safety, comfort, and convenience of routes chosen by experienced and novice bicyclists. The type of bicycle facilities for roadways in the City of Yakima are identified in the *Draft Bicycle Master Plan*.

*Existing non-motorized operations analysis to be completed following any changes to the LOS framework.*

**Transit System**

**Levels of service standards**

The latest methods for evaluating transit LOS are based on the availability of service provided and the perception of that service from the perspective of transit passengers. Transit service performance measures are based not only on the capacity of the transit service, but more importantly on the quality of the service provided. Ultimately, the quality of service reflects how well transit service meets the needs of customers. The transit LOS measures were developed to balance the demand for service against the amount of service that can be provided within budgetary constraints and future demand for service.

Transit service in Yakima is unique in that the transit operator is part of the City, which is responsible for making transportation improvements for all modes. To reflect the needs of both Yakima Transit and the City of Yakima, transit LOS includes two components: Transit Corridor LOS and Transit Access LOS. Exhibit

7-13 summarizes the Transit Corridor LOS which evaluates the performance of the transit service provided.

**Exhibit 7-13 Transit Corridor Level of Service (LOS)**

LOS	Service Availability	Peak Headways	Service Span
	All day or commuter service	15 minutes or better	More than 12 hours
	Weekday and Saturday service	30 minutes or better	8 to 12 hours
	Weekday service only	60 minutes or better	Less than 8 hours

Source: Transpo Group, 2016

As shown in the table, Transit Corridor LOS is based on the characteristics of the transit routes serving transit corridors. These characteristics are based on the perspective of the transit rider and may be different than performance measures for operating service. The availability and frequency of service are important considerations for travelers when choosing to ride transit.

A second component of transit LOS is related to transit accessibility and land use. Transit-supportive land uses create a more active environment around transit stops that can generate ridership to support transit service. Many transit passengers are pedestrians or bicyclists at one or both ends of their trip, and it is important for these modes to have access to transit. The Transit Access LOS considers the ability of the transportation network to provide safe and direct linkages between transit stops and passengers' origins and destinations. Exhibit 7-14 summarizes components of the Transit Access LOS that evaluates where transit coverage.

**Exhibit 7-14 Transit Access Level of Service (LOS)**

LOS	Pedestrian Priority Area?	Bicycle Routes	Transit stop amenities
	Yes	Within ¼ mile of a bicycle route	Bench and shelter provided
	No	Within ½ mile of a bicycle route	Bench or shelter provided
	N/A	N/A	No amenities

Source: Transpo Group, 2016

As shown in the table, stops located within Pedestrian Priority Areas and near bicycle routes have more transit-supportive infrastructure and higher levels of service. These areas also require more amenities at transit stops, such as benches and shelters, for waiting passengers.

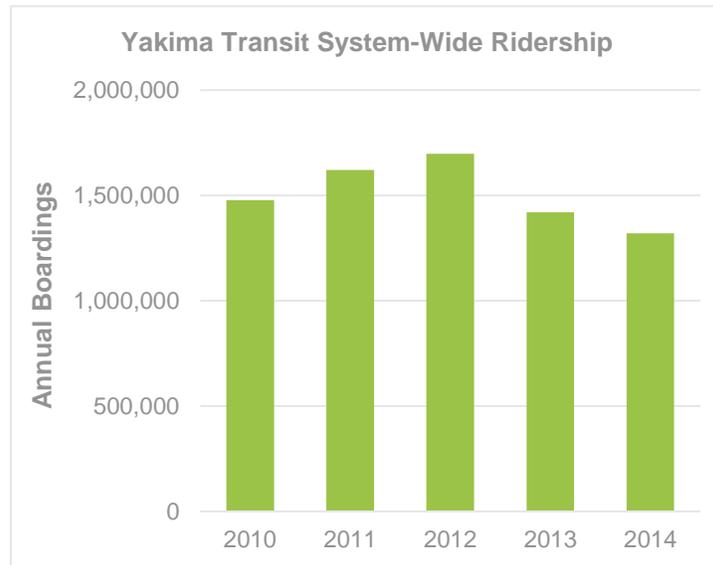
Yakima Transit has completed several planned projects to expand operating hours and implement the Yakima-Ellensburg Commuter service. These expanded transit options, along with continued fixed-route service and paratransit operations serve as part of the complete transportation system in the City. Evaluation of existing transit operations was completed for transit corridors consistent with the methodology described in 2.2.4 Transit Level of Service.

*Existing transit operations analysis to be completed following any changes to the LOS framework.*

## Transit Operations

Yakima Transit reports ridership for all services in the *Transit Development Plan*. Similar to tracking trends in vehicle volumes, the number of annual passenger boards is important to the success and performance of a transit system. Exhibit 7-15 shows system-wide annual boardings for the most recent 5 years of available data. As shown in the figure, annual boards exceeded 1.5 million in 2011 and 2012, but have declined as a result of rate increases, lower fuel prices, and a reduction in service after 2012.

**Exhibit 7-15 Historical Yakima Transit Ridership**



Source: Transpo Group, 2016

## 7.6 Districts

### District 1

Interstate 82 and Route 12 both run through District 1, which is the northeastern gateway into the city and for those traveling north to Seattle and Ellensburg or south to the Tri-Cities and Oregon. The downtown area of District 1 has a smaller street grid and more prevalent traffic lights. N 1<sup>st</sup> Street, which runs north/south through the district (and parallels I-82), has average daily traffic greater than 18,000 vehicles per day. During peak hour traffic, there are over 1,000 vehicles traveling north on N 1<sup>st</sup> Street. There are other arterials that experience notable average daily traffic volumes as well. District 1 has existing transit corridors along N 1<sup>st</sup> Street, E Lincoln Avenue, and east of N 1<sup>st</sup> Street. These main corridors also align with T-1, T-3, and T-4 freight routes.

District 1, particularly in the area surrounding the downtown street grid and the area west of the railroad tracks, has a well-connected pedestrian facilities network. Bicycle facilities are not as prevalent. Few streets have dedicated bike lanes or shared bike lanes and there are limited connections between the bicycle facilities.

District 1, particularly along conflict points on N 1<sup>st</sup> Street and to the west of the rail line, has areas with up to three vehicle collisions over the four years between 2010 and 2014. Bicycle and pedestrian collisions are highest in the same areas, with 1-5 collisions occurring in particular intersections between 2010 and 2014.

## District 2

Interstate 82 and Route 12 both run through District 2, which is the southeastern gateway into the city and for those traveling north to Seattle and Ellensburg or south to the Tri-Cities and Oregon. The downtown area of District 2 has a smaller street grid and more prevalent traffic lights. N 1<sup>st</sup> Street, which runs north/south through the district (and parallels I-82), has average daily traffic greater than 18,000 vehicles per day. During peak hour traffic, there are over 700 vehicles traveling north on N 1<sup>st</sup> Street. There are other arterials that experience notable average daily traffic volumes as well, such as East Nob Hill Boulevard and S Fair Avenue. District 2 has existing transit corridors along S Fair Avenue, S 1<sup>st</sup> Street, and S 6<sup>th</sup> Street. Some of these main corridors also align with T-1, T-2, and T-4 freight routes.

District 2 has a moderately well-connected pedestrian facilities network, with some gaps existing in the areas close to Interstate 82. Bicycle facilities are not as prevalent. Few streets have dedicated bike lanes, with the longest route travelling down S Fair Avenue, connecting to Pacific Avenue and turning down S 18<sup>th</sup> Street to loop back west on E Mead Avenue.

District 2, particularly along conflict points on E Nob Hill Boulevard, has areas with up to three vehicle collisions over the four years between 2010 and 2014. The intersection of E Nob Hill Boulevard and S 1<sup>st</sup> Street had more than 3 vehicle collisions during this time. Bicycle and pedestrian collisions are highest in the same areas, with 1-5 collisions occurring in particular intersections between 2010 and 2014.

## District 3

District 3 is home to Yakima's airport. District 3 has a more suburban street grid with larger blocks and cul-de-sacs. Traffic lights are less prevalent, with main intersections generally located along Washington Avenue, Nob Hill Boulevard, 16<sup>th</sup> Avenue, and 40<sup>th</sup> Avenue. Nob Hill Boulevard and Washington Avenue, which runs east/west through the district, have average daily traffic greater than 18,000 vehicles per day. The north/south arterials have average daily traffic volumes of between 10,000 and 18,000 vehicles per day. During peak hour traffic, there are around 1,000 vehicles traveling west on Washington and Nob Hill. District 3 has existing transit corridors along Nob Hill, Washington, 40<sup>th</sup>, and 16<sup>th</sup>. Some of these main corridors also align with T-3 freight routes.

District 3 has a pedestrian facilities network that is only connected along the main routes, with some gaps existing throughout the residential neighborhoods. Bicycle facilities are not as prevalent. Few streets have dedicated bike lanes or shared bike lanes, with the longest route (partially dedicated and partially shared) travelling down Washington Avenue.

District 3 has had limited vehicular collisions over the four years between 2010 and 2014. A few intersections along Washington have seen up to two collisions during this time, with Washington and S 1<sup>st</sup> Street seeing up to 3 collisions over this time. Bicycle and pedestrian collisions were highest on E Nob Hill Boulevard, where there is no bicycle infrastructure and some particular areas had up to five collisions between 2010 and 2014. Washington Avenue had a few areas where one collision occurred.

## District 4

District 4 is home to portions of Yakima's downtown. District 4 has an urban street grid with consistent blocks surrounding downtown, with larger blocks and cul-de-sacs in the areas outside downtown. Traffic lights are prevalent in the downtown area of District 4, and less so along some of the arterials. Nob Hill Boulevard, which runs east/west through the district, and N 16<sup>th</sup> Street, which runs north/south, have average daily traffic greater than 18,000 vehicles per day. Other arterials have average daily traffic volumes of between 2,000 and 18,000 vehicles per day. During peak hour traffic, there are around 1,000 vehicles traveling west on Nob Hill and around 700 vehicles traveling north/south along 16<sup>th</sup> Street. District

4 has existing transit corridors along Teiton, Nob Hill, 16<sup>th</sup>, 3<sup>rd</sup>, and Mead. Some of these main corridors also align with T-3 and T-4 freight routes.

District 4 has a pedestrian facilities network that well connected in the downtown areas, with some gaps existing throughout the residential neighborhoods and areas outside of downtown. Bicycle facilities are not as prevalent. A few streets have shared bike lanes, without many connections.

District 4 has had limited vehicular collisions over the four years between 2010 and 2014. A few intersections along Nob Hill and Teiton have had up to three collisions over this time and Nob Hill and 3<sup>rd</sup> Avenue has had more than three collisions over this time. Bicycle and pedestrian collisions were highest on E Nob Hill Boulevard, Teiton, and 3<sup>rd</sup> Avenue where there is no bicycle infrastructure. Some areas had up to five collisions between 2010 and 2014.

## District 5

District 5 has a street grid that supports industrial and commercial development as well as areas with a residential grid. Route 12 runs along the northern side of District 5. Traffic lights are most prevalent in the arterials such as N 40<sup>th</sup> Avenue and N 16<sup>th</sup> Avenue, as well as Castlevale Road and Summitview Avenue. N 40<sup>th</sup>, which runs north/south has average daily traffic greater than 18,000 vehicles per day. Other arterials have average daily traffic volumes of between 2,000 and 18,000 vehicles per day. During peak hour traffic, there are around 1,000 vehicles traveling north and south each on 40th and around 800 vehicles traveling north and south each along 16<sup>th</sup> Street. District 5 has existing transit corridors along the arterial streets. Some of these main corridors also align with T-2, T-3, and T-4 freight routes.

District 5 has gaps in pedestrian facilities throughout the residential neighborhoods and the industrial and commercial areas. Bicycle facilities are not prevalent. Fruitvale Boulevard and Lincoln Avenue have dedicated bike lanes, and a few streets have shared lanes. There are not many connections between the bicycle facilities.

District 5 has had concentrations of vehicular collisions over the four years between 2010 and 2014. N 16<sup>th</sup> and N 40<sup>th</sup> Avenues were the location of almost all collisions in District 5, with particular intersections experiencing up to three collisions over the study period. Bicycle and pedestrian collisions were highest on N 16<sup>th</sup> Avenue, particularly around Lincoln Avenue.

## District 6

District 6 has a street grid that supports lower density development. Traffic lights are only present along Summitview Avenue, N 40<sup>th</sup> Avenue, and Teiton Drive. Summitview, which runs east/west has average daily traffic greater than 18,000 vehicles per day. Other arterials have average daily traffic volumes of between 2,000 and 18,000 vehicles per day. During peak hour traffic, there are around 1,000 vehicles traveling west on Summitview and south on N 40th. District 6 has existing transit corridors along Summitview, 72nd Avenue, Teiton, and 80<sup>th</sup> Avenue. Some of these main corridors also align with T-3, and T-4 freight routes.

District 6 has gaps in pedestrian facilities throughout the residential neighborhoods, with some residential blocks served well and others not served by sidewalks. Bicycle facilities are not prevalent. Teiton Drive, west of 64<sup>th</sup>, has a bike lane, 64<sup>th</sup> Avenue has a shared lane, and Lincoln Avenue has portions with a dedicated lane and portions with a shared bike lane. There are not many connections between the bicycle facilities.

District 6 has had few vehicular, pedestrian, or bicycle collisions over the four years between 2010 and 2014.

## District 7

District 7 has a street grid that supports lower density development and undeveloped land. Traffic lights are only present along Nob Hill Boulevard and 72<sup>nd</sup> Street. Parts of Teiton Drive and 40<sup>th</sup> Avenue have average daily traffic greater than 18,000 vehicles per day. Other arterials have average daily traffic volumes of between 2,000 and 18,000 vehicles per day. District 7 has existing transit corridors along Teiton Drive and Nob Hill Boulevard, as well as S 64<sup>th</sup>, 72<sup>nd</sup>, and 80<sup>th</sup> Avenues. Some of these main corridors also align with T-3, and T-4 freight routes.

District 7 has gaps in pedestrian facilities throughout the residential neighborhoods, with some residential blocks served well and other areas are not served by sidewalks. Bicycle facilities are not prevalent. Nob Hill and Teiton Drive have a dedicated bike lane on portions in portions of the district. S 64<sup>th</sup> and 48<sup>th</sup> Avenues have a shared lane. There are not many connections between the bicycle facilities.

District 7 has had few vehicular, pedestrian, or bicycle collisions over the four years between 2010 and 2014.

## 8.0 PARKS AND RECREATION

The online vision survey asked respondents to think about existing recreation opportunities and facilities and consider whether there are too much, an adequate amount, or too little of these resources. There were very few respondents who felt there were too many opportunities or facilities for recreation. Those opportunities and facilities which respondents most frequently felt there were too little of include passive recreation opportunities, greater investment in the quality and design of parks, and better physical access to parks.

### 8.1 Overview

The Parks and Recreation section provides information on existing parks and recreation facilities that support the Comprehensive Plan Update and the Capital Facilities Plan (CFP). The information in this section include the types of facilities, locations, size, and existing level of service for parks and recreation in Yakima. This section is based on the latest available information from the 2012 Parks and Recreation Comprehensive Plan. The department is currently in the process of updating its Plan.

#### Regulatory Context

A Parks and Recreation Element is required when funding is provided by the State of Washington. Nevertheless, the City has The Parks and Recreation Element, in accordance with the Growth Management Act (GMA), will be updated as part of the Comprehensive Plan Update process. Parks and recreation are addressed in goal 9 of the GMA (36.70A.070), stating that cities and counties should:

*Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*

The Parks and Recreation Element must include a facility inventory and existing level of service, estimates of facility and service needs based on anticipated future growth, and provide an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreation demand.

#### Countywide Planning Policy

The Yakima Countywide Planning Policy has policies that address Parks, Recreation, and Open Space and that have guided this assessment of Parks, Recreation, and Open Space conditions. These include:

- **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))
- **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....(RCW 26.70A.110(3))
- **B.3.5.** New urban development should utilize available/planned urban services. (RCW 36.70A.110(3))

## 8.2 City of Yakima

### Parks and Recreation Facilities

Yakima has around 368 acres of parks and recreation facilities, in addition to some public buildings, such as the Miller Park Activity Center and the Southeast Community Center. Also available to the public are the Yakima Greenway, with about 10 miles of trails, the Sportsman State Park, and an arboretum. Exhibit 8-1 lists Yakima’s Parks and Recreation facilities, as inventoried in the *2012-2017 Parks and Recreation Comprehensive Plan*.

**Exhibit 8-1. Parks and Recreation Facilities**

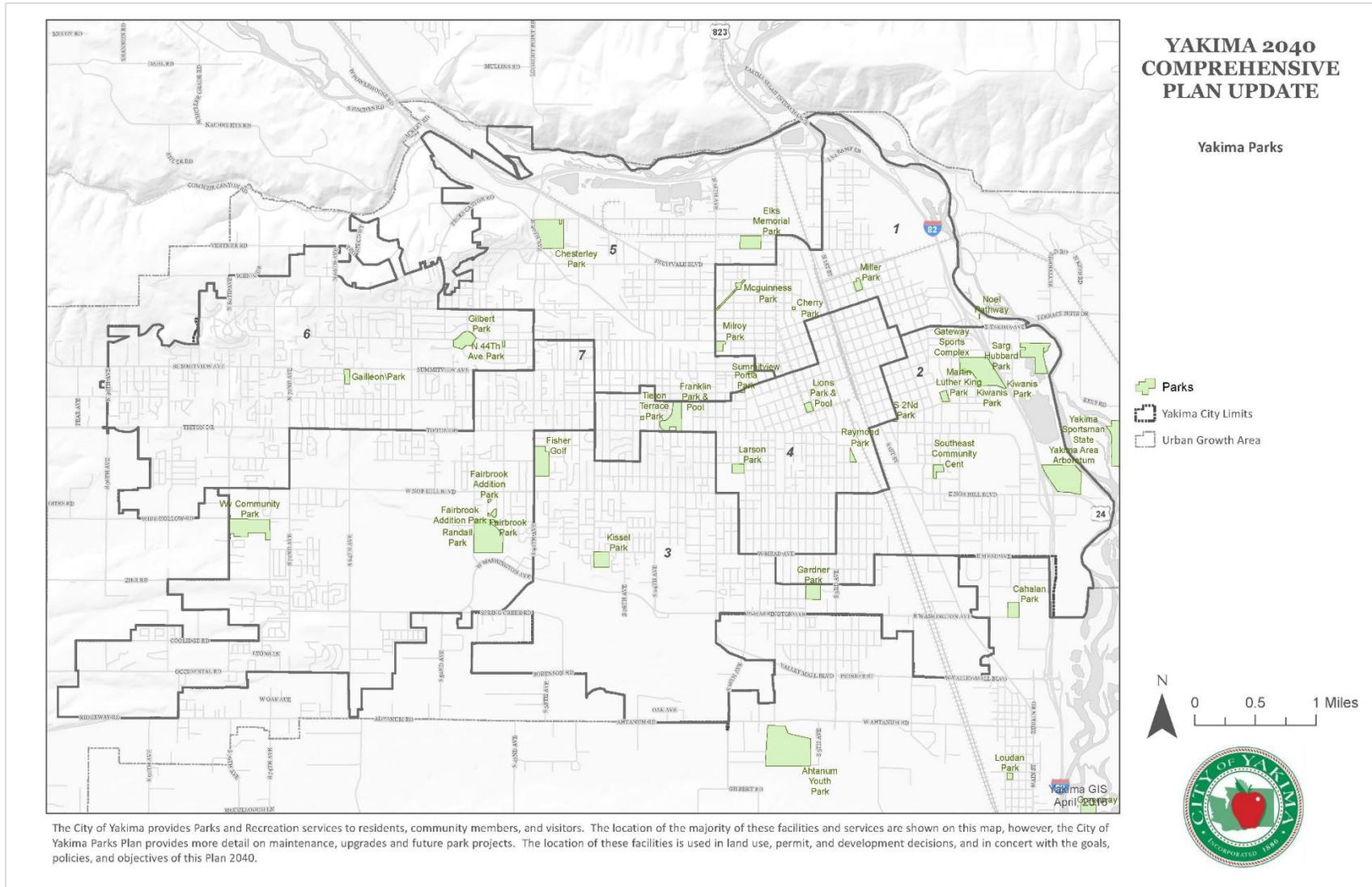
Facility	Size (Capacity/Acreage/Number/Etc.)
<b>COMMUNITY PARKS</b>	
Ahtanum Youth Park	74.0
Chesterly Park	31.2
Elks Memorial Park	12.7
Franklin Park	17.7
Kissel Park	17.0
Kiwanis Park	34.3
Perry Soccer Complex	15.0
Randall Park	40.24
Sarg Hubbard Park	28
West Valley Community Park	26.2
Yakima Greenway	Not Available
Yakima Area Arboretum	Not Available
Yakima Sportsman State Park	Not Available
<b>Total Community Parks</b>	<b>296.3</b>
<b>NEIGHBORHOOD PARKS</b>	
Gardner Park	9.13
Gilbert Park	11.62
Larson Park	4.4
Lions Pool and Park	4.38
Martin Luther King Jr. Park	4.01
Miller Park	3.96
Milroy Park	3.63
Southeast Community Park	3.63
<b>Total Neighborhood Parks</b>	<b>44.76</b>
<b>MINI PARKS</b>	
Cherry Park	0.49
McGuinness Park	0.52
Portia Park	0.31
Rosalma Garden Club Park	0.31
Raymond Park	2.35
South 2nd Park	0.52
Summitview Park	0.76

Facility	Size (Capacity/Acreage/Number/Etc.)
Sunrise Rotary Park	3.63
Teiton Terrace Park	0.42
<b>Total Mini Parks</b>	<b>9.31</b>
<b>GREENWAYS/PATHWAYS</b>	
Fairbrook Park	2.1
Naches Parkway	5.9
North 44th Avenue Park	0.7
Powerhouse Canal Pathway	8.0
South 6th Avenue Parkway	0.2
Walter Ortman Parkway	0.7
<b>Total Greenway/Pathway</b>	<b>17.5</b>
<b>SPECIAL USE PROPERTIES</b>	
Fisher Golf Course	18.2
Harlan Landing	4.0
Harman Center at Gailleon Park	N/A
Miller Park Activity Center	N/A
Southeast Community Center	N/A
Tahoma Cemetery	Not Available
<b>Total</b>	<b>367.8</b>

Source: 2012 – 2017 Parks and Recreation Comprehensive Plan, 2012

Exhibit 8-2 shows a map of Yakima’s existing Neighborhood and Community Parks.

Exhibit 8-2. City of Yakima Parks



Source: City of Yakima, 2016

## Existing Level of Service

According to the *2012 – 2017 Parks and Recreation Comprehensive Plan*, Yakima’s Parks level of service (LOS) is based on the existing park system and the recommendations of the community. An objective of the Parks Comprehensive Plan is to establish proposed LOS standards to help guide future development and maintenance of the park system, and establish guidelines for appropriate use by the public and for special events. (Yakima Parks and Recreation, 2012)

Existing level of service for parks and recreation facilities in Yakima is shown in Exhibit 8-3 considering the City’s 2015 population of 93,220 (OFM, 2015).

**Exhibit 8-3. Yakima Parks Existing LOS**

Park Type	Inventory	Current LOS (acres/1000 population)	Service Standard
<b>Community Parks</b>	296.3	3.18	TBD
<b>Neighborhood Parks</b>	44.76	0.48	TBD
<b>Mini Parks</b>	9.31	0.10	TBD
<b>TOTAL</b>	<b>350.3</b>	<b>3.76</b>	<b>TBD</b>

Source: (Yakima Parks and Recreation, 2012); BERK Consulting 2016

## 8.3 Districts

### District 1

District 1 is home to the neighborhood parks of Miller Park and Milroy Park, the mini parks of Cherry Park and McGuinness Park, and the Noel Pathway. (City of Yakima, 2016)

### District 2

District 2 has three community parks – Sarg Hubbard Park, Kiwanis Park, and the Arboretum. The neighborhood parks within District 2 include Martin Luther King Jr. Park and the Southeast Community Park (home to the Southeast Community Center). The mini park of South 2<sup>nd</sup> Park serves District 2. The Gateway Sports Complex is also in District 2. (City of Yakima, 2016)

### District 3

District 3 is served by the community park Kissel Park and the neighborhood park Gardener Park. The Fisher Golf Course is also in District 3. (City of Yakima, 2016)

### District 4

The community park of Franklin Park and Pool is in District 4. There are two neighborhood parks (Larson Park and Lions Park) in District 4, as well as three mini parks (Teiton Terrace Park, Portia Park, and Raymond Park). (City of Yakima, 2016)

### District 5

District 5 has three parks of note. The two community parks of Chesterley Park and Elks Memorial Park, as well as Summitview Park, which is a mini park.

### District 6

District 6 has one community park (Gailleon Park), one neighborhood park (Gilbert Park), and one greenway (North 44<sup>th</sup> Avenue Greenway). (City of Yakima, 2016)

## District 7

The community parks of West Valley Community Park and Randall Park are located in District 7, along with the greenways of Fairbrook Park and Fairbrook Park Addition. (City of Yakima, 2016)

Preliminary

## 9.0 NATURAL ENVIRONMENT

### 9.1 City of Yakima

#### Introduction

This Chapter provides a summary of environmentally sensitive areas and regulations designed to protect them.

The City's residents participated in an online visioning survey and other events in early 2016, and identified the City's "natural setting" as its greatest strength. Maintaining the character and improving the quality of the natural environment is thus a priority of the City.

#### Regulatory Context

The City's natural environment is regulated under a number of local, state, and federal laws and ordinances. The first of these, the Washington State Growth Management Act (GMA), includes two goals that relate directly to the natural environment:

- Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities. RCW 36.70A.020(9)
- Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water. RCW 36.70A.020(10)

The GMA requires local jurisdictions to designate critical areas and adopt protective development regulations based on the best available science (RCW 36.70A). These critical areas are: frequently flooded areas, fish and wildlife habitat conservation areas (FWHCAs), wetlands, geologically hazardous areas, and critical aquifer recharge areas (CARAs). The City regulates these areas under Chapter 15.27 of the Yakima Municipal Code, which was last updated in 2008.

The Shoreline Management Act is another state law that is implemented jointly by the Washington Department of Ecology and the local jurisdiction through development of a local Shoreline Master Program (SMP). Yakima updated its SMP in 2015, which has been adopted as Title 17 of the Yakima Municipal Code. In the City of Yakima, the waterbodies subject to the SMP are the Yakima River, Naches River, Cowiche Creek, Willow Lake, Lake Aspen, and Rotary Lake. Chapter 10 of this report provides more information about the SMP and the shoreline waterbodies in the City.

Additional state and federal laws govern inputs of pollutants into the air and water either directly or indirectly with the purpose of protecting human health and safety, as well as the habitats and health of other aquatic and terrestrial life. Some of these laws include the state and federal Clean Air Acts, federal Clean Water Act, state Hydraulic Code, state Water Pollution Control Act, State Environmental Policy Act (SEPA), and the federal Endangered Species Act (ESA). Implementation of these regulations includes development review, inspection, and enforcement of local development proposals and education of the general public.

#### Countywide Planning Policy

The Yakima Countywide Planning Policy has policies that apply to Yakima's natural environment. These include:

- **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))
- **G.3.1.** Encourage economic growth within the capacities of the region's natural resources, public services and public facilities.

- Identify current and potential physical and fiscal capacities for municipal and private water systems, wastewater treatment plants, roadways and other infrastructure systems;
- Identify economic opportunities that strengthen and diversify the county's economy while maintaining the integrity of our natural environment.

## Existing Conditions

Following is a brief description of the components of Yakima’s natural environment.

### Geology

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.

### Water Quality

Different measures of water quality are important depending on whether human health or the health of other terrestrial or aquatic organisms is being considered. For example, temperature and dissolved oxygen are critical characteristics that determine suitability of the water for certain fish, but are not critical to human health. On the other hand, high fecal coliform levels can be a health concern for humans, but have little to no effect on fish. In the City of Yakima, impervious surfaces and commercial, residential, and agricultural uses can generate or convey a variety of pollutants, such as animal wastes, oils, fertilizers and herbicides, and metals, to Yakima’s streams and lakes. These substances can damage groundwater, lakes, rivers, and streams; disrupt human use of these waters; or interfere with the behavior and reduce the survival of aquatic life. The loss of riparian vegetation and the associated shade that it provides has also had an impact on water temperatures.

As part of the federal Clean Water Act compliance, the Washington Department of Ecology implements a testing protocol and tracking procedures for impairments of waters in the state. Six waterbodies in the City have been documented as exceeding standards for one or more parameters (Exhibit 9-1).

**Exhibit 9-1. Water Quality Impairment**

Category	Waterbody / Parameter
<b>5 – Polluted waters that require a TMDL</b>	Myron Lake – Ammonia-N Naches River – Temperature, pH Shaw Creek – Bacteria (fecal coliform) Wide Hollow Creek – Temperature, bacteria (fecal coliform) Yakima River - pH
<b>4c – Impaired by a non-pollutant</b>	Rotary Lake – invasive aquatic species (Eurasian water-milfoil)
<b>2 – Waters of concern</b>	Wide Hollow Creek – pH, dissolved oxygen Yakima River – pH, temperature

Source: Washington Department of Ecology, 2012

In 2015, the City continued to meet its obligations under the federal Clean Water Act by developing the *Stormwater Management Program for City of Yakima*, and separating from the Regional Stormwater Policy Group led by Yakima County. This local program will ensure that the City is compliant with its National Pollutant Discharge Elimination System (NPDES) Eastern Washington Phase II Municipal

Stormwater Permit, and plans and implements performance measures that reduce pollutants in stormwater to the “maximum extent practicable.”

The City also regulates construction and post-construction stormwater management under Chapters 7.82 and 7.83 of the Yakima Municipal Code. These chapters require use of the latest edition of Washington Department of Ecology’s *Stormwater Management Manual for Eastern Washington*.

### **Air Quality**

An airshed is defined as “a volume of air, bounded by geographical and/or meteorological constraints, within which activities discharge contaminants.” The airshed for the City of Yakima, as defined by the Environmental Protection Agency (EPA), is the Yakima Basin. According to the Yakima Regional Clean Air Agency, “the air quality in Yakima County is fresh, clean and healthy most of the year, yet at certain times it faces challenges...” Although air quality currently meets federal and state air quality standards that has not always been the case. After years of planning and analysis, coordination between Yakima County and incorporated cities, and implementation of targeted projects, the urban areas of Yakima County were removed from non-attainment status for carbon monoxide and particulate matter less than 10 microns in diameter (PM<sub>10</sub>).

In 2014, the Yakima Regional Clean Air Agency developed a plan that strives to ensure that Yakima County can maintain compliance with the standards for PM<sub>2.5</sub> concentrations. These smaller particulates pose a particular health risk to those with lung and heart problems, the elderly, and the young. The greatest outputs are from residential heating (wood-burning stoves), dust on gravel roads, and tilling of fields. Because of local topography and climate conditions, the concentrations and associated health problems can be most severe in late-fall and winter. The plan combines a number of regulatory and voluntary tools to achieve reduction targets for PM<sub>2.5</sub> emissions.

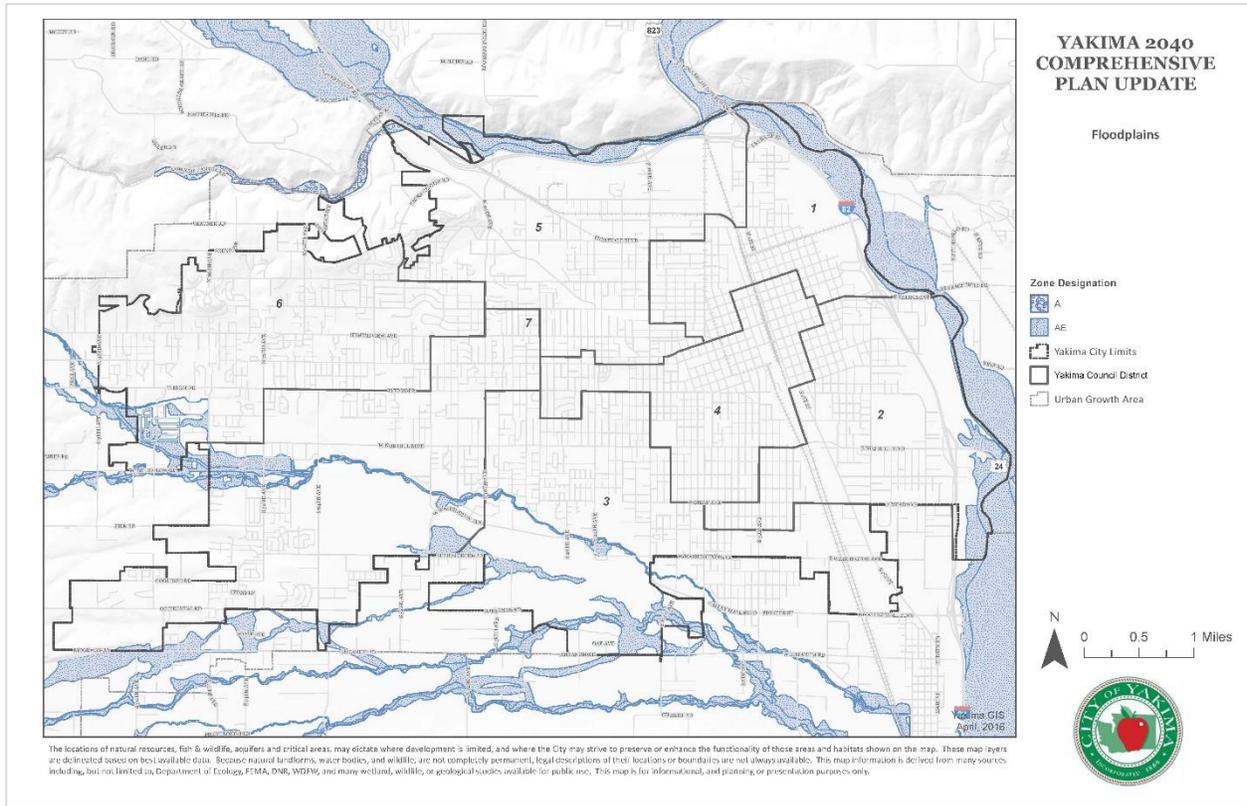
### **Critical Areas**

General conditions in the City of Yakima for each of the critical area types are described below.

#### **Frequently Flooded Areas**

The Federal Emergency Management Agency (FEMA) has mapped the floodplains for the Yakima and Naches Rivers, as well as Wide Hollow, Bachelor, Spring, , and Shaw Creeks (see Exhibit 9-2–Floodplains). The City regulates development in or near these areas to ensure compatibility with surrounding properties, and to prevent an increase in risk to upstream or downstream neighbors or the natural functions of floodplains. As currently mapped, eight percent of the City is in a designated floodplain. The majority of the floodplains are associated with the Yakima and Naches Rivers on the east and north sides of the City, and are bounded by a levee system. The smaller streams in the southern and western portions of the City generally have narrow floodplains, except in some of the flat, less-developed agricultural areas, parks, and around the airport.

Exhibit 9-2. Frequently Flooded Areas – City of Yakima

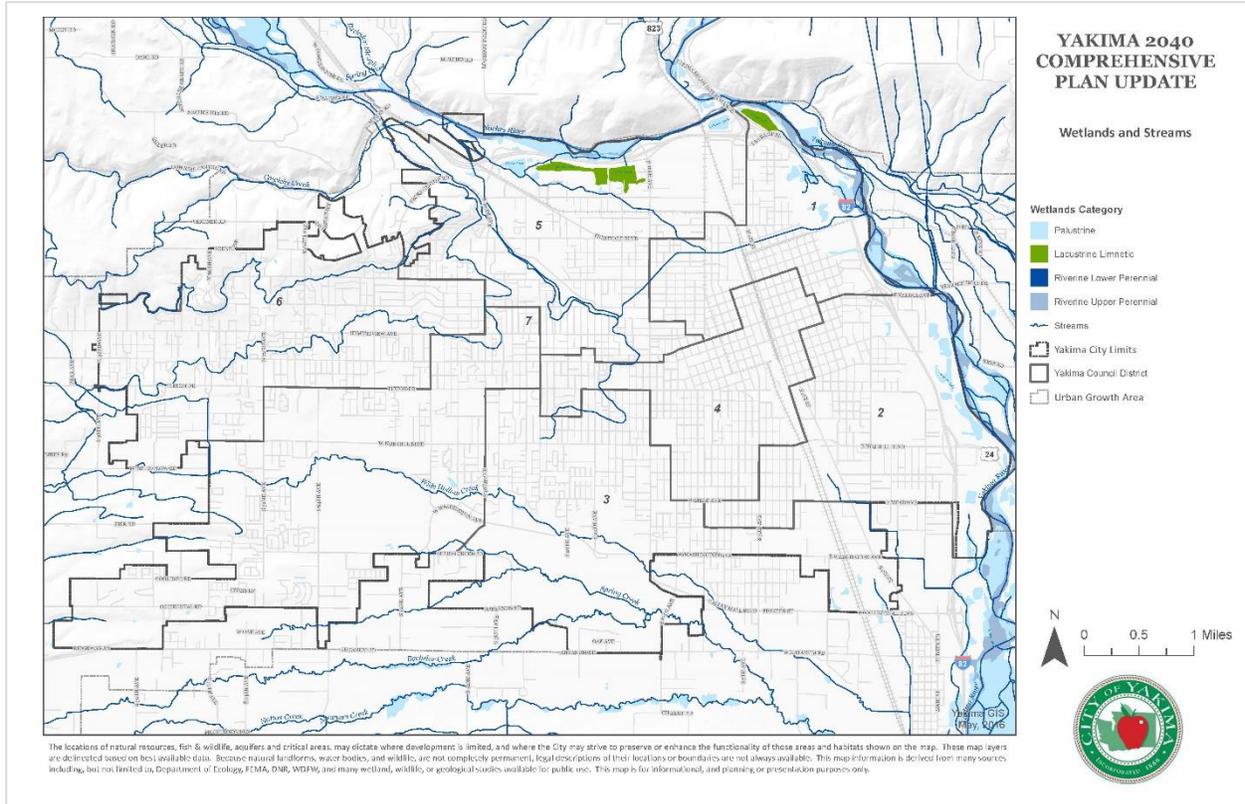


Source: City of Yakima GIS 2016

Fish and Wildlife Habitat Conservation Areas

As defined in Washington Administrative Code 365-190-030, fish and wildlife habitat conservation areas are “areas that serve a critical role in sustaining needed habitats and species for the functional integrity of the ecosystem, and which, if altered, may reduce the likelihood that the species will persist over the long term. These areas may include, but are not limited to, rare or vulnerable ecological systems, communities, and habitat or habitat elements including seasonal ranges, breeding habitat, winter range, and movement corridors; and areas with high relative population density or species richness.” Although largely urbanized, the City of Yakima still has habitat for fish and wildlife distributed in parks and other preserved open spaces, on agricultural lands, in underdeveloped or vacant spaces, and in and along 51.4 miles of stream corridors and several lakes (see Exhibit 9-3 – Wetlands and Streams).

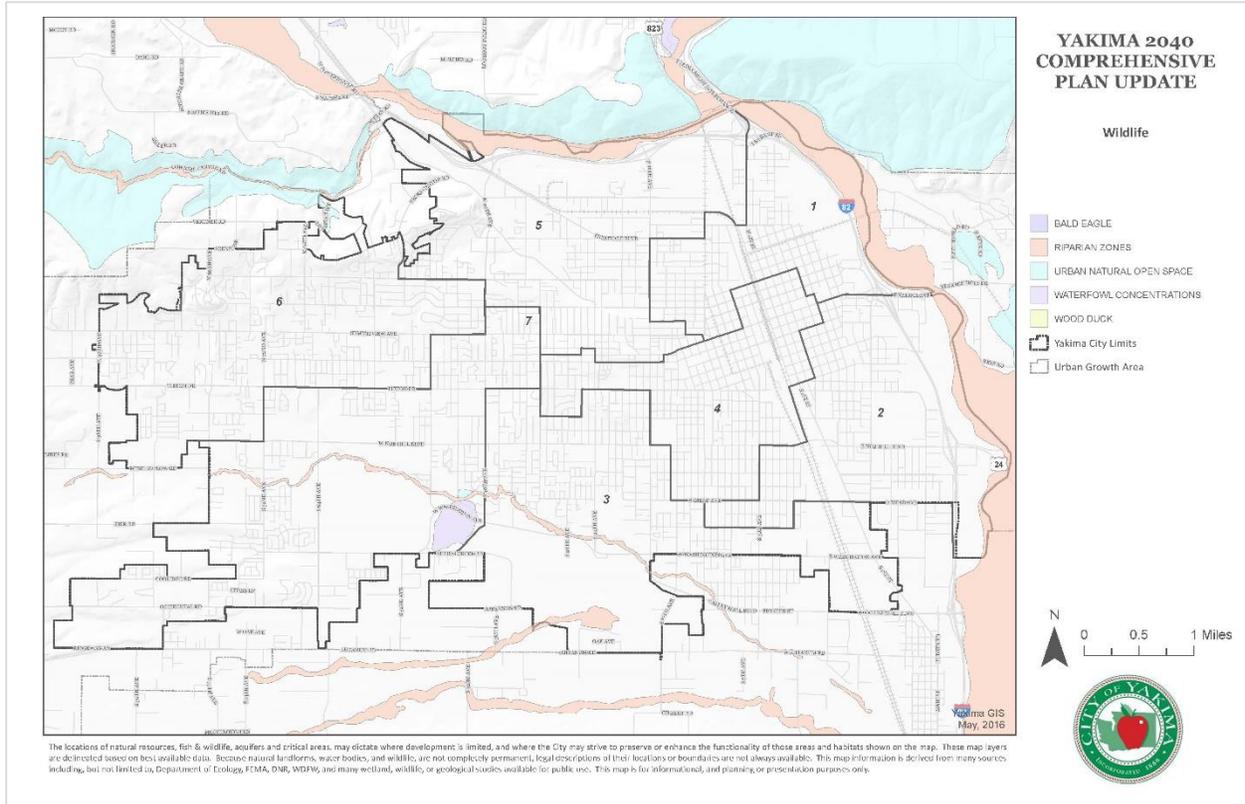
Exhibit 9-3. Wetlands and Streams – City of Yakima



Source: City of Yakima GIS 2016

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, about 4.5 percent of the City’s land area, are wetlands and high quality riparian zones associated with the Yakima and Naches Rivers, and with Wide Hollow Creek (see Exhibit 9-4 - Wildlife). Other types of priority habitat in Yakima are designated as “urban natural open space” and waterfowl concentration areas. Significant wetlands inside the City include those wetlands associated with the Yakima and Naches Rivers and Wide Hollow Creek. Additional small wetlands are associated with the other streams (see Exhibit 9-3 – Wetlands and Streams). A number of artificial lakes with groundwater connections to the Naches and Yakima Rivers also provide important habitat for birds, and several are stocked for recreational fishing by WDFW.

**Exhibit 9-4. Wildlife Habitat – City of Yakima**



Source: City of Yakima GIS 2016

Under the federal Endangered Species Act (ESA), the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the U.S. Fish and Wildlife Service has designated, or listed, several fish species that live in one or more City of Yakima waterways. Additional fish species are designated by WDFW as priority species. Exhibit 9-5 identifies the sensitive fish species documented within the City’s aquatic areas:

**Exhibit 9-5. Sensitive Fish Species Mapped in the City’s Streams and Rivers**

Fish Species	Federal Status	State Status
<b>Waterbodies</b>		
<b>Chinook salmon</b> Yakima River, Naches River	Threatened	Candidate, Priority
<b>Steelhead trout</b> Yakima River, Naches River, Cowiche Creek, Wide Hollow Creek, Bachelor Creek	Threatened	Candidate, Priority
<b>Bull trout</b> Yakima River, Naches River	Threatened	Candidate, Priority
<b>Coho salmon</b> Yakima River, Naches River, Cowiche Creek	Species of Concern	Priority
<b>Cutthroat trout</b> Yakima River, Wide Hollow Creek	None	Priority
<b>Rainbow trout</b>	None	Candidate, Priority

Fish Species	Federal Status	State Status
Waterbodies		
Yakima River, Naches River, Cowiche Creek, Wide Hollow Creek, Spring Creek, Bachelor Creek		

Source: WDFW, 2016

In addition to fish, other priority species in the City of Yakima include a number of birds, such as bald eagle, wood duck, common loon, and great blue heron, many of which breed along the Yakima or Naches Rivers; sharp-tailed snake and ring-necked snake; and Townsend’s ground squirrel.

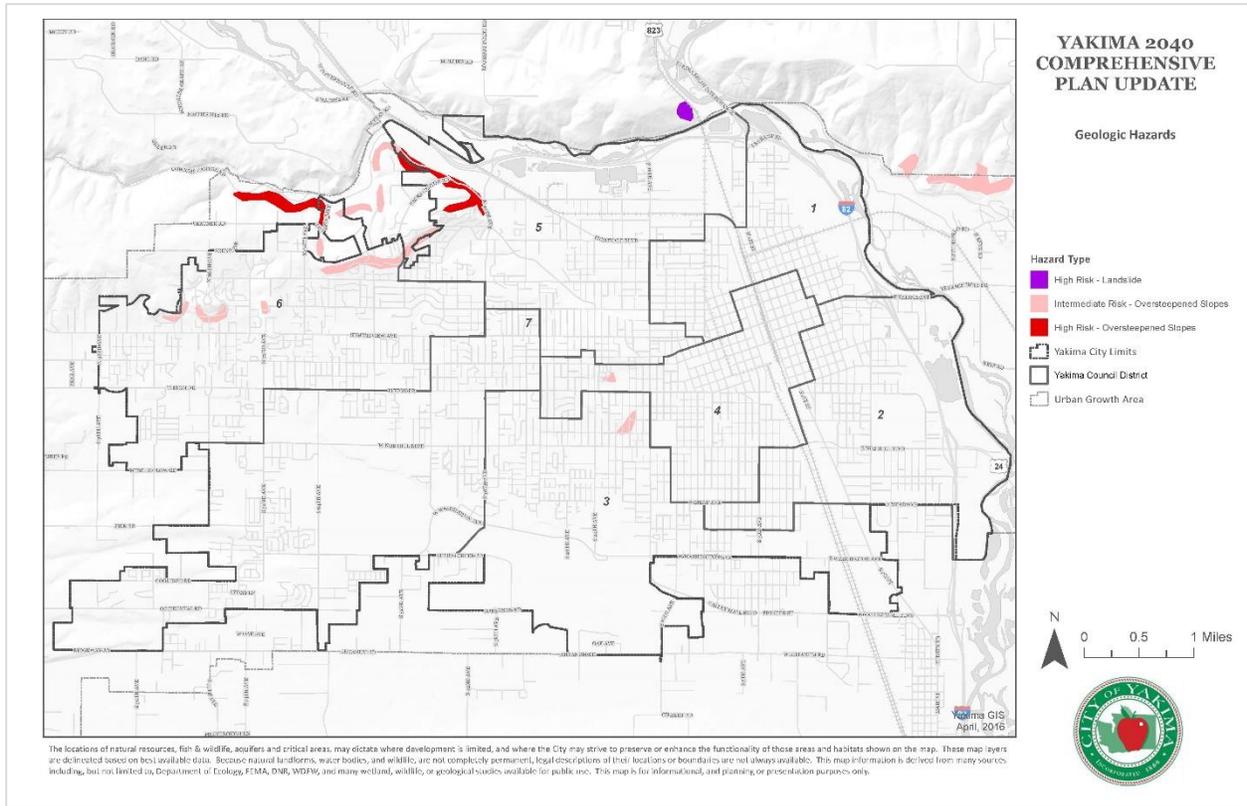
#### Wetlands

The U.S. Fish and Wildlife Service has mapped and classified wetlands in the City as part of its National Wetland Inventory (see Exhibit 9-3 – Wetlands and Streams). Most of these wetlands are large complexes associated with the Yakima and Naches Rivers, although smaller wetlands are scattered throughout the City along the smaller streams and in other localized depressions. As currently mapped, a little more than three percent of the City is considered a potential wetland, although this is likely an under-representation of the true area of wetland.

#### Geologically Hazardous Areas

Geologically hazardous areas include areas of erosion hazard, landslide hazard, seismic hazard, and other hazard, including volcanic. The primary purpose of regulating geologically hazardous areas is to reduce the risk of harm to people or property, although there are secondary consequences of such hazard events on fish, wildlife, and their habitats. In the City, three types of landslide hazards have been mapped: intermediate risk oversteepened slopes, high risk oversteepened slopes, and channel migration zones that are associated with shoreline waterbodies (Exhibit 9-6 – Geologic Hazards). In Yakima, the high risk steep slopes are mainly isolated in the City’s north and northwestern boundaries along West Powerhouse Road, Prospect Way, and Canyon Creek Road. Moderate risk steep slopes are found nearby near Scenic Drive and Englewood Crest Drive.

Exhibit 9-6. Geologically Hazardous Areas – City of Yakima

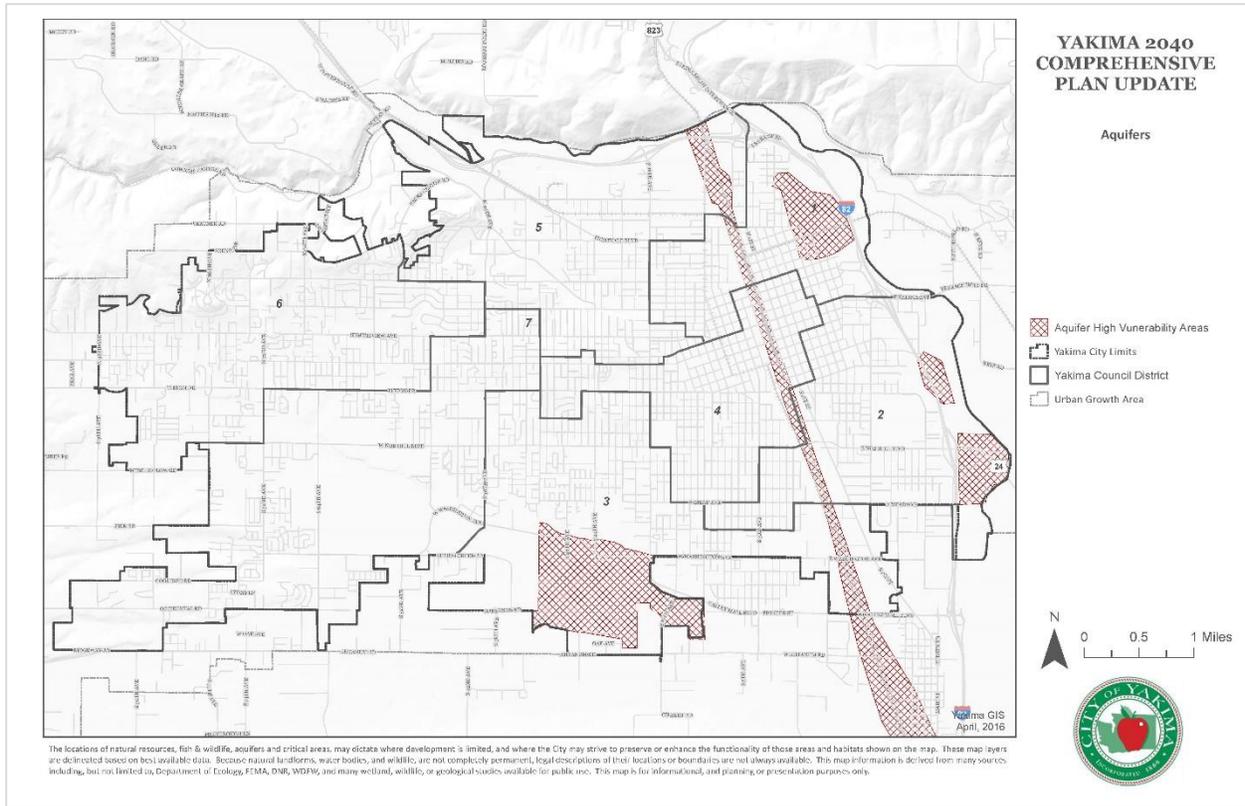


Source: City of Yakima GIS 2016

Critical Aquifer Recharge Areas

Critical aquifer recharge areas are lands where surface waters or pollutants can infiltrate into groundwater that is utilized for drinking water. The City’s drinking water comes from the Naches River water treatment facility, but the backup supply comes from four municipal groundwater wells that can pump a combined 11,050 gallons per minute. Once groundwater is contaminated it can be difficult and costly to clean. In some cases, the quality of groundwater in an aquifer is inextricably linked to its recharge area. The City’s map of CARAs identifies five discrete areas that have high vulnerability to contamination (see Exhibit 9-7–Aquifers) that cover about 8 percent of the city limits.

**Exhibit 9-7. Critical Aquifer Recharge Areas – City of Yakima**



Source: City of Yakima GIS 2016

**Direction for the Future**

Environmental quality is an essential element of the 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 City has been a participant in regional efforts to study and develop solutions to address the recent water flow problems in the Yakima River Basin, which has culminated in the development of a proposed Integrated Water Resource Management Plan. As stated in the plan, “The goals of the Integrated Plan are to protect, mitigate, and enhance fish and wildlife habitat; provide increased operational flexibility to manage instream flows to meet ecological objectives, and improve the reliability of the water supply for irrigation, municipal supply, and domestic uses.” These goals are consistent with GMA, the City’s critical areas regulations and SMP, and the desires of the citizens of Yakima to have a healthy ecological system that can serve multiple needs.

**Implementation**

Environmental protection and enhancement, based on “Best Available Science” (as defined in the GMA), are 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 evaluate Chapter 15.27, last updated in 2008, and amend as needed.

## 9.2 Districts

### District 1

The Yakima River and Rotary Lake are the two primary features in District 1 that provide extensive fish and wildlife habitat in the form of wetlands, high quality riparian vegetation, complex channel conditions, and in-stream habitat features. Except for a couple of wetlands on the west side of the highway, most of this functional habitat is isolated on the east side of Interstate 82. These natural features on the east side of I-82 are also located within the mapped 100-year floodplain and the channel migration zone, which is a type of landslide hazard. No other geologic hazards are mapped in District 1.

District 1 also contains two areas that have been mapped as highly vulnerable to pollution of the aquifer. The largest of the two areas comprises the former Boise Cascade lumber sawmill site on the west side of I-82, and the smaller is a narrow strip that follows the railroad line as it passes through the district.

### District 2

District 2 is similar to District 1 in the type of natural features present and their general concentration on the east side of I-82. The Yakima River and Lake Buchanan are the two primary features in District 2 that provide extensive fish and wildlife habitat in the form of wetlands, high quality riparian vegetation, complex channel conditions, and in-stream habitat features. Except for one mapped wetlands on the west side of the highway, this functional habitat is isolated on the east side of Interstate 82. These natural features are also located within the mapped 100-year floodplain and the channel migration zone, which is a type of landslide hazard. No other geologic hazards are mapped in District 2.

District 2 also contains three areas that have been mapped as highly vulnerable to pollution of the aquifer. The largest of the areas comprises a portion of the Arboretum a wrecking yard on the north side of State Route 24, and a large portion of the City's wastewater treatment facility on the south side of SR 24. The second area is to the north in the location of the concrete plant on the north side of Lake Buchanan. The third area is a continuation of the narrow strip that follows the railroad line as it passes through the district.

### District 3

District 3 is not contiguous with the Yakima River, but it does contain four named, salmon-bearing streams (Wide Hollow, spring, and Bachelor Creeks) and several un-named streams, all of which are tributaries of the Yakima River downstream of City limits. Each of these streams has variable-width wetland and floodplain fringes. Scattered wetlands are also found in depressions and swales, often running through agricultural fields. No geologic hazards are mapped in District 3.

Two areas are mapped as highly vulnerable to pollution of the aquifer. The largest of the areas comprises a substantial portion of the airport property, and a significant percentage of the district's area, and the smaller area is a continuation of the narrow strip that follows the railroad line as it passes through the district.

### District 4

District 4 is almost entirely urbanized. The only mapped aquatic feature is the Naches and Cowiche Ditch network, which has not been identified as containing any sensitive or priority fish species. No wetlands, priority habitats, or other significant habitat features were noted.

A small area of oversteepened slopes (moderate risk) is mapped in Franklin Park. The only area mapped as highly vulnerable to pollution of the aquifer is a continuation of the narrow strip that follows the railroad line as it passes through the district.

### **District 5**

The Naches River, a small section of Cowiche Creek, Willow Lake, Lake Aspen, Berglund Lake, and Lake Myron are the primary aquatic features in District 5 that provide extensive fish and wildlife habitat in the form of wetlands, high quality riparian vegetation, complex channel conditions, and in-stream habitat features. Except for the lakes and a few small wetlands, most of this functional habitat is isolated on the north side of US 12. These natural features are also located within the mapped 100-year floodplain and the channel migration zone, which is a type of landslide hazard. Other mapped aquatic features include a network of agriculture ditches, such as Congdon Canal, Union Canal, and Naches and Cowiche Ditch, which have not been identified as containing any sensitive or priority fish species. Non-priority terrestrial habitats are also present in District 5 in the form of orchards, tilled fields, large parks, and other undeveloped lands.

District 5 contains the largest high risk steep slope area in the City along West Powerhouse Road, and smaller areas of moderate risk steep slope near Scenic Drive. The only area mapped as highly vulnerable to pollution of the aquifer is a narrow strip that follows the railroad line as it passes through the district.

### **District 6**

This district is crossed by two major irrigation canal systems, the Congdon Canal and the Lateral L, which have not been identified as containing any sensitive or priority fish species. The southwest corner of District 6, south of Tieton Drive, is occupied by a network of unnamed streams, ditches, and floodplains associated with Wide Hollow Creek. Available maps do not indicate that wetlands are present in this area, but are expected to be present based on the aerial photographs and other indicators. The district contains small areas of shrub-steppe priority habitat, and other non-priority terrestrial habitats such as tilled fields, orchards, and other undeveloped lands.

District 6 contains a small area of high risk steep slope along Prospect Way. Moderate risk steep slopes are found near Scenic Drive, Englewood Crest Drive and north of Hawthorn Drive. No areas are mapped as highly vulnerable to pollution of the aquifer.

### **District 7**

Wide Hollow Creek with its associated floodplains and wetland fringe crosses District 7. The headwaters of Spring Creek also appear to be found in the district, with associated floodplain, wetlands, and a waterfowl concentration area. Scattered wetlands are also found in depressions and swales, often running through agricultural fields. This district is the least-developed, so contains large areas non-priority terrestrial habitats such as tilled fields, orchards, and other undeveloped lands.

No geologic hazards are mapped in District 7. No areas are mapped as highly vulnerable to pollution of the aquifer.

## 10.0 SHORELINE

### 10.1 City of Yakima

#### Introduction

Shorelines of the State, their associated shorelands, and critical areas in shoreline jurisdiction are managed under the City's SMP, which was updated and then adopted in early 2015 after conducting an extensive public process. The SMP consists of two components: regulations, found in Title 17 of the Yakima Municipal Code, and a new Shoreline Element to be incorporated into the City's Comprehensive Plan.

The City of Yakima initially participated in a regional SMP update effort with Yakima County. The Yakima County Regional SMP was completed in 2007 and approved by Washington Department of Ecology in 2010, along with supporting documents, including a regional analysis report, restoration plan, and cumulative impacts analysis, which demonstrated no net loss of shoreline ecological functions on a County-wide basis. The City's shorelines were addressed in the supporting documents. Near the end of the County's local adoption process, the City chose to complete the update independently. The City subsequently adopted the County's supporting documents, made amendments as needed, and adapted the County's SMP to prepare a locally based SMP that met requirements of the SMP guidelines found in WAC 173-26 State Guidelines and the Shoreline Management Act (SMA; RCW 90.58). Additional information about shorelines in the City of Yakima can be found in the County's documents and the City-adopted addenda, regulations, and Shoreline Element.

#### Shoreline Jurisdiction

The City developed maps to generally depict the extent of shoreline jurisdiction within City limits. These maps are for informational and illustrative purposes only and are not regulatory in nature; the actual boundaries are controlled by the shoreline jurisdiction criteria and the actual locations and presence of the ordinary high water mark, floodways, floodplains, channel migration zones, and associated wetlands. The following waterbodies and their associated shorelands are regulated by the City's SMP:

- Yakima River
- Naches River
- Cowiche Creek
- Willow Lake
- Lake Aspen
- Rotary Lake.

Lake Buchanan will also be regulated under the City's SMP when the Washington Department of Natural Resources Surface Mine Reclamation Permit lapses or is terminated, or when the City receives a permit application for new development on or uses of Buchanan Lake.

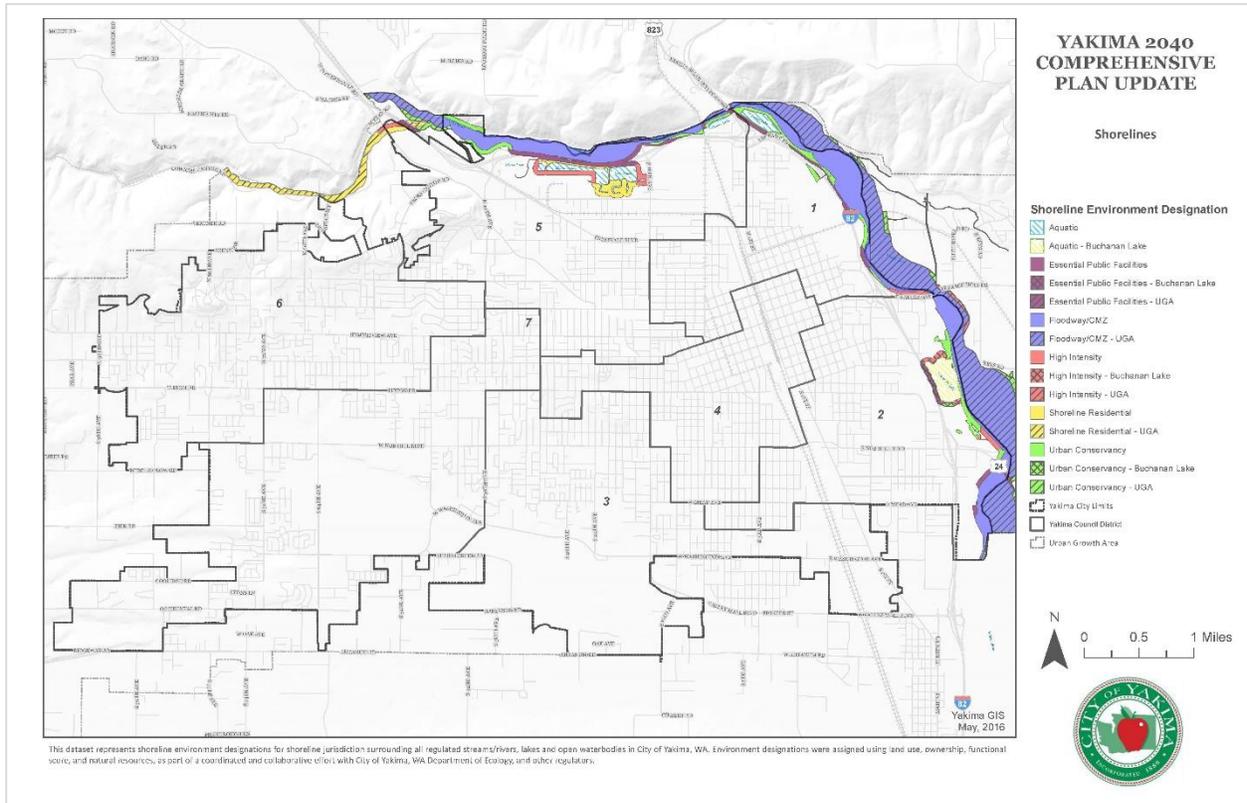
#### Shoreline Environment Designations

As part of the SMP update, the City classified shoreline jurisdiction into six environment designations based on existing conditions and the City's desired future conditions (see Exhibit 10-1 – Shoreline Jurisdiction):

- Aquatic

- Essential Public Facilities
- Floodway/Channel Migration Zone
- High Intensity
- Shoreline Residential
- Urban Conservancy.

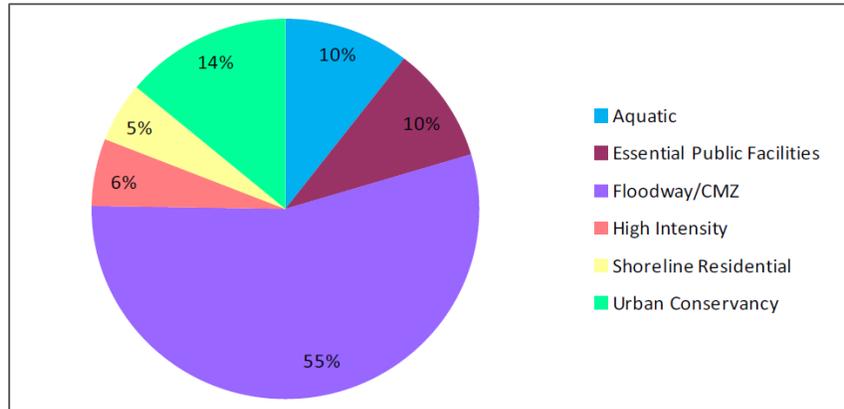
**Exhibit 10-1. Yakima Shoreline Environment Designations**



Source: The Watershed Company, 2013; City of Yakima, 2016

Each environment designation has a unique purpose, designation criteria, set of management policies, and listing of uses and modifications that are allowed in each designation. Exhibit 10-2 shows the distribution of these designations in the City.

**Exhibit 10-2. Distribution of environment designations by area in City limits.**



Source: The Watershed Company and City of Yakima, 2013

## 10.2 Districts

### District 1

District 1 contains two shoreline waterbodies and their associated shorelands: Yakima River and Rotary Lake.

### District 2

District 2 contains two shoreline waterbodies and their associated shorelands: Yakima River and eventually Lake Buchanan.

### District 3

District 3 does not contain any waters or lands subject to the SMP.

### District 4

District 4 does not contain any water or lands subject to the SMP.

### District 5

District 5 contains four shoreline waterbodies and their associated shorelands: Naches River, Cowiche Creek, Willow Lake, and Lake Aspen.

### District 6

District 6 does not contain any waters or lands subject to the SMP.

### District 7

District 7 does not contain any waters or lands subject to the SMP.

## 11.0 CAPITAL FACILITIES

### 11.1 Overview

This section provides information on the capital facilities that serve Yakima, including those operated by the City as well as those other providers serving Yakima residents. An inventory of existing facilities and the current and future level of service (LOS) for each capital facility type are provided based on anticipated growth during the planning period. Proposed capital projects and funding sources are addressed based on growth and demand for services.

#### Regulatory Context

All comprehensive plans are required to include a capital facilities plan element by the GMA. The element must analyze the need for future capital improvements that will support the development goals and growth projections that align with the Land Use Element as well as the funding mechanisms that are available for implementation of capital planning. The Capital Facilities Plan (CFP) element, according to GMA (RCW 36.70A.070(3)), must include an inventory of existing facilities, the demand for capital needs considering LOS standards and capital facilities improvements for the six-year and 20-year planning periods, including a financing plan for the six-year capital improvement program (CIP) and broadly identified funding sources for the 20-year CFP.

#### Countywide Planning Policy

The Yakima Countywide Planning Policy has policies that apply to Yakima's capital facilities. These include:

- **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.
- **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.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.
- **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:
  - The potential impacts (positive or negative) of the proposed project on the economy, the environment and community character;
  - The development of specific siting criteria for the proposed project;
  - The identification, analysis and ranking of potential project sites;
  - 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;
  - 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.

## 11.2 City of Yakima

### Capital Facilities Inventory

The following table provides an overview of the capital facilities and services available in the City as well as the primary provider. Each of the capital facilities and services is addressed in following subsections.

**Exhibit 11-1. Public Service Providers**

Public Service	Provider	Relevant Plans and Documents
<b>Public Buildings</b>	City of Yakima	
<b>Law Enforcement</b>	Yakima Police Department	Yakima Police Department Annual Report, 2014
<b>Fire and Emergency Services</b>	Yakima Fire Department	Yakima Fire Department Annual Report, 2013
<b>Schools</b>	Yakima School District	

Public Service	Provider	Relevant Plans and Documents
	West Valley School District	
<b>Parks and Recreation</b>	City of Yakima	
<b>Stormwater</b>	City of Yakima	City of Yakima Stormwater Management Program, 2015
<b>Streets</b>	City of Yakima	
<b>Water and Irrigation</b>	City of Yakima	Water System Plan Update, 2011
<b>Sewer</b>	City of Yakima	City of Yakima Wastewater Facilities Plan

## Municipal Buildings and Facilities

The City manages several municipal and cultural buildings, which include:

- Yakima City Hall: This building located downtown contains administrative city functions, and holds meetings of appointed bodies and the elected City Council.
- Capitol Theatre: By contract with the Capitol Theatre Committee (CTC), the City is responsible for major upkeep and maintenance of this facility as well as fire, casualty and extended coverage insurance.
- Yakima Convention Center: The City contracts with the Yakima Valley Visitors and Convention Bureau doing business as Yakima Valley Tourism to manage the Yakima Convention Center.
- XXXX

## Law Enforcement

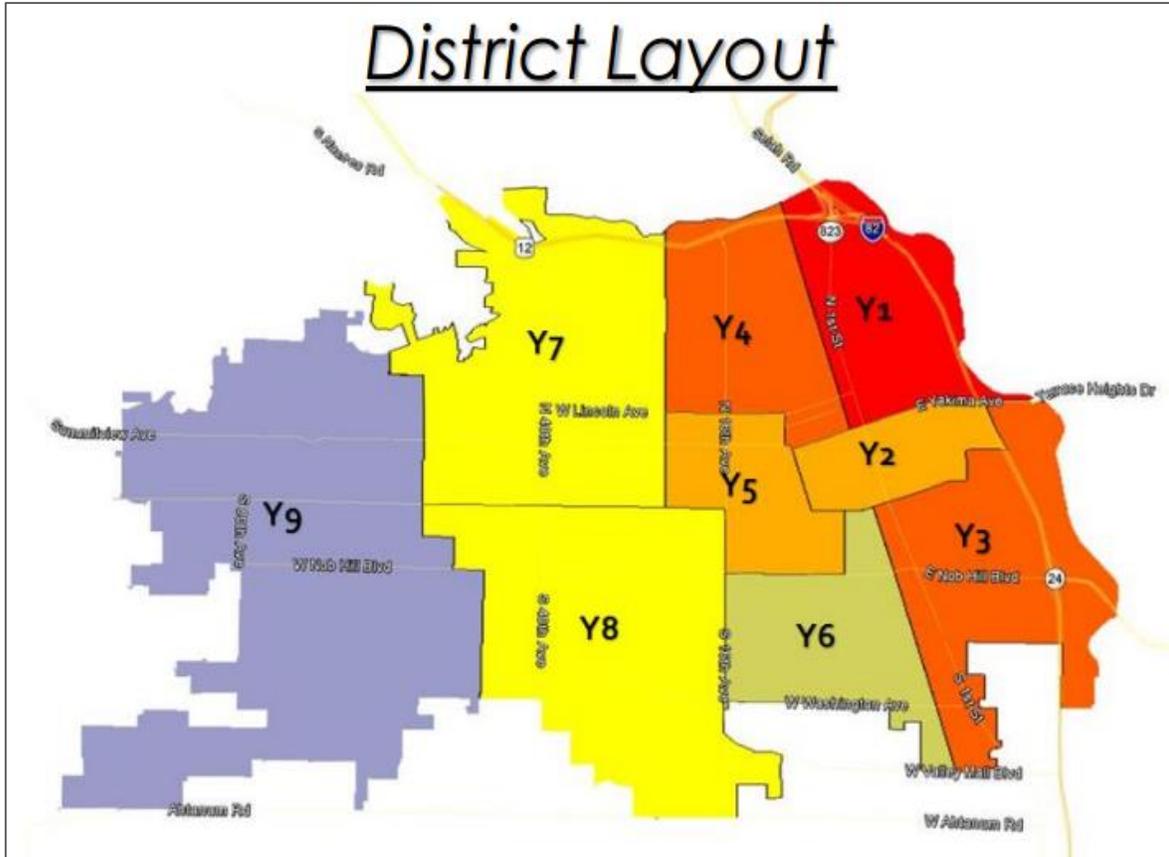
The Yakima Police Department provides law enforcement services to the community. Currently, the Department has XX square feet of space, located in downtown Yakima on S. 2<sup>nd</sup> Street and East Walnut Street. In 2014, there were 186 employees of the Yakima Police Department, 147 of which were commissioned officers and 42 of which were civilian personnel (Yakima Police Department, 2014).

The Department houses the following four division: Criminal Investigation Division, Uniformed Division, Special Ops Division, and Administrative Services Division (Yakima Police Department, 2014). As of 2014, most crimes were down from 2012, with a notable increase in arson.

The City Jail began operation in 1996 with the completion of the new Police Station. Prior to 1996, Yakima had contracted with the county for jail services to house its adult male offenders. The jail has 78 beds and is a full-service jail facility. (Yakima Police Department, 2014)

The City is divided into 9 patrol districts (see Exhibit 11-2. Yakima Policing Districts and each squad has an assigned officer patrolling by district. This helps create a familiarity between the officers and the community.

### Exhibit 11-2. Yakima Policing Districts



Source: Yakima Police Department, Annual Report, 2014

### Fire and Emergency Services

The Yakima City Fire Department is located on N Front Street and E D Street in downtown Yakima, with an additional facility, the Yakima Fire Station 95, located on E Nob Hill Boulevard. In 2013, the Department employee 86 people, including:

- 1 Fire Chief
- 5 Administrative Staff
- 2 Battalion Chiefs
- 5 Day Positions
- 6 Captains
- 12 Lieutenants
- 55 Firefighters

In addition to the 86 positions listed, in 2013 the Fire Department had vacancies for 1 Battalion Chief and 2 Firefighters. There were also 13 reserve support members. (Yakima Fire Department, 2013)

In 2013, there were a total of 8,232 incidents of which 70 percent were categorized as Rescue & Emergency Medical Service. Only 4.6 percent of calls (379 calls) were for responses to incidents categorized as Fires. The Fire Department's 2013 response times and adopted standards (with the goal of meeting these standards 90 percent of the time) are listed in Exhibit 11-3.

**Exhibit 11-3. Fire Department Response Times and Standards**

Action	2013 Average (seconds)	Standard (seconds) to meet 90% of the time	Percent of time Standard Met (2013)
<b>Fire Suppression</b>			
Turnout Time	177	120	57%
Travel Time	289	240	79%
Initial First Alarm Assignment	586	480	80%
<b>EMS</b>			
Turnout Time	128	90	67%
Travel Time	284	240	79%
<b>Special Operations (Hazardous Materials, Technical Rescue)</b>			
Turnout Time	149	120	76%
Travel Time	388	240	65%
<b>Aircraft Rescue &amp; Firefighting</b>			
Turnout Time*	1	120	100%
Travel Time	2	240	100%
<b>Wildland</b>			
Turnout Time	176	120	45%
Travel Time	423	240	56%

\*FAA requirement is 180 seconds

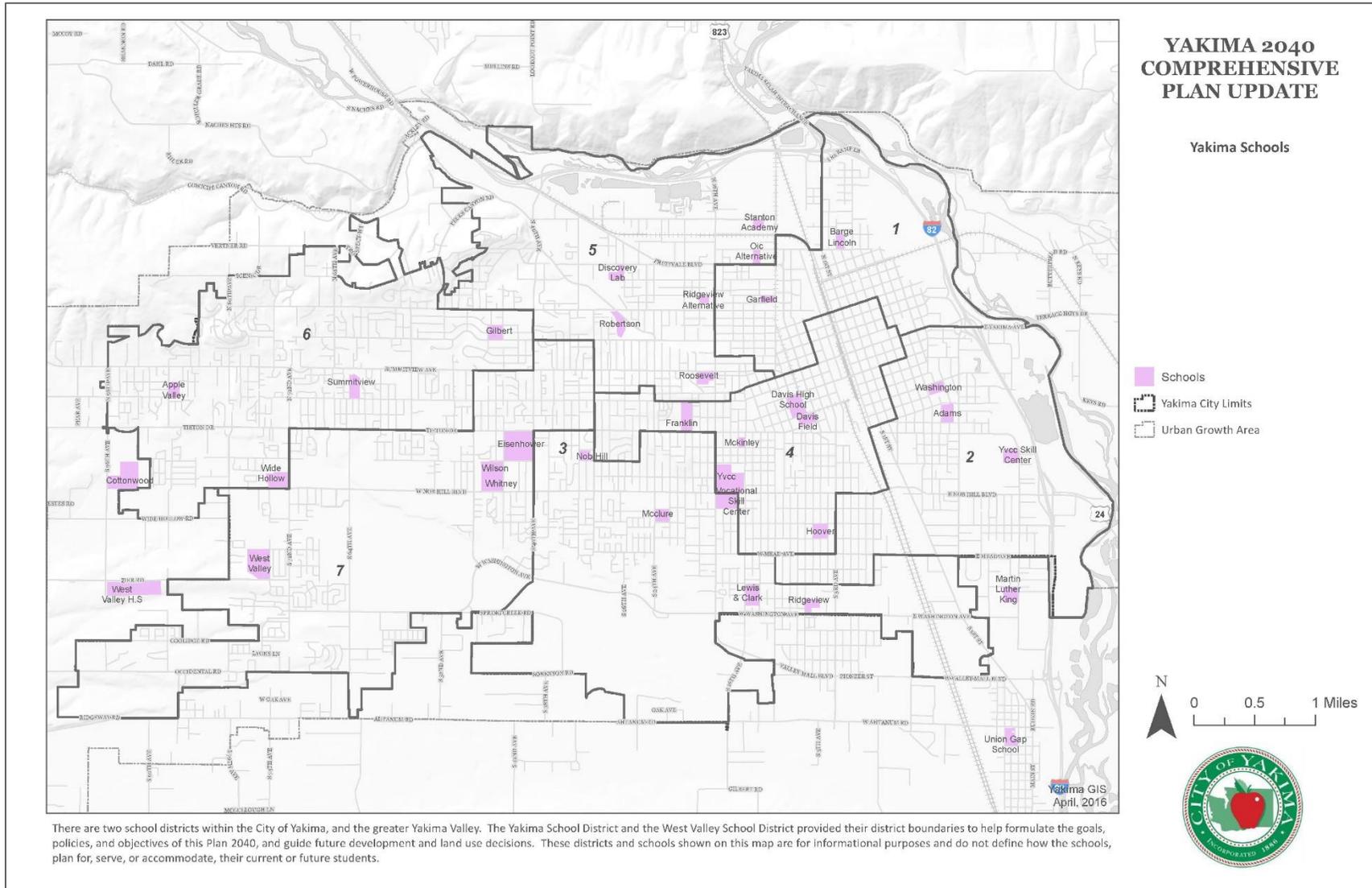
Note: Turnout Time is the amount of time from the station alarm sound until the apparatus responds. Travel Time is the time from the departure of the apparatus to the arrival on scene. Initial First Alarm Assignment is the time it takes the last apparatus to arrive at the scene from the time of dispatch.

Source: Yakima Fire Department, Annual Report, 2013

**Schools**

The City of Yakima is served by the Yakima School District and the West Valley School District. In May of 2015, Yakima School District had 15,768 students and 881 teachers. East Valley School District had 3,107 students and 179 teachers (OSPI, 2015). Exhibit 11-4 shows the schools in Yakima that serve the seven Council Districts.

Exhibit 11-4. Yakima Schools



Source: City of Yakima, 2016

## Water and Irrigation

Water and irrigation services in Yakima are provided by the Yakima Water Division, which is owned and operated by the City of Yakima, and the non-profit Nob Hill Water Association (which is partially located within the City) (Nob Hill Water, 2016).

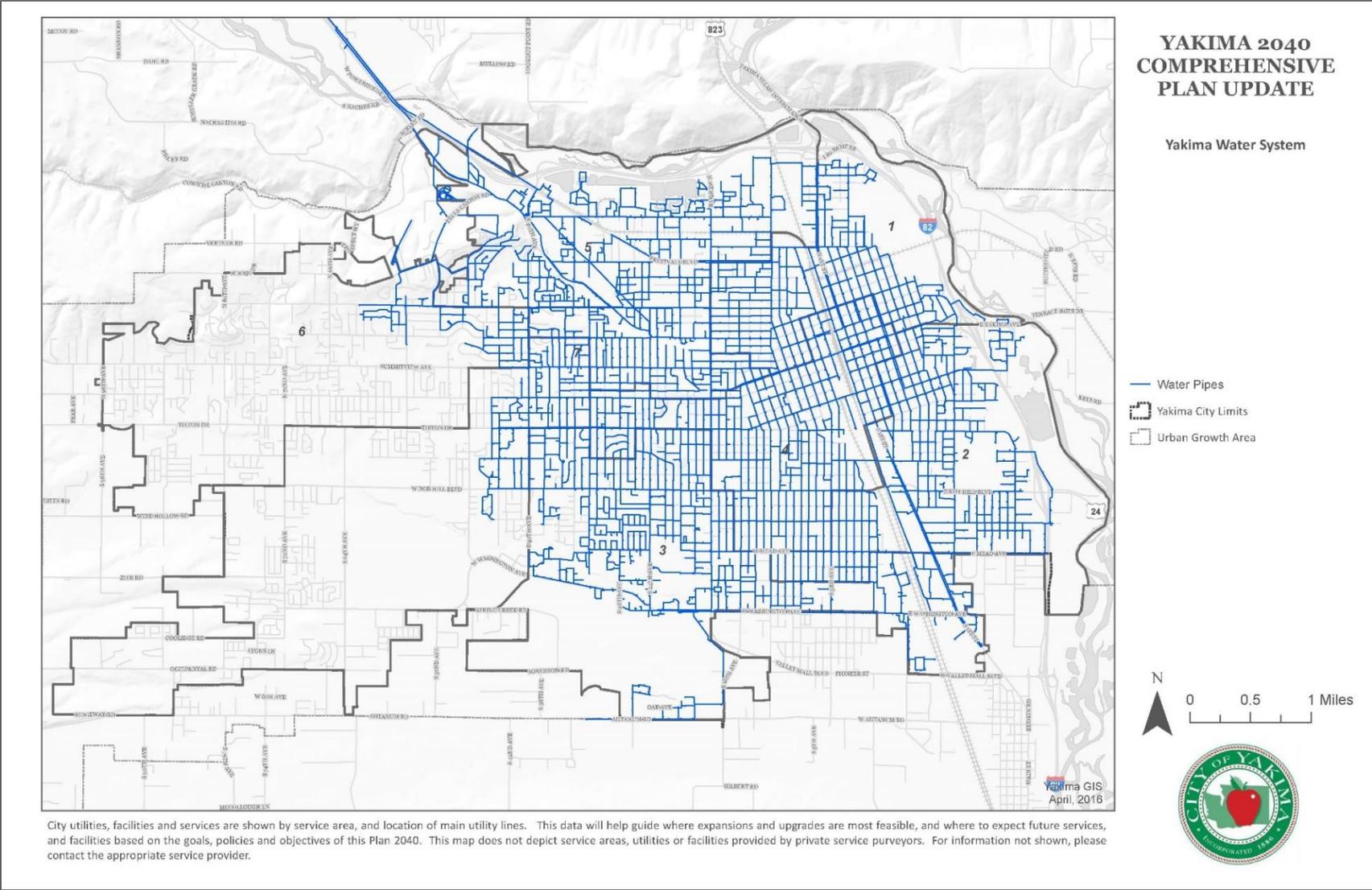
### Yakima Water Division

Yakima Water Division is supplied by a surface water treatment plant on the Naches River and three active wells that are used for seasonal emergencies and to meet peak demands. The three wells are the Airport Well, Kiwanis Park Well, and Kissel Park Well (see Exhibit 11-5 for water lines and Exhibit 11-6 for well locations). The Naches River Water Treatment Plant, located northwest of the City, has a capacity of 20 MGD, with expansion space for up to 60 MGD. In 2010, the Water Service Area included 65,038 residents. (City of Yakima, 2011)

Exhibit 11-5 shows a map of the City's water system which generally serves center and eastern Yakima.

Preliminary

Exhibit 11-5. Yakima Water Division Water System



Source: City of Yakima GIS 2016

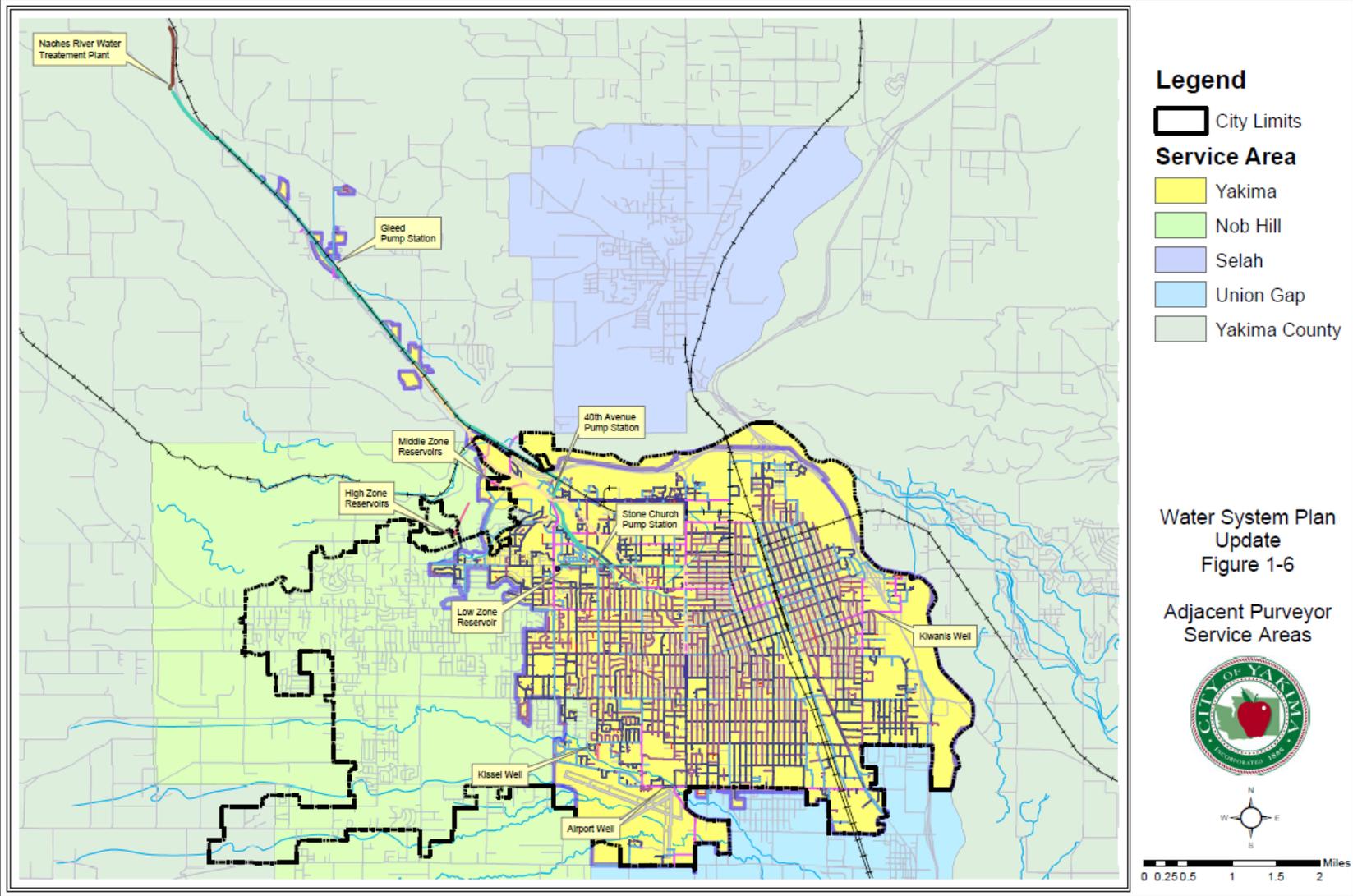
### **Nob Hill Water Association**

The West Valley area of Yakima is served by the Nob Hill Water Association. In 2010, there were around 9,500 water customers, serving around 27,600 residents (some of which live outside of Yakima's city limits). The Association projected an average growth rate of 2.43 percent through the year 2026 and the five active wells have a capacity of 8,550 with a distribution storage capacity of 3.6 MG in five reservoirs. (City of Yakima, 2011)

Exhibit 11-6 shows the service area for Nob Hill Water Association as well as the City's water system elements as of 2011.

Preliminary

Exhibit 11-6. Nob Hill Water Association Service Area



Source: City of Yakima, Water System Plan, 2011

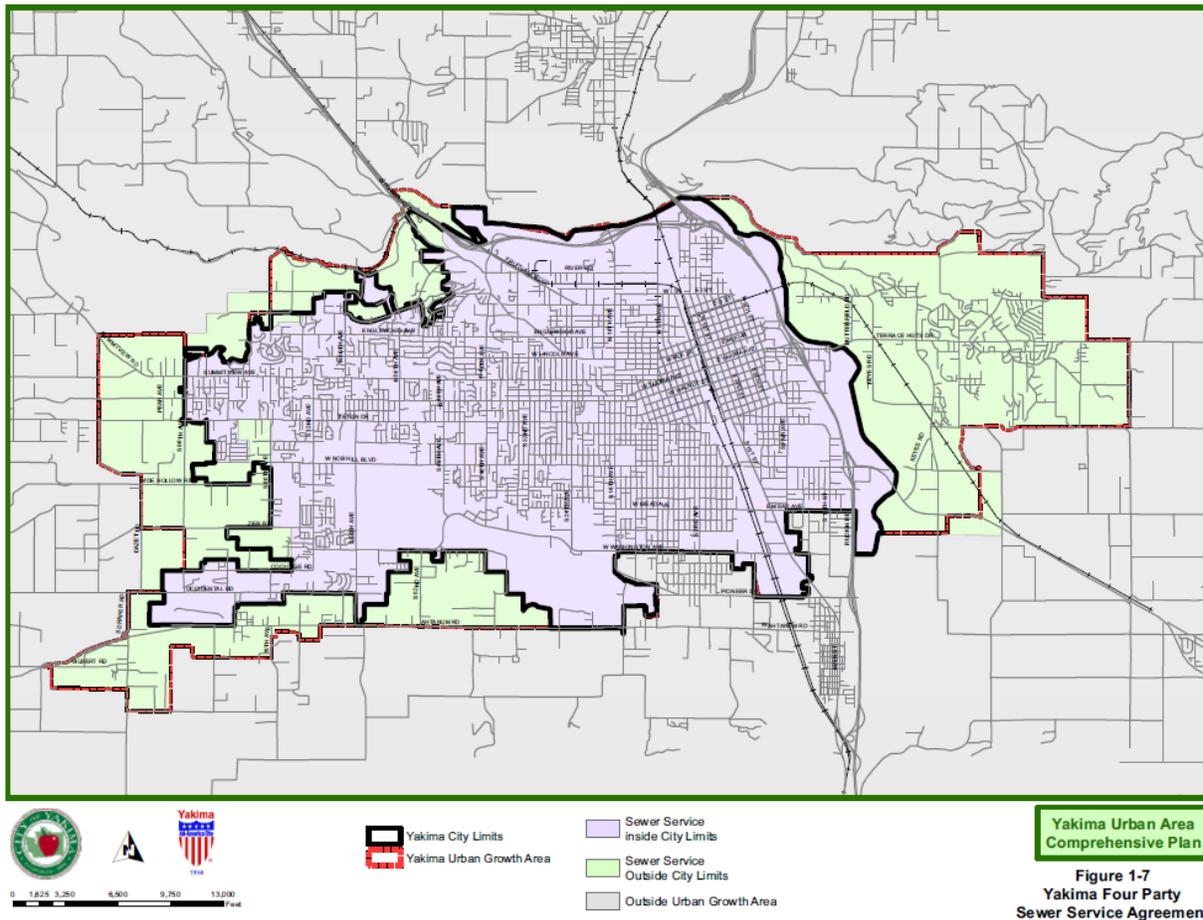
## Sewer

The Yakima Regional Wastewater Treatment Plant (WWTP) processes wastewater from home and businesses in Yakima, as well as Union Gap, Terrace Heights, and Moxee. Miles of sewer pipes and pump stations transfer wastewater discharge to the WWTP, where it is treated by grit removal, clarifiers, digesters, aeration basins, and ultra violet disinfection until it meets state water quality standards. Once standards are met, the water is returned to the Yakima River. (City of Yakima, 2016)

The plant currently receives a monthly flow of around 13 MGD on average, with peak flows during irrigation season when infiltration adds around 4 MGD to the warm weather flows. Current plant capacity is rated near 22 MGD. Future projects include an industrial waste bioreactor that treats food processing waste, the removal and use of phosphorous as fertilizer, recovery of methane biogas to operate WWTP systems, and conversion of biosolids into quality fertilizer. (City of Yakima, 2016)

Exhibit 11-7 shows the sewer service area for Yakima, including those areas served in Union Gap, Terrace Heights, and Moxee.

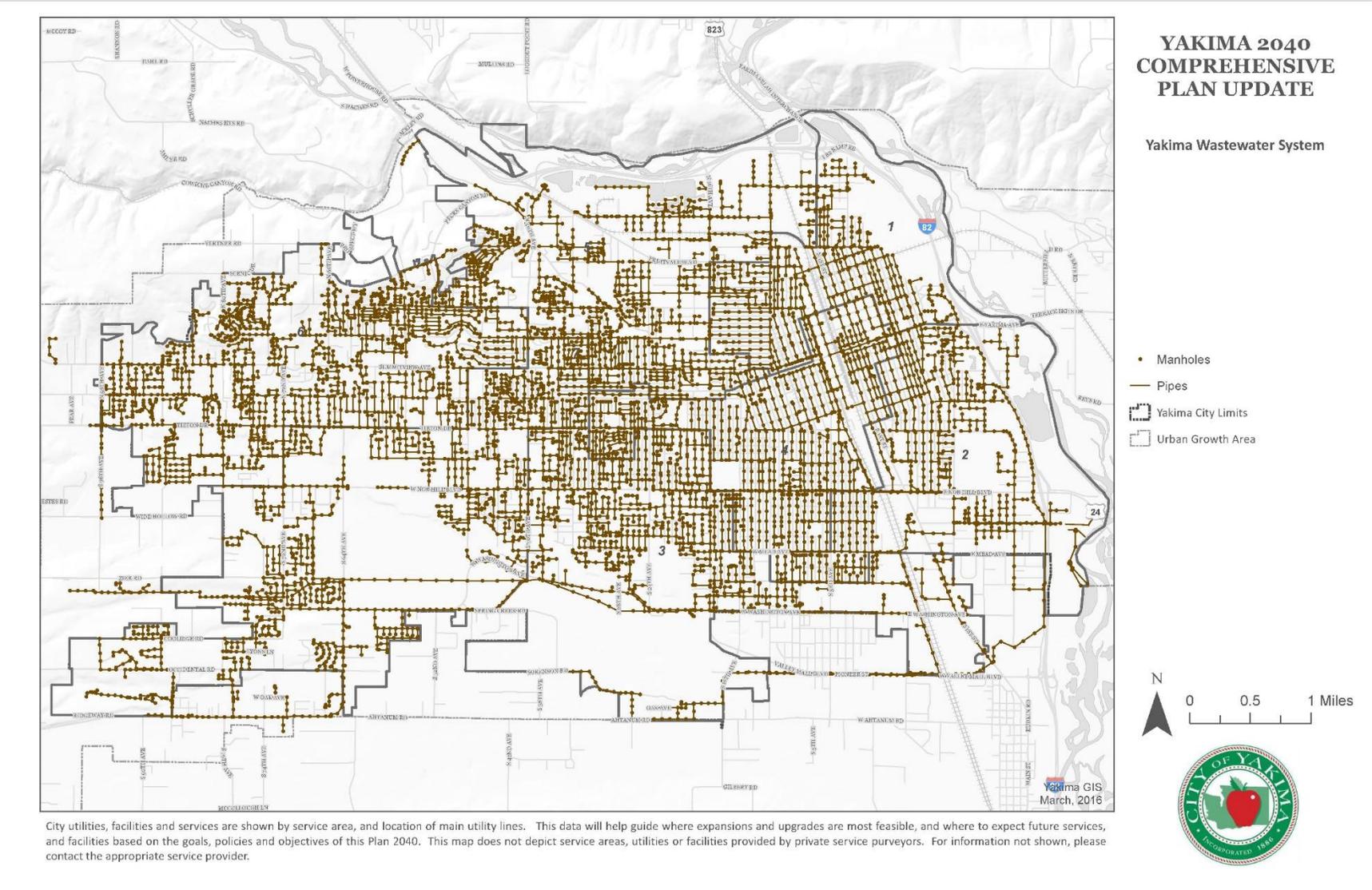
**Exhibit 11-7. Yakima Sewer Service Area**



Source: City of Yakima, Water System Plan, 2011

For a close up of the City’s system, see Exhibit 11-8. As noted there are pockets in all districts, except #4, not served by sewers due to the land being vacant, or challenging physical conditions, or past development allowed on septic systems.

Exhibit 11-8. Yakima Wastewater System



City utilities, facilities and services are shown by service area, and location of main utility lines. This data will help guide where expansions and upgrades are most feasible, and where to expect future services, and facilities based on the goals, policies and objectives of this Plan 2040. This map does not depict service areas, utilities or facilities provided by private service purveyors. For information not shown, please contact the appropriate service provider.

Source: City of Yakima GIS 2016

Some of the challenges of extending sewer in the City include:

- The Health District policy requires a sewer connection if there is a public sewer line within 200 feet and the septic system is failed, or in the case of new construction.
- There are pockets of areas in the City of Yakima without public sewer service. Some of these locations do not have public water lines. Many of the properties are not vacant and occupied with residences.
- There are instances where the septic systems have an engineered replacement drain fields, which are above ground, smaller than a drain field, and made with concrete and pumps. Therefore, no need to extend sewer to the property if septic fails, and the residence is not located within 200 feet of existing system.
- In some cases, the sewer lines are very shallow and cannot be physically extended to adjoining regions as gravity sewer.
- The City lacks a system-wide sewer plan to identify the specific locations of new trunk lines, the engineering, and cost of new lines.

The City is conducting a sewer system plan update in 2016, which is considering future land use and growth.

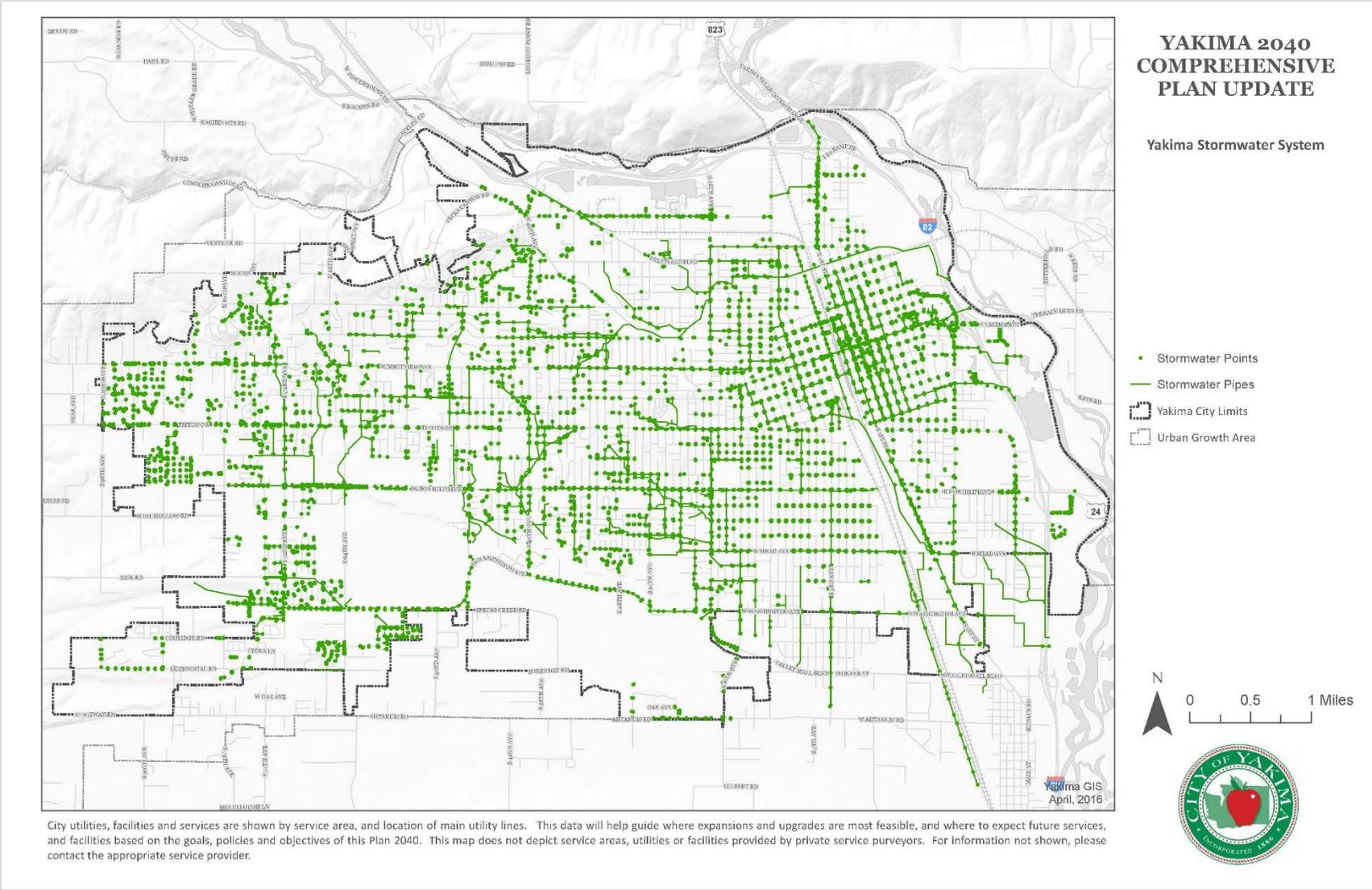
### **Stormwater**

Yakima's stormwater collection area includes the City of Yakima, as well as some of the West Valley area outside of city limits. Yakima is bound to the north by the Naches River and Cowiche Creek, to the east by the Yakima River, to the south by Wide Hollow Creek, and to the west by the Cascade foothills. With hot, dry summer weather and cold, dry winters, the majority of the annual precipitation occurs between October and March. Runoff typically occurs during rapid warming events and is tied closely to the snowfall conditions in the Cascades.

In accordance with the NPDES Western Washington Phase II Municipal Stormwater Permit the City requires development to provide on-site stormwater management to mitigate these impacts.

Exhibit 11-9 shows the Yakima stormwater system, including pipes and stormwater collection points.

Exhibit 11-9. Yakima Stormwater System



Source: City of Yakima, 2016

## 11.3 Districts

### District 1

District 1 is home to the Police Department, City Jail, City Hall, and Yakima Fire Department. Yakima Water Division provides water to District 1. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The district is served by Barge Lincoln and Garfield Elementary Schools. The Yakima Water Division's Kiwanis Well is located on the edge of Districts 1 and 2.

### District 2

District 2 is served by Yakima Water Division. The Yakima Regional Wastewater Treatment Plant and Fire Station 95 are located on Viola Avenue in District 2. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The district is served by Washington Middle School and Adams Elementary School. It is also home to Yakima Valley Community College Technical Skills Center.

### District 3

Yakima Water Division provides water to District 3, which is where the Airport Well and Kissel Well are located. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The district is served by Nob Hill, McClure, and Ridgeview Elementary Schools, and the Lewis & Clark Middle School. The YVCC Vocational Skill Center is partially in District 3.

### District 4

Yakima Water Division provides water to District 4. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The District is served by McKinley and Hoover Elementary Schools, Franklin Middle School, and Davis High School. The YVCC Vocational Skill Center is partially in District 4.

### District 5

Yakima Water Division provides water to District 5. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The District is served by Robertson, Ridgeview Alternative, and Roosevelt Elementary Schools, Stanton Academy, and the Discovery Lab.

### District 6

Yakima Water Division and Nob Hill Water Association provide water to customers in District 6. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. District 6 is served by Gilbert Elementary in the Yakima School District and Summitview, Wide Hollow, Apple Valley, and Cottonwood Elementary Schools in the West Valley School District.

### District 7

Yakima Water Division and Nob Hill Water Association provide water to customers in District 7. Law enforcement, fire, sewer, and stormwater services are provided by the City of Yakima. The district is served by Eisenhower High School, Wilson Middle School, and Whitney Elementary in the Yakima School District, as well as by West Valley Middle School, and West Valley High School in the West Valley School District.

## 12.0 UTILITIES

### 12.1 Overview

This section provides information on the current state of utility services available in Yakima and supports the development of the updated Utilities Element.

#### Regulatory Context

GMA requires all Comprehensive Plans to include a Utilities Element that provides goals and policies to guide provisions of electrical, natural gas, and telecommunications services in the City. Utilities elements are required to provide an inventory of utility facilities, as well as a discussion of capacity and proposed facility locations. GMA requires that boundaries are established where services will be provided and that cities evaluate the capacity of the utility systems in order to ensure that projected demands are accommodated.

#### Countywide Planning Policy

The Yakima Countywide Planning Policy has policies that apply to Yakima's utilities. These include:

- **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
- **C.3.6.** The multiple use of corridors for major utilities, trails and transportation right-of-way is encouraged.
- **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.3.3.** Coordination of efforts between the many diverse economic development organizations and other related agencies within Yakima County should be encouraged by:
  - Identifying linkages between economic development issues and strategies and other growth planning elements (i.e. housing, transportation, utilities and land use); Yakima Urban Area Comprehensive Plan Page F - 20 Appendix F Countywide Planning Policy
  - Defining roles and responsibilities for carrying out economic development goals, objectives and strategies.

### 12.2 City of Yakima

Electricity, natural gas, solid waste, telecommunications utilities are available in the City of Yakima.

#### Electricity

Pacific Power and Light Company owns and maintains the power grid within the city limits. The company, formed in 1910 from several small electric companies, serves portions of Yakima, Benton, and Kittitas counties within the Yakima Valley (Pacific Power, 2016). The large concentration of agriculture and food processing in Yakima make up a good portion of energy demand in the City (PacifiCorp, 2015).

Pacific Power provides a 99.97 percent service reliability. Currently, the Union Gap substation near Yakima is being upgraded to enhance reliability, security, and operational flexibility for the transmission grid that delivers directly to homes and businesses. The River Road and Punkin Center substations, which also serve the Yakima area, are currently being upgraded to increase their capacity. In addition, Pacific Power has proposed a 230-kilovolt line that will connect the existing Bonneville Power Administration power substation near Vantage, Washington to the Pomona Heights substation near Selah, benefiting customers through increased operation flexibility and security of the transmission grid. The timeline for this project involves construction beginning in late 2016 and service beginning in late 2017. (Pacific Power, 2016)

## Natural Gas

### Cascade Natural Gas Corporation

Cascade Natural Gas Corporation provides natural gas service to Yakima and the surrounding area and is a subsidiary company of MDU Resources Group, Inc., which serves over a million customers with electricity and natural gas services (MDU Resources Group, Inc., 2014). Cascade serves more than 272,000 customers and 96 communities, concentrated heavily in western and central Washington State (Cascade natural Gas, 2016). Cascade's production areas are in the Rocky Mountains and western Canada and the resources are transmitted through interstate pipelines from the production areas to the service area (Cascade natural Gas, 2016).

The Cascade Natural Gas Corporation is served by Northwest Pipeline, LLC, which is owned and operated by the energy infrastructure company Williams. The pipeline has a peak design capacity of 3.9 million dekatherms per day, with storage capacity of 14 million dekatherms, and 2,900 miles of pipeline throughout the Pacific Northwest and Intermountain Region. (Williams, 2016)

## Solid Waste

The City of Yakima's Refuse Division provides weekly garbage collection to over 25,000 residential customers. Customers are charged weekly by the size of their bin, with additional charges incurred for items placed outside of the bin, overfilling bins, additional collection trips, yard waste, and temporary metal bins (City of Yakima, 2016). All refuse is collected by refuse and recycling division staff of the department of public works or a licensed collector or taken to the sanitary landfill for disposal (YMC 4.16, 2016). All property owners falling within the residential classification are charged a base fee for refuse collection of \$7.22 per month for each residential unit, regardless of whether they use the city's collection services (YMC 4.16, 2016).

## Telecommunications – Digital

Yakima is served by CenturyLink, Integra, and Charter Spectrum (New Vision, 2016).

- CenturyLink/Qwest offers Yakima customers internet, phone, and television services.
- Integra offers internet customers fiber, on-network, multi-service POP, and Ethernet services. Fiber is only available in select areas of the city. On-network and multi-service POP are only available in select buildings.
- Charter Spectrum offers Yakima customers television, internet, and phone services.

### **Telecommunications – Cellular**

Local telephone service is provided by Qwest, which is now merged with CenturyLink (WUTC, 2016). Yakima’s cellular network is served by Verizon, AT&T, Sprint, T-Mobile, and U.S. Cellular.

### **12.3 Districts**

See citywide analysis for available utilities. Integra fiber, on-network, and multi-service POP internet services may not be available to all customers.

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## 13.0 ENERGY

### 13.1 Introduction

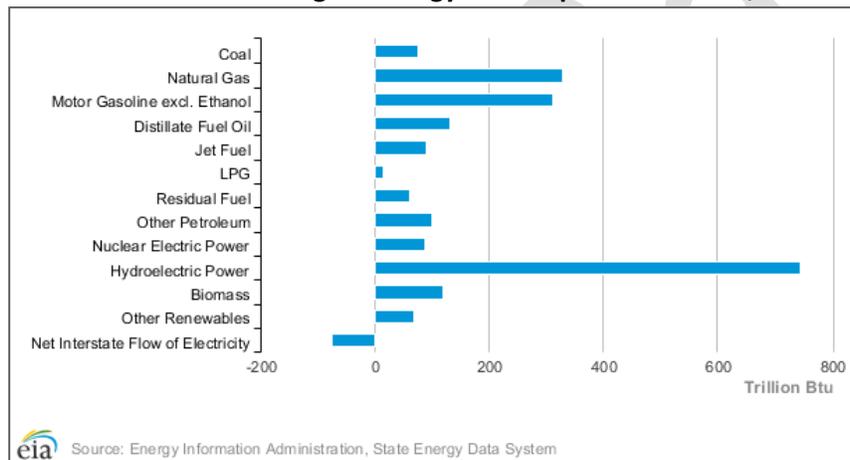
This section identifies existing conditions, regulations, and key issues related to energy use and facilities within the planning area. Energy is an optional topic under the Growth Management Act (GMA).

### 13.2 Environmental Setting

#### Existing Energy Use

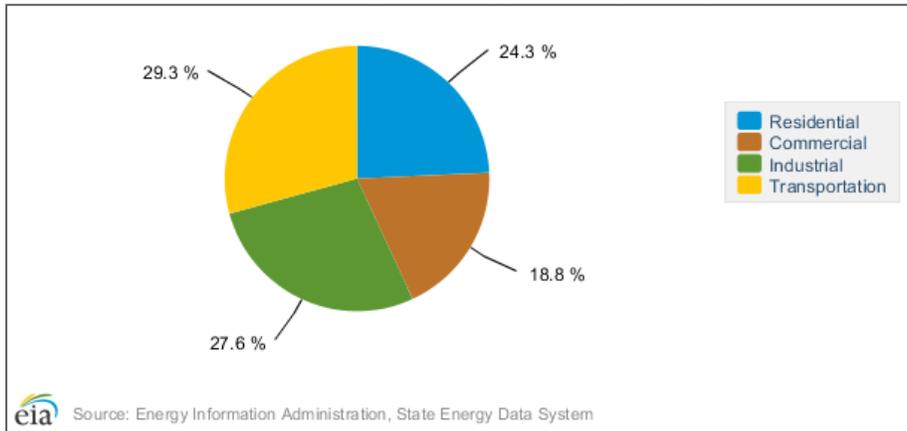
In 2013, Washington State ranked 30<sup>th</sup> in the United States in total energy consumption per capita, at 292 trillion BTUs. Exhibit 13-1 shows the breakdown of energy consumption by energy source for the state. Most notable about Washington’s energy use is the relatively clean and low cost energy provided by the abundant hydroelectric resources in the state. It is the nation’s leading producer of electricity from hydroelectric sources, accounting for roughly 30 percent of the nation’s hydroelectricity output.

**Exhibit 13-1. Washington energy consumption estimates, 2013**



Transportation makes up the largest proportion of energy consumption (by end-use sector) in the state, at 29.3 percent (as shown in Exhibit 13-2 below). This is followed by industrial (27.6%), residential (24.3%), and commercial (18.8%).

**Exhibit 13-2. Washington energy consumption by end-use**



Energy consumption patterns in the City of Yakima are similar to patterns at the state level, with a high proportion of energy provided through hydroelectricity generation. Residential and nonresidential (businesses, industrial processes, government operations) activities in Yakima such as building heating and cooling, lighting, and appliance operation require electricity and natural gas. Exhibit 13-3 presents an overview of the electricity and natural gas consumed by the city in 20xx; more detailed information by fuel source is provided below.

**Exhibit 13-3. Energy Use by fuel**

Sector	Electricity	Percent of Total Electricity Use	Natural Gas (Therms)	Percent of Total Natural Gas Use
Residential				
Non-residential				
<b>Total</b>				

Source: Source, Year (Use "Source" style)

### Energy Sources

Tracking the source of energy used by end-user can be tricky, as energy providers can opt to purchase energy from other producers and transmit it to the energy user (via transmission networks), rather than generate energy at the facility closest to the energy user. However, Yakima’s primary electrical source, like all other Washington cities, is likely to be hydroelectricity, due to the number and size of hydroelectric dams on the Columbia and Snake Rivers. Hydroelectric power accounts for approximately two-thirds of the total electricity produced in Washington State. (U.S. EIA, 2016)

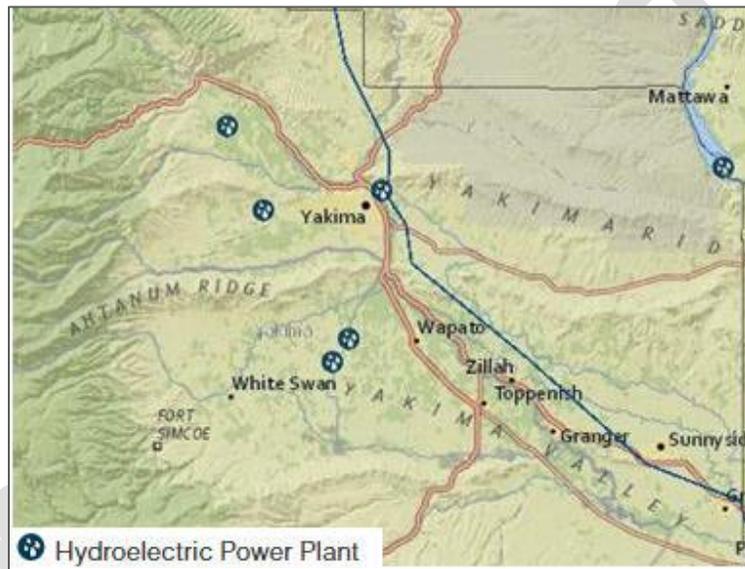
The Grand Coulee Dam, on the Columbia, is the largest hydroelectricity power producer in the nation, producing 7,079 megawatts. Also, there are several small scale hydroelectricity power plants within the vicinity of the City (see Exhibit 13-4 and Exhibit 13-5).

**Exhibit 13-4. Nearby hydroelectricity power plants**

Plant Name	Utility	City	Fuel Type	Net Summer Generation Capacity
<b>Cowiche</b>	Yakima-Tieton Irrigation District	Tieton	Hydroelectric	1.6MW
<b>Orchard Avenue 1</b>	Yakima-Tieton Irrigation District	Yakima	Hydroelectric	1.6MW
<b>Roza</b>	U.S. Bureau of Reclamation	Yakima	Hydroelectric	12.9MW
<b>Drop 2 (WA)</b>	Yakama Power	Wapato	Hydroelectric	2.1MW
<b>Drop 3 (WA)</b>	Yakama Power	Wapato	Hydroelectric	1 MW

Source: XX

**Exhibit 13-5. Nearby hydroelectricity power plants**



Source: US Energy Information Administration – Washington State Profile.

### Electricity

Washington State and the entire region contain a wealth of hydro-electric power sources, which provide approximately two-thirds of the state’s electricity. Non-hydroelectric renewable energy sources – wind, biomass, and solar – currently contribute about 3 percent of Washington’s total electricity generation. In November 2006, 52 percent of Washington voters approved ballot initiative 937. The initiative requires large utilities to obtain 15 percent of their electricity from new renewable resources (excluding existing hydropower) by 2020 with incremental steps of 3 percent by 2012 and 9 percent by 2016, along with undertaking cost-effective energy conservation programs.

Pacific Power & Light (PacifiCorp) provides power to most of Yakima County, including the City of Yakima. Additional information on PacifiCorp’s electricity sources and the annual amount of electricity delivered is provided below under “Energy Service Providers.”

Preliminary

## Natural Gas

Natural gas is used for space and water heating, electricity generation, and industrial process heating. Williams Northwest Pipeline, a natural gas transmission company, owns and operates an interstate pipeline that runs through adjacent Terrace Heights, and delivers natural gas the local distribution company, Cascade Natural Gas (CNG). CNG services most of the cities in Yakima County, including the City of Yakima.

Additional information on the amount of natural gas delivered to CNG customers in Yakima is provided under “Energy Service Providers”.

## Alternative & Renewable Energy Sources

### Wind Energy

The state of Washington is ranked 10<sup>th</sup> in the nation in net generation of electricity from wind energy in 2014, and while the adjacent county of Kittitas has significant electricity generation capacity from wind energy, there is no substantial wind energy facilities in or around the City of Yakima at this time. (U.S. EIA, 2016)

### Solar

There are no substantial solar energy facilities in or around the City of Yakima at this time. According to the U.S. Energy Information Administration, the northeast corner of the City has good photovoltaic solar potential (5.21 to 5.92 kWh/m<sup>2</sup>/Day). (U.S. EIA, 2016)

### Geothermal

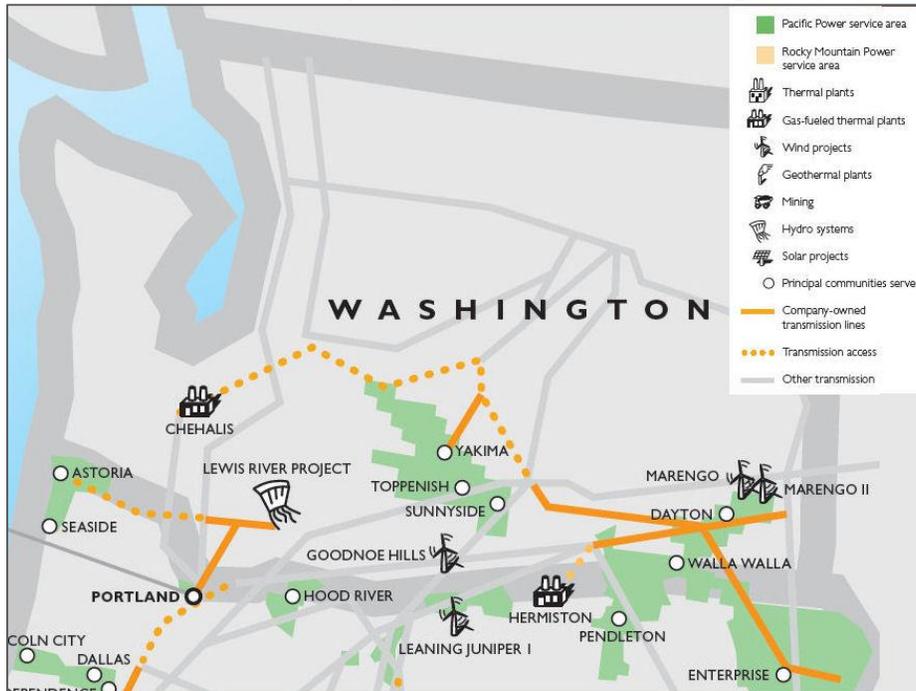
Geothermal power uses heat from below the earth’s surface to produce electricity or heat buildings and water systems. Geothermal power produces little to no air pollution and is extremely reliable during the lifetime of the power plant. Geothermal applications cover a range of uses, from small-scale geothermal heat pumps used in homes to large-scale power plants that provide electricity. There are no substantial geothermal energy facilities in or around the City of Yakima at this time.

## Energy Service Providers

### PacifiCorp

PacifiCorp provides power to most of Yakima County, including the City of Yakima. Exhibit X below illustrates the company’s power network within Washington State. PacifiCorp’s Integrated Resource Plan (IRP) is a comprehensive decision support tool and road map for meeting the company’s objective of providing reliable and least cost electrical service to customers while addressing risks and uncertainties associated with the utility business.

**Exhibit 13-6. PacifiCorp’s power network in Washington State.**



Source: Pacific Power.net. Link: [https://www.pacificpower.net/content/dam/pacific\\_power/doc/About\\_Us/Newsroom/Media\\_Resources/PP\\_Service\\_Area\\_Map.pdf](https://www.pacificpower.net/content/dam/pacific_power/doc/About_Us/Newsroom/Media_Resources/PP_Service_Area_Map.pdf)

In 20xx, PP&L provided electricity to XX customers in the City of Yakima. This includes XX domestic customers (XX% of total), xx accounts (XX%) in the XX rate classes, and xx street lighting accounts (XX%). Figure XX describes the various rate classes used by PP&L.

PLACEHOLDER FOR ANY INFORMATION ON ELECTRICAL RATING FEE POLICY, IF APPLICABLE.

**Exhibit 13-7. Yakima electricity consumption by rate class (IF APPLICABLE – AWAITING INFORMATION).**

Rate Class	Rate Class Description	201x kWh	201x kWh	2014x kWh	2015x kWh
<b>Total</b>					

Source: xx

### Cascade Natural Gas (CNG)

Natural gas in Yakima is provided by Cascade Natural Gas (CNG) (a subsidiary of MDU Resources Group Inc.), using transmission pipelines owned by Williams Northwest Pipeline. CNG’s service territory covers more than 32,000 square miles, encompassing over 272,000 customers in 96 communities (68 in Washington, and 28 in Oregon. Yakima is part of CNG’s Central operational region, which also includes Sunnyside, Wenatchee/Moses Lake, Tri-Cities, and Walla Walla.

In 20xx, CNG, provided XX million cubic feet in natural gas sales. Exhibit 13.8 shows natural gas consumption in Yakima by sector.

**Exhibit 13-8. Yakima natural gas consumption (AWAITING INFORMATION)**

Sector	Natural Gas Use (Therms)	Percentage of Total
Non-residential		
Multi-Family		
Single- Family		
Total		100%

Source: xx

## 13.3 Regulatory Setting

### National

At the federal level, the Energy Policy Act of 2005 and the Energy Independence and Security Act of 2007 establish national legislation around energy sources, financing and consumption. The 2007 legislation revised standards for equipment and lighting, outlined new initiatives for building energy conservation, and requires increased vehicle fuel efficiency.

Efficiency of buildings is regulated by energy codes which establish minimum requirements for how a building’s envelope, mechanical systems, and lighting must be designed and installed. While the US Department of Energy (DOE) provides guidance for energy code adoption and implementation, energy codes are established and enforced by state and local jurisdictions. Energy codes are largely based on the International Energy Conservation Code (IECC) and the American Society of Heating, Refrigerating and Air-Conditioning Engineers 90.1 standard (ASHRAE 90.1) which are updated every few years to include more stringent requirements for energy efficiency.

The recently released 2015 International Energy Conservation Code (IECC) continues its aggressive path toward lowering commercial energy consumption to ultimately achieving net zero. In addition to adding cool roofs, day-lighting, controls, and building power to the building codes and updating HVAC and power regulations, the 2015 IECC release offers additional efficiency package options required to obtain compliance.

### State Plans, Policies, Regulations, and Laws

Over the past ten years, Washington has adopted a set of coordinated statewide policies to reduce energy use and associated greenhouse gas emissions, establishing targets for emission reductions at or below 1990 levels by 2020 (as per RCW 70.235.020). These policies are intended to help the state meet its

statutory greenhouse gas reduction targets, and include reducing emissions from the transportation and building sectors, establishing tax credits for renewable energy, and creating green jobs. The State's Evergreen Jobs Initiative sets a target of 25,000 green jobs by 2020 (including 8,400 green jobs the State measured in 2004).

The Washington State Energy Code (WSEC) is one of the most stringent energy codes in the country. WSEC is a mandatory, statewide code regulating all residential and commercial buildings. It is reviewed and updated on a three-year cycle to integrate new technologies and incrementally move towards more stringent energy efficiency standards; the 2012 code went into effect in July 2013 and the 2015 update will go into effect in July 2016.

In 2009, Washington also passed the important Efficiency First legislation (SB5854) affecting energy use in new and existing buildings around the state. The policies mandate that new construction permitted under the 2031 edition of the state's building code is 70 percent more efficient than current standards (relative to the 2006 WSEC), becoming the first state to legislatively adopt the Architecture 2030 Challenge into its building code (link: [www.architecture2030.org](http://www.architecture2030.org)).

More information on Washington State energy and climate initiatives are available on the Department of Ecology's Climate Policy Framework website: <http://www.ecy.wa.gov/climatechange/laws.htm>.

### **Local Plans, Policies, Regulations, and Laws**

No modification of the State's energy code have been adopted into Yakima's regulations. There are also no regulatory provisions or incentives in specifically in place that encourage energy conservation (beyond Federal and State provisions), except that YMC Section 15.10.020 allows some administrative flexibility for modifying standards to allow buildings to be sited to maximize solar access.

Yakima has not produced a plan related specifically to energy efficiency.

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