

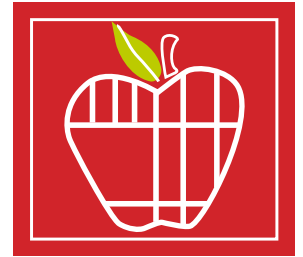
We are Yakima

comprehensive plan 2040



We are Yakima

comprehensive plan 2040



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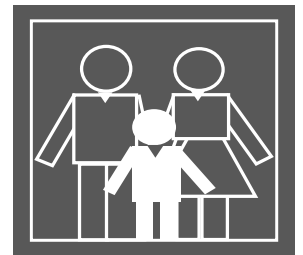
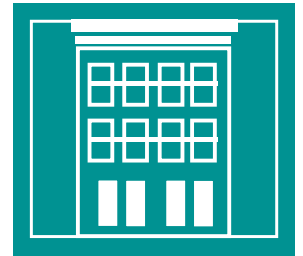


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INTRODUCTION

Yakima Comprehensive Plan 2040

1.1 Purpose of this Comprehensive Plan

This Comprehensive Plan guides Yakima's physical development over the 2017-2040 period. It describes community values, directs municipal activities and services, and provides a statement of policy about Yakima's desire for growth and character.

This 2017 Comprehensive Plan fulfills the periodic review requirements of the Washington State Growth Management Act (GMA; RCW 36.70A) and replaces the 2006 Comprehensive Plan and associated annual amendments.



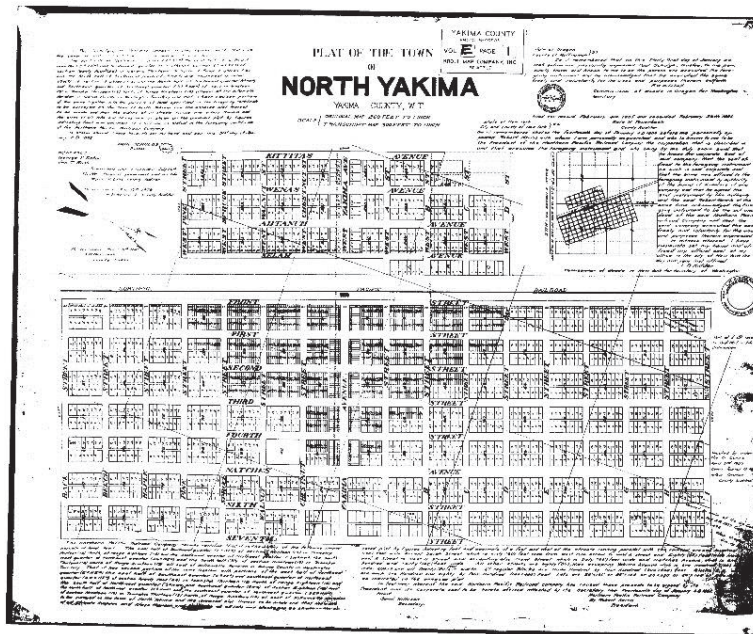
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1.2 Yakima’s Planning Area – Past and Future

The City of Yakima was incorporated in 1883. About a year later, a dispute between land owners and the Northern Pacific Railway Company led the railroad to establish a new town about 4 miles north of the original site. More than 100 buildings were moved. The new town was created by the “Plat of the Town of North Yakima” in June 1885 by the Northern Pacific Railroad Company (see Exhibit 1-1). These 136 blocks and streets, alleys, and railroad corridors were officially incorporated in 1886. The old town was then renamed Union Gap. The Washington State Legislature officially renamed the city “Yakima” in 1918. (City of Yakima, 2016; Becker, 2016)

Exhibit 1-1. Original Plat of the Town of North Yakima



Source: City of Yakima, 1885



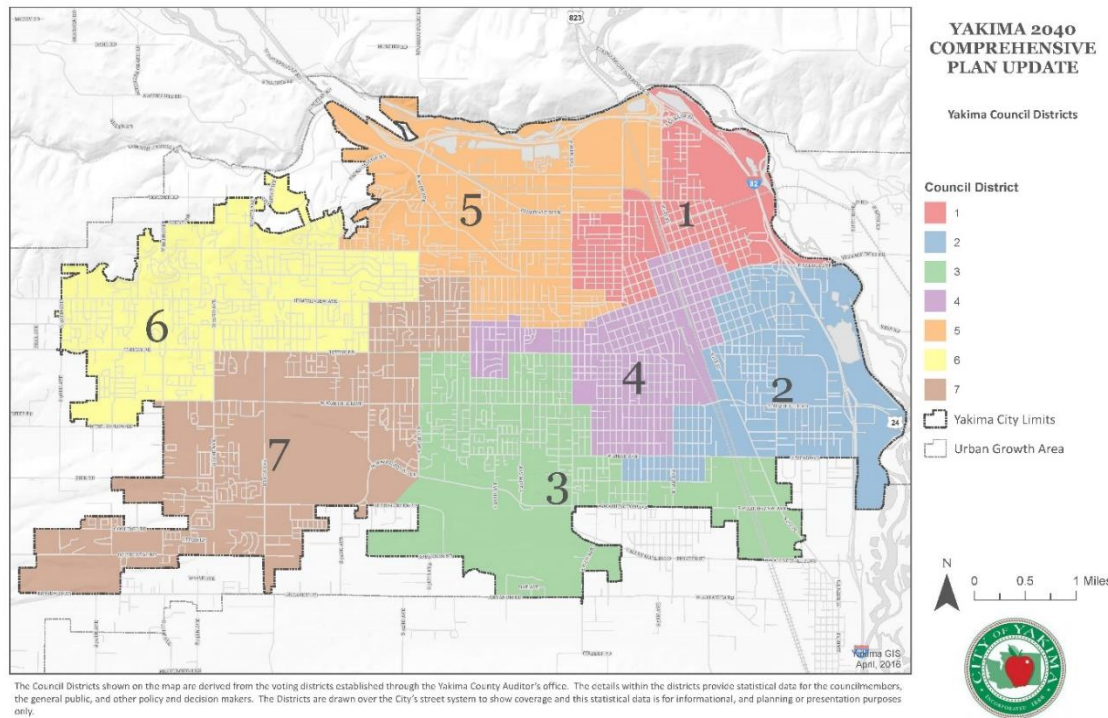


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Yakima has grown substantially from its original 1,221 acres. Today, Yakima’s city limits encompass 27.16 square miles or about 17,385 acres. (Washington State Office of Financial Management, 2016) See Exhibit 1-2.

Exhibit 1-2. Yakima Council Districts



Source: City of Yakima GIS 2016

The City of Yakima has been assigned an Urban Growth Area (UGA) by Yakima County consisting of unincorporated land suited for urban development due to present urban patterns or ability to serve urban development in the future. The focus of the Comprehensive Plan and development regulations is the

Top: Yakima Town Site 1886
Bottom: Historic Downtown Yakima



We are Yakima

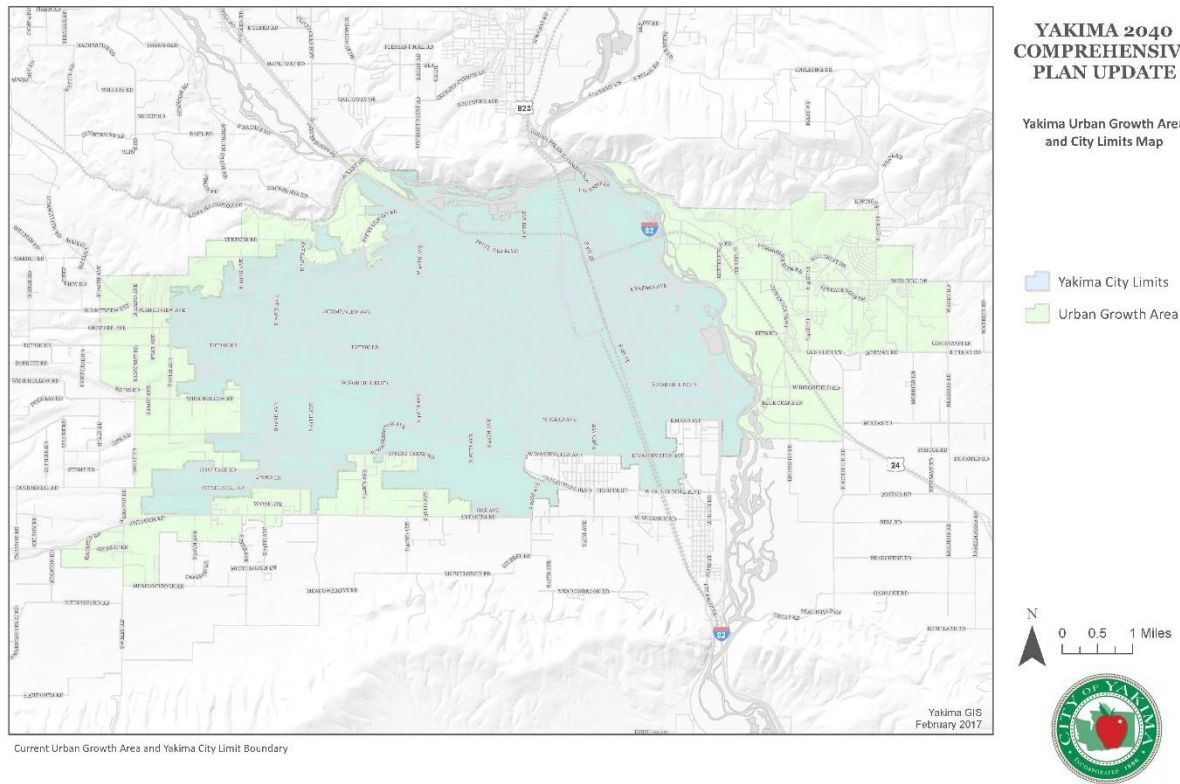


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Yakima incorporated city limits. Yakima County is planning for the Yakima UGA in consultation with the City of Yakima.

Exhibit 1-3. Yakima UGA and City Limits Map



Current Urban Growth Area and Yakima City Limit Boundary

Source: (City of Yakima, 2017)

Growth Management Act Goals

State goals guide the City's comprehensive plan and development regulations. These goals address in summary:

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



1.3 We are Yakima

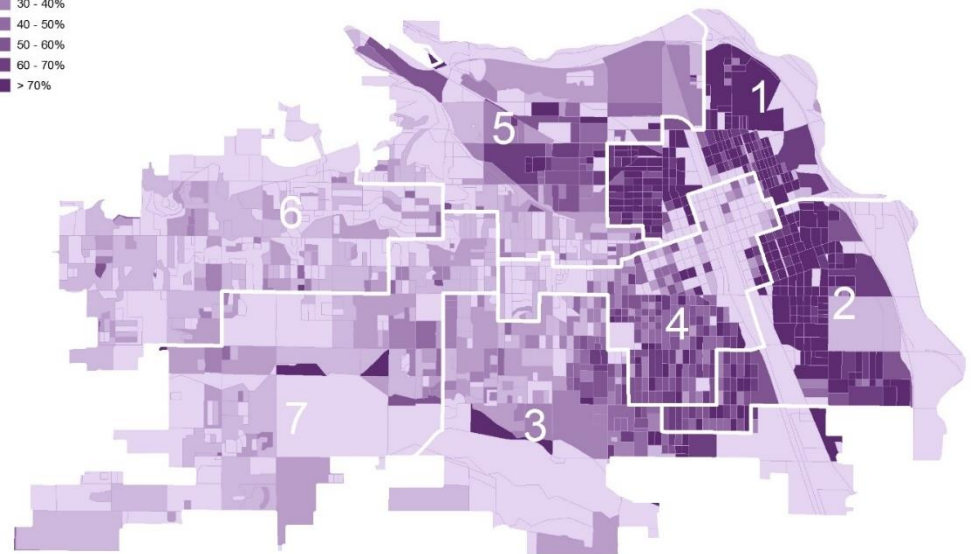
Our People

This Comprehensive Plan serves the needs of the Yakima community today and through 2040. The plan is designed to build on community strengths and assets, and guide growth and public investments that advance Yakima as an inclusive and prosperous place.

Yakima’s people are its strength. The City is ranked 11th in the state in total city population. Yakima is due to take 25% of the future county growth. Yakima is a leader in the region. See population information in the next section. *Our Land Use Element promotes equitable and sustainable development that brings housing and job opportunities. These opportunities are supported by our Capital Facilities, Transportation, and Parks Elements that promote investments in quality parks, multimodal transportation, and infrastructure.*

Yakima is diverse. Yakima has become more diverse, growing from 34 percent Hispanic in 2000 to 41 percent Hispanic in 2010. 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. Based on 2010 Census blocks the figure at right shows the percent of blocks with Hispanic population. While found in all parts of Yakima, eastern Yakima has a concentration of Hispanic residents. *The Comprehensive Plan Land Use and Historic Preservation Elements include policies that promote the cultural needs of the whole community.*

A majority of Yakima households have no children. Over half of the City’s households have single or coupled adults and no children as of 2014. *The Comprehensive Plan Land Use and Housing Elements encourage a variety of home sizes and styles to meet the needs of small households.*





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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 Housing Element addresses housing and services for seniors such as aging in place, health, and mobility.*

The City of Yakima has the most persons with a disability in the county. 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 as of 2014. This characteristic, as with others, is a reflection that Yakima is the central city in the county and has extensive medical and human services. *The Housing Element includes policies regarding universal design of housing and supportive services to meet the needs of this population; the Transportation Element addresses multiple modes to promote the mobility of all abilities.*

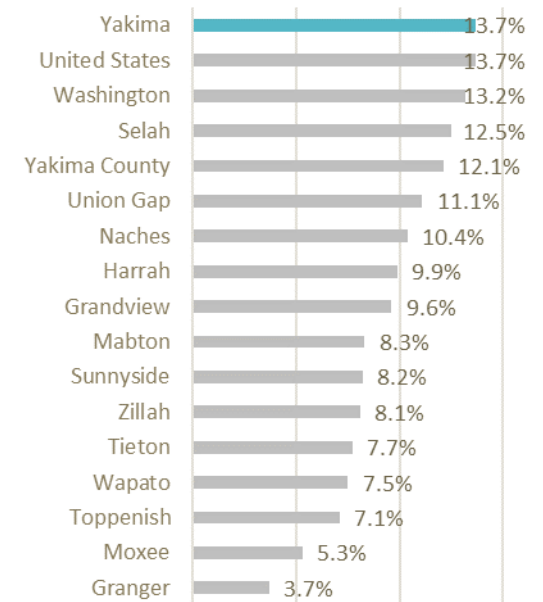
Yakima residents earn lower incomes. Based on 2014 information, Yakima’s median household income is 27% lower than the State median income. About 22.8% of the City’s population earns incomes below the federal poverty level, higher than the state as a whole at 13.5%. *New opportunities for family wage jobs through appropriate zoning and capital investments, and partnerships with agencies that provide workforce training, are part of the Land Use and Economic Development Elements.*

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; see the Economic Development and Housing Elements.*

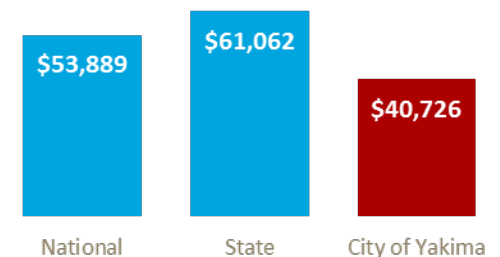
Yakima residents have a lower rate of achieving higher education. About 17.3 percent residents have a bachelor’s degree or higher compared to the State level at 32.3 percent or the US at 29.3 percent. (ACS, 2014) *Coordinating with higher education providers and determining appropriate supportive services is part of the Economic Development and Capital Facility Plan Elements.*

The City’s jobs are diverse. The City contains 40,390 jobs as of 2014. Top sectors include health care, retail, agriculture, and manufacturing. Jobs are concentrated in the Downtown and near US 12. *Investing in redevelopment such as the Cascade Mill Site, supporting a unique retail experience in Downtown,*

Aged 65 and Older (2014)



Median Household Income (2011-2015 ACS)





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. See the Land Use, Economic Development, Historic, and Capital Facilities Elements.

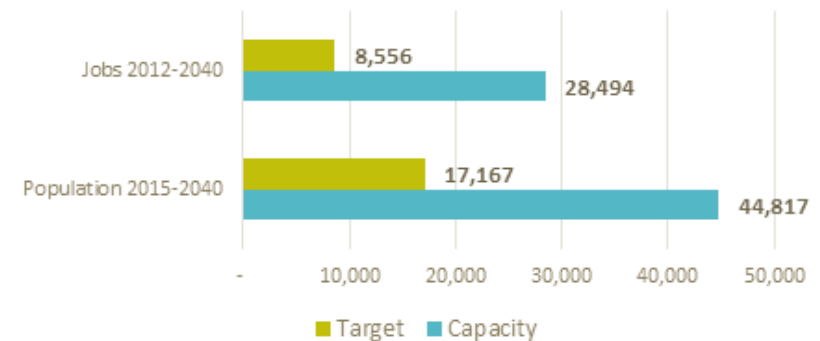
Our Future Growth

Yakima is the most populous city in the County, and the County Seat. In 2016, there were 93,410 residents in Yakima, which is a 30 percent increase in population since 2000 at 71,845 people. (OFM, 2016) Some of the growth has been due to annexations. The compound annual growth rate between 2000 and 2010 was 2.4 percent, which slowed to 0.4 percent between 2010 and 2015.

The Comprehensive Plan addresses a 20-year planning period and must demonstrate an ability to accommodate future growth targets adopted in the Countywide Planning Policies. Based on collaborative planning with the County, the City of Yakima is due to take 25% of the future growth. The City growth targets would mean 17,167 new persons and 8,556 jobs between now and 2040.

The City has more than adequate capacity to meet its growth targets at almost double the allocated population and jobs. Exhibit 1-4 shows the citywide capacity for additional housing units, population, and jobs under 2016 land use designations and zoning districts. Alternative land use plans are studied in the integrated EIS and similarly show greater capacity above growth targets. While there is plenty of capacity in the existing city limits, Yakima will continue to consider annexation requests, where appropriate.

Exhibit 1-4. Population and Jobs Capacity and Targets 2016



Source: BERK Consulting 2016

1.4 Comprehensive Plan Inclusive Public Outreach and Engagement

In May 2015, the City Council adopted a Resolution endorsing the Comprehensive Plan 2040 Horizon—Public Participation Plan, in which the City laid out a collaborative effort to engage the public, businesses, governmental agencies, and other interested groups. The City website, public postings, community events,



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public meetings, and workshops have been used to reach out to interested parties and get them involved in the process.

In January 2016, the City began to implement the plan with a more specific set of strategies. Outreach strategies were carried out in four phases. They include:

- **Phase 1 Building Awareness** focused on creating a dedicated web page and developing outreach materials and tools while also spreading the word on upcoming outreach activities and ways to participate. The City's dedicated website is: <https://www.yakimawa.gov/services/planning/comprehensive-plan-update/>. "We are Yakima" became the theme of the Update.
- **Phase 2 Visioning** focused on public comment and feedback on Yakima's vision statement. A City Council workshop, public workshop, and online survey were conducted over February and March 2016, and results posted on the City's website. In May 2016, a Planning Commission hosted public open house and workshop addressed the Vision Statement and Land Use Plan. The key themes of visioning are identified in Section 1.5 below.
- **Phase 3 Draft Plan** has collected feedback and comments on the draft plan update. The Planning Commission has held continuous study sessions on the Land Use Plan and various Preliminary Plan Elements between September 2016 and March 2017. A full release of the Draft Plan was available in March 2017 with a 60-day comment period. In April 2017, the City Council and Planning Commission held a joint study session to review the plan, and a public open-house was held.
- **Phase 4 Proposed Plan** involves the Planning Commission and City Council public hearings and deliberations to help wrap up the update process. This is scheduled for the spring 2017. Plan adoption is due by June 30, 2017.





1.5 Yakima Comprehensive Plan Vision and Values

The process of developing a new vision for Yakima involved the engagement of residents and employees throughout the City over a five-month period in the winter-spring of 2016. Open houses, public meetings, social media, and surveys, provided opportunities for the community to comment on assets and challenges and define what they desire for Yakima in 2040.

At the February 23, 2016 Visioning Open House, vision themes included:

- A **thriving and vibrant** city.
- Yakima as a place where **tourists and visitors** want to stop to wine taste, shop, eat and enjoy downtown and the City of Yakima as a **gateway to the Yakima Valley**.
- A place that is framed by **natural beauty** and **agricultural vistas**.
- A city that is **family friendly** with **good public spaces** and **quality education** for children.
- A place that provides many ways to be **active and healthy** as **young or old residents**, including walking, biking, entertainment, greenways, fishing, access to healthy food, etc.
- A city with a more **diverse economy** with job opportunities in a variety of industries, including tech.
- A **downtown** with more retail shops, restaurants, and the Yakima Central Plaza.
- **Streetscapes and public** areas that are **historic, revitalized**, and attractive.
- A city that is **inclusive to all types of residents** with **different cultures** and backgrounds.

An online vision survey with 185 participants elicited the following key goals most important for inclusion in the 20-year vision statement: **quality of life, a prosperous community, a healthy economy, and safe neighborhoods**.

The Planning Commission reviewed the outreach results and hosted a public workshop on May 25, 2016 and offered direction on the vision statement.

The City of Yakima is growing larger and more diverse. As Yakima progresses, the following vision will help our community achieve the livability, prosperity, and inclusiveness that it desires.





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- ❖ Yakima residents have access to high-quality education, living-wage jobs, safe neighborhoods, a healthy environment, quality parks and amenities, healthy food, and affordable housing.
- **Youth and Family** – Our plan is a roadmap to a high quality of life for our youth and families. We seek to have:
 - ❖ A strong partnership with our schools.
 - ❖ Places that promote healthy and active lifestyles.
 - ❖ Opportunities for entertainment and recreation for both young and old.
 - ❖ Quality job and housing opportunities to ensure our children can be lifelong residents of Yakima.
- **Being A Unique Destination** – Yakima is a unique destination. We strive for:
 - ❖ A vibrant and revitalized historic downtown that retains long-standing businesses and attracts new businesses and residents.
 - ❖ Maximizing tourism and retail opportunities.
 - ❖ Providing attractive spaces and public art.
- **Neighborhoods** – Yakima’s neighborhoods are attractive places to live, shop and play, offering:
 - ❖ A hierarchy of commercial and mixed use centers.
 - ❖ Attractive streetscapes and well-designed public and private recreation and open spaces.
 - ❖ Historic character.
 - ❖ Diverse housing choices for owners and renters.
 - ❖ Preserved homes that have been rehabilitated and maintained.
 - ❖ A spirit of friendliness where neighbors gather for celebrations, clean-up events, and block watches.
 - ❖ A development pattern that promotes public safety and deters crime through environmental design.



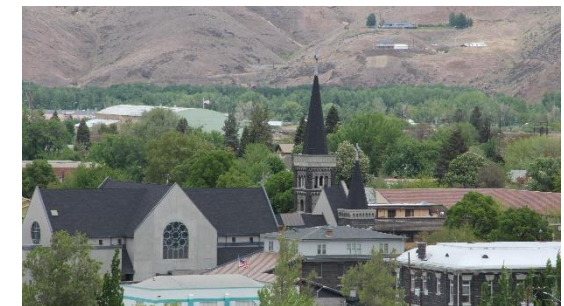
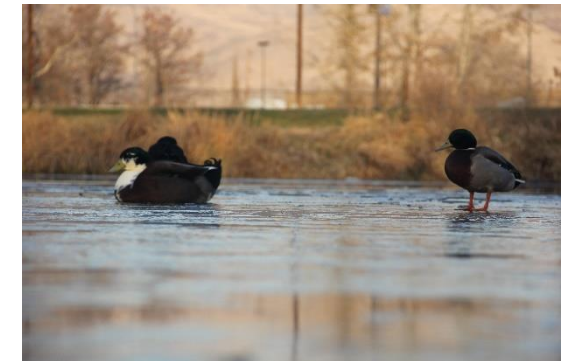
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- ❖ Growth managed with transitions in density and building design, landscaping, and adequate infrastructure.
- **Natural Beauty** – The natural beauty of the river valleys and agricultural vistas frame Yakima. We will be stewards of our natural resources by:
 - ❖ Protecting the ecological resources of our region.
 - ❖ Maintaining and expand the Yakima Greenway and other trail systems.
 - ❖ Encouraging sustainable design of development.
- **A Prosperous Future** – Yakima creates a thriving and vibrant community. We will encourage:
 - ❖ A diverse economy that sustains and attracts a variety of business sectors including agriculture, health care, manufacturing, tourism, new energy and others.
 - ❖ Small local businesses.
 - ❖ Targeted investments in capital facilities.
 - ❖ Partnerships with higher education providers to support workforce training to attract new employers.
- **Connectivity** – We offer a range of transportation modes, and our community is connected. Our transportation system will:
 - ❖ Maintain and create a complete street network, including new multimodal connections.
 - ❖ Ensure efficient and balanced movement of freight and goods through the community.
 - ❖ Improve safety throughout the system.





INTRODUCTION

Yakima Comprehensive Plan 2040

1.6 Using this Comprehensive Plan

The Comprehensive Plan Vision and Framework Goals are carried forward into each Plan Element with topic-specific goals and policies. Since there are complex issues around land use, growth, public infrastructure investments, and services, this Comprehensive Plan is divided into the following volumes and elements:

Volume I. Yakima Comprehensive Plan—A Policy Document

1. Plan Foundation and Vision
2. Land Use ¹
3. Historic Preservation ³
4. Economic Development ²
5. Housing ¹
6. Transportation ¹
7. Capital Facilities ¹
8. Utilities ¹

9. Parks and Recreation ²
10. Natural Environment ¹
11. Shoreline ¹
12. Energy ³

Volume II. Technical Appendices

- Capital Facilities Plan
- 2040 Transportation System Plan
- Supplemental Environmental Impact Statement (SEIS)

Volume I Comprehensive Plan contains topic-specific elements. Each element summarizes key conditions and trends that drive policy proposals. Each Element includes **goals** – or broad aims – and **policies** – principle, protocol, or proposal for action – relevant to addressing a condition or trend. Goals and policies in turn are implemented by specific regulations and programs. The goals, policies, regulations, and programs are designed to encourage outcomes that meet the City’s Vision.

Volume II Technical Appendices contains the Capital Facilities Plan. This Plan identifies levels of service and what improvements are needed to support the expected growth accommodated by the Land Use Plan and Element and potential revenue sources. An integrated State Environmental Policy Act (SEPA) Supplemental Environmental Impact Statement (SEIS) is also part of the Technical Appendices and analyzes the environmental effects of growth alternatives and associated mitigation measures.

Terms

- **Vision:** A community’s best desired future.
- **Value:** A standard or judgment of what is important for the community.
- **Goal:** A broad, general statement of the desired long-term future state or outcome, toward which the Plan aims. Goals indicate what ought to exist in a community or what is desired to be achieved in the future.
- **Policy:** A principle, protocol, or proposal for action that implements a related goal. Decision-oriented statements that guide the legislative or administrative body while evaluating a new project or proposed change in ordinance.
- **Regulation:** A rule or directive found in City ordinances or the municipal code.
- **Program:** Ongoing delivery of municipal services to the public, funded with the municipal budget, or public investments guided by a capital improvement strategy.

Notes:

1 Required by GMA or other state law.

2 Required when the state provides funding; though funding is not available, these elements help Yakima seek grants.

3 Optional.



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Yakima Comprehensive Plan 2040

An Existing Conditions Report was prepared and is part of the Comprehensive Plan Update record, providing a base of information to support the preparation of the Comprehensive Plan and is incorporated by reference into the SEIS. Likewise, a Land Capacity Analysis Provides a method and results of a land capacity analysis for the alternatives. This analysis is summarized in the Plan elements and the SEIS.

1.7 Amending the Comprehensive Plan

This Comprehensive Plan will evolve and be reviewed and revised over the next 20 years due to changes desired by the community, trends, and information. GMA limits annual Comprehensive Plan amendments to no more than once per calendar year, except for certain exemptions and emergency actions. The next scheduled update to the Plan is due on or before June 30, 2025 (RCW 36.70A.130(5)(c)). Whenever the plan is amended it is important to verify that it is “internally consistent” and that development regulations are consistent with and implement the comprehensive plan. Annexation and changes to city limits or the unincorporated growth area may prompt future reviews of the plan. Future amendments will be processed in accordance with Yakima Municipal Code Chapter 16.10.



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LAND USE

Yakima Comprehensive Plan 2040

2.1 Introduction

The Land Use Element is central to all other elements by providing for the distribution of land use meeting Yakima's needs for housing, employment, recreation, public facilities and other land uses in development patterns that support the City's vision for the future. This element also addresses how land use and supporting infrastructure and facilities are developed and maintained, particularly the image and character of Downtown and Yakima's neighborhoods, the quality of its buildings, streets, and public spaces, and the community's emphasis in honoring of the City's history. The element includes policies that support a mixture of housing options, preservation, and enhancement of neighborhoods, pedestrian-friendly design, community gathering spaces, environmental stewardship, healthy living, and annexation.

The requirement for a Land Use Element in comprehensive plans is one of the key components of the Growth Management Act (GMA). The GMA requires cities to demonstrate the ability to accommodate 20 years of growth through sufficient buildable land that is zoned appropriately. In addition to managing growth, the Land Use Element also sets goals and policies to shape the design and layout of cities.



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LAND USE

Yakima Comprehensive Plan 2040

2.2 Conditions and Trends

Yakima is an urban city with a rural character

With a population of 93,410 (2016 OFM), the City of Yakima is the eleventh largest city in the State of Washington. However, given this status the city still retains its rural character due to a strong agricultural base and a vibrant natural setting.

Low density residential is predominant

Low Density Residential accounts for 37% of the existing land use in Yakima, and 44% of the Future Land Use Map. Since 2010, 585 new single-family homes have been permitted totaling over \$131 million in valuation (Nov 2016). Furthermore, single family housing accounts for around 60 percent of structures – see Housing Element.



Land Use Goal- Growth Management Act

Designate the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. Provide for protection of the quality and quantity of groundwater used for public water supplies. Consider utilizing urban planning approaches that promote physical activity. Review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state. (RCW 36.70A.020(1))





LAND USE

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Yakima is an increasingly diverse city

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. This Comprehensive Plan intends to address the cultural needs of the whole community.

Yakima’s Downtown revitalization is in full swing

Downtown Yakima has suffered from a high retail vacancy rate and competition from other commercial centers with big box retail formats and strip maps 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. Within the past ten years, streetscape improvements combined with private investments including the Yakima Mall’s redevelopment, several new and renovated building projects and multiple tasking rooms have helped to improve the character and liveliness of Downtown. The recent Downtown Plan identifies investments in the “heart of Downtown” and catalyst sites to capture a share of this retail growth. The plan’s key actions intend to spur private investment focused around a multipurpose public plaza that provides a year-round gathering space. Further, Yakima Avenue enhancements prioritize pedestrians and emphasize intersection improvements. Additional greenery is proposed to help humanize the street.

Yakima has development potential

Yakima has several areas that contain large tracts of vacant land including the Cascade Mill Site, Congdon Properties, and North 16th/SR-12. These areas all offer a significant opportunity for Yakima to create new destination development(s) and create key economic development nodes. Considering new design standards or incentivizing new development in specific industries will be important for the long-term success of these areas.

There are also several redevelopment opportunities on smaller sites along key corridors such as North 1st Street, East Nob Hill Boulevard, and the West Washington/Ahtanum corridors around the Airport.





LAND USE

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Yakima is agriculturally driven

Agricultural processing, packing, and storage is a key industry in the City of Yakima. Since 2010, the city issued permits for over 4.8 million square-feet of new/renovated structures for the AG industry. Farmers from all over the Yakima Valley depend on the facilities in the City for their processing, packing and storage needs. The availability of appropriately zoned land for agricultural uses is paramount to the future growth of this important industry.

Yakima's east-west arterial corridors are critical

Yakima has largely grown westward from Downtown. As a result, the city's east-west corridors have taken on an increasing importance over the years. First, they function as essential transportation connections from residential areas to Downtown, other employment and shopping areas, and to Interstate 82. Second, they provide a wide array of commercial services. A combination of increasing growth, access management challenges due to the patterns of commercial development along the corridor, and rights-of-way width limitations are posing increased traffic challenges. Furthermore, since these corridors are so heavily used, the design of these corridors are very important. The lack of design standards or guidelines are visible in the quality and character of development that has occurred along these corridors.



We are Yakima



2.3 Challenges and Opportunities

Yakima is home to a wide variety of land uses, including low to high density residential, office and medical facilities, restaurants, retail and service establishments, parks and recreation facilities, and large-scale industrial and agricultural operations. Yakima is a city where all residents' needs can be met. There is tremendous growth potential in Yakima that spans all sectors: Residential, Commercial, and Industrial. With opportunities for large-scale development on vacant land and infill development throughout the city, the future growth potential for Yakima is high.

Promoting additional types of housing to accommodate evolving population needs is a key component of this plan. As noted previously, the vast majority of residential uses are single family homes. This plan includes several policies to encourage more multi-family and non-traditional residential development while stabilizing and enhancing older neighborhoods.

Modern redevelopment and adaptive re-use in downtown, new local breweries and wineries, and enhanced regional sports facilities have made Yakima a year-round destination for tourists. To keep up with demand, Yakima needs to promote tourism by implementing an enhanced design character that will attract investment and retain/attract talent.

Below are some key land use challenges and opportunities facing Yakima in the next twenty-plus years:

- Providing a greater mix of housing sizes and types to accommodate Yakima's evolving population.
- Enhancing design character of the City to promote tourism, attract investment and talent.
- Stabilizing and enhancing older neighborhoods.
- Mitigating land use incompatibilities.
- Coordinating land use and transportation efforts to enhance walkability and circulation.
- Planning for underutilized commercial and industrial lands.
- Consideration of annexation requests where appropriate.





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Yakima Revenue Development Area (Cascade Mill)

The Yakima Revenue Development Area (YRDA) is adjacent to Interstate 82 from the US 12/North 1st Street Interchange through the Yakima Avenue/Terrace Heights exit. The YRDA is located entirely within the city limits and in one of the earliest plats of the City of Yakima. The primary development zone is approximately 211 acres which were formerly used as the Boise Cascade Sawmill and Plywood Plant.

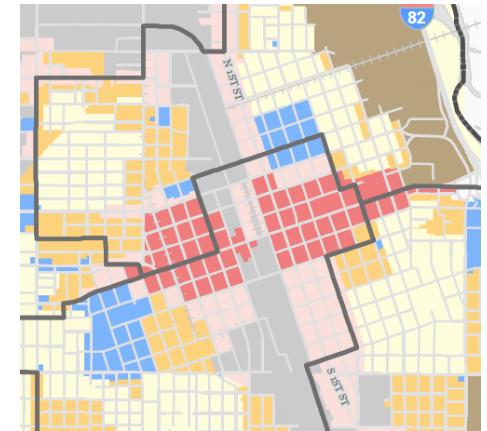
The City supports continued development of the YRDA and on September 23, 2008 was awarded LIFT financing through a competitive award process which considered sites state-wide. State law requires that in order for LIFT funding to be applied to the YRDA local governments must ensure that all proposed projects are identified within their Comprehensive Plans and other supporting documents. City efforts include environmental clean-up, street and utility construction, and I-82 freeway access.

2.4 Goals & Policies

GOAL 2.1. ESTABLISH A DEVELOPMENT PATTERN CONSISTENT WITH THE COMMUNITY'S VISION.

Policies

- 2.1.1. Designate the general distribution, location and extent of the uses of land for housing, commerce, recreation, open spaces, public utilities and facilities and other land uses.
- 2.1.2. Establish land use designations, densities and intensities as shown under Goal 2.2.
- 2.1.3. Review proposed Future Land Use designation changes for consistency with Yakima Municipal Code Ch. 16.10 and the following criteria:
 - Does the proposal conform to locational criteria set forth for the desired designation?
 - Is the site physically suited for the proposed designation?
 - Is the desired zone one of the implementing zones of the land use designation?
 - Is the proposal a spot zone or a similar change that may create instability with the surrounding neighborhood?
- 2.1.4. Manage and maintain the City's Official Zoning Map to ensure continued consistency with the Future Land Use Map (see Exhibit 2-1).



Spot Zone

Illegal spot zoning is arbitrary and unreasonable zoning action by which a smaller area is singled out of a larger area or district and specially zoned for a use classification totally different from and inconsistent with the classification of the surrounding land, not in accordance with a comprehensive plan.



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- 2.1.5. Implement land use designations through a clear regulatory process that ensures transparency, fairness and predictability in the land development process.
- 2.1.6. Adopt coordinated development regulations that facilitate Yakima’s preferred land use pattern (e.g., allowed density, uses, and site provisions).
- Refine the land use code on an ongoing basis to make it user-friendly by employing simple language, easy to read charts, and illustrative graphics.
 - Monitor and refine the land use code as needed to facilitate the preferred land use pattern and development character.
 - Integrate an appropriate balance of predictability and flexibility when updating development regulations that allow ease of administration and interpretation and offer optional ways of meeting requirements when possible.
- 2.1.7. Allow new development only where adequate public services can be provided.
- 2.1.8. Work with other jurisdictions and agencies, educational and other organizations, and the business community to develop and carry out a coordinated, regional approach for meeting the various needs of Yakima County communities, including housing, human services, economic vitality, public safety, utilities, infrastructure, parks and recreation, transportation, and environmental protection.
- 2.1.9 Consider annexation requests in accordance with review criteria, including, but not limited to:
- Areas to be annexed are included in the UGA.
 - The annexation boundary, where appropriate, should adjust any impractical or irregular boundaries created in the past.
 - The annexation boundary should, where appropriate, provide a contiguous and regular boundary with current City limits.
 - The annexation proposal should create and/or preserve logical service areas. Annexations generally should not have or create abnormally irregular boundaries that are difficult to serve.





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- The City should give priority consideration to annexation proposals that are financially self-sufficient or those where the fiscal impact can be improved. The City should develop a variety of service delivery or revenue enhancement options to increase the feasibility of annexation. The City will prepare a fiscal analysis of the annexation proposal prior to annexation.
- 2.1.10 Require properties to assume zoning consistent with the City's Future Land Use Plan, as adopted or as amended where appropriate.
 - 2.1.11 Continue to coordinate with Yakima County on future land use, shoreline, critical area, and infrastructure policies, plans, and permit reviews in the Yakima UGA.
 - 2.1.12 Work in collaboration with Yakima County and cities through regional forums such as the Yakima Valley Council of Governments and the Yakima Basin Integrated Water Resource Management Plan.

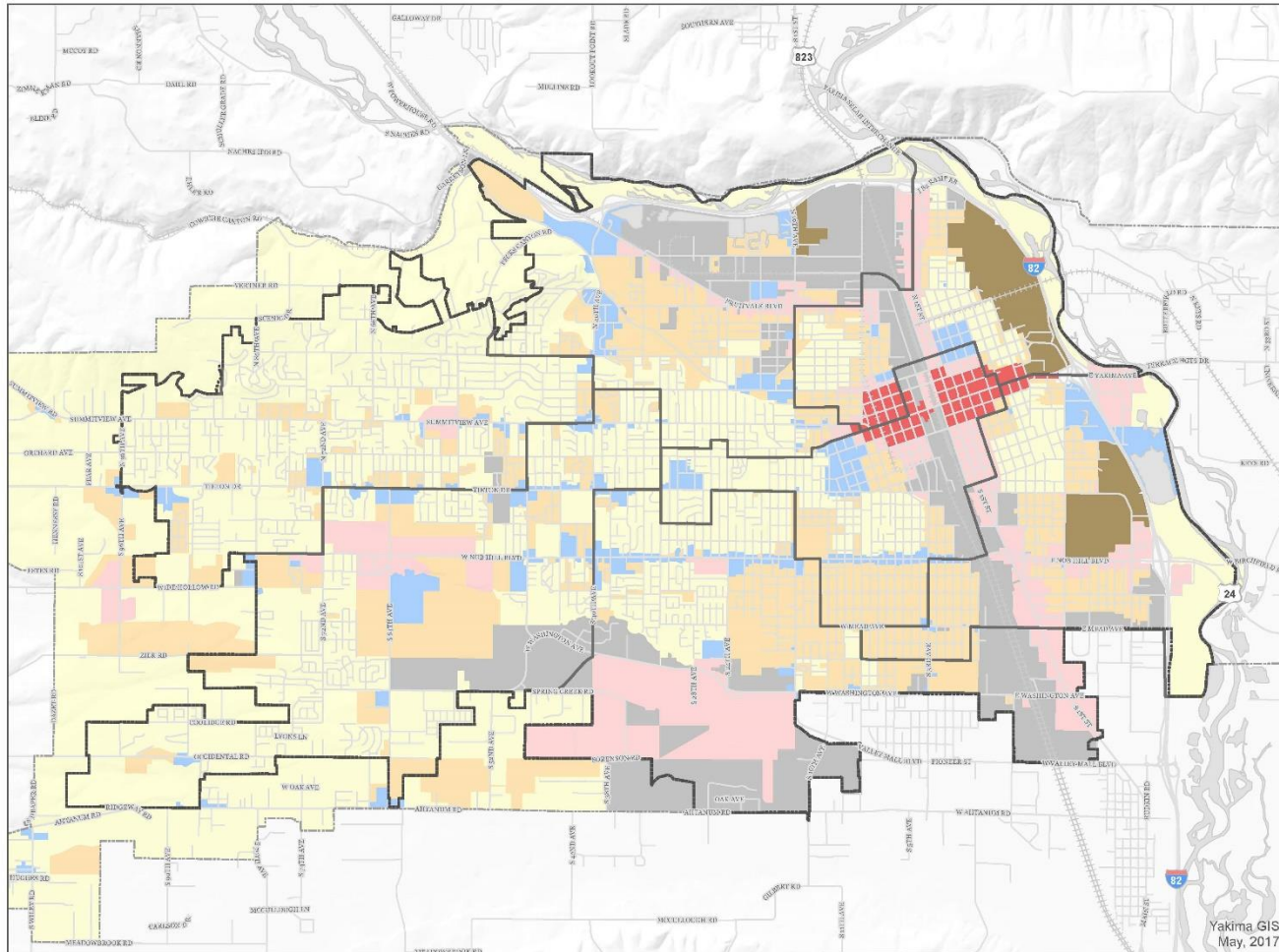




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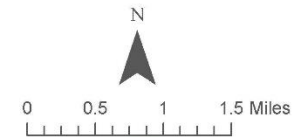
Exhibit 2-1. Future Land Use Map



YAKIMA 2040 COMPREHENSIVE PLAN UPDATE

Future Land Use

- Generalized Categories**
- Low Density Residential
 - Mixed Residential
 - Central Business Core Commercial
 - Commercial Mixed Use
 - Regional Commercial
 - Community Mixed Use
 - Industrial
 - Yakima City Limits
 - Urban Growth Area



Yakima GIS
May, 2017

The Future Land Use Map illustrates the combination of current land use, current zoning, and future uses of each parcel of land within the City of Yakima. The map category is necessary to provide certainty to the community members, residents, and property owners about what type of land use will be located around them. And, where to expect future services, and development based on the goals, policies and objectives of this Plan 2040.



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GOAL 2.2. PROVIDE A MIX OF LAND USE DESIGNATIONS CONSISTENT WITH THE COMMUNITY'S VISION.

Exhibit 2-2: Land Use Designations and implementing zoning districts

Land Use Designation							
Zoning District	Low Density Residential	Mixed Residential	Community Mixed-Use	Commercial Mixed-Use	CBD Commercial Core	Regional Commercial	Industrial
SR	X						
R-1	X						
R-2		X					
R-3		X	X				
B-1			X				
B-2			X				
HB			X				
SCC			X				
LCC				X			
GC				X			
CBD					X		
M-1							X
M-2							X
RD						X	
AS				X			X



The blue shaded boxes denote the implementing zoning district for the applicable land use designation.





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Policies

2.2.1. Low Density Residential:

- A. Purpose: This designation provides for low density residential development.
- B. Locational criteria: Within established low density residential communities and in other parts of the City that are inappropriate for more intensive urban development due to topography or other land suitability challenges and/or the desire to create a lower intensity transitional area between the city and the surrounding unincorporated rural pasture, foothills, and agricultural land.
- C. Principal uses & density: Single-family detached dwellings are the predominant dwelling type. Other dwelling types may be allowed under certain circumstances, such as accessory dwellings and cottage housing. The permitted density is up to seven net dwelling units per acre for infill development. On larger sites (over two acres), more flexibility in lot sizes and layout are envisioned, provided overall density standards are met. Permitted maximum densities on large sites is up to seven gross dwelling units per acre. Density bonuses allowing up to six gross dwelling units may be allowed subject to conformance with traditional neighborhood design concepts.
- D. Implementing zoning districts: SR & R-1.

2.2.2. Mixed Residential:

- A. Purpose: This designation provides for areas with a mixture of housing types and densities.
- B. Locational criteria: Intended for areas now characterized by, and/or appropriate for, a mixture of housing types with a close proximity to commercial services, transit access, and/or parks and other public recreational amenities. This designation often creates a transition from commercial and mixed-use areas to low density residential areas.

Net Dwelling Units/Acre: The number of dwelling units allowed per acre less the area for right-of-way, streets, and access easements.

Gross Dwelling Units/Acre: The number of dwelling units allowed per acre including the area for right-of-way, streets, and access easements.





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- C. Principal uses & density: A mixture of single-family, duplex, and multifamily dwelling units. The permitted maximum density is up to or above 13 net dwelling units per acre, depending on the underlying zoning district and neighborhood context. For developments electing to conform to site and building design standards promoting pedestrian-oriented development, density is primarily limited by allowable building height, integration of required parking, market conditions, and conformance with applicable site and building design provisions. Specifying the maximum number of dwelling units in one building may be appropriate in some areas to ensure compatibility and to limit building massing and density.
- D. Implementing zoning districts: R-2 & R-3.

2.2.3. Community Mixed-Use:

- A. Purpose: This designation is intended to allow for a mixture of neighborhood scaled retail, commercial service, office, and high density residential uses.
- B. Locational criteria: Existing and planned future neighborhood center areas, sites along key arterials and collector streets, and transitional areas between residential uses and downtown or other mixed-use centers.
- C. Principal uses & density: A mixture of retail, commercial service, office, and high density residential uses depending on the area's context. Corridors and neighborhood centers can accommodate a greater mixture of retail and commercial service uses while some transitional areas near the edge of residential neighborhoods are more appropriate for a mix of office and residential uses. The permitted maximum residential density is up to or above 13 net dwelling units per acre, depending on the underlying zoning district and neighborhood context. For developments electing to conform to site and building design standards promoting pedestrian-oriented development, density is primarily limited by allowable building height, integration of required parking, market conditions, and conformance with applicable site and building design provisions. Specifying the maximum number of dwelling units in one building may be appropriate in some areas to ensure a neighborhood-friendly scale of development.
- D. Implementing zoning districts: B-1, B-2, SCC, HB & R-3





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2.2.4. Commercial Mixed-Use:

- A. Purpose: This designation promotes the greater integration of mixed uses that offer greater development choices to property owners, increased housing options, strengthened commercial retail areas, and lively pedestrian-oriented development.
- B. Locational criteria: Existing and planned commercial centers (except for the CBD) and primary arterial corridors.
- C. Principal uses & density: A wide range of retail and general service uses plus residential uses on upper floors on key retail-focused streets and single purpose residential on other streets. This includes a mixture of apartments, townhouses, and assisted living facilities. New residential uses should feature densities supportive to transit use.
- D. Implementing zoning districts: LCC, GC & AS



2.2.5. CBD Commercial Core:

- A. Purpose: This designation is intended to reinforce Yakima's downtown as the center of commercial, civic, and cultural activities within the city. Downtown is expected to accommodate new development while reinforcing and enhancing its historic pedestrian-friendly character and scale.
- B. Locational criteria: Intended for Yakima's existing Central Business District and allowing for growth only when there is a demonstrated need for additional permitted uses in areas physically capable of accommodating the mix of uses.
- C. Principal uses & density: A broad mix of commercial, retail, professional office, civic and cultural, and multifamily residential uses. Active uses are required on the ground floor along Yakima Avenue and key side streets. Multi-story buildings and a mixture of uses are encouraged. New residential uses must feature transit-supportive densities (at least 15 gross dwelling units/acre).
- D. Implementing zoning districts: CBD





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2.2.6. Regional Commercial:

- A. Purpose: This designation is intended to promote a medium to large scale mix of retail, service and business, and tourism/recreational establishments and complementary multi-family. Coordinated infrastructure development and site and building design standards are critical elements to emphasize quality development that enhances the character, identity, and economic vitality of Yakima.
- B. Locational criteria: On high visibility sites near Interstate 82 and US Route 12.
- C. Principal uses & density: A wide range of retail, service and business, tourism, and recreational establishments. Multifamily and townhouses are allowed as a secondary use to complement and support other commercial and recreational uses and promote a healthy pedestrian friendly environment. New residential uses feature densities supportive to transit use (at least 15 gross dwelling units/acre).
- D. Implementing zoning districts: RD





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2.2.7. Industrial:

- A. Purpose: This designation provides for manufacturing, agricultural processing/storage, and closely related uses.
- B. Locational criteria: Existing industrial designated areas with active industrial uses or areas featuring adequate public utilities and land physically suited to industrial activities that are buffered from residential or other potentially incompatible uses. New industrial development should be located in areas that take advantage of access to I-82, Highway 12, SR-24, and existing rail and airport facilities. Additional areas may be designated, provided they are surrounded by and characterized by industrial uses.
- C. Principal uses & density: Industrial, agricultural, research and development, repair, construction business, warehouse, and distribution terminals that minimize external impacts to adjacent districts, and accessory uses.
- D. Implementing zoning districts: M1, M2, AS





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GOAL 2.3. RESIDENTIAL USES. PRESERVE AND ENHANCE THE QUALITY, CHARACTER AND FUNCTION OF YAKIMA'S RESIDENTIAL NEIGHBORHOODS.

Policies

- 2.3.1. Provide for a wide variety of housing types within the city to meet the full range of housing needs for Yakima's evolving population.
- A. Accessory dwelling units (ADU). Allow for attached and detached ADU's in all residential districts provided size, design, and other provisions are included to promote compatibility with surrounding uses. Additional considerations may include:
 - Reduce the minimum lot size for lots qualifying for an ADU.
 - Allow free-standing ADU's provided lots retain usable open space and units minimize privacy impacts to adjacent properties.
 - Provide an owner occupancy requirement (owner must live in primary home or ADU)
 - B. Standard single family. Continue to allow for detached single family dwellings in residential districts.
 - C. Small lot single family. Allow for small lot single family development (lots smaller than 6,000 square feet) in special circumstances, including:
 - Within a master planned development on sites over two acres in size in applicable zones, provided the development incorporates traditional neighborhood design concepts and conformity with district density requirements.
 - On infill sites in R-2 and R-3 district provided they comply with traditional neighborhood design concepts. Consider reducing the lot size minimum for small lot single family in the R-2 district to 5,000sf and 4,000sf in the R-3 district.
 - D. Cottage housing. Allow the development of cottage housing (a cluster of small homes around a common open space) in residential zones, provided special design provisions are included to ensure a pedestrian-oriented design, inclusion of common open space, and strict cottage size limitations.

Cottage housing is typically a cluster of 4-12 small detached housing units that surround a common open space. Cottages are typically no larger than 1,200 sf size range and popular with singles, couples, empty nesters, and small families that desire a sense of community and don't want to maintain a large yard. They function as a niche housing type that would be popular among a smaller percentage of the population.





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- E. Duplexes. Continue to allow duplexes in appropriate residential zones, provided density standards are met. Consider incorporating design standards that emphasize a pedestrian-oriented design and the inclusion of usable open space.
- F. Townhouses. Encourage the development of townhouses in the R-2 and R-3 zones and commercial/mixed-use zones as an efficient form of housing. Design standards should emphasize pedestrian-oriented design, façade articulation, and usable open space.
- G. Senior and assisted housing. Encourage these housing types in the R-2 and R-3 zones and zones and commercial/mixed-use zones. Design standards should emphasize pedestrian-oriented design, façade articulation, and usable open space.
- H. Walk up apartments and stacked flats. Encourage these housing types in the R-2 and R-3 zones and commercial/mixed-use zones. Design standards should emphasize pedestrian-oriented design, façade articulation, and usable open space.
- I. Live-work units. Promote opportunities to combine live and work spaces in commercial and mixed-use zones.

2.3.2. Preserve and enhance established residential neighborhoods. Specifically:

- A. Ensure that new development is compatible in scale, style, density, and aesthetic quality to an established neighborhood.
- B. Protect the character of single family neighborhoods by focusing higher intensity land uses close to commercial and community services and transit.
- C. Prioritize the upkeep and improvement of streets, sidewalks, landscaping, parks, utilities, and community facilities in established neighborhoods.
- D. Maintain neighborhood upkeep through strict City code compliance.
- E. Carefully review proposed land use designation changes to more intensive residential designations, mixed-use, or industrial. Specifically:
 - Proposals should conform to locational criteria set forth for the desired designation in the applicable policies under Goal 2.2.





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- Is the site physically suited for the proposed designation?
 - Is the desired zone one of the implementing zones of the land use designation (per applicable policies under Goal 2.2)?
 - Avoid spot zones or similar changes that may create instability with the surrounding neighborhood.
- F. Discouraging the conversion of single-family detached structures to multi-family structures except where they conform to density, design, and parking standards for the applicable zoning district.
- G. Allow home occupations that would not generate excessive traffic, create parking problems, or degrade the livability or appearance of the neighborhood.

Also see the goals and policies of the Historic Preservation element.

- 2.3.3. Create walkable residential neighborhoods with safe streets and good connections to schools, parks, transit, and commercial services.
- A. Construct sidewalks along all new residential streets.
 - B. Provide streetscape standards that create safe and walkable streets within residential developments.
 - C. Promote small block sizes to ensure good connectivity and reduced walking distances between residences and schools, parks, and services. Specifically:
 - Low density residential: Blocks between 400- 800 feet long are appropriate.
 - Mixed residential: Blocks between 300-660 feet long are appropriate.
 - Provide for through public through block connections for large residential blocks.
 - Commercial and mixed-use designations: Configure development to provide pedestrian connections at 300 to 660 feet intervals. Configure development to provide vehicular connections at 600 to 1,320 feet intervals. Allow flexibility for private internal streets to meet connectivity objectives.





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D. Provide for usable publicly accessible parkland within walking distance (1/2 mile) of all new residences.

2.3.4. Consider new design standards for small lot single family development to gracefully integrate these uses into existing neighborhoods in ways that maintain general neighborhood scale and character.

Key concepts to consider in the design standards:

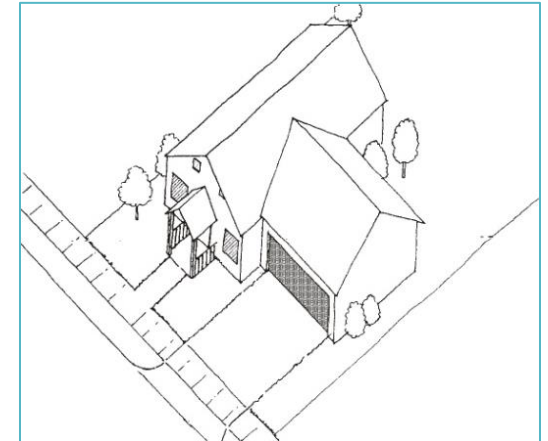
- A covered entry facing the street.
- Minimize the impacts of garages and driveways on the streetscape.
- Provide usable open space on all single family lots.
- Consider a maximum floor area ratio to better ensure that homes are proportional to lot sizes.
- Minimum amount of façade transparency to promote more “eyes on the street” for safety and to create a welcoming streetscape.

2.3.5. Consider new design standards for new multifamily development to promote neighborhood compatibility, enhance the livability of new housing, and enhance the character of residential and mixed-use areas.

Key concepts to emphasize in the design standards:

- Emphasize pedestrian oriented building frontages.
- Emphasize façade articulation consistent with neighborhood scale.
- Integrate high quality durable building materials and human scaled detailing.
- Provide for usable open space for residents.
- Provide compatible site edges and sensitive service area design.
- Provide for vehicular access and storage while minimizing visual and safety impacts of vehicles.
- Integrate landscaping elements to soften building elevations, enhance neighborhood compatibility, and improve the setting for residents.

2.3.6. Allow some compatible nonresidential uses in residential zones, such as appropriately scaled schools, churches, parks and other public/community facilities, home occupations, day care centers, and other uses that provide places for people to gather. Maintain standards in the zoning





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code for locating and designing these uses in a manner that respects the character and scale of the neighborhood.

- 2.3.7. Explore the development of zoning incentives to help meet housing diversity and affordability goals.

Examples could include residential density bonuses, variations in allowed housing type, or flexibility in regulations, if a proposal meets community goals for affordable, senior, size-limited or other types of innovative housing. If not permitted outright or through discretionary review processes, consider providing for these incentives through pilot programs or other innovative measures.



GOAL 2.4. DOWNTOWN. ENHANCE THE CHARACTER AND ECONOMIC VITALITY OF YAKIMA'S CENTRAL BUSINESS DISTRICT.

Policies

- 2.4.1. Reestablish the historic core of downtown as the heart of the City. Key concepts for the historic core:

- A. Yakima Plaza: Establish a central gathering space for community activities. Specifically:
- Design to accommodate numerous year-round activities and provide for an 18-hour active, vibrant, and distinctive space.
 - Strengthen and build upon existing assets, including the Capitol Theater, the Federal Building, the existing Millennium Plaza art installment, and Yakima Avenue storefronts.
 - Provide a focus for new ground floor retail and upper floor housing or offices on surrounding infill sites.
- B. Chestnut Main Street: Emphasize Chestnut Avenue between Front and Fourth Streets as a destination for retail shopping and entertainment. Streetscape elements include:
- Reduce travel lane widths to widen sidewalks and reduce pedestrian crossing distances.
 - Provide curbside parking adjacent to retail.
 - Eliminate turn lane pockets and prohibit/eliminate driveways.
 - Bury power lines and emphasize/plant canopy street trees.





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- Provide pedestrian scale lighting, benches, shade structures, and public art.
- Incorporate landscaped curb extensions and specially paved crosswalks at intersections.
- Feature specially paved sidewalks similar in material to the plaza and market paving.

C. **Parking:** Implement a phased parking strategy, including:

- Temporary retail parking lot – the parking displaced by the plaza should be replaced by acquiring parcels south of the alley between First and Second Streets east of Chestnut Avenue.
- Retail parking structure – as demand grows, construct a municipal parking structure between First and Second Streets east of Chestnut Avenue. Reserve ground level block frontages for active uses and construct a separate mixed-use building along the Second Street block frontage.
- Supplemental parking – to supplement retail customer parking, partner with the Yakima Mall to lease space for retail, special event, and downtown employee parking. Consider access and design improvements to facilitate better utilization of the Yakima Mall parking garage.

D. **Public Market:** Construct a regional retail anchor at the western edge of Front Street between Chestnut and Yakima Avenue. Encourage a mixture of uses downtown, including restaurants and taverns, retail, office, civic, cultural, lodging, and residential uses to support day and evening activities for all ages.

2.4.2. **Land Uses** - Maintain and strengthen downtown as the center for civic, retail, cultural, dining and entertainment activity in Yakima.

- E. Emphasize storefronts with active uses (retail, food and drink, and entertainment) along strategic downtown core block frontages.
- B. Promote new mixed-use development on vacant or underutilized parcels. Upper floor apartments, condominiums, and office uses are encouraged.
- C. Prohibit new auto-oriented uses and other uses that are space intensive and facilitate minimal pedestrian activity.





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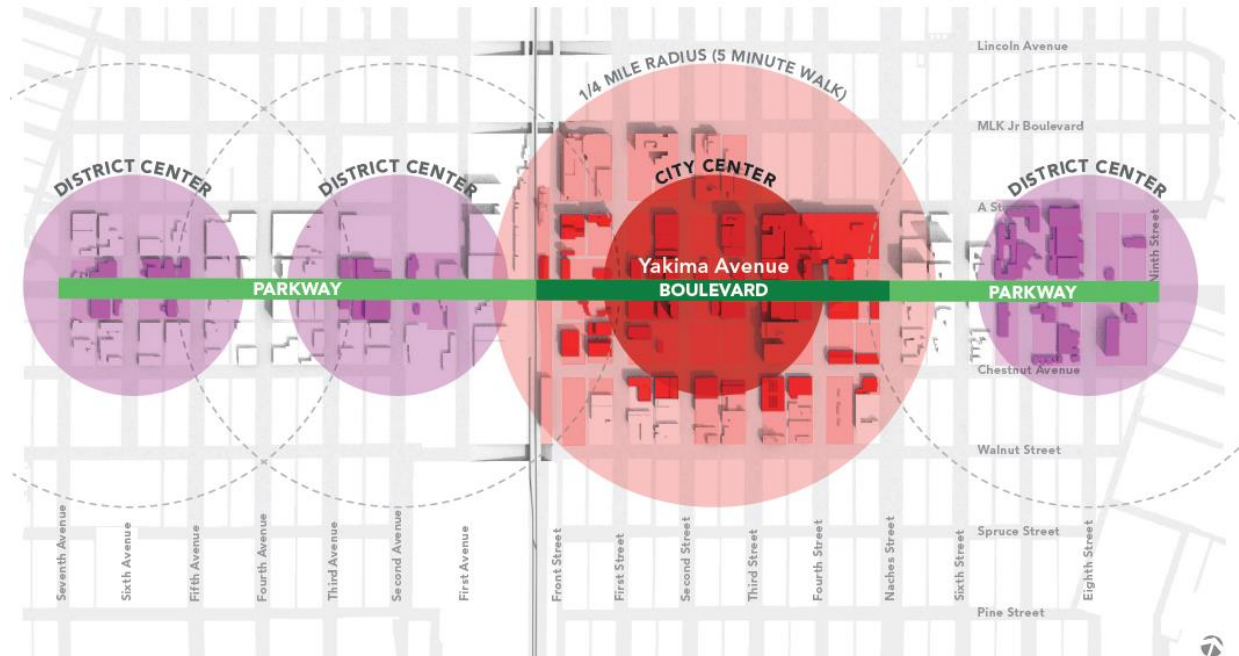
Yakima Comprehensive Plan 2040

- D. Retain and strengthen government uses.
- E. Promote adaptive reuse of Yakima Mall, emphasizing active ground floor uses, government, museum or art gallery uses, and residential and office uses on upper floors.
- F. Deemphasize long term surface parking.
- G. Within the District Center Mixed-Use area (see Exhibit 2-3):
 - Promote retail development at key intersections.
 - Allow more flexibility in the range of allowed uses.





Exhibit 2-3: Fundamental Downtown Master Plan concept



2.4.3. Community Design – craft and apply design standards for downtown. Key concepts:

- A. Reinforce the historic storefront pattern on Yakima Avenue and key side streets. This includes storefronts built to the sidewalk edge and containing generous transparent window area, entries facing the street, and weather protection elements (particularly on west facing facades).
- B. Accommodate a variety of pedestrian-friendly building frontages on side streets.
- C. Minimize untreated blank walls facing the street.
- D. Promote the continued preservation and restoration/rehabilitation of historic and contributing buildings.





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- E. Promote façade massing and articulation that complements historical context.
 - F. Integrate high quality durable building materials and human scaled detailing.
 - G. Provide compatible site edges and sensitive rooftop and service area design.
 - H. Locate and design off-street parking to minimize impacts to the retail and pedestrian environment.
- 2.4.4. Streetscape & Circulation – reestablish all downtown roadway corridors as complete streets where the needs of all travel modes (motor vehicles, bicycles, and pedestrians) are provided for in a balanced manner. Key concepts to consider:
- A. Boulevard – Enhance Yakima Avenue between Front and Naches Streets to prioritize pedestrian access. Key elements include a wide landscaped median, reduced travel lanes (from four to two), integration of left turn lanes at intersections, protected bicycle lanes, additional curbside landscaping, enhanced intersections, and provisions for a future trolley.
 - B. Parkway - Enhance other segments of Yakima Avenue as a landscaped parkway. The concept is similar to the Boulevard, except the center turn lanes remain (no landscaped median) and additional planting strips are provided on each side of the travel lanes.
 - C. Downtown Street Standards – Update the street design standards for all downtown streets emphasizing the complete streets approach. The standards should include general requirements and design elements addressing roadway sidewalk design as suggested in the 2013 Downtown Master Plan.





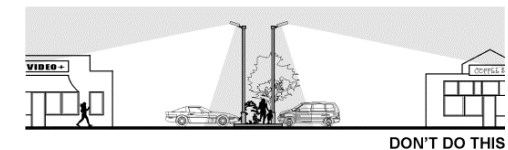
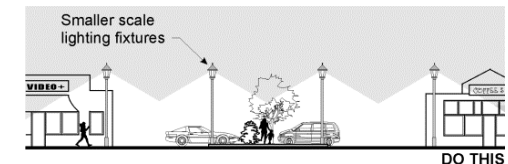
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GOAL 2.5. ARTERIAL CORRIDORS AND OTHER MIXED-USE CENTERS. ENHANCE THE CHARACTER, FUNCTION, AND ECONOMIC VITALITY OF YAKIMA'S ARTERIAL CORRIDORS AND MIXED-USE CENTERS.

Policies

- 2.5.1. Allow for a mixture of compatible land uses along corridors and within mixed-use designated areas. This includes the integration of multi-family residential and office uses with retail and service commercial uses. Provide zoning and design standards to maintain compatibility between different uses and zones.
- A. Avoid placing land uses that create excessive noise, unless the noise level can be mitigated, in locations that are close to residences or other noise-sensitive land uses.
 - B. See Policy 2.3.5 regarding the establishment of design standards for multifamily development.
 - C. Update zoning and design provisions to promote compatibility between different uses and zones. Examples include building setbacks, building massing, landscaping buffers, fencing, service element location, and design provisions, and vehicular parking and access provisions. Landscape buffers are particularly important elements that can effectively mitigate impacts of commercial uses on adjacent residential uses. Commercial development adjacent to Low Density Residential designated areas warrant the greatest compatibility design protections.
 - D. Improve standards for public and private development to reduce noise and keep light pollution out of residential neighborhoods.



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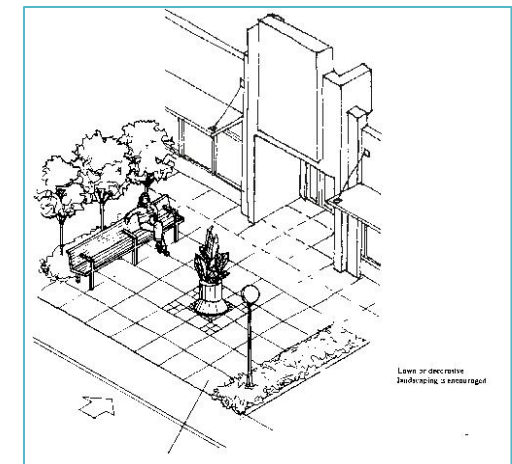
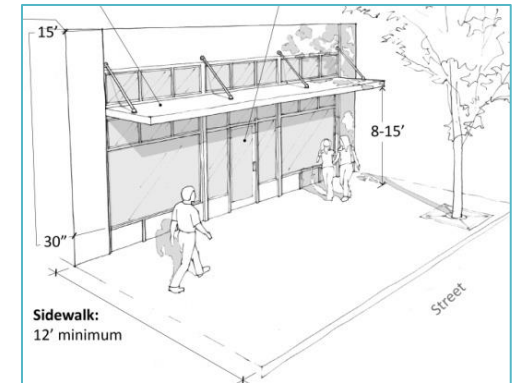
LAND USE

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- 2.5.2. Craft and adopt design standards for Yakima’s most visible corridors and centers, with the highest priority being First Street, Regional Commercial designated areas, Summitview Avenue, Nob Hill Boulevard, and select Commercial Mixed-Use centers. Key design elements:
- A. Provide for pedestrian-friendly block frontages (i.e., entries visible from street, pedestrian access, minimize blank walls, landscaping elements).
 - B. Promote façade massing and articulation that adds visual interest and reduces perceived scale of large buildings.
 - C. Integrate high quality durable building materials and human scaled detailing.
 - D. Emphasize landscaping elements as a major character defining feature of the City.
 - E. Provide good internal pedestrian and vehicular circulation.
 - F. Minimize impacts of service elements, mechanical equipment, and utilities on the pedestrian environment.
 - G. Design compatible site edges or buffers, particularly when adjacent to residential zones.
 - H. Develop special standards and guidelines for large site development that incorporate open space and landscaping as a unifying element, provide a connected system of pathways, integrate safe internal vehicular circulation, demonstrate sensitivity to the surrounding context, and take advantage of special on-site and nearby features.
 - I. Integrate opportunities for flexibility in the design standards by allowing multiple ways of achieving standards and allowing strategic design departures provided the project meets the design intent.

Also see Policy 2.3.5 regarding design standards specific to multifamily development.

- 2.5.3. Utilize strict access management standards to enhance safety and maintain the arterial traffic functions of the corridor (see the Transportation Element for more details).
- 2.5.4. Prioritize streetscape improvements for the most visible corridors and centers. Possible improvements include lighting, landscaping, sidewalk, underground utilities, bicycle, and





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pedestrian furniture. Emphasize landscaping elements as one of the character defining features of the City.

- 2.5.5. Commercial Mixed-Use area centered on W. Nob Hill Boulevard & S. 64th Avenue – Promote coordinated master planned development that integrates a mixture of uses, and the following land use & design principles:
- A. Includes an identifiable neighborhood center feature (i.e., main street or central plaza space).
 - B. Integrates a well-connected grid of streets, lanes, and internal walkways and trails. Prioritize the development of trails that provide a framework for development to orient around and provide functional connections between uses and amenities.
 - C. Accommodates a variety of housing types within walking distance of neighborhood center retail and amenities.
 - D. Provides attractive arterial block frontages with a strong emphasis on pedestrian access, landscaping elements, and building facades featuring transparent window areas, articulation treatments that add visual interest and reduce the perceived scale of large buildings, high quality durable building materials, and an integration of human scale design details.
 - E. Integrate a phasing plan that makes optimal use of initial phases.
 - F. Carefully consider the location of parking lots to minimize impacts on the streetscape environment.
 - G. Integrate a range of on-site open spaces to serve residential uses and make the center attractive to neighborhood residents and visitors.
 - H. Promote the use of sustainable design techniques to enhance the environmental quality of the area. Low impact development techniques shall be emphasized to the extent feasible and incorporated into street, trail, and lot design/layout. Opportunities for natural system restoration should also be considered.

Coordinated development concept example that includes a focal point, a connected circulation system, careful siting of parking areas, and a mix of uses.



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- I. Edge treatment and compatibility. Treatments along the edges need to consider current and possible future conditions on adjacent sites. Rather than simply walling off edges, master plans should include design treatments that allow for better integration of the various developments and phases.
- 2.5.6. Cascade Mill redevelopment – Promote coordinated development that integrates a mixture of uses, and the following land use & design principles:
- A. Includes an identifiable tourism oriented feature(s) (i.e., greenway trail access, brewery/winery district, year-round recreation).
 - B. Promote and incentivize large-scale industrial park, business park, light manufacturing or other economic development that integrates with planned retail and recreation uses.
 - C. Encourage the integration of retail that serves the Northeast Yakima Neighborhood and regional market. Complementary office uses are encouraged to be mixed with retail uses both vertically (on upper floors above retail) or horizontally (in separate buildings to the side or rear of retail).
 - D. Encourage a range of housing types (including townhouses, apartments, and senior housing), adjacent to the Cascade Mill site, in locations complementary to future retail activities, trails, and existing Northeast Yakima Neighborhood uses.
 - E. Configure retail and tourism uses to create a pedestrian-oriented focal point. This could include a “main street” concept with storefronts and a pedestrian-friendly street, a central plaza or commons surrounded by storefronts, or other concept that integrates public gathering space with retail/tourism uses in a memorable and character-defining built environment.
 - F. Integrates a well-connected grid of streets, lanes, and internal walkways and trails. Continue to plan for and construct the East-West Corridor, freeway access improvements, and the north-south oriented Cascade Mill Parkway. Prioritize the development of trails that provide a framework for development to orient around and provide attractive connections between uses and amenities.





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- G. Provides attractive arterial block frontages with a strong emphasis on pedestrian access, landscaping elements, and building facades featuring transparent window areas, articulation treatments that add visual interest and reduce the perceived scale of large buildings, high quality durable building materials, and an integration of human scale design details.
 - H. Integrate a phasing plan that makes optimal use of initial phases.
 - I. Carefully consider the location of parking lots and views from I-82 (to mitigate visual impacts of parking lots, blank walls, and service areas and enhance the character and identity of Yakima).
- 2.5.7. Consider alternative funding or redevelopment tools such as Community Renewal District(s), as defined by Chapter 35.81 RCW, or a Port District along Yakima’s key arterial corridors and the Cascade Mill Site to aid in accomplishing the policies above.

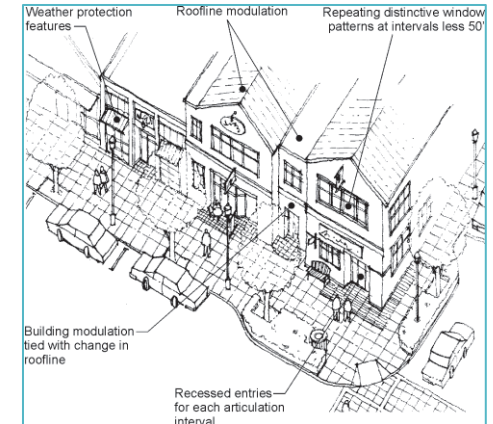




GOAL 2.6. COMMUNITY DESIGN. PROMOTE COMPATIBLE HIGH QUALITY DEVELOPMENT THAT ENHANCES THE CHARACTER AND IDENTITY OF YAKIMA.

Policies

- 2.6.1. Adopt and administer user-friendly design standards and guidelines that support commercial and multifamily development in high visibility areas or as a density bonus incentive. Evaluate the effectiveness of adopted standards and guidelines over time and make adjustments as necessary to achieve community design goals and policies. Emphasize the concepts referenced in Policies 2.3.1 through 2.3.7.
- 2.6.2. Design public facilities to support and strengthen Yakima’s community character and identity.
- A. Recognize that the character of public rights-of-way play a role in determining community character. Wherever feasible, promote complete streets and incorporate streetscape improvements, such as way-finding signs, lighting, public art, enhanced landscaping and street furniture, to enhance community character.
 - B. Recognize, maintain, and enhance community entry and gateway sites to enhance Yakima’s character and setting.
 - C. Design public facilities to serve as a model of architectural and site design for private development in the city through use of quality building materials, human scale detailing, design character, and landscape materials.
 - D. Work with WSDOT and Yakima County to consider alternative design plan(s) for the future East-West Corridor I-82 bridge with an iconic design that enhances the entryway into Yakima.
 - E. Locate and design public spaces that reflect and enhance Yakima’s character and function as welcoming formal and informal gathering spaces.





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GOAL 2.7. RESOURCE PROTECTION & SUSTAINABLE DESIGN. REINFORCE AND ENHANCE YAKIMA'S ENVIRONMENTAL STEWARDSHIP.

Policies

- 2.7.1. Maintain and strengthen regulations to protect sensitive natural areas and pursue strategies/actions to restore degraded natural areas.
- 2.7.2. Update development regulations to emphasize sustainable design in new developments, including forms of Low Impact Development.
- 2.7.3. Encourage retrofits to existing development and infrastructure to reduce environmental impact. Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.
- 2.7.4. Develop policies and prescriptive designs to encourage property owners to landscape unimproved right-of-way with functional Low Impact Development features (e.g., bio-swale or rain-garden) or for use as private food gardens.
- 2.7.5. Emphasize sustainable design/practice in public improvements and in the design/use of public facilities and events. Key elements:
 - A. Update public works standards, as necessary, to emphasize best practice sustainable design/practice.
 - b. Incorporate consideration of physical health and well-being into the location and design of public facilities.
- 2.7.6. Offer density bonus incentives for sustainable design features, including the integration of:
 - A. Pedestrian-oriented development.
 - B. Low-impact development techniques.
 - C. Well-connected street grid with good pedestrian connectivity between residential uses, schools, parks, transit access, and commercial services.
- 2.7.7. Establish resource protection and sustainability goals, monitor development to track success in meeting those goals, and refine the implementation strategy as needed to help meet goals.

Please see the **Natural Environment Element** for additional guidance on the natural environment, including





GOAL 2.8. COMMUNITY GATHERING SPACE. PRESERVE AND DEVELOP INVITING AND DISTINCTIVE GATHERING SPACES, WITH THE GREATEST EMPHASIS IN DOWNTOWN, MIXED-USE AREAS, AND NEIGHBORHOODS.

See Policy 2.4.1.A above regarding downtown gathering space.

See the Parks & Recreation Element for related goals and policies.

- 2.8.1. Adopt development regulations that provide for the integration of usable public open space in residential, commercial, and mixed-use developments.
- 2.8.2. Pursue strategic public/private partnerships with large developments to leverage high quality public space integrated with new development.
- 2.8.3. Continue to encourage public participation in the design of public spaces throughout the City.



GOAL 2.9. INDUSTRIAL & MANUFACTURING AREAS. MAINTAIN AND PROMOTE ACTIVE USE OF INDUSTRIAL LANDS TO PROMOTE ECONOMIC GROWTH.

Policies

- 2.9.1. Develop industrial and manufacturing lands that minimize impacts on surrounding land uses, especially residential land uses. Utilize landscape buffers (evergreen trees and shrubs) along with open space or other design controls to mitigate noise, glare, and other impacts associated with the uses to ensure that their location will not adversely affect the residential areas.
- 2.9.2. Encourage infill and promote efficient utilization of vacant land within areas that are designated for industrial uses.
- 2.9.3. Encourage development of compact, small-scale high quality industrial parks through Industrial Planned Development (Industrial PD).
- 2.9.4. Consider high quality industrial park or Industrial PD for light industrial uses to be located adjacent to residential neighborhoods, with adequate buffers.
- 2.9.5. Encourage multiple business manufacturing development, providing a more stable economic base through diversity, as opposed to a single large manufacturing business.
- 2.9.6. Limit non-industrial uses to those that are complementary to industrial activities in terms of access and circulation, public safety, hours of operation, and other land use activities.





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2.9.7. Protect industrial and manufacturing lands from encroachment by other land uses, which would reduce the economic viability of industrial lands.

GOAL 2.10. HEALTHY COMMUNITIES. PROMOTE LAND USE AND COMMUNITY DESIGN THAT ENCOURAGES HEALTHY LIVING AND GOOD CONNECTIVITY BETWEEN COMPATIBLE USES.

Policies

- 2.10.1. Adopt development standards that facilitate a complementary mix of uses within mixed-use centers that encourage walking and bicycling between uses.
- 2.10.2. Adopt design provisions that provide for safe and attractive non-motorized connectivity between uses and amenities, with the frequency of connections commensurate with the envisioned intensity of land uses (e.g., housing, employment, community services, and amenities).
- 2.10.3. Adopt development standards that encourage the integration of recreational space with multifamily and planned residential development.
- 2.10.4. Integrate public recreational amenities accessible to all Yakima residents, workers, and visitors, with highest priority on locations, facilities, and activities that best serve the community. (also see the Parks & Recreation Element for more details)
- 2.10.5. Increase access to health foods by encouraging the location of fresh food markets and community food gardens in close proximity to multifamily uses and transit facilities through zoning regulations.



GOAL 2.11. INSTITUTIONS. MAXIMIZE THE PUBLIC SERVICE AND ECONOMIC BENEFITS OF INSTITUTIONS, WHILE MINIMIZING THE ADVERSE IMPACTS ASSOCIATED WITH THEIR DEVELOPMENT GROWTH AND EXPANSION.

Policies

- 2.11.1. New institutions should be placed where they are compatible with surrounding land uses, and existing institutions should be developed to be compatible with adjoining land uses.
- 2.11.2. Institutions within established commercial and industrial areas will be regulated under the codes affecting those land use zones.





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- 2.11.3. Institutions proposed for location in or adjacent to residential areas will be reviewed under the “Institutional Overlay” zoning requirements, when adopted.
- 2.11.4. Access to institutions shall be from the nearest arterial and should not increase traffic on local residential streets.
- 2.11.5. An impact analysis of how improvement to institutions will affect traffic, parking and other qualities in surrounding areas will be prepared as part of an Institutional Overlay request.
- 2.11.6. Institutions that are identified as essential public facilities should meet the policy requirements under the section “Siting Essential Public Facilities” in this Comprehensive Plan.
- 2.11.7. All new development or expansion of hospital and higher educational facilities can be developed through establishing IO districts.
- 2.11.8. The establishment of an Institutional Overlay (IO) district on the Zoning Map will provide specific development standards that allow for appropriate growth and development for new institutions, or for the expansion of existing institutions within their existing or proposed development boundaries.
- 2.11.9. Establish boundaries for institutions to reasonably protect established residential neighborhoods from further encroachment by institutions and allow the institutions to plan for future growth.
- 2.11.10. Require development and expansion of institutions to be reasonably compatible with the adjacent residential neighborhoods, and to reasonably minimize the parking and traffic impacts on the adjacent residential neighborhoods.
- 2.11.11. Encourage institutions to develop master plans for their future development to ensure that future growth is planned and coordinated specific to the needs of the adjacent residential neighborhoods. Master plans may allow institutions to develop more intensively to reduce the amount of property necessary for their future growth.





Public Schools

GOAL 2.12. WORK WITH SCHOOL DISTRICTS AND PRIVATE SCHOOL OFFICIALS TO PROPERLY LOCATE SCHOOL FACILITIES AS NECESSARY TO MAINTAIN HIGH QUALITY EDUCATION FOR YAKIMA RESIDENTS.

See the Capital Facilities Element for related goals and policies.

Policies

- 2.12.1. Encourage the location of new elementary and middle schools within the residential neighborhoods the schools will serve.
- 2.12.2. Public schools shall be accessible by sidewalks and bikeways. Provide for through-block connections, where necessary to reduce walking distance to schools.
- 2.12.3. Locate schools on relatively flat land that is in the center or on the borders of the neighborhoods being served. Elementary schools should be located on collector streets, middle and high schools should be located on arterial roads.
- 2.12.4. Locate and design schools and recreational facilities to function as an important community resource during off-school hours.

Siting Essential Public Facilities

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

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





GOAL 2.13. PROVIDE ADEQUATE LOCATIONS FOR SITING ESSENTIAL PUBLIC FACILITIES.

Policies

- 2.13.1. All essential public facilities shall be located and developed to be compatible with adjoining land uses to the greatest possible extent.
- 2.13.2. Essential public facilities shall be located in areas where they are best able to serve the individuals they are intended to serve.
- 2.13.3. All essential public facilities providing County-wide or Statewide services shall be identified according to the requirements under the Yakima County-wide Planning Policies Section C.3.1 through C.3.2 (see Appendix F).
- 2.13.4. A review process for siting or the expansion of essential public facilities shall be established according to the requirements under the Yakima County-wide Planning Policies Section C.3.3 through Section C.3.6 (see Appendix F).
- 2.13.5. The criteria for determining the location of essential public facilities should be coordinated and consistent with other planning goal requirements, such as -reducing sprawl, promoting economic development, protecting the environment, and supporting affordable housing.

GOAL 2.14. SUPPORT GROWTH OF THE YAKIMA AIR TERMINAL SUBJECT TO MITIGATION OF IMPACTS ON THE SURROUNDING COMMUNITY.

Policies

- 2.14.1. The City will support efforts to update the airport master plan to ensure the airport's long-term vitality as an economic asset to the community.
- 2.14.2. The Airport Overlay Ordinance will be amended as necessary to ensure the Yakima Air Terminal Master Plan's success and to protect surrounding uses from airport impacts.
- 2.14.3. The purpose of the airport overlay is to identify compatible land uses surrounding the Yakima Air Terminal and ensure minimized adverse impacts on the community and the airport.





- 2.14.4. The Ordinance should prohibit buildings, structures, or other objects from being constructed or altered such that those buildings, structures, or other objects do not penetrate the imaginary surface airspace.
- 2.14.5. The master plan must include land acquisitions and easements to ensure exclusion of non-noise-sensitive uses.
- 2.14.6. The following uses will serve as examples of uses considered compatible with Yakima Air Terminal operations:

Aviation Industries	Airport Related Uses	Open Spaces	Other Uses
<ul style="list-style-type: none"> • Air Freight Terminal • Air Cargo Forwarders • Aircraft/Parts Manufacturer • Aircraft Repair Shops • Aerial Survey Companies • Aviation Schools • Aviation Research and Testing 	<ul style="list-style-type: none"> • Trucking Terminals • Taxi/Bus Terminals • Parking Facilities and Auto Storage • Car Rental Agencies • Gas Stations • Restaurants • Night Clubs 	<ul style="list-style-type: none"> • Golf Courses • Picnic Areas • Forests • Landscape Nurseries • Arboretum • Farming • Mining and Excavation • Cemeteries 	<ul style="list-style-type: none"> • Storage Facilities • Warehouses • Wholesale Distribution Center • Shopping Centers • Banking Services • Office Buildings • Factories • Large Store Retail Sales



2.14.7. The following uses will serve as examples of uses considered incompatible with Yakima Air Terminal operations:

Residential	Institutional	Sanitary	Wildlife	Other Uses
<ul style="list-style-type: none"> Residential Development > 1 DU/Acre Mobile/Manufactured Home Parks Multi-Family Large Complexes 	<ul style="list-style-type: none"> School Church Hospital Outpatient Surgery Centers Nursing Home Day Care Facilities 	<ul style="list-style-type: none"> Landfill Sewage Pond Transfer Station Sludge Disposal 	<ul style="list-style-type: none"> Water Reservoir Feed Lot Slaughter House Waterfowl Production Wildlife Refuge/Sanctuary Fish Pond Lake/Pond Wetland Pond Sanctuary 	<ul style="list-style-type: none"> Convention Centers Sports Stadiums Other Large Assembly Facilities that attract high concentrations of people

2.5 Implementation

The primary implementation tool for the Land Use Element is the zoning code and map, and other supporting development regulations. A key activity to accomplish prior to the next periodic update every eight years is the establishment of design standards.



HISTORIC PRESERVATION

Yakima Comprehensive Plan 2040

3.1 Introduction

Yakima is one of the oldest communities in Washington. Its downtown and surrounding neighborhoods boast dozens of properties listed on the National Register of Historic Places (NRHP); and it's home to the Yakima Valley Museum, one of the premier history museums in the state.

The purpose of a Historic Preservation Element is to help local governments direct the historic preservation programs of their communities. The basic elements of preservation planning are identification, registration, and protection. Within those elements, the subtleties and quirks of each individual community are considered. The historic preservation goals of this element are consistent with the recently adopted Historic Preservation Plan, giving strength to both.

Historic Preservation - Growth Management Act

The GMA lists a Historic Preservation goal to "Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance." (RCW 36.70A.020(13))



We are Yakima



3.2 Archaeological Resources

Yakima began as a Euro-American agricultural community on lands historically used by Native Americans. The Yakama Nation is most closely associated with this city, both because of the shared name and the adjacent tribal reservation (created in 1855). The Yakamas and other regional tribes have a long history of making seasonal camps, fishing, gathering, and hunting in the area. Evidence of Native American presence prior to Euro-American arrival is generally restricted to archaeological sites.

Resources related to Native American history after the 1850s may also include a wide variety of residential, industrial and agricultural resources, since Yakima’s farms, factories and canneries reportedly employed native workers. In addition to Native American heritage, the presence and contributions of other ethnic groups may be observed in the community, including but not limited to Spanish Basques, Chinese, Japanese, Filipino, and Latino.

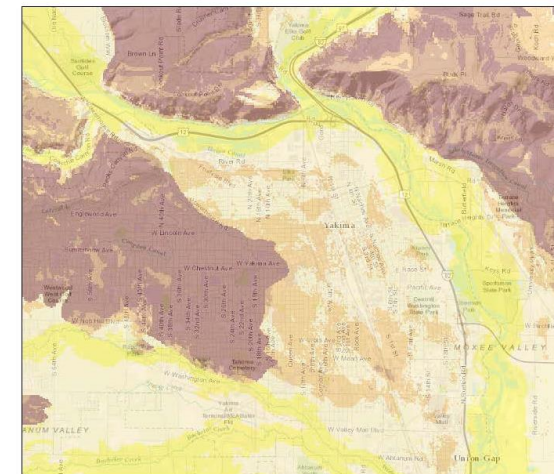
3.3 Euro-American Settlement

Yakima began as a Euro-American agricultural community on lands historically used by Native Americans. Besides farming and agriculture-related industries, the city has been most significantly shaped by the introduction of railroads, irrigation, significant roads, and mostly single-family residential neighborhoods. Most of the city’s development happened between the late 1880s and 1930, although the post-World War II decades brought changes and modernization.

3.4 Survey and Listing

As of 2016, survey and listing efforts have produced the following:

- Over 16,000 properties surveyed; though the majority of these stem from the 2011 upload of assessor data for planning and modeling purposes, and have little significant information.
- There are 11 properties determined eligible by the Department of Archaeology and Historic Preservation (DAHP) for listing to the NRHP, but are not currently listed in any historic register.



February 11, 2017
 Survey Contingent Upon Project Parameters: Low Risk
 Survey Contingent Upon Project Parameters: Moderately Low Risk
 Survey Recommended: Moderate Risk
 Survey Highly Advised: High Risk
 Survey Highly Advised: Very High Risk

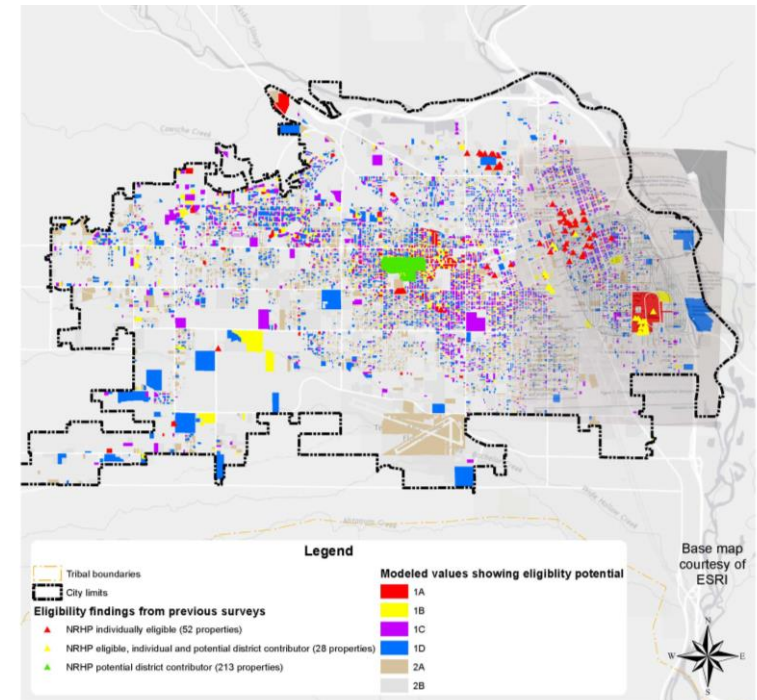
Exhibit 3-1. Predictive Model of Cultural Resources Presence

(Source: Department of Archaeology and Historic Preservation, 2017)



HISTORIC PRESERVATION Yakima Comprehensive Plan 2040

Exhibit 3-1. Potentially Eligible Properties



- There are four properties listed only to the Yakima Register of Historic Places, including a historic district.
- There are 12 properties listed in the Yakima, and National registers of Historic Places.
- There is one property listed in the Yakima and National registers of Historic Places and the Washington Heritage Register, including a historic district.
- There are three properties listed to the Washington Heritage Barn Register.

The following are major survey projects conducted in Yakima:

- Barge-Chestnut Neighborhood
- Yakima Downtown
- Yakima Fairgrounds

The preservation plan incorporates a geographic information system (GIS)-based evaluative model of properties built in the city prior to 1980. This model was developed to support this preservation plan and to provide a reference tool for the city as it proceeds with additional surveys. Potentially eligible properties based on a predictive model are shown in Exhibit 3-2.

3.5 Needs and Opportunities

Historic Value

When communities don't understand and value their heritage, historic preservation becomes perceived as a "frill," an annoyance, or even an obstruction to progress. Changing that perception is more difficult in rapidly growing, changing communities. Finding ways to systematically insert heritage messages in various ways, such as in conventional and social media, special events, curriculums, tours, lectures, graphics, and children's activities, creates an informed citizenry that values the important places and buildings that embody their community's heritage.

Legend

- 1A: potentially individually eligible to the National Register of Historic Places
- 1B: potentially contributing to a National Register of Historic Places eligible historic district
- 1C: potentially eligible for local designation, but not to the National Register
- 1D: potentially contributing to a local historic district
- 2A: not eligible, with conditions
- 2B: not eligible

Source: Artifacts Consulting Inc. 2016





HISTORIC PRESERVATION

Yakima Comprehensive Plan 2040

Yakima has begun to acknowledge that its physical heritage is also a great asset. As a historic preservation ethic takes root, downtown is seeing rehabilitation momentum grow. The surrounding historic neighborhoods are poised to see similar activity as interest in historic preservation expands.

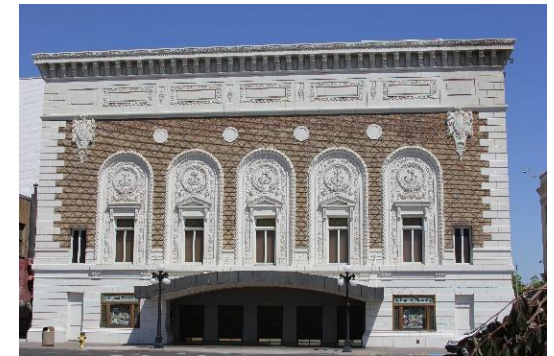
Historic preservation, as a value and a strategy, is sometimes an afterthought in the planning and development processes of local governments. Understanding its role in attracting investment and adding to quality of life allows full engagement with agencies and departments that may not appear to have any relationship to historic preservation. Land use, housing, code enforcement, economic development, transportation, parks and recreation, and education all influence—and are influenced by—historic preservation.

Residential Neighborhoods

Yakima’s Northeast and Southeast neighborhoods retain some of the most important historic housing stock in the city and have a rich multi-cultural population. Both neighborhoods appear to contain eligible properties and potential historic districts. New approaches that encourage rehabilitation and appropriately designed infill housing could help stabilize the neighborhoods and position them for growth. Retention strategies should be a priority, especially if historic district designation is sought. Further loss of buildings to demolition for code enforcement purposes should be avoided if possible. Concerns about gentrification should be addressed early so that long-term residents are afforded the first opportunities for new and rehabilitated housing.

City Facilities

The City of Yakima is steward of two significant properties: The Capitol Theatre and the Yakima Valley Trolley, which includes associated buildings and track, are important as anchors for downtown and a growing tourism market. In each case, non-profit organizations manage day-to-day operations, while the City is responsible for capital needs. Uneven funding over the years has made it difficult for both properties to keep up with maintenance and rehabilitation needs. Both continue to function with the help of dedicated volunteers. The City and private entities continue to seek grant funding and partnership opportunities





3.6 Goals and Policies

These Goals and Policies compliment the Yakima Historic Preservation Plan.

GOAL 12.1. PROMOTE BROAD AWARENESS AND APPRECIATION OF YAKIMA'S HERITAGE.

Policies

- 12.1.1. Develop a broad understanding of the city's history, including the roles and contributions of various ethnic groups.
- 12.1.2. Cultivate an appreciation of the city's unique history and how it is represented by extant historic properties.
- 12.1.3. Foster partnerships between heritage organizations.
- 12.1.4. Utilize Certified Local Government (CLG) grants, potential tax revenue sources, or other sources to fund specific projects.

GOAL 12.2. INTEGRATE HISTORIC PRESERVATION INTO YAKIMA'S PLANNING AND DEVELOPMENT STRATEGIES.

Policies

- 12.2.1. Identify historic preservation as a city-wide priority.
 - a. Review the city's Capital Improvements Plan annually for potential effects on historic properties.
- 12.2.2. Identify historic preservation issues early in the permitting process.
- 12.2.3. Utilize code enforcement activities to protect historic properties and neighborhoods.
- 12.2.4. Encourage the mutual reinforcement of sustainability and preservation.
- 12.2.5. Clarify and strengthen the Yakima Historic Preservation Commission role and functions.
- 12.2.6. Maintain active communication with the Confederated Tribes and Bands of the Yakama Nation and formalize a consultation process for archaeological reviews.





- 12.2.7. Identify areas classified as “high risk and/or very high risk” for archaeological resources based on the Washington State Department of Historic Preservation (DAHP) predictive model and require a site inspection or evaluation by a professional archaeologist.
- 12.2.8. Require the protection and restoration of areas and site in the City of Yakima having historic, archaeological, cultural, educational or scientific value consistent with local, state, and federal laws.
- 12.2.9. Development permits should contain conditions of approval which require developers to immediately stop work and notify local governments, the DAHP, and the Yakama nation if any archaeological or historic resources are uncovered during excavation.
- 12.2.10. Development that would destroy archaeological, cultural, and/or historic sites or data will be delayed for an appropriate amount of time as determined by the City in consultation with interested parties that would allow an appropriate entity to protect or mitigate the affected resource.
- 12.2.11. Establish and implement procedures that protect cultural and historic resources by designing projects to avoid impacting resources to the greatest extent possible or identifying and implementing mitigation measures when avoidance or preservation is not possible.

GOAL 12.3. IDENTIFY, REGISTER, AND PROTECT HISTORIC BUILDINGS, PLACES, LANDSCAPES, AND TREES.

Policies

- 12.3.1. Increase the number of inventoried properties in Yakima.
 - a. Identify survey priorities and conduct survey and inventory work within the city limits.
 - b. Apply for Certified Local Government (CLG) grants to conduct survey and inventory work per the survey recommendations for agricultural, industrial, transportation-related, ethnic, and mid-century properties.
- 12.3.2. Encourage designation of inventoried properties recommended as eligible for listing on the National Register of Historic Places (NRHP) and/or the Yakima Register of Historic Places.





GOAL 12.4. ENCOURAGE BUILDING REHABILITATION AND HERITAGE PROJECTS IN DOWNTOWN YAKIMA.

Policies

12.4.1. Stimulate downtown rehabilitation activity.

- a. Encourage nominations to national and local historic registers to qualify for rehabilitation incentives.
- b. Develop design guidelines for the central business district to identify character-defining features and guide compatible infill development and signage.
- c. Prioritize upper floors for housing and office use, with ground floor focused on commercial use.

12.4.2. Enhance historic downtown amenities.

- a. Include an assessment of the effects of the proposed projects on historic buildings as part of project undertakings in downtown.
- b. Develop long-range capital improvement plans with the Capitol Theatre (Capital Theatre Committee) and YVTC (Yakima Valley Trolleys).

GOAL 12.5. ENCOURAGING THE PROTECTION OF THE HISTORIC CHARACTER OF YAKIMA'S OLDER NEIGHBORHOODS.

Policies

12.5.1. Strengthen historic neighborhoods.

- a. Target survey and inventory work in the northeast and southeast residential neighborhoods.
- b. Encourage northeast, southeast, and Barge-Chestnut neighborhood district nominations to national and local historic registers. CLG grants may be utilized.
- c. Develop neighborhood-specific design guidelines identifying neighborhood character-defining features to guide new construction and rehabilitation.





3.7 Implementation

Yakima’s Comprehensive Plan is implemented through the actions and investments made by the City with the support of its residents and stakeholders. Some of these actions include regulatory changes, partnerships, coordination, administrative acts, policy changes, and capital investments. The following implementation items aid in this process.

Exhibit 3-2. Historic Preservation Element Implementation

Implementation Item	Action Type	Results
Historic Preservation Plan	Long Range Plan	<ul style="list-style-type: none"> Inventory and best practices
Fire Code	Regulatory law	<ul style="list-style-type: none"> Rehabilitation Removal of debris after fire
Building Code	Regulatory law	<ul style="list-style-type: none"> Certificate of Appropriateness
Zoning Code	Regulatory law	<ul style="list-style-type: none"> Land use
State Environmental Policy Act	Regulatory law	<ul style="list-style-type: none"> Environmental review considers historic properties
Energy Code	Regulatory law	<ul style="list-style-type: none"> Character defining features may be exempted

ECONOMIC DEVELOPMENT

Yakima Comprehensive Plan 2040

4.1 Introduction

This element 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.

4.2 Conditions and Trends

Demographics

Yakima is the most populous city in the County and is the County Seat. In 2016, there were 93,410 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 4-1 shows the growth between 1990 and 2015. The compound annual growth rate between 2000 and 2010 was 2.4 percent, which slowed down to 0.4 percent between 2010 and 2016.

Economic Development - Growth Management Act

An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include: (a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate; (b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and (c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs (RCW 36.70A.070(7))



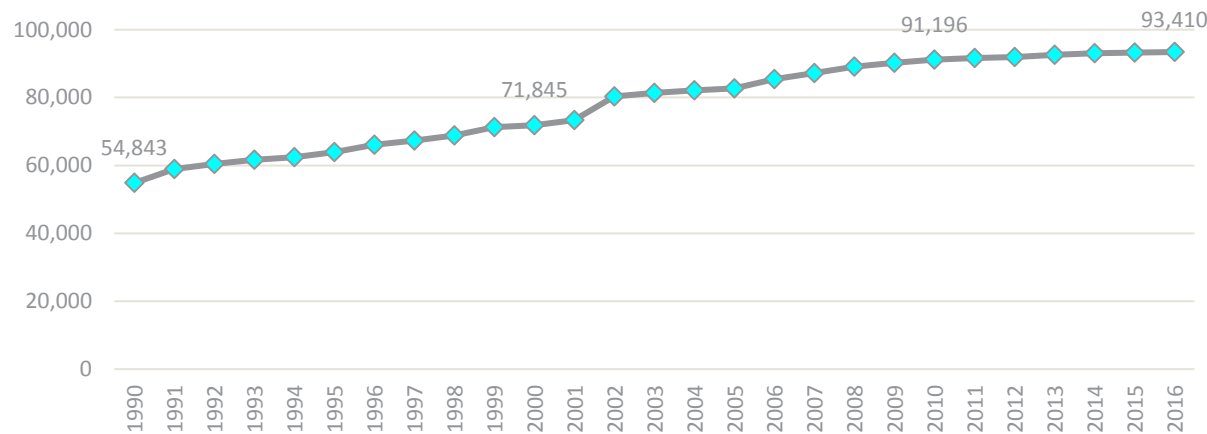
We are Yakima



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 4-1. 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 U.S. as a whole at 86.3 percent and Washington State at 90.2 percent. In terms of higher education, about 17.3 percent of residents have a bachelor’s degree or higher compared to the State level at 32.3 percent or the U.S. at 29.3 percent.

Exhibit 4-1. Yakima Historical Population (1990-2016)



Source: OFM, 2016

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 4-2.

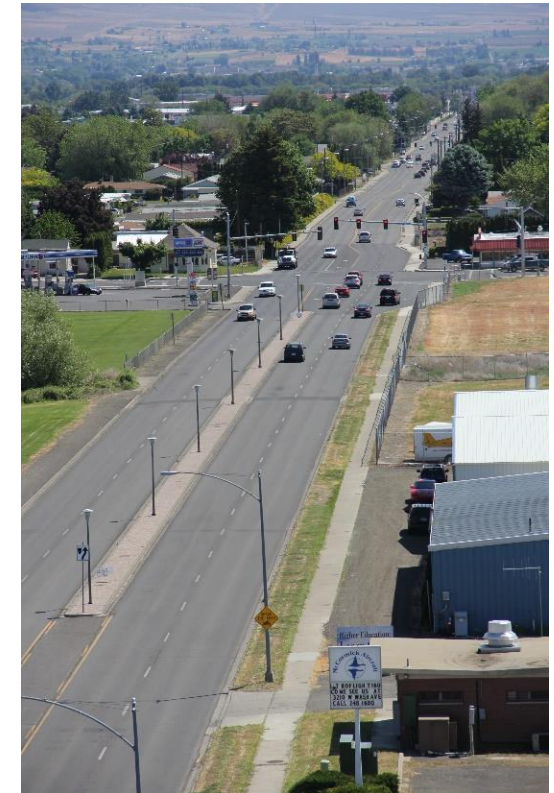
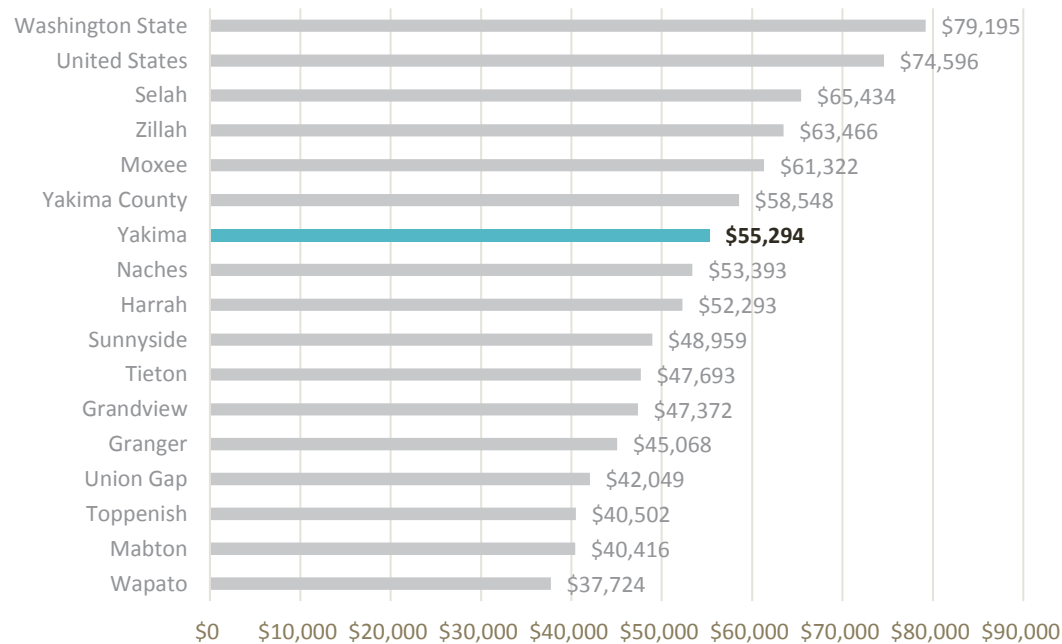
On a median basis, the Yakima County household income is \$43,956, and the City of Yakima median household income is slightly lower at \$40,189. (ACS, 2014) This is lower than Washington State, which was





an estimated \$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 the Housing Element for more information.

Exhibit 4-2. Average Household and Family Income, Yakima County and Communities



Employment

About 54.9 percent of the City’s population is in the labor force and employed, and a reported 6.9 percent is in the labor force is 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 (58.2% in labor force) and slightly less than Yakima County (55.7% in labor force). (Yakima County, 2016)





Currently, the City has 40,390 jobs (US Census Bureau, 2014). Top sectors include health care, retail, agriculture, and manufacturing as shown in Exhibit 4-3.

Exhibit 4-3. 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%
Total	40,390	

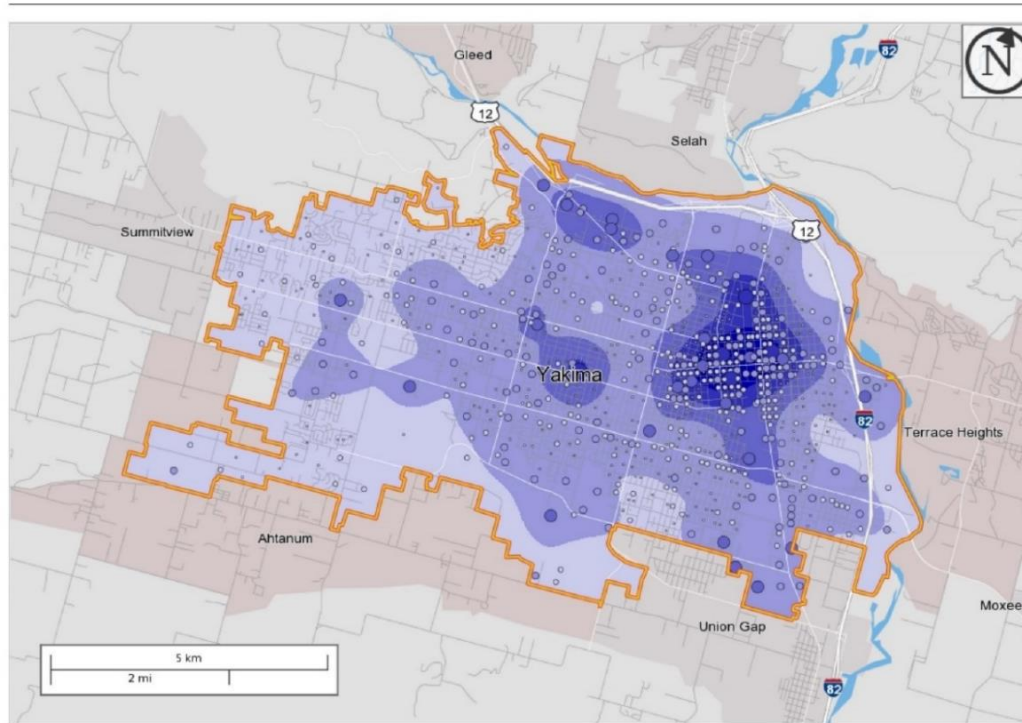
Source: (US Census Bureau, 2014)

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 4-4.





Exhibit 4-4. Jobs Density in Yakima in 2014 (All Workers)



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 551
- 552 - 2,191
- 2,192 - 4,924
- 4,925 - 8,751
- 8,752 - 13,671

Job Count [Jobs/Census Block]

- 1 - 4
- 5 - 50
- 51 - 253
- 254 - 798
- 799 - 1,949

Selection Areas

- ★ Analysis Selection



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 4-5.

Exhibit 4-5. Top Private Employers in Yakima County

Employers	Employees
Yakima Valley Memorial Hospital	2,200
Walmart -Yakima/Sunnyside/Grandview	1,700
Zirkle Fruit	1,500+
Washington Fruit & Produce	1,500+
Borton Fruit	1,212
Monson Fruit	1,023
Yakima Valley Farm Workers Clinic	1,006
Yakima Regional Medical Center	985
A.B. Foods	900
Yakama Nation Legends Casino	644

Source: New Vision Yakima County Development Association 2016



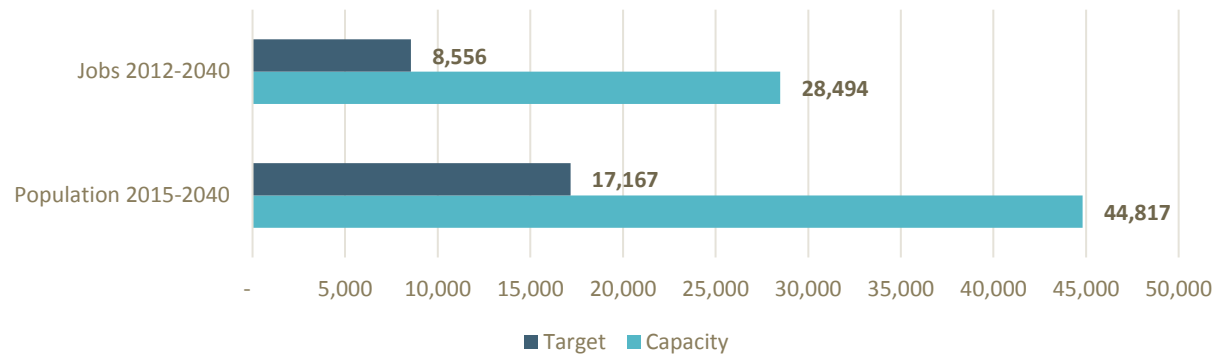
Employment Capacity

The City of Yakima has conducted a land capacity analysis illustrating that there is greater capacity for employment under the current zoning than needed to accommodate the City’s allocated employment through 2040. Similarly, the City has ample capacity for residential growth and associated population with the current zoning. Exhibit 4-6 shows overall population and job capacity. Exhibit 4-7 shows capacity by district.





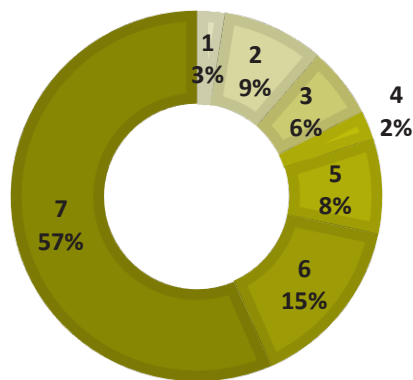
Exhibit 4-6. Population and Jobs Capacity



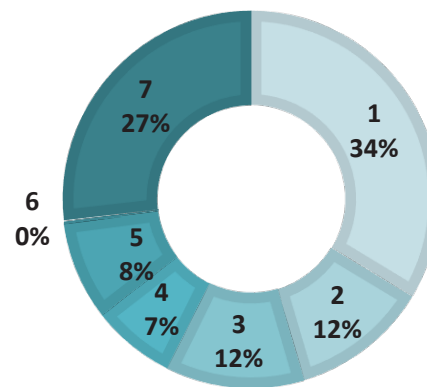
Source: City of Yakima, BERK Consulting 2017

Exhibit 4-7. Capacity by Council District

NEW HOMES



NEW JOBS



District	Capacity: Vacant / Agriculture / Underutilized		
	New Homes	New Jobs	New People
1	410	9,578	1,119
2	1,450	3,368	3,957
3	1,016	3,384	2,775
4	410	2,039	1,118
5	1,360	2,406	3,713
6	2,485	72	6,785
7	9,282	7,634	25,339
Citywide	16,413	28,481	44,806

Source: City of Yakima, BERK Consulting 2017





Market Position for 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. Background data from the 2017-2020 Economic Development Strategic Plan examined several criteria to assess Yakima's competitiveness.

Yakima received good ratings in Utilities and Infrastructure, Permitting and Regulatory Environment, and Human Capital; but ranked low in many categories such as Real Estate, Transportation, Entrepreneurship and Innovation, Sustainability, Incentives, Convention Center, and Business Climate. The Goals and Policies in Section 4.4 are intended to continue ongoing positive efforts and stimulate further engagement in those areas that need improvement.



4.3 Challenges and Opportunities

Key Investments and Projects

- **Sites for Business.** Businesses need a place to locate. Yakima has finite land available within city boundaries. By identifying and readying sites for business development, we will preserve land for economic opportunities, increase the tax base, and improve our image as a vibrant place for business with desirable curb appeal.
- **Mill Site Redevelopment.** The location of the mill site, at Yakima's northeast boundary, has potential to improve the first impression of the community and will have excellent transportation access. Yakima has finite land for job creation. There is a risk that development at the site could only move existing businesses from other parts of the community without net economic gain if not appropriately planned. A thoughtful and strategic development plan is essential for long-term and sustained quality economic development that would increase Yakima's image and grow the tax base.
- **Public Authority District.** A public authority district can be an effective resource for supporting other prioritized strategic initiatives, such as operation of an incubator and/or business development at the Mill Site and Airport. A variety of benefits can be structured with the mechanism of a public authority





ECONOMIC DEVELOPMENT

Yakima Comprehensive Plan 2040

district, such as property ownership and development, incentives, investment in infrastructure, and funding of dedicated staff for specific development projects.

- **Incentives.** Communities that provide incentives demonstrate they are business friendly, and if used wisely, can be effective tools for inviting new businesses. Incentives are valuable to expanding local businesses so that they choose to expand locally instead of expanding/relocating elsewhere.
- **Educational Alignment.** Access to talent is the leading factor for business growth, productivity, and ultimately viability. Competitive communities stay on top of matching needs of local employers with skills to advance quality business services and production. With the impending retirement of many Baby Boomers, it is important to fill these openings. By enhancing skills, workers have access to greater opportunities to increase earnings. Yakima benefits from local training of residents so that youth stay in the community because they are skilled for living-wage jobs.
- **Air Service and Airport Business Growth.** To competitively meet the travel needs of business and residents, Yakima needs to continue efforts to expand air services – both frequency and additional destinations. Quality air service is critical to growing both the economy and local tourism. An active airport generates funds for airport operations, maintenance, and capital expenditures.

Yakima has limited sites to house traded-sector businesses providing quality jobs. Sites near the Yakima Airport – some with direct access to runways – are even rarer, yet they offer a compelling benefit to aircraft and aerospace manufacturers.

- **Incubator.** An incubator is a resource for entrepreneurs that helps to lower the barrier to entry for business start-ups. Locally grown businesses are more likely to stay and grow where they originate, thus providing an avenue for job creation that compliments local business expansion and new business attraction efforts. An incubator could also become a destination asset in Yakima, depending on the goods and services produced by target occupants.
- **Recruit Cluster Industries.** Traded-sector businesses produce and sell products and services outside of the area, thus bringing wealth to Yakima and hiring people to living-wage, quality jobs. With a focused effort to target industries that diversify our local economy, we will achieve more stability through economic cycles.





Downtown Revitalization

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.

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, 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.

A key component of the downtown revitalization efforts is the Yakima Plaza. Designed to be a gathering place for locals and tourists, the plaza will be a crucial centerpiece of investment in our downtown. The Plaza is key to creating a downtown that is emblematic of the opportunities in our beautiful city.

Community Pride

Community Pride initiatives complement economic development marketing and talent attraction/retention to draw people to live and work in Yakima. With a positive perception and experience in Yakima, people who come to visit or live here will choose to stay. If residents are vested, they will promote and invest in the community.

A primary goal of the 2017-2020 Economic Development Strategic Plan is to establish a Latino Cultural Center to honor the diverse cultural assets of the Yakima community. This inclusive venue could serve as a destination draw for visitors and symbol of pride for residents.





4.4 Goals and Policies

GOAL 4.1. DEVELOP A DIVERSE PORTFOLIO OF SITES READY FOR BUSINESS THAT PROVIDE YAKIMA A COMPETITIVE ADVANTAGE BECAUSE INFRASTRUCTURE IS IN PLACE, ANY CONTAMINATION IS ADDRESSED, AND OWNERS ARE WILLING TO SELL/LEASE.

Policies:

- 4.1.1. Inventory available sites on the market and potentially on the market.
- 4.1.2. Develop a system for maintaining complete information (zoning, infrastructure, planned and funded infrastructure, incentive zones, pricing, terms, etc.) online.
- 4.1.3. Pursue certified sites designation for potential properties.

GOAL 4.2. SUPPORT THE REDEVELOPMENT OF THE FORMER CASCADE LUMBER COMPANY MILL SITE TO ACCOMMODATE QUALITY JOBS AND INCREASE YAKIMA'S TAX BASE, AS WELL AS PRESENT A QUALITY DEVELOPMENT AT YAKIMA'S HIGHLY-VISIBLE NORTHERN "FRONT DOOR."

Policies:

- 4.2.1. Document infrastructure and transportation access improvements at the Cascade Mill Site.
- 4.2.2. Define desired site concept and determine who will manage the master plan and development.
- 4.2.3. Understand zoning and covenants and environmental clean-up plan(s).

GOAL 4.3. EXPLORE THE POTENTIAL OF A PUBLIC AUTHORITY DISTRICT AS A TOOL TO SUPPORT ECONOMIC DEVELOPMENT AND ENHANCE YAKIMA'S COMPETITIVENESS TO ATTRACT AND RETAIN BUSINESSES.

Policies:

- 4.3.1. Research the process to establish a port district or other public authority district.





4.3.2. Conduct an evaluation of pros and cons for establishment of a district and organize a campaign around the benefits.

GOAL 4.4. RESPONSIBLY OFFER AND PROMOTE A DIVERSE PORTFOLIO OF COMPETITIVE INCENTIVES THAT INFLUENCE BUSINESS INVESTMENT IN FAVOR OF A YAKIMA LOCATION.

Policies:

- 4.4.1. Gather information on available incentives for Yakima businesses.
- 4.4.2. Research gaps in the process where Yakima falls behinds or costs more than competitors.
- 4.4.3. Promote existing City permitting services as an incentive and examine ways to further streamline the permitting process.
- 4.4.4. Develop and adopt an incentive policy to define criteria for projects that align with Yakima's Economic Development goals.

GOAL 4.5. ESTABLISH A HIGH QUALITY, TECHNICAL ASSISTANCE INCUBATOR TO BOOST EFFECTIVE BUSINESS START-UPS IN YAKIMA.

Policies:

- 4.5.1. Create a business plan for an incubator model that includes management and technical assistance responsibilities.
- 4.5.2. Pursue grants that align with the business plan/incubator model.

GOAL 4.6. LOCATE A COMPREHENSIVE SUPPLY CHAIN OF AIRCRAFT MANUFACTURERS AND SUPPLIERS TO PRIORITIZED SITES ADJACENT TO THE YAKIMA AIRPORT.

Policies:

- 4.6.1. Develop outreach plan to meet with target businesses.
- 4.6.2. Leverage WA Department of Commerce marketing to aircraft and aerospace manufacturers, including relevant industry conferences and trade shows.





4.6.3. Sustain and increase commercial airline service at the Yakima Airport (YKM).

GOAL 4.7. LOCATE TRADED-SECTOR BUSINESSES THAT COMPLIMENT YET DIVERSIFY YAKIMA'S ECONOMIC BASE.

Policies:

4.7.1. Define requirements and priority location factors of target industries and develop outreach plan to meet with businesses of target industries.

GOAL 4.8. SUPPORT PROGRAMS, PROJECTS, AND DEVELOPMENT EFFORTS THAT ENHANCE THE JOB MARKET AND PROMOTE COMMUNITY PRIDE.

Policies:

- 4.8.1. Support educational resources that are aligned to meet the comprehensive current and future needs of employers in Yakima.
- 4.8.2. Support expansion of the Convention Center to host targeted groups with world-class amenities.
- 4.8.3. Support the establishment of a Latino cultural center to honor the diverse cultural assets of the Yakima community.
- 4.8.4. Enhance local pride in community and foster positive “buzz” about Yakima.

4.5 Implementation

Yakima’s Comprehensive Plan is implemented through the actions and investments made by the City with the support of its residents and stakeholders. Some of these actions include regulatory changes, partnerships, coordination, administrative acts, policy changes, and capital investments. The following implementation items aid in this process.





Exhibit 4-8. Economic Development Element Implementation

Implementation Item	Action Type	Results
Economic Development Strategic Plan 2017-2020	Implementation Plan	<ul style="list-style-type: none"> A plan to spur and sustain the growth of Yakima’s Economy.
2013 Downtown Master Plan	Implementation Plan	<ul style="list-style-type: none"> Actions and projects specific to downtown redevelopment.
Development Review	Regulatory Law/Permit Process	<ul style="list-style-type: none"> Streamlined permit process that encourages early applicant/staff interaction.
Transportation Plan	Long Range Plan	<ul style="list-style-type: none"> Identify key planned corridors and truck routes.
Zoning Code	Regulatory Law	<ul style="list-style-type: none"> Property zoning and use compatibility.
State Environmental Policy Act	Regulatory Law	<ul style="list-style-type: none"> Environmental review that establishes different thresholds based on development.



HOUSING

Yakima Comprehensive Plan 2040

5.1 Introduction

The future demand for housing is a crucial element of this plan. There is need to accommodate current and future population demands in a variety of housing types and affordability levels. This Housing Element contains the goals, policies, and implementation actions that will help Yakima achieve high quality, affordable, and equitable housing for today's generations forward.

Yakima acknowledges that the marketplace will generally provide adequate housing to meet demand for those in the upper economic brackets, but that some combination of appropriately zoned land, regulatory incentives, housing funding and rehabilitation programs, and innovative planning techniques will be necessary to meet the needs of middle and lower income residents. Understanding this challenge, and the current housing trends, helps the City plan for the future.

Housing Goal- Growth Management Act

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. (RCW 36.70A.020 (4))





5.2 Conditions and Trends

Most of Yakima’s Housing Stock is Single Family Homes

Around 60 percent of structures in 2015 were single family detached units, and another 4 percent of structures were single-family attached units. Only 7.4 percent of structures had 20 or more units (ACS, 2015). Yakima’s housing structures are predominantly one to four bedroom units, with a combined 78.3 percent of units falling into these categories.

Between 2000 and 2015, total units in Yakima grew by around 23.5% from 28,643 to 35,376 (ACS, 2015). Overall growth in units in Yakima between 2000 and 2016 included an increase in 7.29 square miles (4,813 acres) from annexation.

About Half of Yakima’s Residents Are Renters

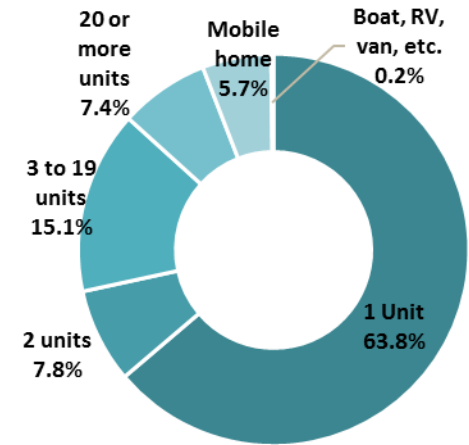
In 2014, an estimated 54 percent of units were owner-occupied, while 46 percent of units were renter-occupied.

Based on Vacancy Rates, Yakima’s Housing Supply is Low

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 4.9 percent for renters and 2.0 percent for owners. More recent 2016 data showed a tightening of vacancy rates, particularly for renters, of 2.0 percent. 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)

Most of Yakima’s Housing Stock is Old

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. 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



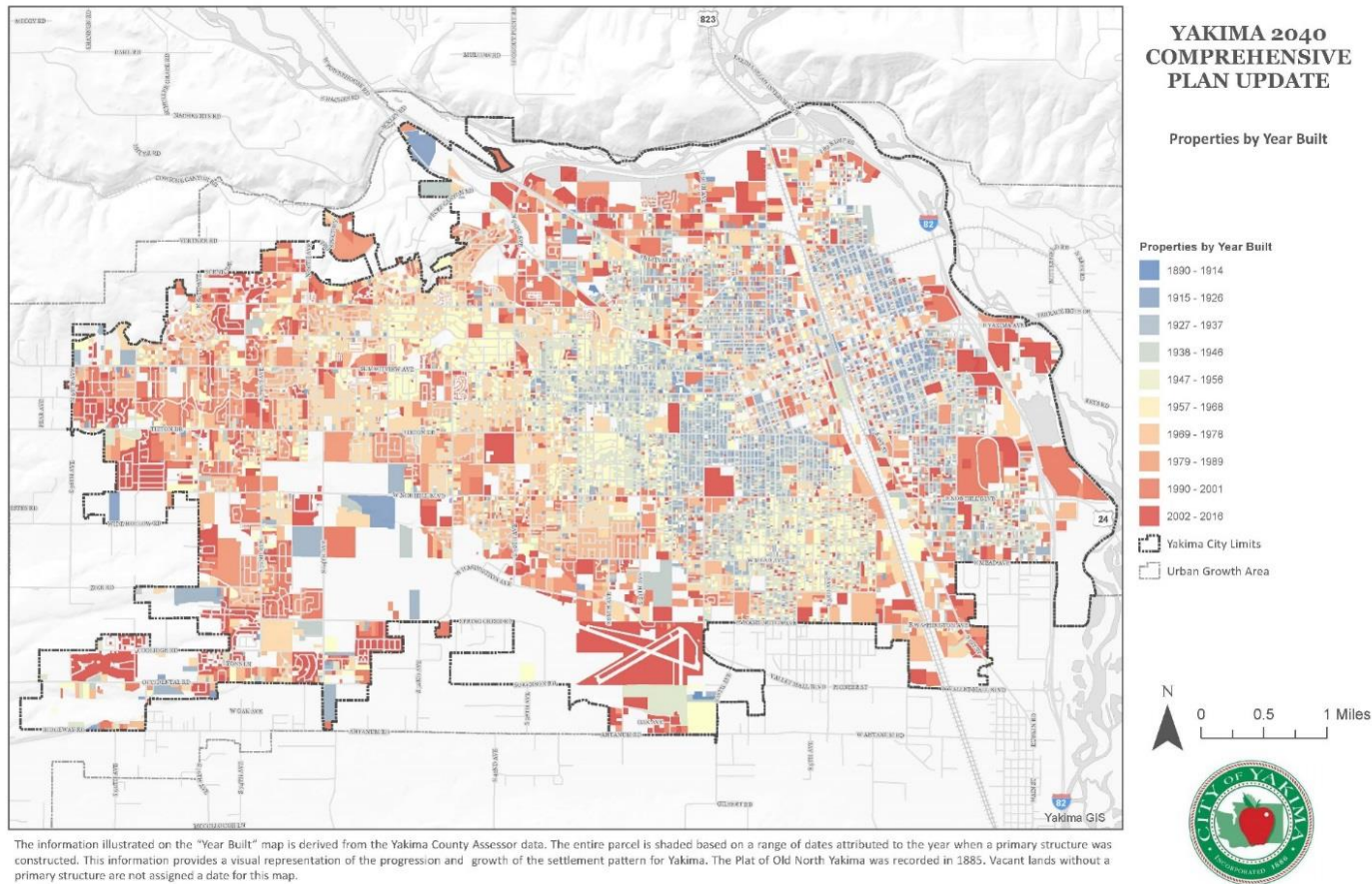
Housing Structure Shares and Types (ACS, 2014)





maintain affordability. A map of structure age (both residential and commercial) is shown in Exhibit 5-1; the vast majority of structures in the city are residential with older stock focused in eastern Yakima.

Exhibit 5-1. Year Structure Built Map



The information illustrated on the "Year Built" map is derived from the Yakima County Assessor data. The entire parcel is shaded based on a range of dates attributed to the year when a primary structure was constructed. This information provides a visual representation of the progression and growth of the settlement pattern for Yakima. The Plat of Old North Yakima was recorded in 1885. Vacant lands without a primary structure are not assigned a date for this map.

Source: City of Yakima GIS 2016





HOUSING

Yakima Comprehensive Plan 2040

The overall 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. In addition, the older housing in Yakima is generally not aligned well with the current and trending household needs in terms of household size, the high number of households without children, relatively low income levels, and the age demographics of the city. Alternately, Yakima’s current population indicates an increasing need for more small houses, townhouses, multifamily, and accessory dwelling units.

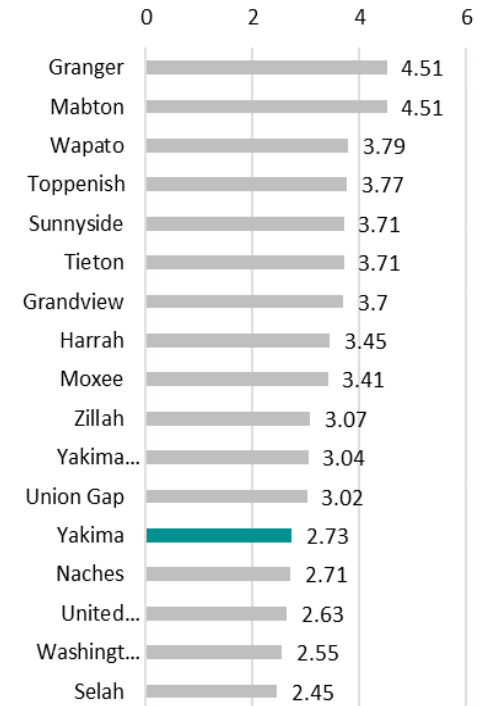
Low Average Household Size

Within Yakima city limits, average household sizes in 2015 were an estimated 2.68 persons per household, and average family sizes were an estimated 3.30 person per family (ACS, 2015). Yakima has among the lowest average household sizes in the county (see chart to the right).

Yakima is a Community for the Young and Old Population

The City’s population is getting older on average, with more retirees than any other community in Yakima 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 City needs to address housing and services for older generations such as aging in place, health, and mobility. The City also needs to address needs of younger residents such as education and recreation.

The median age in Yakima in 2015 was 33.2, which has increased slightly over the previous 15 years. An estimated 30.6 percent of the population in 2014 was under 20 years of age, and an estimated 13.8 percent was 65 and older.



Average Household Size in Yakima County and Communities (2014)





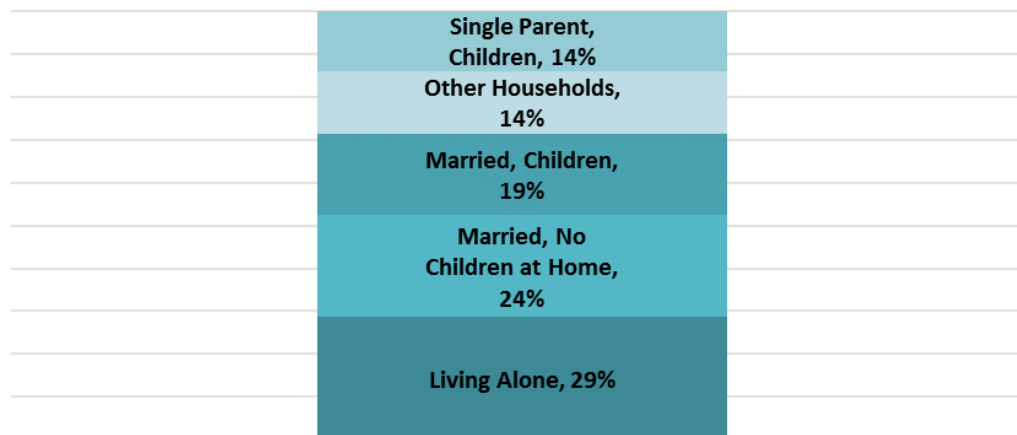
HOUSING

Yakima Comprehensive Plan 2040

Yakima Has Many Young Residents but the Majority of Yakima Households Have No Children

As of 2014, the City of Yakima contained approximately 33,074 households. About 29 percent of households consist of single persons, and another 24 percent of householders 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, 14 percent of households are classified as 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.

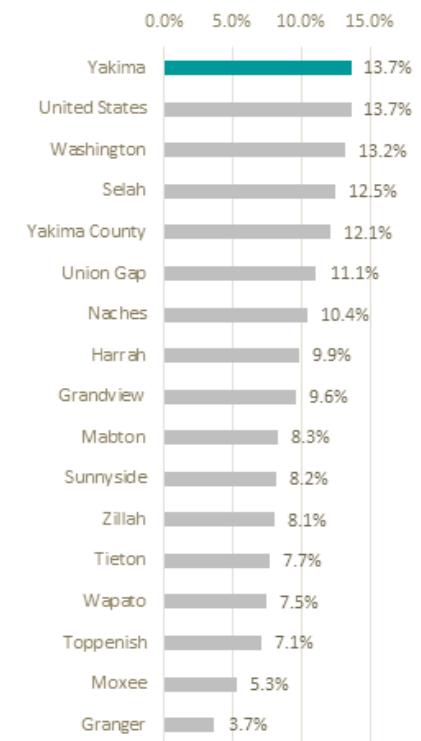
Exhibit 5-2. City of Yakima Household Characteristics: 2014



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

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

Population by Age (ACS, 2014)



Persons Aged 65 and Older as a Percent of Total Population (ACS, 2014)



HOUSING

Yakima Comprehensive Plan 2040

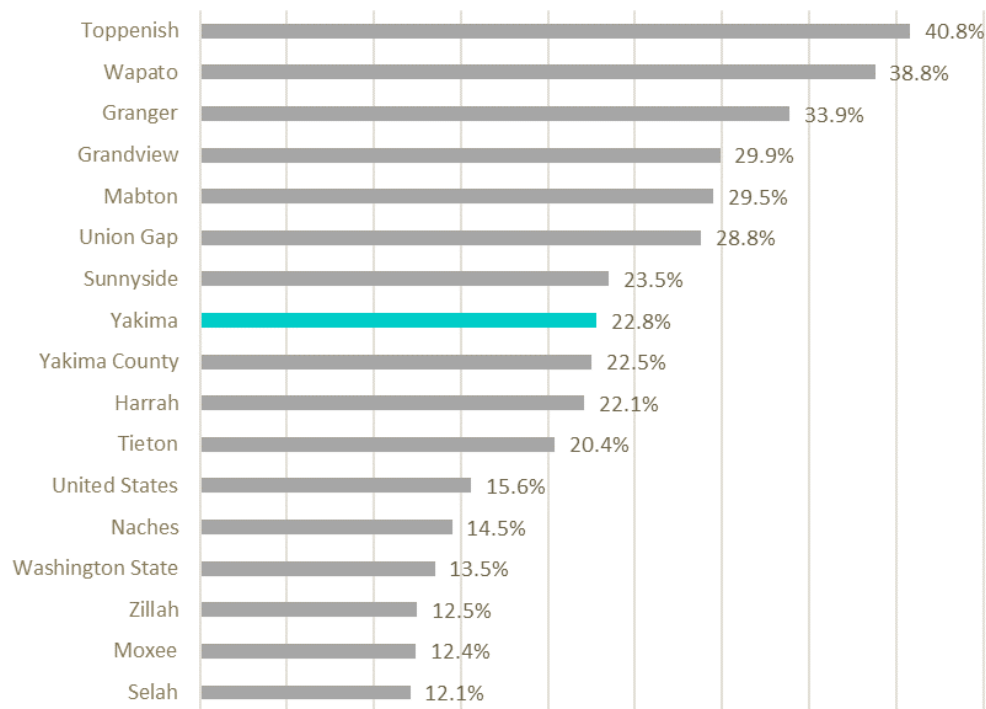
Almost a Quarter of Yakima's Population Lives Below the Poverty Level

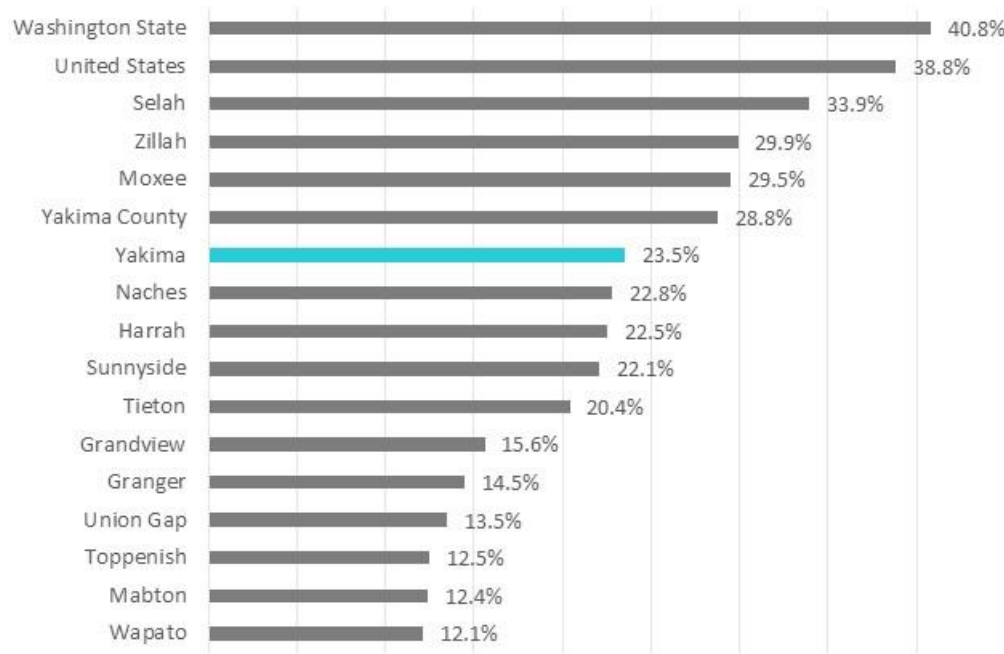
About 22.8 percent of the City's population earns incomes below the federal poverty level. This is higher than the state as a whole (13.5%). It is within the range of communities in Yakima County. Because the City has the largest population in the County, the City's total persons in poverty is greater than other communities. Affordable housing options are critical for this population.





**Percent of Population Below Federal Poverty Level
Yakima County and Communities: 2014**





Source: Yakima County, 2016; U.S. Census 5-Year ACS, 2014.

Demand for Special Needs Housing and Programs

Several populations may have special housing needs or supportive services, including the homeless, residents with disabilities, single parents, seasonal and year-round farmworkers, and the elderly.

- According to the Homeless Network of Yakima County, in 2015 homelessness had decreased by over 44 percent since 2006. Homelessness still affects families with children, couples, and single persons.
- As of 2014, the City of Yakima has the most persons with a disability in the county, and the second highest share of the population at 15.3 percent, behind Union Gap.





HOUSING

Yakima Comprehensive Plan 2040



As of 2012, 32% of city renters are cost burdened and 49% of owners are cost burdened.

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.

- Single parent households, particularly female headed households, are more likely to have lower incomes and potentially have cost burdens. As of 2014, over 10 percent of city households are female headed and another almost 4 percent are male-headed with children.
- As described above, the elderly make up almost 14 percent of the city's population in 2014. 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.
- The City of Yakima is located at the heart of Yakima County, which employs many farmworkers at the farms, orchards, and livestock operations throughout the County. Many of these workers struggle to find stable housing.

The City of Yakima and other non-profit agencies offer a number of services that address maintaining and attaining housing to meet the needs of low income households, disabled persons, and senior citizens in the community.

Housing Value Is Increasing in Yakima, but Housing is Still Relatively Affordable

Appreciation rates have been above average for the last 10 years, at an annual average of 2.5 percent. 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. However, in 2014, nearly half of Yakima's homeowners were cost burdened and nearly one third of renters are cost burdened.

Rental Costs

The Runstad Center for Real Estate Research has noted that in 2016 that in the previous 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 will increase.

In the City there is a gap of over 3,300 units affordable to those earning lower incomes. Many households have to pay more than they can afford for the units that are available.





Homeowner Costs

As of 2015, the County’s housing supply showed it was relatively affordable for a metropolitan area and that there was a large share of homes for sale below the median home price. Recent price increases were leading the state in 2015.

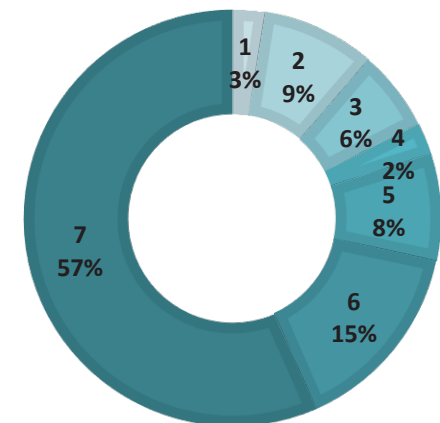
In 2016, around 56% of households can afford a median home price, with homeownership less attainable for the remaining 46% of the population. To purchase a single family home at the current median selling price a household would need to earn \$38,477 annually or \$3,206 monthly. There are an estimated 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.

5.3 Challenges and Opportunities

Yakima currently provides a relatively affordable housing stock, the majority of which are single family homes. The City has additional capacity for housing with a large share of land that is developable, particularly to the west, and a good portion of the City that provides an opportunity for infill development and redevelopment.

Low vacancy rates in Yakima are leading to a pressure on housing supply as the population grows and the housing stock ages. New housing will be needed to replace units that have reached the end of their useful life and to house new residents. In addition, a diversity of housing types will be needed in order to provide units that fit the needs of large and small households, special needs populations, those aging in place, and a diversifying population.

Yakima has a vision of being a place that provides affordable and quality housing equally to all residents across the city. The City has sufficient capacity to meet future housing growth targets for 2040. Yakima’s strategy is to focus on infill housing downtown and in mixed use centers, with compatible transitions to ground-related townhomes and single family dwellings. The capacity in Downtown Yakima and mixed use nodes will create an increased supply of smaller units in multifamily or mixed use residential structures while the undeveloped land capacity to the west will result in added single family units.



2017 Capacity for New Units by Council District on Undeveloped and Redevelopable Land





5.4 Goals and Policies

GOAL 5.1. ENCOURAGE DIVERSE AND AFFORDABLE HOUSING CHOICES.

Policies

- 5.1.1. Monitor market rate and affordable housing needs. Review and adjust land capacity for housing development and redevelopment based on housing needs.
- 5.1.2. Promote the preservation, improvement, and development of single family homes in Yakima.
- 5.1.3. Encourage mixed use infill development, particularly Downtown and in commercial nodes.
- 5.1.4. Facilitate small lot sizes, condominiums, clustering and other options that increase the supply of affordable homeownership options and the diversity of housing that meet the needs of aging, young professional, and small and large households.
- 5.1.5. Allow accessory dwelling units in single family zones to increase the supply of affordable housing units and to help existing homeowners remain in their homes.
- 5.1.6. Allow manufactured homes on individual lots in residential zones in accordance with the provisions of state and federal law. Apply development and design standards equally to manufactured housing and other residences.
- 5.1.7. Promote the improvement of existing mobile home parks to meet health and safety standards and quality of life needs of residents.
- 5.1.8. Encourage and incentivize affordable housing development.
- 5.1.9. Support proposals for affordable assisted and market rate housing based on the following criteria:
 - Dispersion of affordable housing throughout the City
 - Convenient access to transit
 - A range of unit types
 - Ownership housing when possible
 - Long-term affordability





- 5.1.10. Remove barriers to development of affordable and market rate housing.
- Maintain a zoning system that allows a wide range of housing types and densities.
 - Use creative SEPA tools such as exemption thresholds, infill and mixed use exemptions, or planned actions to encourage housing and streamline permitting.
 - Ensure that City fees and permitting time are set at reasonable levels so they do not adversely affect the cost of housing.
- 5.1.11. Encourage a range of affordable homeownership options and provide access to education for first time buyers.
- 5.1.12. Participate in efforts to secure land available for affordable housing.
- 5.1.13. Allow for well-designed farmworker housing recognizing the City of Yakima’s role as the primary city in the agricultural Yakima valley with the greatest range of housing opportunities, urban infrastructure, and public services.



GOAL 5.2. PRESERVE AND IMPROVE EXISTING RESIDENTIAL NEIGHBORHOODS.

Policies

- 5.2.1. Invest in and improve quality of life in existing neighborhoods.
- 5.2.2. Support programs that improve and preserve Yakima’s existing housing stock.
- 5.2.3. Seek alternatives, when feasible, to demolition and removal of units from housing stock.
- 5.2.4. Encourage maintenance and preservation of existing housing. Maintain the City’s Housing Repair Assistance Program for low- and moderate-income homeowners.

GOAL 5.3. ENSURE AN ADEQUATE SUPPLY OF HOUSING FOR PERSONS WITH SPECIAL NEEDS.

Policies

- 5.3.1. Prioritize the provision of fair share housing opportunities to all economic segments of the population and those with special needs.



HOUSING

Yakima Comprehensive Plan 2040

- 5.3.2. Support development of new units and the operation of existing units for housing persons with special needs such as the disabled and elderly. Promote universal design principles in new and rehabilitated housing to ensure housing is designed for all persons and abilities.
- 5.3.3. Support programs that offer assistance to homeless individuals and families.
- 5.3.4. Support programs and housing options that allow the senior population to age in place as their housing needs change.

GOAL 5.4. ENCOURAGE DESIGN, CONSTRUCTION, AND MAINTENANCE OF HIGH QUALITY HOUSING.

- 5.4.1. Promote sustainable development practices in housing development.
- 5.4.2. Use transitional densities, design and landscape standards to ensure housing is compatible with existing character and planned goals.
- 5.4.3. Encourage development of well-designed new housing in coordination with population growth, employment growth, and transportation goals.
- 5.4.4. Coordinate future housing development with capital planning and investment.
- 5.4.5. Implement utility standards that encourage infill development.
- 5.4.6. Ensure multimodal public and private transportation options are available for new and redeveloped housing.
- 5.4.7. Promote complete streets and trails to interconnect Yakima's neighborhoods and promote walkability.
- 5.4.8. Promote safe, energy efficient, and healthy housing attainable to very low-, low-, and moderate-income households. Explore measures to improve indoor air quality and foster construction methods that reduce dust, mold, and air toxics concentrations in the homes.





GOAL 5.5. FOSTER A CARING COMMUNITY THAT NURTURES AND SUPPORTS INDIVIDUALS, CHILDREN, AND THEIR FAMILIES.

- 5.5.1. Make human services more inclusive and accessible to the Yakima community.
- 5.5.2. Identify opportunities and develop strategies that are proactive and preventative in their approach to human services needs.
- 5.5.3. Allocate City general funds and seek federal and state funds to offer human services that the City can best provide to address a spectrum of community needs.
- 5.5.4. Consider human services objectives in developing City regulations and codes. For example, enforcing code abatement may mean making people homeless. Ensuring there are community resources to assist these residents, before they are abated, is critical.
- 5.5.5. Cooperate with school districts and non-profit human service providers to identify needs and effective delivery of services to individuals, children, and families.
- 5.5.6. Educate the community about and promote affordable and special needs housing and human services facilities and programs. Conduct early and ongoing public outreach and communication during program or project review and apply appropriate conditions of approval that address community concerns such as traffic congestion, public service provision, or environmental quality.



5.5 Implementation

Yakima's Housing Element is implemented through the actions and investments made by the City with the support of its residents and stakeholders. Some of these actions include regulatory changes, partnerships, coordination, administrative acts, policy changes, human service programs, and capital investments. The following implementation items aid in this process.





Exhibit 5-3. Housing Implementation

Implementation Item	Action Type	Desired Result
City of Yakima Consolidated Plan	Strategic plan, updated periodically, that provides an assessment of current and projected housing needs, housing market trends, inventory conditions, barriers to providing affordable housing, a list of current providers, and a five-year strategy for providing affordable housing.	<ul style="list-style-type: none"> Data on housing inventory and needs Inventory of affordable housing providers Increase in affordable housing
A Ten-Year Plan to End Homelessness: A Five Year Update	Report on local efforts and strategies.	<ul style="list-style-type: none"> Data on homelessness Decrease homelessness
Annual Action Plan for CDBG and HOME Investment Partnership Funds, 2016	Plan for use of federal funds, updated annually	<ul style="list-style-type: none"> Investment in affordable housing needs and community development needs
Yakima County Farmworker Housing Action Plan, 2011 – 2016	Strategic plan for approaching issues related to farmworker housing	<ul style="list-style-type: none"> Housing needs data for seasonal and year-round farmworkers Increased housing stability for farmworkers
Zoning Code, YMC Title 15	Regulatory law on housing development, amended as needed	<ul style="list-style-type: none"> Ensure code aligns with goals and needs in the community Remove barriers to affordable housing
Senior/Disabled Persons Home Repair Program	City housing program administered through the Office of Neighborhood Development to those who qualify (income and asset restrictions)	<ul style="list-style-type: none"> Increased investment in neighborhoods Aesthetic improvements



Implementation Item	Action Type	Desired Result
Exterior Paint Program	City housing program administered through the Office of Neighborhood Development to those who qualify (age and disability restrictions)	<ul style="list-style-type: none"> Increased investment in neighborhoods Aesthetic improvements
Homeownership Through New Construction	City housing program administered through the Office of Neighborhood Development to those who qualify (income restrictions)	<ul style="list-style-type: none"> Increased homeownership
Tenant/Landlord Counseling	Office of Neighborhood Development Services program to assist either tenants or landlords with disputes and advice on reaching agreements or seeking legal support.	<ul style="list-style-type: none"> Improved tenant/landlord relationships Education on legal support for those in need
Lot Acquisition Program	A City program within the Yakima Target Area that provides funds to purchase lots for residential development projects. Lots must be residentially zoned, have vacant or substandard buildings, and be developed within 12 months of purchase.	<ul style="list-style-type: none"> New housing stock Neighborhood revitalization New infill development
Downtown Redevelopment Tax Incentive Program (YMC 11.63)	A City program designed to provide increased residential opportunities. This program is intended to stimulate new multi-family housing and the rehabilitation of vacant and underutilized buildings for multi-family housing.	<ul style="list-style-type: none"> Special valuations for eligible improvements in residentially deficient urban centers.



TRANSPORTATION

Yakima Comprehensive Plan 2040

6.1 Introduction

The multimodal transportation system is integral to many facets of the City of Yakima, including land use, economic development, tourism, and recreation. The Transportation Element together with its companion document, the Transportation Systems Plan, provides the framework to guide the growth and development of the city's transportation infrastructure. They integrate land use and the transportation systems, responding to current needs and ensuring that all future developments are adequately served. The Transportation Element addresses the development of a balanced, multi-modal transportation system for the city and adjacent urban growth area (UGA) and recognizes the regional nature of the transportation system and the need for continuing interagency coordination.

This Transportation Element and Transportation Systems Plan are based on a study of Yakima's existing transportation network, combined with a 20-year (2040) projection of future growth and transportation needs. The Transportation Element establishes a policy framework for making decisions consistent with the City's vision, and describes a strategy for accomplishing the City's vision over the 20-year planning horizon. Based on the goals and policies in the Transportation Element, the Transportation Systems Plan is intended to serve as a guide for transportation decisions to address both short and long term needs.

GMA Goal – Transportation Element

- Be consistent with the Land Use Element, including travel forecasts of at least 10-years based on the land use plans;
- Identify the impacts of the City's land use (and transportation) plans on the on state owned transportation facilities to provide a framework for monitoring the performance of and planning for improvements for the state highways and other state facilities;
- Include level of service (LOS) standards for all locally owned arterials and transit routes to gauge the performance of the systems;
- Identify system improvements to address any LOS deficiencies;
- Include a multiyear financing plan based on the needs identified in the comprehensive plan.





6.2 Policy Framework

The Growth Management Act requires that a transportation element be consistent with the Land Use Element and that it address:

- Land use assumption used in estimating travel;
- Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
- Facilities and services including:
 - An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;
 - Regionally coordinated level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system;
 - Level of service standards for state-owned highways;
 - Specific actions and requirements for bringing into compliance locally owned transportation 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 plan to provide information on the location, timing, and capacity needs of future growth; and
 - Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with statewide multimodal transportation planning;
- Financing, including:
 - An analysis of funding capability to judge needs against probable funding resources;
 - A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program; and





- A discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met, if probable funding falls short of meeting identified needs;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
- Demand management strategies; and
- Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.



Creating a functional, coherent, and seamless regional transportation systems requires coordination of transportation planning between jurisdictions and agencies. To ensure the efforts of all service providers are coordinated, consistent and meet a range of regional goals, the Yakima Valley Conference of Governments and the Yakima County Countywide Planning Policies establish transportation policy frameworks for the region. Direction contained in each of these documents is incorporated in the goals and policies of this element.

6.3 Conditions and Trends

The City of Yakima owns and manages transportation facilities throughout the city and UGA. The multimodal transportation system is integral to many facets of the City of Yakima, including land use, economic development, tourism, and recreation.

Vehicle Operations

City of Yakima LOS standards are identified in this Comprehensive Plan for roadways within the City. For these roadways the standard is LOS D.

- The results of the LOS analysis indicate that all of the study intersections currently meet City LOS standards, with the exception of two intersections located at N 16th Ave / W Tieton Dr (Signal), and S 18th St / E Nob Hill Blvd (Signal). These two intersections are located on arterial roadways which are designated to serve a high number of vehicles.





Vehicle, Pedestrian, and Bicycle Safety

The collision history of the transportation system can help identify crash patterns for all modes and is used in the development of projects to improve the safety of the City's roadways.

- Eight intersections within the City had an observed collision rate higher than the intersection's critical collision rate.
- Five of the eight intersections had collisions with pedestrians or bicycles. Of those five intersections, the 16th Avenue / Tieton Drive intersection had the most with one pedestrian collision and two bicycle collisions.
- More than half of all non-motorized collisions occurred on Principal Arterials. While these roadways carry only a portion of pedestrian and cyclists, they are the roadways where most collisions between vehicles and pedestrians or vehicles and cyclists occurred.



Land Use Changes

The 2040 Baseline alternative was developed to establish a framework for the Plan and to identify future traffic operational deficiencies. The Baseline alternative is also referred to as Alternative 1 or the No Action alternative. This land use scenario assumes current land use zoning within City limits remaining in place and household and employment growth allocated throughout the City consistent with historical trends.

- The Preferred alternative is also referred to as Alternative 2. This land use scenario assumed changes to the zoning within Yakima that would reallocate growth to areas closer to the downtown areas and northeast Yakima. For regional growth outside the City limits, the same assumptions use for Baseline were applied
- Existing, No Action, and Action Alternative land use is described in the Land Use Element.

Yakima Regional Airport

The Yakima Air Terminal – McAllister Field (YKM) is located within the city limits of Yakima. This 825-acre airport has two active runways which can accommodate most types of aircraft. The Airport provides commercial passenger service, and supports both corporate and general aviation activities.

In addition to the Yakima Valley, the airport serves all of Yakima County and portions of Kittitas, Klickitat, and Lewis counties. The Airport Director and supporting staff oversee the day-to-day operations and maintenance in accordance with applicable local, state, and federal regulations.





The Yakima Airport has one primary Runway (9/27) measuring a length of 7,604 feet and a secondary crosswind Runway (4/22) measuring 3,835 feet. The 2015 Airport Master Plan includes extending Runway 9/27 from 7,604 feet to 8,800 feet to accommodate larger commercial and military aircraft. The airport has a number of ground-based instrumentation (ILS- VOR/DME) as well as satellite-based (GPS) instrument approaches to accommodate aircraft operations during inclement weather. The primary runway can accommodate aircraft up to 160,000 pounds with dual-wheel configuration while the crosswind runway can withstand an aircraft up to 80,000 pounds. The airport conveniently has an Air Traffic Control Tower to manage arriving and departing aircraft and is operational from 6:00am till 10:00pm seven days a week.

In 2009, the Yakima Airport handled approximately 58,994 passengers who boarded commercial aircraft prior to the downturn of the economy. Currently, the airport provides four roundtrip flights per day operated on Alaska Airlines' Q-400 aircraft. Forecasting passenger demands is critical in the overall planning for the airport, of which the 2015 Airport Master Plan update projects enplanements to be 75,508 by 2020. The number of actual enplanements in 2016 was approximately 97.2% of this forecasted number at 73,378.

Alaska Airlines provides four flights per day (in each direction) to and from the Seattle-Tacoma International Airport. Xtra Airways provides casino charter service to Wendover, NV and Sun Country Airlines provides charter service to Laughlin, NV. McCormick Air Center supports the corporate and general aviation community through a single Fixed Base Operator. McAllister Museum also provides fueling services with self-service 100LL fuel. Other businesses and services located at the Airport include JR Helicopters, Airlift Northwest medivac, Airporter Shuttle, Cub Crafters (an aircraft manufacturer), Explore Aviation LLC (flight training), FedEx, and the United Parcel Service (UPS). Additionally, the airport supports a variety of Rental Car agencies, which major brands include Budget, Avis, and Hertz.

The forecast from the Washington State Long-Term Air Transportation Study (July 2009) projects moderate growth of traffic and service at the Yakima Regional Airport over the 25 year forecast period.

In 2005, the Yakima Airport ranked #5 in the State for air cargo tonnage. Between the years 1990 and 2020, the handling of air freight is expected to increase approximately 4.2% per year. This average annual growth rate would result in about 402 metric tons of air cargo being handled at the Airport in the year 2020. The Yakima urban area has a number of freight dependent industrial businesses and various other land uses





that are located throughout the Yakima area. Connection to the Yakima Airport is a growing issue in the Yakima Valley as opportunities increase for freight movement by air.

Six commercial service airports currently operate in central Washington. Passenger traffic at Yakima has been relatively consistent, although Delta Airlines and United Express no longer serve the Yakima Valley. Total passenger levels have ranged from 92,409 in 1997 to a low of 53,155 in 2004.

The Yakima Air Terminal-McAllister Field's Airport Master Plan was recently updated in 2015. The local jurisdictions (Yakima County, the City of Yakima and the City of Union Gap) are encouraged to adopt the plan into their Comprehensive Planning process.

In addition, the Airport Master Plan has recommendations for the protection of airspace consistent with FAR Part 77. The protected airspace is a slope with its lowest point closest to the runway. Further from the runway higher objects and structures can be permitted without violating airspace. Landowners and developers within the corridor must be informed of the constraints of the airspace protection.

The Tri-Cities Airport is owned by the Port of Pasco. It consists of three asphalt runways ranging from 1,348 to 7,700 feet long. The Tri-Cities Airport is an instrument airport utilizing a number of landing and navigational aids. The airport is served by Delta, Alaska Air/Horizon Air, United Express and Allegiant with flights to Seattle, Portland, San Francisco, Minneapolis/St. Paul, Denver, Salt Lake City, Los Angeles, Las Vegas and Mesa, Arizona. The Tri-Cities Airport is currently on Phase II of a major airport expansion and modernization project; construction is expected to be complete in 2017.

Improvement Projects

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. Thematic examples of project include:

- **Intersection Improvements** include upgrading intersections through added turn lanes or modifications to traffic controls. Where applicable, improvements may also include upgrading





traffic signals and implementing Intelligent Transportation Systems (ITS), which could encompass modifications to vehicle detection and coordinated signal timing.

- **Active Transportation** improvements add pedestrian and bicycle facilities to roadways or construct off-street multiuse pathways to complete gaps in the existing non-motorized network.
- **Study** includes further analysis and evaluation to develop more detailed improvement projects and cost estimates.
- **Roadway Improvements** include modifying roadways to current City design standards and incorporating multimodal improvements to serve higher traffic volumes and non-motorized travel.
- **New Roadway** includes constructing new arterials or collector roads, including non-motorized facilities.

The comprehensive list of multimodal transportation improvement projects is described in the Transportation Systems Plan.

6.4 Transportation Systems Plan

The Transportation Systems Plan presents an inventory, revenue analysis, level of service analysis, and all known transportation needs for the future of Yakima to accommodate growth. The Plan and this Element together provide a comprehensive look at investment in the City's transportation system and its ability to serve residents broadly. The Plan aids the City in ensuring that transportation facilities are in place to serve current residents and future growth as new development occurs.

6.5 Goals and Policies

The Transportation Element goals and policies help guide implementation of the City's transportation system and supports the other Elements of the Comprehensive Plan and the overall vision for Yakima. The goals and policies establish the general philosophy for use of City rights-of-way and transportation funds. The policies also indicate City priorities for regional transportation system programs, including freeways, arterials, non-motorized facilities, bus and rail transit service and facilities, and transportation demand management (TDM).





GOAL 6.1. DEVELOP AN INTEGRATED AND BALANCED TRANSPORTATION SYSTEM IN YAKIMA THAT PROVIDES SAFE, EFFICIENT, AND RELIABLE MULTIMODAL TRANSPORTATION.

GOAL 6.2. INCREASE THE SHARE OF TRIPS MADE BY NON-MOTORIZED TRAVEL MODES.

GOAL 6.3. PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS THE CITY'S LAND USE PLAN AND IS CONSISTENT WITH THE WASHINGTON TRANSPORTATION PLAN, YAKIMA VALLEY METROPOLITAN AND REGIONAL TRANSPORTATION PLAN, AND YAKIMA COUNTY COMPREHENSIVE PLAN.

GOAL 6.4. PRESERVE AND EXTEND THE SERVICE LIFE AND UTILITY OF TRANSPORTATION INVESTMENTS.

GOAL 6.5. ENCOURAGE AND SUPPORT A STABLE, LONG-TERM FINANCIAL FOUNDATION FOR IMPROVING THE QUALITY, EFFECTIVENESS, AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.



Policies

General Plan and Safety – A multimodal transportation network moves people and goods safely through the city and nearby areas. These policies include implementing standards that improve safety and efficiency for all roadway users, and maintaining design standards.

- 6.5.1. Use a combination of enforcement, education, and engineering methods to keep vehicular travel patterns and travel speeds consistent with street functional classification, and promote pedestrian safety. (2.1.1, 3.1.7)
- 6.5.2. Enforce intersection clear-view standards at intersections and access points to promote safety for all users of the transportation system. (2.1.4)
- 6.5.3. Maintain street signage, wayfinding, and lane markings to industry standards to heighten traffic safety, support emerging vehicle technology, and maintain clean community image. (2.2.2, 5.2.2)
- 6.5.4. Maintain program to monitoring and analyzing vehicle collision patterns and severity of injuries to identify high priority safety improvements. (6.2.1, 6.2.2, 6.3.2)





- 6.5.5. Include accommodations for the transportation needs of special population groups (such as ADA-related, school age, and/or elderly) for each transportation project. Use design standards for consistent application. (3.2.1, 3.2.3)
- 6.5.6. Leverage the transportation system to help create and enhance a sense of place within the City. This includes gateway treatments, landscaping, pedestrian-scale elements, and lighting. Use design standards for consistent application at target locations. (3.4.5, 5.3.4)
- 6.5.7. Balance the needs of pedestrians, bicycles, transit, autos, and trucks on the whole transportation system by improving streets according to the Mode Priority Classification. This includes intersection and access designs. (3.4.6, 4.2.1, 6.1.3, 11.2.5)
- 6.5.8. Work to address remaining road-rail conflicts within the City. Enhance protection (signals or gates) or remove conflict (grade-separation or facility removal). Properly maintain existing grade-separation infrastructure. (5.1.3, 7.1.6, 7.1.7)



Transportation Network Efficiency – A multimodal transportation network moves people and goods safely through the city and nearby areas. These policies include implementing standards that improve safety and efficiency for all roadway users, and maintaining design standards.

- 6.5.9. Ensure that the city transportation networks (all travel modes) have good connectivity to provide safe alternate routes and more direct travel. Where possible, encourage small block sizes. (2.1.2)
- 6.5.10. Discourage new 4-lane streets (where left-turns are expected) because of safety and system efficiency issues. Convert existing 4-lane streets to 3-lane streets, 4-lane streets with turn-restrictions, or 5-lane streets, depending on forecasted vehicle volumes, street classifications, multi-modal use, and adjacent land uses. (4.1.6, 5.3.2)
- 6.5.11. Maintain a program to repair and preserve existing streets surfaces, drainage, sidewalks, street lighting, and trails; including ADA-related upgrades. (5.2.1)
- 6.5.12. Reduce growth in vehicle travel demand through transit, active transportation, and other Commute Reduction strategies. This postpones the need for capital roadway projects. (5.1.4, 8.1.1, 8.1.3)





- 6.5.13. Maintain a Transportation Concurrency Program and Traffic Impact Study guidelines to coordinate projects related to SEPA mitigations, off-site developer improvements, and the 6-Year Transportation Improvement Program. (5.1.5, 5.1.6)
- 6.5.14. Coordinate transit facility improvements on all projects. Evaluate if additional or relocated stops, pull-outs, shelters, or other special improvements are needed. (8.2.2)

Active Transportation – The active transportation system includes pedestrian, bicycling, and other modes that promote healthy lifestyles and provide alternative modes to private vehicles for commuting. These modes depend on increasing network connectivity and constructing non-motorized facilities within the city.

- 6.5.15. Educate pedestrians, cyclists, and drivers regarding pedestrian and bicycle safety, sharing the road, and Rules of the Road, including multi-modal rules. Promote and support special events (races and bicycle rodeos) that encourage bicycling and pedestrian safety. (4.1.5, 4.3.2, 4.3.3)
- 6.5.16. Require new development, infill development, and redevelopments to provide pedestrian facilities and transit facilities along their street frontage consistent with adopted street design standards, ADA Transition Plan, Bicycle Master Plan, and Transit Development Plan. (2.1.3, 3.1.1, 3.1.3, 3.4.1, 3.4.2, 3.4.3, 8.1.4, 10.2.2, 11.2.3)
- 6.5.17. Give high priority to projects that create or improve safe “Walk to School Routes”, provide access to activity centers, provide linkages to transit, and connections to trails for pedestrians and bicyclists. (3.1.6, 4.1.2)
- 6.5.18. Work to improve pathway linkages to regional and off-street trail systems as identified in the ADA Transition Plan and Bicycle Master Plan. (3.1.8, 4.1.4)
- 6.5.19. Encourage projects and support grant applications and other funding sources that provide facilities (such as signage, lighting, and/or restrooms) at trailhead locations to support safe, clean, and efficient trail use. (3.1.9)
- 6.5.20. Provide bicycle storage facilities at transit facilities, buses, and civic centers. Require storage facilities at employment, retail, and mixed-use developments. (4.3.4, 4.3.5)





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- 6.5.21. Maintain and regularly update an inventory of sidewalks, curb ramps, marked crosswalks, trails, bicycle facilities, transit facilities, and roadways to assist in a smart allocation of transportation resources. (3.1.4)
- 6.5.22. Support the development and adoption of a Pedestrian System Plan.
- 6.5.23 Support the development and adoption of a Long Range Transit System Plan.

Transportation Funding –Adequate, diverse, and sustainable funding sources for transportation projects can help ensure the implementation of improvement projects.

- 6.5.24. Actively seek and develop funding solutions to address future project and program needs and address transportation goals of the City. This includes dedicated funding sources to match state or federal funding. (2.1.4, 2.2.1, 3.1.5, 5.1.7, 10.1.1, 10.1.2, 10.1.3, 10.2.1)
- 6.5.25. Provide freight routes to serve the Yakima Regional Airport, significant industrial centers, and other freight activity centers. (7.1.1) Maintain a dedicated funding source for capital, operation and maintenance of the City’s Transit System. (10.3.2)
- 6.5.26. Encourage the use of public and private funding to remove gaps in pedestrian facilities on existing roadways. (3.1.2)

Economic Activity – Air, rail, and freight are important economic drivers for the City and region. Ensuring adequate access to these activities and to the regional network is important.

- 6.5.27. Provide freight routes to serve the Yakima Regional Airport, significant industrial centers, and other freight activity centers. (7.1.1)
- 6.5.28. Support future expansion of services at Yakima Regional Airport by anticipating any necessary transportation T28 network changes in the vicinity of the airport, including intermodal facilities. (7.1.3, 7.1.4, 7.2.1, 7.2.2)
- 6.5.29. Support future services of rail interests by anticipating any necessary transportation network changes in the vicinity of the rail facilities. (7.1.5)





TRANSPORTATION

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6.5.30. Support the development and adoption of a Long Range Transit System Plan.

Interjurisdictional Coordination – Encouraging coordination between the City and public/private partnerships will help create a cohesive regional transportation network.

6.5.30. Plan and support the transportation networks in the City and region in collaboration with Yakima County, the City of Union Gap, the WSDOT, and other neighboring jurisdictions. (9.1.1, 9.1.2, 9.1.3)

6.5.31. Coordinate with WSDOT and neighboring jurisdictions regarding level of service definitions, concurrency requirements, and other impacts. (9.2.1)





6.6 Implementation

Yakima’s Urban Area Comprehensive Plan is implemented through the actions and investments made by the City with the support of its residents and stakeholders. Some of these actions include regulatory changes, partnerships, coordination, administrative acts, policy changes, and capital investments. The following implementation items aid in this process.

Exhibit-1. Transportation Element Implementation

Implementation Item	Action Type	Result
Transportation Systems Plan	Functional Plan and Funding Plan for six and 20-year period	<ul style="list-style-type: none"> Transportation improvements for addressing existing conditions and planning for short and long-term growth.
Transportation Improvement Program	Six-year investment program updated annually with budget	<ul style="list-style-type: none"> Transportation investment programming over short-term
Airport Master Plan	Framework to guide future development of the airport	<ul style="list-style-type: none"> Coordination with airport operations
Yakima Transit Development Plan	6-year plan, reviewed and updated each year as a guide in planning Transit programs and capital projects	<ul style="list-style-type: none"> Coordination with transit services and projects
Yakima Bicycle Master Plan	Bicycle facility design, maintenance, network, and projects	<ul style="list-style-type: none"> Including bicycle facilities with new projects, where appropriate.



CAPITAL FACILITIES

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7.1 Introduction

The Capital Facilities Element and associated Capital Facilities Plan (Volume II Appendices) are designed to provide policies to ensure adequate public facilities are available to serve existing and new development in an efficient, effective, and equitable manner. The element, along with the Capital Facilities Plan, details the inventories of existing facilities, lists future infrastructure needs, identifies funding sources, and provides the goals and policies that create a framework for capital facility planning.

Capital planning, as required by the Growth Management Act (GMA), must be coordinated with the City's larger land use planning process. This includes ensuring that adequate capital facilities are available as development and growth occur, along with the distribution of improvements responsive to prioritized need.

Part of the capital facilities planning process involves prioritizing the funds that are available to capital spending, which involves a decision process about the level of service (LOS) that will be provided and where investment will occur, taking into consideration the land capacities for growth within Yakima. This element

GMA Goal – Public Facilities and Services

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. (RCW 36.70A.020(12))

What are Capital Facilities? Capital facilities involved should include, at a minimum, water systems, sanitary sewer systems, storm water facilities, reclaimed water facilities, schools, parks and recreational facilities, police and fire protection facilities. (WAC 365-196-415(2)(a)(ii)) **City Financial Management Policies** consider capital assets to be assets with values in excess of \$5,000 and an estimated useful life of more than one year.



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helps frame the criteria that these decisions are based on as capital planning occurs. All other capital facility functional plans will refer to the goals and policies within.

7.2 Conditions and Trends

The City of Yakima owns and operates the following capital facilities: police and fire facilities; roads; city buildings; the airport; transit facilities; water, irrigation, wastewater, and stormwater facilities; solid waste facilities; and parks. Additional capital facilities that are not operated by the City of Yakima, but which are necessary for development: schools; fire facilities; water and irrigation facilities by special districts. The applicable plans listed in Exhibit 7-1, which lists capital facility providers, are incorporated by reference.

Exhibit 7-1. Capital Facility Service Providers

Facility Type	Provider	Description	Applicable Plans
Public Buildings	City of Yakima	Includes City-owned public buildings.	City Budget, 2016
Fire and Emergency Services	Yakima Fire Department	Provides facilities that support the provision of fire and emergency services.	Yakima Fire Department Annual Report, 2016
Law Enforcement	Yakima Police Department	Provides facilities that support the provision of law enforcement services.	Yakima Police Department 2014 Annual Report
Schools	Yakima School District West Valley School District	Provides elementary and secondary facilities for instruction in several branches of learning and study required by the Basic Education Code of the State of Washington. The Yakima School District serves most students and the West Valley School District serves the western part of the city.	2014 – 2015 Fiscal Year-End Report (YSD) 2016 – 2017 Budget Summary (WVSD)
Parks	Yakima Parks and Recreation	Provides facilities for passive and active recreational activities.	2012 – 2017 Parks and Recreation Comprehensive Plan





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Facility Type	Provider	Description	Applicable Plans
Streets	Yakima Public Works	Provides streets, sidewalks, traffic controls, and street lighting.	6-Year TIP, 2017 - 2022 Transportation Plan 2017 (pending)
Transit	Yakima Transit	Provides transit service in and around the City of Yakima.	Transit Development Plan Annual Report for 2015 and Six-Year Plan 2016 – 2021
Air Terminal	Yakima Air Terminal	The Air Terminal is owned by the City of Yakima and provides facilities for air service. The City contracts with a third party operator.	Yakima Air Terminal/McAllister Field Airport Master Plan, 2015
Wastewater	Yakima Public Works	Provides facilities used in collection, transmission, storage, and treatment or discharge of waterborne waste within the city.	2015 Waste Load Assessment 2013 Wastewater Collection System Master Plan
Stormwater	Yakima Public Works	Provides facilities that collect and transport stormwater runoff.	Stormwater Management Program for City of Yakima, 2015
Water	Yakima Public Works Nob Hill Water Associates	Provides supply of potable water to portions of the City of Yakima.	City of Yakima, Water System Plan Update, 2017 (pending) Nob Hill Water Association Draft Water System Plan, May 2015
Irrigation	Yakima Public Works	Provides supply of non-potable irrigation water to portions of the City of Yakima.	City of Yakima
Refuse	City of Yakima Refuse	Provides automated refuse collection to residential customers.	City Budget, 2016

Source: BERK Consulting 2017



CAPITAL FACILITIES

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The Capital Facilities Plan provides the detailed summary of provider facilities, level of service standards, and planned projects. It is based on the projected growth associated with the proposed Land Use Plan in the Land Use Element. Some highlights of the Capital Facilities Plan levels of service analysis are summarized below.

Public Buildings: The City manages municipal and cultural buildings including City Hall, Capitol Theatre, and the Convention Center. The City does not have a level of service standard for public buildings, and facilities are anticipated to be adequate to meet the needs of current population and future growth. The City should designate an LOS standard for capital facilities deemed necessary for the operations of the City. To carry forward the current ratio of space to the projected population, the ratio would be 2,400 square feet per person. To maintain the current building inventory through the year 2040, the ratio would be 1,900 square feet per person.

Fire and Emergency Services: The City of Yakima Fire Department (YFD) provides emergency and non-emergency fire, rescue, and medical services to the City. As of January, 2015 the Yakima Fire Department provides services to the city of Union Gap and Yakima County Fire Protection District 11 (Broadway) through an interlocal agreement (YFD, 2016). The current adopted level of service for response time is 8 minutes, 90% of the time. In 2016, YFD was able to meet this level of service 69% of the time, with an average response time of just over eight minutes. However, the 2016 Annual Report indicated that there has been an increase in number of calls and type of responses, which has changed the scope of service needed by YFD (YFD, 2016). As calls and incident types increase, the department could experience pressure on its ability to provide services at the identified LOS standard, leading to a need for changes to the operations and facilities.

Law Enforcement: The current LOS policy for YPD is 1.8 officers per 1,000 residents (see Exhibit 7-2). Using the LOS of 1.8 officers per 1,000 residents, the department currently has a deficit of 20 officers. Since population growth will lead to increased demand for police services, with current staffing levels there would be a deficit of 62 officers by 2040 (when the population is expected to increase to over 110,000). Given that YPD is already operating out of a constrained space, the addition of 60 officers will add to the need for new and expanded capital facilities.

Schools: The City of Yakima is primarily served by the Yakima School District and the West Valley School District. Assuming that the current service level of a student-teacher ratio of 18.3 is maintained, by 2040,





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142 additional teachers will be needed to serve the additional students coming to the Yakima School District. The level of service analysis for the West Valley School District, based on the square footage information provided, indicates that there is around 167 square feet per student served. In order to continue serving students at this level, over 400,000 square feet will need to be added to the inventory by 2040 to accommodate student growth.

Parks: Yakima has 401.82 acres of parks and recreation facilities. Park types include Regional, Neighborhood, Community, Mini, Pathway, Parkway, Golf Course, and Cemetery. Only the Neighborhood and Community Parks are assigned levels of service standards. Based on a two-acre per 1,000 population standard for Neighborhood/Mini Parks, the City of Yakima has a current deficit of park lands, and will have a deficit of 173 acres by 2040 if no additional Neighborhood Parks are added. Based on a five-acre per 1,000 population standard for Community Parks, the City has a current deficit of 217 acres and will have a deficit of over 300 acres by 2040 if no additional Community Park lands are added.

Air Terminal: The facility assessment in the Yakima Airport Master Plan identifies that the passenger terminal will need to be expanded by 2020 or sooner to maintain an acceptable level of service for passenger air service. Commercial, cargo, and passenger air service is expected to continue to have a growth in demand.

Street Lights: Street lights are one of many of Yakima's expenses each year. The City of Yakima maintains 4,925 street lights. The approximate cost for power consumption is around \$300k per year which works out to about \$61 per light per year. The City is in the process of converting street lights to energy-saving LED lights. There is no adopted level of service standard.

Streets and Sidewalks: The City of Yakima maintains approximately 750 miles of streets and 250 miles of sidewalk. Street classification and Level of Service is discussed in greater detail in the Transportation Element.

Wastewater: The Yakima Regional Wastewater Treatment Plant (WWTP) processes wastewater from homes and businesses in Yakima, as well as Union Gap, Terrace Heights, and Moxee. There are pockets of land in the City that are not served by sewers due to the land being vacant, or challenging physical conditions, or past development allowed on septic systems. The City lacks a system-wide sewer plan to identify the specific locations of new trunk lines, the engineering, and cost of new lines.





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The City conducted a sewer system plan update in 2016, which considers future land use and growth. The Yakima Regional Wastewater Treatment Plant (YRWWT) has long-term capacity to serve at current levels.

Stormwater: Yakima’s stormwater collection area includes the City of Yakima, as well as some of the West Valley area outside of city limits. As the City grows, developments will be required to install new conveyance and stormwater management systems. Maintaining level of service through 2040 will require maintaining the existing system and ensuring new facilities are constructed in accordance with the Municipal Stormwater Permit.

Water: 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). Some areas are under served; water service is extended on request and new development pays for the extension of infrastructure. The current Yakima system capacity is 21.6 millions of gallons per day (MGD), and in 2040 there will be an additional 1.7 mgd of capacity beyond the projected maximum day demand (MDD). The Nob Hill 2015 Water System Plans assumes a growth rate of over 2%. Planned growth in western Yakima is about 1.5% and can be accommodated with the improvements identified in the district’s Water System Plan.

Irrigation: The City of Yakima was originally developed on irrigated farmland, with irrigation provided by several private irrigation systems. Today the City’s system allows customers to irrigate lawns, gardens and small farms. The separate, non-potable irrigation system is composed of more than 60 systems and sub-systems, and serves approximately 2,100 acres of developed land and 11,000 customers. The City of Yakima currently serves the irrigation district with a total of 85 miles of pipe for over 50,000 customers. The City has invested over \$15 million in the irrigation system, which went toward refurbishing 32 miles of pipe line in order to bring the system up to an acceptable level of service. The level of service standard provides for minimum design pressure of 20 psi. Currently, there are 1.6 miles of pipe per 1,000 customers served. Assuming this is an appropriate level of service, 6.24 miles of pipe will need to be added to maintain this level of service through the addition of new customers by 2040.

Refuse: The City of Yakima’s Refuse Division provides weekly garbage collection to over 26,000 households located within the City of Yakima. Annually, around 32,000 tons is collected, with around 90% of the tonnage categorized as garbage and around 10% categorized as recycled yard waste. The Solid Waste and Recycling Division operates under the mission of protecting the public health and safety of the City of





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Yakima and its residents through providing solid waste services that are efficient, cost effective, and environmentally responsible. If nearly 6,000 housing units are added with the future land use plan that could mean about 7,400 more tons of solid waste, an increase of 23%. Additional capital costs and staffing may be required to absorb the increase in demand for garbage collection.

7.3 Capital Facilities Plan

The Capital Facilities Plan ([Volume II Appendices](#)) presents an inventory, revenue analysis, level of service analysis, and all known capital needs for the future of Yakima to accommodate growth. The Plan and this Element together provide a comprehensive look at investment in the City's infrastructure and its ability to serve residents broadly. The Plan aids the City in ensuring that capital facilities are in place to serve current residents and future growth as new development occurs.

7.4 Goals and Policies

GOAL 7.1. PRIORITIZE FUNDING IN A WAY THAT ALLOWS THE CITY TO MAINTAIN AND INVEST IN FACILITIES THAT PROVIDE SERVICES TO YAKIMA'S RESIDENTS IN A WAY THAT INCREASES THE QUALITY OF LIFE, MEETS SERVICE STANDARDS, AND ACCOMMODATES GROWTH.

Policies

- 7.1.1. Prepare and adopt a six-year Capital Facilities Plan (CFP) regularly and include reviews of forecasts and actual growth, revenue and costs totals based on adopted level of service standards, and the means and timing by which identified deficiencies will be corrected. Annually adopt a Capital Improvement Program (CIP) with the budget that more specifically identifies financing and implementation of facilities contained in the six-year CIP. Ensure the 20-year projected growth, level of service, and funding projections are also considered in the CFP.
- 7.1.2. Ensure budget decisions are consistent with the Comprehensive Plan.
- 7.1.3. Manage capital facility planning and funding consistent with the City of Yakima Financial Management Policy and Stewardship of Public Funds.





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- 7.1.4. Aggressively pursue funding from all levels of government and private agencies to accomplish the City’s Capital Investment Program while optimizing resources.
- 7.1.5. Use the Capital Improvement Program and functional plans to prioritize facility funding.
- 7.1.6. Ensure consistency between land use planning and capital planning.
- 7.1.7. Use local population and employment projections as a baseline for capital facilities needs planning.
- 7.1.8. Plan for long-term maintenance and replacement needs.
- 7.1.9. Pursue required facility maintenance, improvement, and replacement needs to increase efficiency and expand system capacity in concert with the growth of this region.
- 7.1.10. Adopt a policy for level of service standards for individual services to use as a performance measure and to evaluate future capital facility needs as identified in Exhibit 7-2



Exhibit 7-2. Level of Service Standards

Facility Type	Provider	Level of Service Standard
Public Buildings	City of Yakima	<ul style="list-style-type: none"> ▪ In order to maintain existing level of service through 2036, the LOS policy would need to be 2,400 square feet per 1,000 population. ▪ In order to maintain the current public building space without adding capacity through 2040, the LOS policy would need to be 1,900 square feet per 1,000 population.
Fire and Emergency Services	Yakima Fire Department	<ul style="list-style-type: none"> ▪ Response time: eight minutes, 90% of the time.
Law Enforcement	Yakima Police Department	<ul style="list-style-type: none"> ▪ 1.8 Officers per 1,000 population.



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Facility Type	Provider	Level of Service Standard
Schools	Yakima School District	<ul style="list-style-type: none"> Yakima School District: Student-teacher ratio of 18.3.
	West Valley School District	<ul style="list-style-type: none"> West Valley School District: Student-teacher ratio of 17.2
Parks	Yakima Parks and Recreation	<ul style="list-style-type: none"> Two acres per 1,000 population for Neighborhood/Mini Parks.
		<ul style="list-style-type: none"> Five acres per 1,000 population for Community Parks.
Streets, Transit	Yakima Public Works, Yakima Transit, Yakima Air Terminal	<ul style="list-style-type: none"> See Transportation Element and Transportation Plan.
Air Terminal	City of Yakima	<ul style="list-style-type: none"> Reliable and safe air service at a facility that is compatible with the community.
Street Lights	City of Yakima	<ul style="list-style-type: none"> None.
Wastewater	Yakima Public Works	<ul style="list-style-type: none"> 342.8 pounds of organic loading per day per 1,000 population.
Stormwater	Yakima Public Works	<ul style="list-style-type: none"> Maintain per Ecology Stormwater Management Manual for Eastern Washington or equivalent as determined by the Stormwater Management Program for the City of Yakima.
Water	Yakima Public Works	<ul style="list-style-type: none"> Yakima: 233 gallons per day (gpd) per equivalent residential unit (ERU).
	Nob Hill Water Associates	<ul style="list-style-type: none"> Nob Hill: 309 gpd/ERU.
Irrigation	Yakima Public Works	<ul style="list-style-type: none"> Minimum design pressure of 20 psi.





Facility Type	Provider	Level of Service Standard
Refuse	City of Yakima Refuse	<ul style="list-style-type: none"> 1.23 tons of refuse per household per year. Set level of service consistent with existing service of collecting 1.23 tons per household per year. Set service standard for percent of solid waste diverted to recycling.

7.1.11. Reassess the land use element if probable funding falls short of existing needs. The reassessment may result in changes to growth projections, alternative level of service standards, or expanded funding or financing options.

GOAL 7.2. ENSURE SERVICE PROVISION AND CAPITAL PROJECTS ARE COORDINATED BETWEEN CITY DEPARTMENTS, SURROUNDING JURISDICTIONS, AND WITH PRIVATE UTILITIES.

Policies

- 7.2.1. Use departmental functional plans to plan for the long-term facility needs of individual services.
- 7.2.2. Work with Yakima County and adjoining jurisdictions, and local purveyors to manage, regulate, and maintain the regional water, wastewater, and irrigations systems.
- 7.2.3. Encourage public and private community service providers to share or reuse facilities when appropriate, to reduce costs, conserve land, and provide convenience and amenities for the public. Encourage joint siting and shared use of facilities for schools, community centers, health facilities, cultural and entertainment facilities, public safety/public works, libraries, swimming pools, and other social and recreational facilities.
- 7.2.4. Encourage service providers to consolidate facilities, use existing facilities, construct within existing transportation and utilities corridors and to minimize visual impacts of new and expanded facilities where technically feasible.





GOAL 7.3. ENSURE THAT FACILITIES AND SERVICES ARE PLANNED, DESIGNED, AND SITED IN A FAIR AND EQUITABLE MANNER.

Policies

- 7.3.1. Provide equitable levels of service by accounting for existing community conditions and needs, and considering how decisions will impact different geographic areas and racial and socioeconomic groups.
- 7.3.2. Prioritize social, environmental, and economic equity in siting or expanding capital facilities.
- 7.3.3. Encourage public engagement and input into large public capital facility projects to identify community needs and community benefits.



GOAL 7.4. PROVIDE ADEQUATE SERVICES WITHIN THE URBAN AREA IN A MANNER THAT PROTECTS PUBLIC HEALTH AND SAFETY, IS AESTHETICALLY COMPATIBLE, AND PROTECTS ENVIRONMENTAL QUALITY.

Policies

- 7.4.1. Coordinate with other jurisdictions and suppliers in the city limits and UGA to ensure a reliable, economic source of water and to address the long-term regional water demand needs of all of the area's agencies and suppliers.
- 7.4.2. Encourage water conservation by residents and businesses and undertake municipal actions to conserve water and water resources as appropriate.
- 7.4.3. Encourage conversion from on-site wastewater disposal systems as sewer lines become available. Require areas with failed septic systems to connect to sanitary sewer to protect public health and safety and environmental quality.
- 7.4.4. Extend City of Yakima sewer services within the city limits and UGA in accordance with planned growth.
- 7.4.5. Invest in water and sewer system infrastructure in areas designated for infill and redevelopment. Ensure new growth extends infrastructure based on its demand for service.





CAPITAL FACILITIES

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- 7.4.6. Apply the adopted surface water design manual as the minimum requirement for all development projects and other actions that could cause or worsen flooding, erosion, water quality, and habitat problems for both upstream and downstream development.
- 7.4.7. Encourage community policing, crime prevention through environmental design principles, and community watch programs to improve public safety for both businesses and residences.
- 7.4.8. Support the capital and operation plans of the Yakima Fire Department to assure response time objectives are met in the community. Encourage continued mutual aid agreements with other fire districts.
- 7.4.9. Provide for municipal, maintenance, and public safety building space reflecting changing needs for staffing, information technology, and community service needs.
- 7.4.10. Work in partnership with School Districts to offer quality education to Yakima residents. Consider partnerships with human service and parks and recreation programs and facilities.
- 7.4.11. Regularly prepare a Parks and Recreation Comprehensive Plan to consider appropriate LOS and capital needs for six and 20 years.
- 7.4.12. Promote active and passive park and recreation facilities that promote the community's well-being through connections to nature and opportunities for activity and healthy lifestyles.
- 7.4.13. Reduce the solid waste stream and support reuse and recycling.
- 7.4.14. Implement efficient street lights that illuminate travel ways for vehicles, pedestrians, and bicyclists, and assist with crime prevention through environmental design. Avoid street light standards that cause undue light pollution or glare that disrupts natural areas, impacts views, and lead to higher energy and maintenance costs.
- 7.4.15. Implement infrastructure system rehabilitation and improvements in order to safely manage services for residents and the environment.
- 7.4.16. Correct infrastructure deficiencies and increase system efficiency.
- 7.4.17. Require concurrency for new development for transportation facilities and invest in transportation facilities to meet adopted levels of service.





- 7.4.18. Require adequate facilities and services are available where necessary to support growth
- 7.4.19. Protect, enhance, and restore natural systems and features for their infrastructure service and other values.
- 7.4.20. Promote public facility standards and guidelines that address distinct topographical, geologic, environmental, and other conditions.

7.5 Implementation

Yakima’s Urban Area Comprehensive Plan is implemented through the actions and investments made by the City with the support of its residents and stakeholders. Some of these actions include regulatory changes, partnerships, coordination, administrative acts, policy changes, and capital investments. The following implementation items aid in this process.

Exhibit 7-3. Capital Facilities Implementation

Implementation Item	Action Type	Result
Capital Facilities Plan	Functional Plan and Funding Plan for six and 20-year period	<ul style="list-style-type: none"> ▪ Capital improvements for short and long-term and associated revenue projections to plan in balance with needs and resources
Capital Improvement Program	Six-year investment program updated annually with budget	<ul style="list-style-type: none"> ▪ Capital investment programming over short-term



UTILITIES

Yakima Comprehensive Plan 2040

8.1 Introduction

The Utilities Element of the Yakima Urban Area Comprehensive Plan provides an overview of the utilities provided by non-municipal providers. These utilities include natural gas, electricity, and telecommunications. Each private or semi-public utility should plan their system in alignment with major growth decisions and when gaps in capacity are identified.

City-provided services are addressed in the Capital Facilities Element and the Capital Facilities Plan.

Electric and telephone utilities are generally available throughout the entire urban areas. Cable television and natural gas are generally available within the City limits and available in some areas within unincorporated portion of the urban area. The Washington Utilities and Transportation Commission (WUTC) regulates provision of these services and the costs that a utility can recover in order to ensure consistency and responsibility on the part of the provider. The City of Yakima has the authority to determine appropriate locations for existing and proposed utilities and to regulate this through the use of the local land use laws.

Utilities - Growth Management Act

Each comprehensive plan shall include...A utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines. (RCW 36.70A.070(4))





UTILITIES

Yakima Comprehensive Plan 2040

8.2 Conditions and Trends

The utilities listed in Exhibit 8-1 serve Yakima residents. The following section provides descriptions of these utilities.

Exhibit 8-1. Utility Service Providers

Facility Type	Provider	Description	Applicable Plans
Electricity	Pacific Power and Light Company	Provides supply of electrical power through transmission lines.	<ul style="list-style-type: none"> 2015 Integrated Resource Plan Update
Natural Gas	Cascade Natural Gas Corporation	Provides supply of natural gas from interstate pipelines.	<ul style="list-style-type: none"> 2011 Cascade Natural Gas Integrated Resource Plan
Telecommunications	<ul style="list-style-type: none"> CenturyLink/Qwest Integra 	Provides transmission of information through telephone, radio, cellular telephone, and cable television.	



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



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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 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)

Telecommunications - Digital

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

- CenturyLink/Qwest offers Yakima customers internet, phone, and television services.



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- 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.

8.3 Goals and Policies

These goals and policies address utility provision in concert with growth. For additional goals and policies addressing conservation and energy see the Energy Element.

GOAL 8.1. PROVIDE ALL UTILITIES AT AN ACCEPTABLE LEVEL OF SERVICE TO ACCOMMODATE FUTURE DEMANDS.

Policies

- 8.1.1. Ensure adequate communication between the City and utility providers to coordinate growth and development of service capacities.

GOAL 8.2. ENSURE THAT UTILITIES ARE PROVIDED IN A RELIABLE, SUSTAINABLE, AND SAFE MANNER.

Policies

- 8.2.1. Use land use, design, and construction policies and regulations to manage placement and construction of utilities, encouraging the efficient use of land and co-location of facilities where feasible.
- 8.2.2. Ensure that utility facilities are designed, built, and maintained to have a minimal impact on surrounding neighborhoods.





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- 8.2.3. Educate utility providers and utility consumers on the costs and benefits of emerging technologies that may provide added sustainability and reliability.
- 8.2.4. Allow Yakima to be competitive for businesses by encouraging provision of high quality telecommunications services.
- 8.2.5 Support the undergrounding of utility lines in new development and in substantial redevelopment or major rights-of-way improvements.

8.4 Implementation

Yakima’s Comprehensive Plan is implemented through the actions and investments made by the City with the support of its residents and stakeholders. Some of these actions include regulatory changes, partnerships, coordination, administrative acts, policy changes, and capital investments. The following implementation items aid in this process.

Exhibit 8-2. Utilities Element Implementation

Implementation Item	Action Type	Results
Capital Facilities Plan	Functional plan and funding plan	<ul style="list-style-type: none"> • Capital investment in utilities
Land Use Code YMC Title 15	Regulatory law	<ul style="list-style-type: none"> • Well-designed and appropriately-located utility facilities
Development Review	Review process	<ul style="list-style-type: none"> • Review of private provider facilities
Cascade Natural Gas 2011 Integrated Resource Plan	System Plan, updated periodically	<ul style="list-style-type: none"> • Natural gas provided in coordination with growth





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Yakima Comprehensive Plan 2040

**Pacific Power 2015
Integrated Resource
Plan Update**

System Plan, updated periodically

- Power provided in coordination with growth

**Local wireless
telecommunication
service providers**

Coordination between City and private providers

- Telecommunication services provided in coordination with growth



PARKS & RECREATION

Yakima Comprehensive Plan 2040

9.1 Introduction

The mission of Yakima Parks and Recreation Division is “to provide and promote community leisure as well as recreational and cultural activities for all citizens of Yakima.” The division offers recreational programs and activities, maintains facilities that are aesthetic and desirable for use, and enhances well-being of Yakima’s citizens. This element, in parallel with the City of Yakima Parks and Recreation Comprehensive Plan 2017-2022, guides the future of park acquisition, development, and management that meets level of service standards.

9.2 Conditions and Trends

Yakima has 401.8 acres of parks and recreation facilities, in addition to some public buildings, such as the Harman Center and the Henry Beauchamp, Jr. Community Center. Also available to the public are the Yakima Greenway, the Yakima Sportsman’s State Park, and the Yakima Area Arboretum. The City of Yakima Parks & Recreation Division also offers activities for adults, youth, and seniors through sports programs, the senior center, summer day camps and other special events. Exhibit 9-1 shows a map of Yakima’s existing Neighborhood and Community Parks.

Open Space and Recreation – Growth Management Act

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))



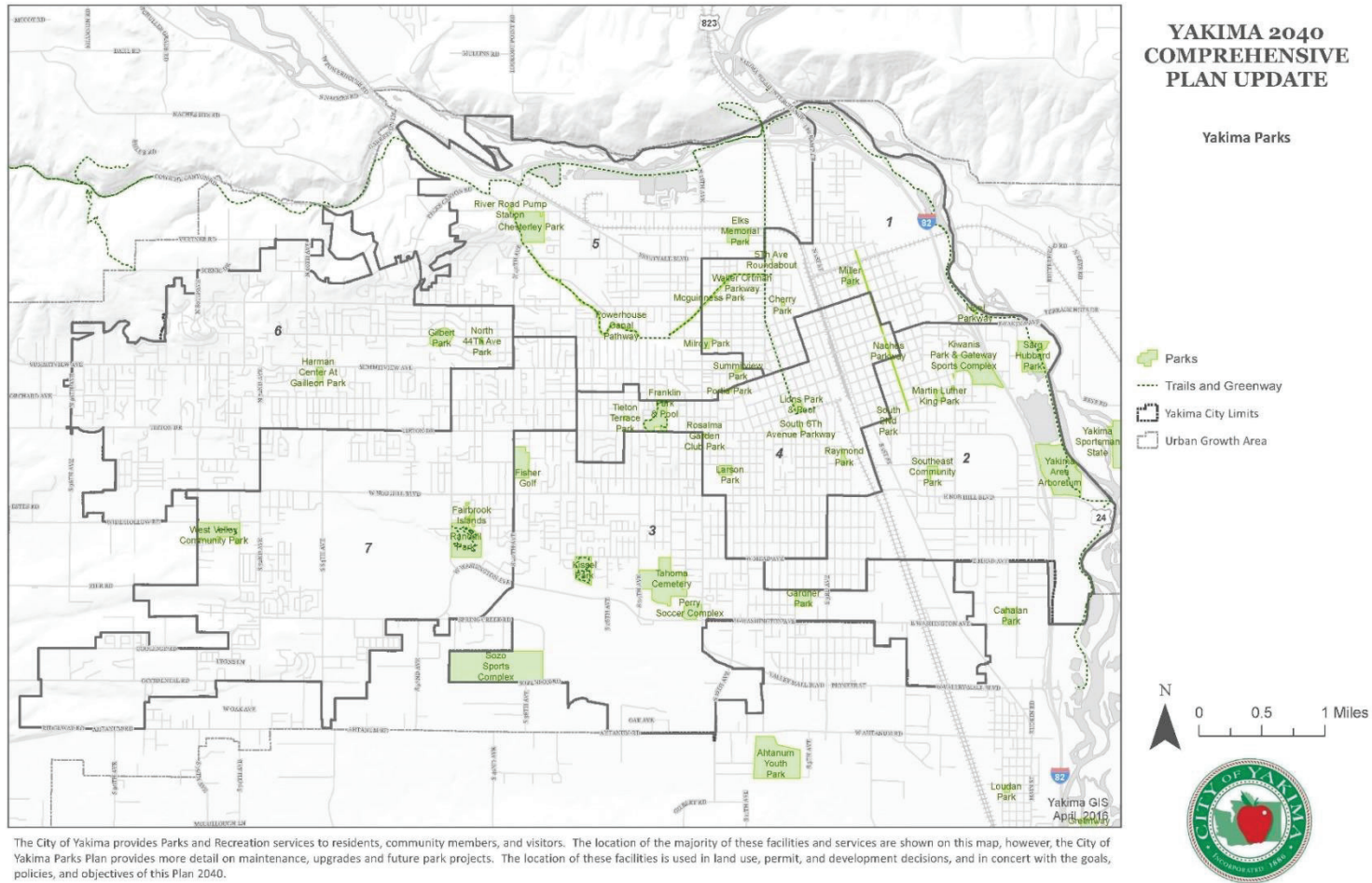
We are Yakima



PARKS & RECREATION

Yakima Comprehensive Plan 2040

Exhibit 9-1. City of Yakima Parks



The City of Yakima provides Parks and Recreation services to residents, community members, and visitors. The location of the majority of these facilities and services are shown on this map, however, the City of Yakima Parks Plan provides more detail on maintenance, upgrades and future park projects. The location of these facilities is used in land use, permit, and development decisions, and in concert with the goals, policies, and objectives of this Plan 2040.

Source: City of Yakima, 2016



We are Yakima



9.3 Challenges and Opportunities

Yakima’s park system includes an extensive inventory of passive and active recreation facilities. Repair and maintenance of these assets is a priority of the Parks and Recreation Division. While there has been substantial investment in the system in the last 15 years of almost \$20 million, there are still parks and amenities that have aging infrastructure in need of repair or replacement.

Yakima’s current park inventory includes 401.82 acres of park land. Additional land is needed to increase the available park acreage and opportunities in Yakima. Based upon National Recreation and Park Association (NRPA) standards, Yakima is deficient in park land by approximately 127.4 acres of Neighborhood Parks and another 217.8 acres of Community Parks for the 2016 population. Increased access to existing trail systems, such as the Yakima Greenway and Powerhouse Canal Pathway, is also a priority.

NRPA Standards:

- Neighborhood/Mini Parks: 2 acres/1,000 population
- Community Parks: 5 acres/1,000 population

9.4 Goals and Policies

GOAL 9.1. MAINTAIN EXISTING PARKS AND RECREATION FACILITIES AT A LEVEL THAT MEETS THE PUBLIC’S DESIRE FOR SAFE, CLEAN, AND ENJOYABLE PARKS.

GOAL 9.2. DEVELOP EXISTING CITY PARKS AND OPEN SPACE AREAS TO MEET THE CURRENT AND FUTURE DEMANDS OF BOTH INDIVIDUAL CITY NEIGHBORHOODS AND THE COMMUNITY AT LARGE.

GOAL 9.3. ESTABLISH AND IMPLEMENT A LONG-RANGE PLAN FOR THE DEVELOPMENT OF PARKS, OPEN SPACE, GREEN BELTS AND PATHWAYS WITHIN THE CITY OF YAKIMA AND THE GREATER URBAN GROWTH AREA.

Policies

- 9.3.1. Explore opportunities for leveraging local money for park development through both public and private grant funding.
- 9.3.2. Establish an ongoing Capital Improvement Plan (CIP) for Parks and Recreation facilities.





PARKS & RECREATION

Yakima Comprehensive Plan 2040

- Fund capital improvements through the City’s general fund, parks cash balance and state, federal, and other grants.
- Promote private, public and non-profit partnerships for capital improvements to parks.

GOAL 9.4. SUPPORT THE PRESENCE OF ART THROUGHOUT THE COMMUNITY, PARTICULARLY IN PUBLIC SPACES AND PARKS TO ENHANCE THE COMMUNITY AND ITS QUALITY OF LIFE.

Policies

- 9.4.1. Support local arts organizations to encourage the addition of art in public spaces and parks.

GOAL 9.5. ESTABLISH A PRIORITY FOR FUTURE LAND ACQUISITION AND PARK DEVELOPMENT BASED ON NEIGHBORHOOD AS WELL AS THE OVERALL CITY’S NEEDS.

Policies

- 9.5.1. Develop and maintain an up-to-date park land acquisition plan for potential future park acquisitions.
- Review the City and its neighborhoods and identify needs according to that standard.
 - Meet with local neighborhood associations and residents to identify their needs and interests.
 - Consider safe pedestrian and bicycle access in future land acquisition and park development.

GOAL 9.6. CREATE A UNIQUE AND POSITIVE IMAGE FOR THE CITY THROUGH ESTABLISHMENT AND DEVELOPMENT OF GREEN BELTS AND PATHWAYS WITHIN THE CITY OF YAKIMA.

Policies

- 9.6.1. Continue to cooperate and share resources to develop and expand the Yakima Greenway.
- 9.6.2. Work with the city Bicycle and Pedestrian Pathway Committee to use existing irrigation canal rights-of-way and Yakima Valley Transportation (YVT) corridors for pathways.
- 9.6.3. Ensure that bikeways and pedestrian pathways are made a consideration in surface transportation planning for the City of Yakima.





- 9.6.4. Coordinate landscaping implementation along major city streets, arterials and city pathways at urban gateways that are compatible with area uses and maintainable by existing city resources.
- 9.6.5. Incorporate, whenever possible, greenbelts and pathways into all future residential, commercial, and industrial developments and keep these trails, as much as possible, separate from streets and arterials.
- 9.6.6. Consider alternative connections to the William O. Douglas Trail portion which goes through the City of Yakima.
- 9.6.7. Explore possibilities for establishing pathway connections between existing and future parks.

GOAL 9.7. DEVELOP INNOVATIVE APPROACHES TO CREATING NEW PARK FACILITIES.

Policies

- 9.7.1. Promote private, public and not profit partnerships for capital improvements to parks.
- 9.7.2. Encourage creation of a centrally located outdoor performing arts stage or facility through a public, private and/or business partnership.
- 9.7.3. Encourage development of non-traditional recreation venues including a water park, BMX track, skate parks, disc golf, and other facilities for emerging sports and activities.
- 9.7.4. Use city cultural and historical landmarks as a cornerstone for park development whenever possible.
- 9.7.5. Establish level of service standards for city park properties to provide guidelines for their appropriate use by the public and for special events.

GOAL 9.8. CREATE AND IMPLEMENT A LONG-RANGE PLAN AND PROGRAM FOR THE PRESERVATION OF PRIME OPEN SPACE AREAS IN OR ADJACENT TO THE CITY OF YAKIMA.

Policies

- 9.8.1. Support continued expansion of the Yakima Greenway.





- 9.8.2. Support the fostering of a strong relationship between the Greenway and abutting city neighborhoods.
- 9.8.3. Advocate incorporation of greenbelts into future residential, commercial, and industrial development to minimize impacts of locating potentially incompatible land uses next to one another.
- 9.8.4. Preserve open space through means other than ownership, such as transfer of development rights, tax obligation relief and land donations to non-profit open space preservation organizations.

9.5 Implementation

Yakima’s Comprehensive Plan is implemented through the actions and investments made by the City with the support of its residents and stakeholders. Some of these actions include regulatory changes, partnerships, coordination, administrative acts, policy changes, and capital investments. The following implementation items aid in this process.

Exhibit 9-2. Parks and Recreation Implementation

Implementation Item	Action Type	Results
Capital Facilities Plan	Functional plan and funding plan, updated periodically	<ul style="list-style-type: none"> ▪ Capital investment in parks
Parks and Recreation Comprehensive Plan	Functional plan, updated periodically	<ul style="list-style-type: none"> ▪ Goals and policies to guide future of parks ▪ Maintain grant eligibility consistent with the Washington State Recreation and Conservation Office (RCO) requirements
Bicycle Master Plan	Strategic plan for bicycle circulation	<ul style="list-style-type: none"> ▪ Improved bicycle network



NATURAL ENVIRONMENT

Yakima Comprehensive Plan 2040

10.1 Introduction

The primary components of any environment are the air, water, soil, and living organisms, such as plants and animals. How these components interact with and are modified by each other determines the character of the environment, and how well it meets the needs and desires of the living organisms. The Natural Environment Element of the Yakima Comprehensive Plan summarizes the existing conditions of the City of Yakima with respect to those components, and identifies future goals for management.

10.2 Conditions and Trends

Following is a brief description of the components of Yakima's natural environment based on the Existing Conditions Report (2017).

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

Natural Environment – Growth Management Act Goals

- **Open space and recreation.** 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))
- **Environment.** 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))





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 industrial, 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 10-1).

Exhibit 10-1. Water Quality Impairment

Category	Waterbody / Parameter
5 – Polluted waters that require a TMDL	Myron Lake – Ammonia-N
	Naches River – Temperature, pH
	Shaw Creek – Bacteria (fecal coliform)
	Wide Hollow Creek – Temperature, bacteria (fecal coliform)
	Yakima River - pH
4c – Impaired by a non-pollutant	Rotary Lake – invasive aquatic species (Eurasian water-milfoil)
2 – Waters of concern	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 (PM₁₀).

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_{2.5} 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_{2.5} emissions.

Critical Areas

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

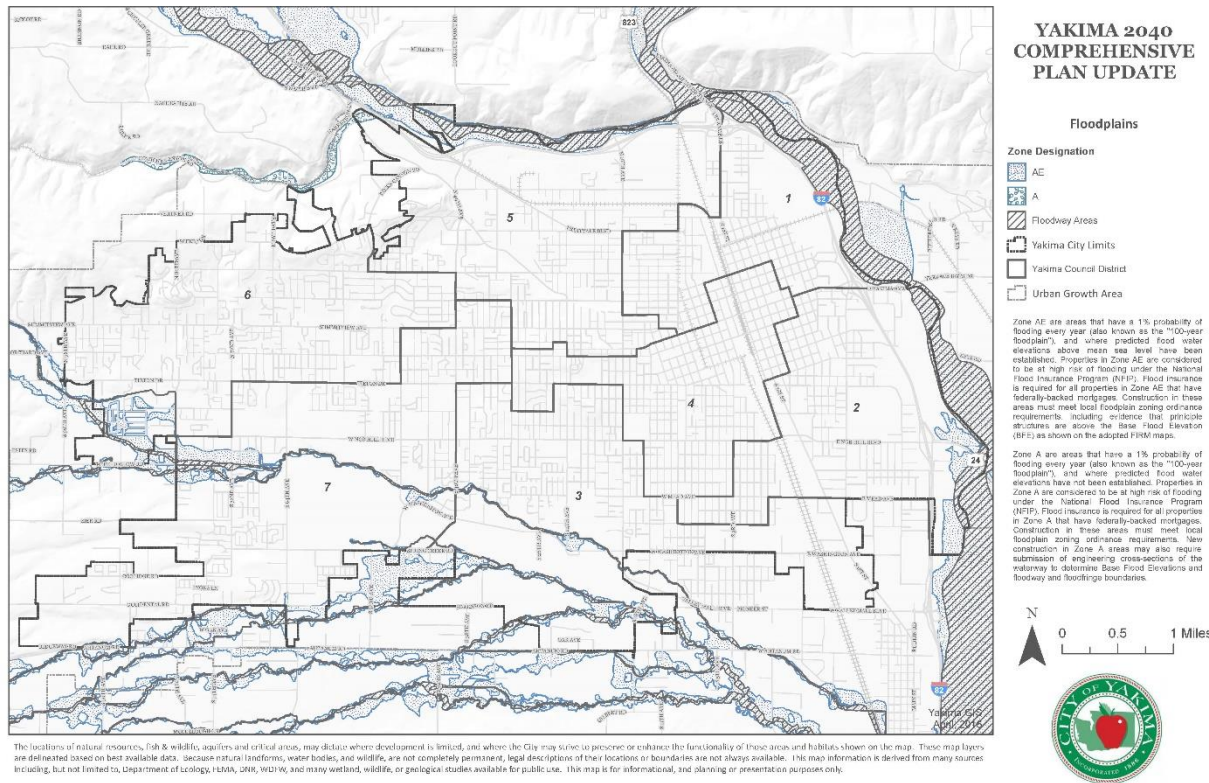




Frequently Flooded Areas

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 10-2–Floodplains).

Exhibit 10-2. Floodplains – City of Yakima



Source: City of Yakima GIS 2016





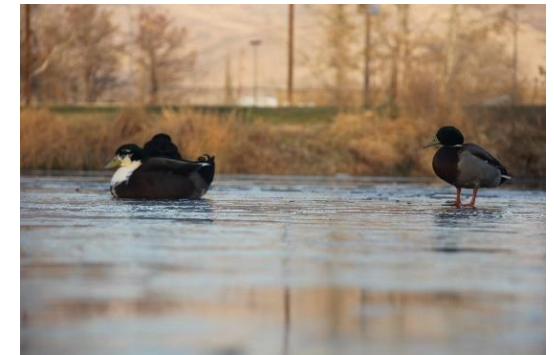
The City regulates development in or near these areas to ensure compatibility with surrounding properties, and to prevent an increase in risk to upstream or downstream neighbors or the natural functions of floodplains. As currently mapped, eight percent of the City is in a designated floodplain. The 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.

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 10-3 – Wetlands and Streams).

The WDFW has classified certain important fish and wildlife habitats and species as “priority habitats” and “priority species” to ensure they are considered in land use planning and management. The majority of the priority habitats inside the City of Yakima’s jurisdiction are wetlands and high quality riparian zones associated with the Yakima and Naches Rivers, and with Wide Hollow Creek (see Exhibit 10-4 - 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 10-3 – 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.

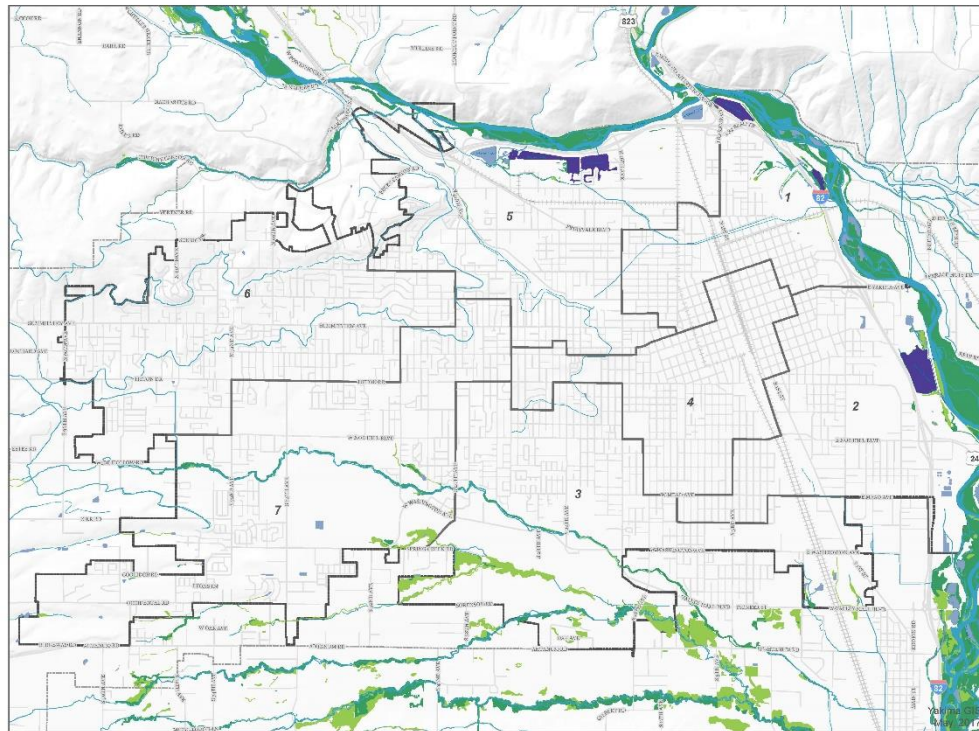




NATURAL ENVIRONMENT

Yakima Comprehensive Plan 2040

Exhibit 10-3. Wetlands and Streams – City of Yakima



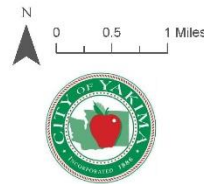
The locations of natural resources, fish & wildlife, aquifers and critical areas, may dictate where development is limited, and where the City may strive to preserve or enhance the functionality of those areas and habitats shown on the map. These map layers are delineated based on best available data. Because natural boundaries, water bodies, and wildlife are not completely permanent, legal descriptions of their locations or boundaries are not always available. This map information is derived from many sources including, but not limited to, Department of Ecology, FEMA, USGS, USACE, and many wetland, wildlife, or geological studies available for public use. This map is for informational, and planning or presentation purposes only.

YAKIMA 2040 COMPREHENSIVE PLAN UPDATE

Wetlands and Streams

WA_Wetlands

- WETLAND_TYPE
- Freshwater Emergent Wetland
 - Freshwater Forested/Shrub Wetland
 - Freshwater Pond
 - Lake
 - Riparian
- Streams
- Yakima City Limits
 - Yakima Council District
 - Urban Growth Area



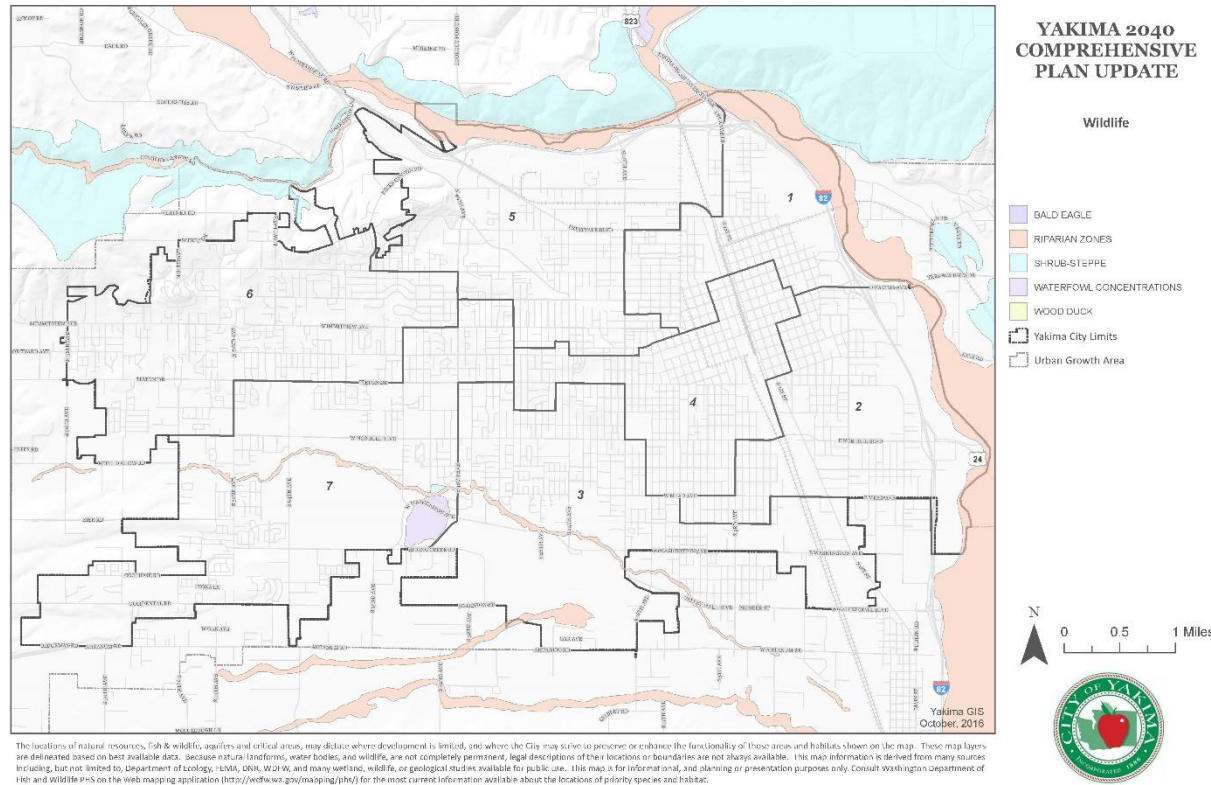
Source: City of Yakima GIS 2017



We are Yakima



Exhibit 10-4. Wildlife – City of Yakima



Source: City of Yakima GIS 2017

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 10-5 identifies the sensitive fish species documented within the City’s aquatic areas:





Exhibit 10-5. Sensitive Fish Species Identified in the City’s Streams and Rivers

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

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 10-3 – 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. Mapping may underrepresent the area of wetlands due to the date of inventories and the nature of the data that is not comprehensively collected by federal, state, or local agencies.





Geologically Hazardous Areas

Geologically hazardous areas include areas of erosion hazard, landslide hazard, seismic hazard, and other hazard, including volcanic and channel migration zones. 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.

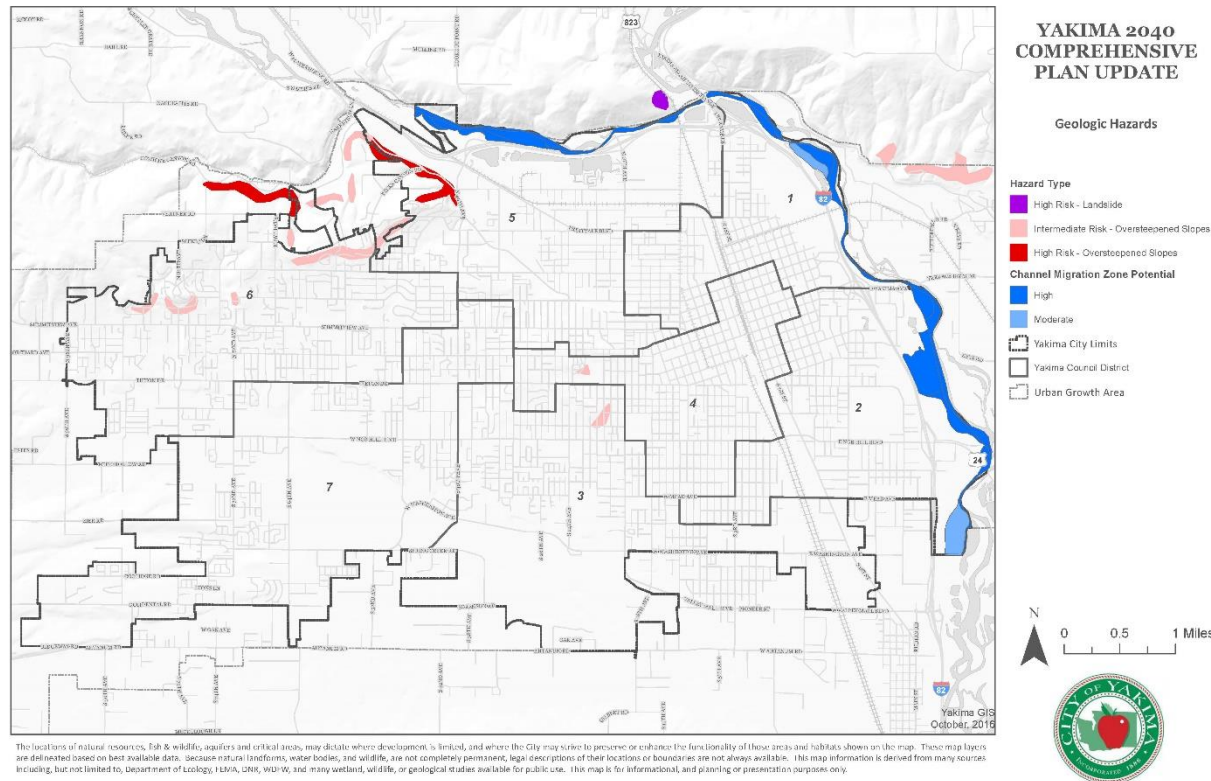
In the City, three types of landslide hazards have been mapped: intermediate risk oversteepened slopes, high risk oversteepened slopes, and channel migration zones that are associated with shoreline waterbodies (Exhibit 10-6 – Geologic Hazards).

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 10-6. Geologic Hazards – City of Yakima



The locations of natural resources, fish & wildlife, aquifers and critical areas, may dictate where development is limited, and where the City may strive to preserve or enhance the functionality of these areas and habitats shown on the map. These map layers are delineated based on best available data. Because natural landforms, water bodies, and wildlife are not completely permanent, legal descriptions of their locations or boundaries are not always available. This map information is derived from many sources including, but not limited to, Department of Ecology, USGS, USFS, WRIA, and many wetland, wildlife, or geological studies available for public use. This map is for informational and planning or preservation purposes only.

Source: City of Yakima GIS 2016

Critical Aquifer Recharge Areas

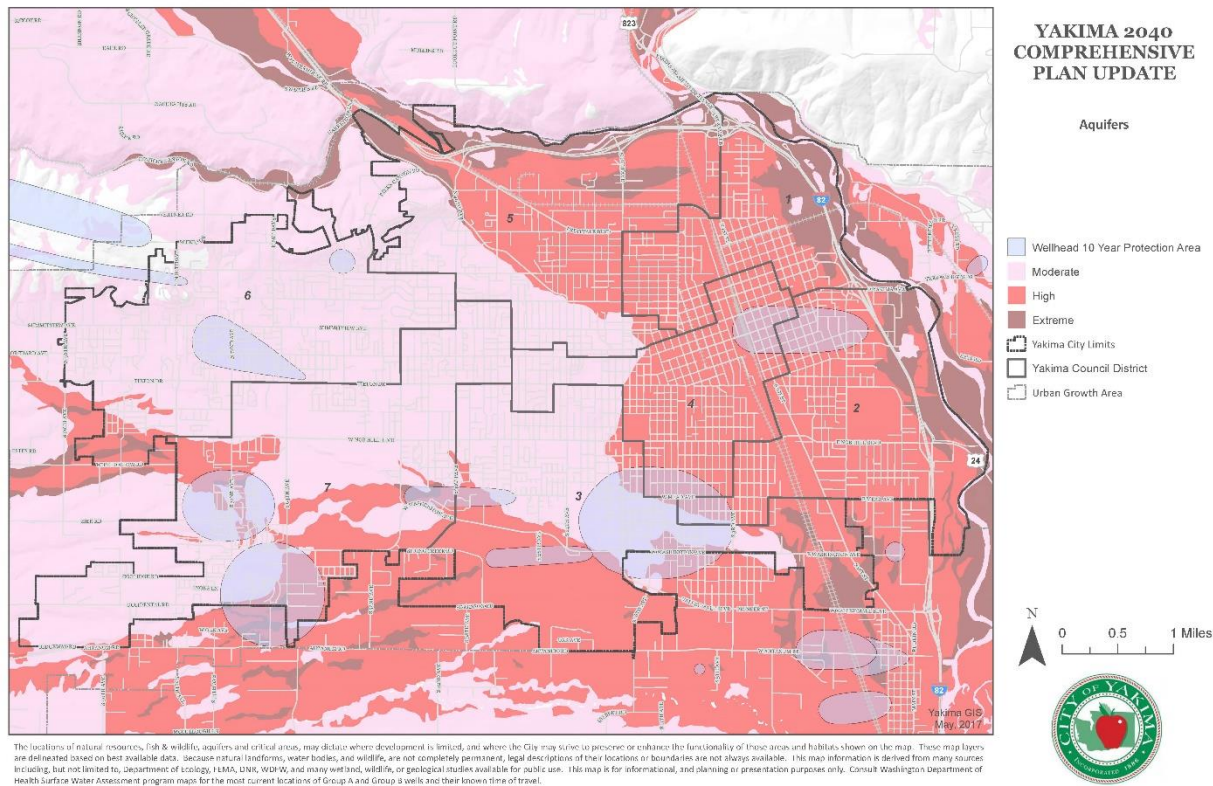
Critical aquifer recharge areas are lands where surface waters or pollutants can infiltrate into groundwater that is utilized for drinking water. The City’s drinking water comes from the Naches River water treatment facility, but the backup supply comes from four municipal groundwater wells that can 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. To date, the City has identified five discrete areas that have high vulnerability to contamination (see Exhibit 10-7–Aquifers) that cover about 8 percent of the city limits. The Washington Department of Health maintains updated maps of wellhead protection zones around drinking water sources on its website.

Exhibit 10-7. Aquifers – City of Yakima



Source: City of Yakima GIS 2017





10.3 Challenges and Opportunities

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 the 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.

10.4 Goals and Policies

GOAL 9.1. ENHANCE AND PROTECT SURFACE, STORM, AND GROUNDWATER QUALITY AND QUANTITY.

Policies

- 9.1.1. Implement the City’s stormwater program and require use of appropriate stormwater manuals or best management practices for the design, construction, and operation of developments or activities which could alter surface or ground water quantity or quality.
- 9.1.2. Continue to implement and refine water conservation programs.
- 9.1.3. For the multiple purposes of ensuring sufficient and sustainable supplies of water for fish habitat, agricultural and industrial needs, and drinking water, support implementation of the Yakima River Basin Integrated Water Resource Management Plan.



- 9.1.4 Continue implementing the City's local Wellhead Protection Program, which includes education, inter-agency coordination, and regulation, to prevent contamination of public groundwater supplies.
- 9.1.5 Update standards to allow and encourage use of low impact development techniques and other construction methods that offset or mitigate the effects of increased impervious areas.

GOAL 9.2. PROTECT AND ENHANCE AIR QUALITY.

Policies

- 9.2.1. Cooperate with local, State and federal air pollution control agencies and comply with applicable regulations that govern air pollutants during land development, construction and operation.
- 9.2.2 Develop a land use pattern and associated infrastructure that encourages trip reduction, minimizes vehicular emissions, and facilitates use of alternate modes of transportation.

GOAL 9.3. MANAGE FLOODPLAINS TO PROTECT PUBLIC HEALTH AND SAFETY, AND TO SUPPORT ECOLOGICAL FUNCTION.

Policies

- 9.3.1. Protect natural drainage systems associated with floodways and floodplains through application of regulations based on best available science.
- 9.3.2 Ensure adequate protection of life and property from flood events in floodways and floodplains through application of appropriate limitations on and mitigation requirements for development, and implementation of Comprehensive Flood Hazard Management Plans, when available.
- 9.3.3 Emphasize non-structural methods in planning for flood prevention and damage reduction.
- 9.3.4 Require use of best management practices to minimize adverse stormwater impacts generated by the removal of vegetation and alteration of landforms that increase impervious surface areas.
- 9.3.5 Within frequently flooded areas, encourage and support the retention of natural open spaces or land uses, such as parks, that can maintain important hydrologic function with minimal risk to property damage from floodwaters.





GOAL 9.4. PRESERVE AND ENHANCE TERRESTRIAL AND AQUATIC HABITATS TO MAINTAIN VIABLE POPULATIONS OF PLANTS AND ANIMALS.

Policies

- 9.4.1. Maintain and implement a system of environmental regulations based on best available science that will protect fish and wildlife species and habitat with special local, state or federal status, giving special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.
- 9.4.2. Continue participating in and supporting the work of the regional Yakima Basin Fish and Wildlife Recovery Board to plan and implement fish and wildlife habitat restoration.
- 9.4.3. Locate, design, construct, and operate development to first avoid, and then minimize and mitigate adverse impacts to the functions and values of streams, wetlands, and other fish and wildlife habitat conservation areas.
- 9.4.4. Promote stream, wetlands, and other fish and wildlife habitat conservation areas protection through education and cooperation with the Greenway Foundation, Cowiche Canyon Conservancy, the Trust for Public Land, and other similar organizations.
- 9.4.5. Sustain existing levee vegetation to promote and retain functional habitat. Enhance levee vegetation during maintenance projects, where feasible.
- 9.4.6. Conserve, protect and enhance native vegetation in open spaces, parks and riparian areas. Consider using native vegetation for planting in these areas and look for opportunities to enhance habitat for fish and wildlife.

GOAL 9.5. MANAGE USE AND DEVELOPMENT IN GEOLOGICALLY HAZARDOUS AREAS TO PROTECT PUBLIC HEALTH AND SAFETY.

Policies

- 9.5.1. Apply and enforce current and future environmental regulations to protect and promote public health and safety from geologic hazards during construction and operation.





- 9.5.2 Locate development within the most environmentally suitable and naturally stable portions of the proposed property.
- 9.5.3 Classify and designate areas on which development should be prohibited, conditioned, or otherwise controlled because of danger from geological hazards.

10.5 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.

In addition to critical areas regulations, which are part of the City’s Land Use Code, the following items aid in the implementation of this element of the Comprehensive Plan.

Exhibit 9-8. Natural Environment Element Implementation

Implementation Item	Action Type
Land Use Code – YMC Titles 15 and 17	Regulatory law that addresses critical areas and shoreline protection
Development Review	Review Process that ensures critical areas and shoreline protection
City of Yakima Stormwater Management Program 2015	Plan, updated periodically, that minimizes adverse effects on water quality and quantity
2012-2017 Parks and Recreation Comprehensive Plan	Plan, updated periodically, that strives to balance active and passive uses of the City’s more natural areas
Comprehensive Flood Hazard Management Plans	Plans that include short- and long-term approaches to balancing the competing needs of new and existing development with the environment.





Implementation Item	Action Type
Yakima Regional Stormwater Group	Coordination with Yakima County, Union Gap and Sunnyside to perform permit compliance under the Department of Ecology's Phase II NPDES Stormwater Permit



SHORELINE

Yakima Comprehensive Plan 2040

Purpose and Relationship of the Shoreline Management Act to the Growth Management Act

The Growth Management Act (GMA) was amended in 1995 to add the goals and policies of the state Shoreline Management Act (SMA) as one of the goals of the GMA. The purpose of the SMA is stated in RCW 90.58.020 as follows:

“The legislature finds that the shorelines of the state are among the most valuable and fragile of its natural resources and that there is great concern throughout the state relating to their utilization, protection, restoration, and preservation. In addition, it finds that ever increasing pressures of additional uses are being placed on the shorelines necessitating increased coordination in the management and development of the shorelines of the state. The legislature further finds that much of the shorelines of the state and the uplands adjacent thereto are in private ownership; that unrestricted construction on the privately owned or publicly owned shorelines of the state is not in the best public interest; and therefore, coordinated planning is necessary in order to protect the public interest associated with the shorelines of the state while, at the same time, recognizing and protecting private property rights consistent with the public interest. There is, therefore, a clear and urgent demand for a planned, rational, and concerted effort, jointly performed by federal, state, and local governments, to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines.”

The Growth Management Act considers the goals and policies of a Shoreline Master Program (SMP) developed under the Shoreline Management Act to be an element of the Comprehensive Plan, and the SMP development regulations to be a component of a jurisdiction’s GMA development regulations.

This Chapter presents the SMP goals and policies completed in fall 2014 and adopted by both the City of Yakima and the State of Washington Department of Ecology.



We are Yakima



*It is the policy of the state to provide for the management of the shorelines of the state by planning for and fostering all reasonable and appropriate uses. This policy is designed to insure the development of these shorelines in a manner which, while allowing for limited reduction of rights of the public in the navigable waters, will promote and enhance the public interest. This policy contemplates protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto. ****

In the implementation of this policy the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally. To this end uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the state's shoreline. Alterations of the natural condition of the shorelines of the state, in those limited instances when authorized, shall be given priority for single-family residences and their appurtenant structures, ports, shoreline recreational uses including but not limited to parks, marinas, piers, and other improvements facilitating public access to shorelines of the state, industrial and commercial developments which are particularly dependent on their location on or use of the shorelines of the state and other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines of the state. Alterations of the natural condition of the shorelines and shorelands of the state shall be recognized by the department. Shorelines and shorelands of the state shall be appropriately classified and these classifications shall be revised when circumstances warrant regardless of whether the change in circumstances occurs through man-made causes or natural causes. Any areas resulting from alterations of the natural condition of the shorelines and shorelands of the state no longer meeting the definition of "shorelines of the state" shall not be subject to the provisions of chapter 90.58 RCW.

Permitted uses in the shorelines of the state shall be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shoreline area and any interference with the public's use of the water."

The Shoreline Management Act policy has been refined to include provisions for uses along the shoreline, public access to shorelines, preservation and restoration of the shoreline resources and ecology, promotion of long-term over short-term benefit, and other actions to promote the state-wide interest of appropriate use of shoreline over local interest.

In addition to incorporating the state SMA goals and policies, the Growth Management Act also provides that "the goals and policies of a shoreline master program for a county or city...shall be considered an element of the county or city's comprehensive plan." The City of Yakima's Shoreline Master Program (SMP) was originally approved by the Washington State Department of Ecology in June 1974. In 2013, the SMP





was updated consistent with Washington Administrative Code (WAC) Chapter 173-26, State master program approval/amendment procedures and master program guidelines (Guidelines). The Guidelines are administered by the Washington State Department of Ecology (Ecology). The SMP becomes effective 14 days after conclusion of both the City’s SMP development and adoption process followed by Ecology’s review and approval process.

Profile of Shoreline Jurisdiction in Yakima

The entire shoreline jurisdiction within the City limits and Urban Growth Area (UGA), including unincorporated territory and the waterbodies themselves, amounts to approximately 1,696 acres (818 acres non-UGA, 878 acres UGA). The City of Yakima has two rivers, one stream, and three lakes which are identified as “shorelines of the state”: the Yakima River, the Naches River, Cowiche Creek, Willow Lake, Lake Aspen, and Rotary Lake. Buchanan Lake and its shorelands (approximately 76 acres) will be considered part of the City’s shoreline jurisdiction 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.

In accordance with state law, the jurisdiction of Yakima’s Shoreline Master Program encompasses the shoreline waterbodies; land within 200 feet of the ordinary high water mark of these waterways; and their floodways, certain portions of 100-year floodplains and channel migration zones, and associated wetlands.

Development of Goals and Policies

The goals and policies presented here are categorized according to Master Program elements as mandated by the Shoreline Management Act (SMA). The elements are identified in the SMA as generic classes of activities for which goals and policies shall be developed and systematically applied to different shoreline uses in these classes, when deemed appropriate by the local jurisdiction.

The general goal and policy statements found within each element of the Master Program are intended to provide the policy basis for administration of the City of Yakima Shoreline Master Program. All elements are equal in their importance and no element has a greater standing or relevance than any other element. The Master Program Elements are as follows.





- A. Shoreline use element** for considering:
1. The proposed general distribution and general location and extent of the use on shorelines and adjacent land areas, including, but not limited to, housing, business, industry, transportation, agriculture, natural resources, recreation, education, public buildings and grounds, and other categories of public and private uses of the land;
 2. The pattern of distribution and location requirements of water uses including, but not limited to, aquaculture, recreation, and transportation; and
 3. Establishing the importance of locating water-oriented uses, particularly those that are water-dependent, within the shoreline jurisdiction area.
- B. Economic development element** for the location and design of industries, transportation facilities, port facilities, tourist facilities, commerce and other developments that are particularly dependent on their location on or use of the shorelines of the state;
- C. Public access element** for provision for public access to shorelines, particularly publicly owned areas;
- D. Recreational element** for preserving and enlarging recreational opportunities including but not limited to parks, beaches, and recreational areas;
- E. Circulation element** consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the shoreline use element;
- F. Conservation element** for the preservation of natural resources, including but not limited to scenic vistas, aesthetics, and critical areas' functions and values, fisheries and wildlife protection, and shoreline ecological functions;
- G. Historical/cultural/scientific/and educational element** for protecting and restoring buildings, sites and areas having historic, archaeological, cultural, scientific, or educational values; and
- H. Flood control element** for giving consideration to the state-wide interest in the prevention and minimization of flood damages, and construction, modification, and restoration of flood-damaged structures consistent with FEMA Standards.





General Shoreline Planning Sub-element

Policy numbers have been updated to align with the Element numbering for the current plan. Previous policy numbering for the Shoreline goals was in the format 10.X.X and the format for the Shoreline policies was 10.X.X.X.

11.3.1. Implement the general policies and goals of the Shoreline Management Act as listed below (WAC 173-26-176(3)):

- 11.3.1.1. Utilize Shorelines for economically productive uses that are particularly dependent on Shoreline location or use.
- 11.3.1.2. Utilize Shorelines and the waters they encompass for public access and recreation.
- 11.3.1.3. Protect and restore the ecological functions of Shorelines.
- 11.3.1.4. Protect the public right of navigation and corollary uses of waters of the state.
- 11.3.1.5. Protect and restore buildings and sites having historic, cultural, and educational value.
- 11.3.1.6. Plan for public facilities and uses correlated with other shoreline uses.
- 11.3.1.7. Prevent and minimize flood damages.
- 11.3.1.8. Recognize and protect private property rights.
- 11.3.1.9. Preferentially accommodate single-family uses.

Coordinate shoreline management with other relevant local, state, and federal programs.

11.3.2. Protection measures for Shorelines of Statewide Significance should follow the Shoreline Management Act principles in order of preference as listed below (RCW 90.58.020):

- 11.3.2.1. Recognize and protect the state-wide interest over local interest;
- 11.3.2.2. Preserve the natural character of the shoreline;
- 11.3.2.3. Result in long term over short term benefit;
- 11.3.2.4. Protect the resource and ecology of the shoreline;
- 11.3.2.5. Increase public access to publicly owned areas of the shorelines;
- 11.3.2.6. Increase recreational opportunities for the public in the shoreline;





11.3.2.7. Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

11.3.3. Establish a system of shoreline uses that:

11.3.3.1. Gives preference to uses with minimal impacts that are dependent upon their proximity to the water;

11.3.3.2. Is consistent with the control of pollution and prevention of damage to the natural environment;

11.3.3.3. Protects the public's health, safety, and welfare; ecological functions; and property rights; and

11.3.3.4. Establishes conditional uses to provide extra protection for the shoreline.

11.3.4. Assure that new shoreline development in the City of Yakima is consistent with a viable pattern of use suitable to the character and physical limitations of the land and water.

11.3.5. Encourage sound management of renewable and nonrenewable natural resources.

11.3.6. In general when determining the order of preference between conflicts of shoreline uses the following order should be observed:

11.3.6.1. Water-dependent commercial uses are preferred over nonwater-dependent commercial uses;

11.3.6.2. Water-related and water-enjoyment commercial uses are preferred over nonwater-oriented commercial uses; and

11.3.6.3. Nonwater-oriented commercial uses should only be allowed in limited situations.

Shoreline Environment Designations

11.3.7. The City of Yakima's Shorelines are classified into specific environment designations based on existing and future land use patterns, as well as the biological and the physical character of the shoreline. Land uses and activities which are permitted within these environment





designations should be limited to those land uses that are consistent with the character of the identified environment designation.

High Intensity Environment Policies

- 11.3.8.** High Intensity Environment: The purpose of the "High Intensity" environment is to provide for high-intensity water-oriented commercial, transportation, and industrial uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded.
- 11.3.9.** Specific criteria for designation of the High Intensity environment include areas or properties that:
- 11.3.9.1. Presently support high intensity land uses including commercial, industrial, urban recreational, transportation, or high-intensity water-oriented uses.
 - 11.3.9.2. Are planned to accommodate urban expansion of uses listed in 10.3.9.1.
- 11.3.10.** Water-oriented commercial, industrial, and recreation uses should be given high priority in the High Intensity environment. First priority should be given to water-dependent uses. Second priority should be given to water-related and water-enjoyment uses. Nonwater-oriented uses should not be allowed except as part of mixed-use developments. Nonwater-oriented uses may also be allowed in limited situations where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline. Public benefits such as ecological restoration or public access may be required in association with nonwater-oriented development.
- 11.3.11.** New stand-alone residential uses in the High Intensity environment should be discouraged.
- 11.3.12.** When considering shoreline environment designation amendment proposals, full utilization of existing high intensity areas should be achieved before further expansion of intensive development is allowed.
- 11.3.13.** Development in the High Intensity designation should assure no net loss of shoreline ecological functions as a result of new development. Where applicable, new development





should include environmental cleanup and restoration of the shoreline to comply with any relevant state and federal law.

- 11.3.14.** Where feasible, visual and physical public access should be required as part of development in the High Intensity designation unless it already exists to serve the development or other safety, security, or fragile environmental conditions apply.
- 11.3.15.** Aesthetic objectives should be implemented by means such as sign control regulations, appropriate development siting, screening and architectural standards, and maintenance of natural vegetative separation.

Essential Public Facilities Policies

- 11.3.16.** The purpose of the Essential Public Facilities environment is to support planning and maintenance of existing essential public facilities.
- 11.3.17.** Assign an “Essential Public Facilities” environment designation to lands containing those facilities that are typically difficult to site or relocate, such as state or regional transportation facilities and waste water handling facilities.
- 11.3.18.** Essential public facilities and their accessory or supporting uses are allowed in the Essential Public Facilities environment.
- 11.3.19.** Allowed new development in the Essential Public Facilities designation should assure no net loss of shoreline ecological functions.
- 11.3.20.** Where applicable, new and expanded development should include environmental cleanup and restoration of the shoreline to comply with any relevant state and federal law.
- 11.3.21.** Expansion and improvement of existing facilities should be allowed, with mitigation sequencing applied to avoid and then minimize adverse impacts to the extent consistent with the specific facility and public needs, with mitigation required for any remaining adverse impacts.





Shoreline Residential Environment Policies

- 11.3.22.** The purpose of the "Shoreline Residential" environment is to accommodate residential development and appurtenant structures that are consistent with the SMP. An additional purpose is to provide appropriate public access and recreational uses.
- 11.3.23.** Assign a "Shoreline Residential" environment designation to areas that are predominantly single-family or multifamily residential development or are planned and platted for residential development.
- 11.3.24.** Development standards addressing the development envelope, water quality, and vegetation should assure no net loss of shoreline ecological functions, taking into account the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and services available, and other comprehensive planning considerations.
- 11.3.25.** Multifamily and multi-lot residential and recreational developments should provide public access and joint use for community recreational facilities.
- 11.3.26.** Access, utilities, and public services should be available and adequate to serve existing needs and/or planned future development.
- 11.3.27.** Commercial development should be limited to water-oriented uses and allowed only when the underlying zoning permits such uses.

Floodway / Channel Migration Zone (CMZ) Environment Policies

- 11.3.28.** The Floodway/CMZ environment is intended to protect the water areas; islands, associated overflow channels, and channel migration areas. This environment provides for the movement of the river within its floodplain, and emphasizes preservation of the natural hydraulic, geologic and biological functions of the City's shorelines that are constrained by biophysical limitations.
- 11.3.29.** The Floodway/CMZ designation is assigned to shoreline areas that are within a mapped Channel Migration Zone and/or within a designated FEMA Floodway. The extent of the Floodway/CMZ designation should never extend beyond the limitations of the Shoreline CMZ found in WAC 173-26-221(3)(b). Areas separated from the active river channel by





existing legal artificial channel constraints should not be considered as part of the CMZ.

In addition, areas that are separated from the active channel by legally existing artificial structure(s) including transportation facilities, built above or constructed to remain intact through the one hundred-year flood, should also not be considered part of the CMZ.

- 11.3.30.** Commercial, industrial, mining, nonwater-oriented recreation, roads, utilities, parking areas, and residences should generally not be located in the Floodway/CMZ environment. Other uses (recreation, resource, etc.) should be carefully limited to protect shoreline functions.
- 11.3.31.** Activities that may degrade the value of the Floodway/CMZ environment should be limited, and development in hazardous areas should be restricted.
- 11.3.32.** Modifications that harden or fix stream banks and channels should be discouraged.

Urban Conservancy Environment Policies

- 11.3.33.** The Urban Conservancy environment is intended to protect and restore ecological functions of open space, floodplain and other sensitive lands where they exist in urban and developed settings, while allowing a variety of compatible uses.
- 11.3.34.** Specific criteria for designation of the Urban Conservancy environment include areas or properties that:
 - 11.3.34.1. Lie in the city limits and urban growth areas;
 - 11.3.34.2. Are planned for development that is compatible with the principals of maintaining or restoring the ecological functions of the area;
 - 11.3.34.3. Are suitable for water-enjoyment uses;
 - 11.3.34.4. Are open space or floodplains, or;
 - 11.3.34.5. Are areas that retain important ecological functions which should not be more intensively developed.





- 11.3.35.** Allowed uses for the Urban Conservancy environment generally include uses which preserve the natural character of the area, and promote the preservation of open space, floodplains or sensitive lands. Uses allowed under this designation should focus on recreation. Commercial, industrial and residential uses should be limited, and when allowed result in restoration of ecological functions. Public access and recreation objectives should be implemented whenever feasible and significant ecological impacts mitigated.

Aquatic Environment – Lakes

- 11.3.36.** The purpose of the "Aquatic" environment is to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high-water mark of shoreline lakes.
- 11.3.37.** Specific criteria for the Aquatic designation are lands waterward of the ordinary high water mark of shoreline lakes.
- 11.3.38.** Allow new over-water structures only for water-dependent uses, public access, or ecological restoration. The size of new over-water structures should be limited to the minimum necessary to support the structure's intended use.
- 11.3.39.** In order to reduce the impacts of shoreline development and increase effective use of water resources, multiple use of over-water facilities should be encouraged.
- 11.3.40.** Uses that could adversely impact the ecological functions of critical freshwater habitats should not be allowed except where necessary to achieve the objectives of the Shoreline Management Act, and then only when their impacts are mitigated according to mitigation sequencing as necessary to assure no net loss of ecological functions.
- 11.3.41.** Shoreline uses and modifications should be designed and managed to prevent degradation of water quality and alteration of natural hydrographic conditions.
- 11.3.42.** When considering development or activities in the Aquatic environment, the City should favor development and activities associated with preferred uses of the Shoreline Management Act and apply development standards that consider water quality, navigation, presence of aquatic vegetation, existing critical habitats, aesthetics, public access, and views.





11.1 Economic Development Sub-element

Commercial and Service Development

- 11.3.43.** Limit commercial and service development to those activities that are dependent upon a shoreline location. Nonwater-oriented commercial uses may be allowed when part of a mixed-use development including water dependent activities, or on sites separated from the shoreline, or when public benefits such as public access and ecological restoration are provided.
- 11.3.44.** Commercial and service uses which are not shoreline dependent should be encouraged to locate upland.

Industrial Development

- 11.3.45.** Allocate sufficient quantities of suitable land for water-related industry.
- 11.3.46.** Discourage industries which have proven to be environmentally hazardous in shoreline areas.

11.2 Public Access and Recreation Sub-element

Public Access

- 11.3.47.** Protect navigation of waters of the state, the space needed for water-dependent uses, and views of the water through development standards.
- 11.3.48.** Transportation and parking plans within Shoreline jurisdiction shall include systems for public access, including pedestrian, bicycle, and public transportation where appropriate.
- 11.3.49.** Whenever possible shoreline development by public entities such as the City of Yakima, Yakima, County, Yakima Greenway, Washington State Department of Transportation, and Federal Highway Administration should incorporate both physical and visual public access





to shoreline areas which are compliant with the various entities safety and security access plans. However, adopted public access plans as described in WAC 173-26-221(4)(c) that more effectively allow public access thru alternative means may be accepted in lieu of the above site specific access requirements.

- 11.3.50.** Development standards for dedicated and improved public access to the shoreline and visual quality should be required for public and private developments, with few exceptions, except where it is demonstrated to be infeasible due to reasons of safety, security, or impact to the shoreline environment, or constitutional or legal limitations.
- 11.3.51.** Promote and enhance diversified types of public access to shorelines in the City of Yakima that accommodate intensified uses without significantly impacting natural areas, and do not infringe upon property rights.
- 11.3.52.** Access to recreational areas should emphasize multiple points of access (parking areas, trails or bicycle paths).
- 11.3.53.** Development standards should be established to assure preservation of unique, fragile, and scenic elements, and to protect existing views from public property or large numbers of residences.
- 11.3.54.** When considering shoreline issues where there is a conflict between water dependent uses, public access, or maintenance of an existing view from adjacent properties, public access or water dependent use should have priority unless there is a compelling reason to the contrary.
- 11.3.55.** Road and railroad facilities should be properly designed, to provide to the greatest extent practical, scenic corridors, rest areas, view points, and other public oriented facilities.
- 11.3.56.** Wherever feasible, utilities should be placed underground.

Recreational Development

- 11.3.57.** Assure preservation and expansion of diverse, convenient recreational opportunities along shorelines for public use, consistent with the capacity of the land by ensuring that shoreline recreational development is given priority and is primarily related to access, enjoyment and use of the water and Shorelines of the State. This policy may be accomplished by ensuring



that shoreline recreational development is given priority and is primarily related to access, enjoyment and use of the water and Shorelines of the State.

- 11.3.58.** Land uses designated for a specific shoreline recreational area should be planned to satisfy a diversity of demands, and must be compatible with each other and the environment.
- 11.3.59.** Where feasible, encourage the use of public lands for recreational facilities as an economical alternative to new acquisitions by local agencies.
- 11.3.60.** Locate, design, construct and operate recreational facilities to prevent undue adverse impacts to natural resources and adjacent or nearby private properties.

11.3 Circulation Sub-element (Transportation & Parking)

- 11.3.61.** Encourage a transportation network capable of delivering people, goods, and services, and resulting in minimal disruption of the shorelines' natural system.
- 11.3.62.** When major highways, freeways and railways are required to be located along stream drainages or lake shores, the facilities should be sufficiently setback, and minimal land area consumed so that a useable shoreline area remains.
- 11.3.63.** Access roads and parking areas should be located upland, away from the shoreline whenever possible, and access to the water should be provided by pathways or other methods.
- 11.3.64.** Parking facilities in shorelines are not a preferred use and should be allowed only as necessary to support an authorized use.
- 11.3.65.** Proper design, location, and construction of road and railroad facilities should be exercised to:
 - 11.3.65.1. Minimize erosion and permit the natural movement of water;
 - 11.3.65.2. Use existing topography and preserve natural conditions to the greatest practical extent.
- 11.3.66.** Loops or spurs of old highways with high aesthetic quality or bicycle route potential should be kept in service.



11.4 Shoreline Uses and Modifications Sub-element

Agriculture

- 11.3.67.** Allow lawfully established agricultural activities occurring on agricultural lands to continue.
- 11.3.68.** New agricultural activities on land not currently used for agriculture, conversion of agricultural lands to other uses, and other development on agricultural land that does not meet the definition of agricultural activities (including any agricultural development not specifically exempted by the provisions of RCW 90.58.030(3)(e)(iv)) should meet shoreline requirements.
- 11.3.69.** Prohibit concentrated feeding operations in shoreline jurisdiction.

Aquaculture

- 11.3.70.** Consider aquaculture a preferred shoreline use when consistent with the control of pollution and prevention of damage to the environment.
- 11.3.71.** Ensure that aquaculture uses do not conflict with other water-dependent uses or navigation, spread disease, establish non-native species that cause significant ecological impact, or significantly impact the aesthetic qualities of the shoreline.
- 11.3.72.** Protect spawning areas designated by the Washington Department of Fish and Wildlife from conflicting uses.

Boating and Private Moorage Facilities

- 11.3.73.** Ensure that boating facilities are located only at sites with suitable environmental conditions, shoreline configuration, access, and neighboring uses.
- 11.3.74.** Piers and docks should only be allowed for water-dependent uses and public access, except that water-enjoyment and water-related uses may sometimes be included as part of a mixed-use development.





- 11.3.75.** Applications for new piers and docks must show a specific need and must be the minimum size necessary.
- 11.3.76.** Encourage the cooperative use of shared docks.

Dredging and Dredge Material Disposal

- 11.3.77.** Dredging should only be permitted for maintaining existing navigation uses, not for obtaining fill material or mining.
- 11.3.78.** The deposition of spoils in water areas should only be allowed for habitat improvement or when the alternative is more detrimental than depositing in water areas.

Fill

- 11.3.79.** Normal and reasonable land grading and filling should be allowed where necessary to develop a land area for a permitted use provided:
 - 11.3.79.1. There is no substantial changes made in the natural drainage patterns; and
 - 11.3.79.2. There is no reduction of flood water storage capacity that might endanger other areas.
 - 11.3.79.3. Filling within the ordinary high water mark should only be allowed when necessary to support water-dependent uses, public access, transportation facilities, mitigation, restoration, enhancement, and certain special situations listed in WAC 173-26-231(3)(c).
- 11.3.80.** In evaluating fill projects, such factors as total water surface reduction, navigation restriction, impediment to water flow and circulation, impediment to irrigation systems, reduction of water quality, and destruction of fish and wildlife habitat should be examined.
- 11.3.81.** Shoreline fills or cuts should be located and designed to avoid creating hazards to adjacent life, property, natural resources systems, and to ensure that the perimeters of the fill incorporate appropriate mechanisms for erosion prevention.





In-Water Structures

- 11.3.82.** Location and planning of in-water structures should consider the full range of public interests, watershed functions and processes, and environmental concerns, with a special emphasis on protecting and restoring priority habitats and species.
- 11.3.83.** All in-water structures should provide for the protection and preservation of ecosystem-wide processes, ecological functions, and cultural resources, including, but not limited to, fish and wildlife, water resources, shorelines, critical areas, hydrogeological processes, and natural scenic vistas.

Mining

- 11.3.84.** Removal of sand, gravel, and minerals should be allowed from only the least sensitive shoreline areas and should comply with the below policies:
 - 11.3.84.1. Due to the risk of avulsion and mine pit capture by the rivers, mining within the stream channel and channel migration zones should not be allowed; and
 - 11.3.84.2. Restoration or enhancement of ecological functions is encouraged.
- 11.3.85.** Require land reclamation plans of any mining venture proposed within a shoreline.
- 11.3.86.** Mining reclamation plans shall incorporate this SMP's restoration goal to the greatest extent feasible, and shall be done in conformance with the Washington State Surface Mining Act (RCW 78.44).
- 11.3.87.** Ensure that mining and associated activities are designed and conducted consistent with the applicable environment designation and the applicable critical areas ordinance.
- 11.3.88.** Ensure that proposed subsequent uses of mined property and the reclamation of disturbed shoreline areas are consistent with the applicable environment designation and that appropriate ecological functions are required within the reclamation plan.





Residential Development

- 11.3.89.** Design subdivisions at a density, level of site coverage, and occupancy that is compatible with the physical capabilities of the shoreline, and ensure proposals are located to prevent the need for new shore stabilization or flood hazard reduction measures.
- 11.3.90.** Restrict subdivisions in areas subject to flooding.
- 11.3.91.** Encourage cluster development wherever feasible to:
 - 11.3.91.1. Maximize use of shorelines by residents,
 - 11.3.91.2. Maximize both on-site and off-site aesthetic appeal, and
 - 11.3.91.3. Minimize disruption of the natural shorelines.

Shoreline Stabilization

- 11.3.92.** Shoreline modifications should only be allowed where they are shown to be necessary to support or protect an allowed primary structure or a legally existing shoreline use that is in danger of loss or substantial damage, or they are necessary for mitigation or enhancement work.
- 11.3.93.** Shoreline modifications should be limited to the minimum necessary to accomplish the objective, while still protecting ecological functions. Give preference to shoreline modifications that have a lesser impact on ecological functions.
- 11.3.94.** New structural stabilization measures should only be allowed:
 - 11.3.94.1. When they are necessary to protect an existing primary structure,
 - 11.3.94.2. Are in support of new and existing development, or
 - 11.3.94.3. Are necessary to protect projects where restoration of ecological functions or hazardous substance remediation projects is taking place.





- 11.3.95.** Flood protection and stabilization measures which result in or tend toward channelization of streams such as, hardening of stream banks, or fixing channel locations should be avoided.
- 11.3.96.** All shore stabilization activities should be designed and constructed to accepted engineering standards.

Signs

- 11.3.97.** Outdoor sign size, spacing and lighting should conform to the Scenic Vistas Act (RCW 47.42) and standards in the Zoning Ordinance.

Utilities

- 11.3.98.** New utility production and processing facilities, such as power plants and sewage treatment plants, or parts of those facilities that are nonwater-oriented should not be allowed in shoreline areas unless it can be demonstrated that no other feasible option is available. Expansion, updating, and maintenance of existing facilities is allowed but should be designed to minimize impacts as much as possible.
- 11.3.99.** Wherever possible, transmission facilities for the conveyance of services, such as power lines, cables, and pipelines, should be located outside of the shoreline area. If location within the shoreline cannot be prevented, utilities should be confined in a single corridor or within an existing right-of-way or underground consistent with policy 10.3.50.
- 11.3.100.** New sewage treatment, water reclamation, and power plants should be located where they do not interfere with and are compatible with recreational, residential or other public uses of the shoreline.
- 11.3.101.** New waste water treatment ponds for industrial uses should be located upland when feasible.





Existing Uses

- 11.3.102.** The SMP should recognize existing uses and developments in the shoreline, and allow them to continue consistent with their lawfully established condition.
- 11.3.103.** The City should apply applicable SMP provisions to the shoreline use or development proposed in shoreline jurisdiction, considering the size, location, duration and scope of the proposal where appropriate.

Redevelopment, Repair, and Maintenance

- 11.3.104.** The SMP should recognize existing uses and developments in the shoreline, and allow them to continue consistent with their lawfully established condition.
- 11.3.105.** The City should apply applicable SMP provisions to the shoreline use or development proposed in shoreline jurisdiction, considering the size, location, duration and scope of the proposal where appropriate.

11.5 Conservation Sub-element

Environmental Protection

- 11.3.106.** Maintain, restore and where necessary improve the shoreline terrestrial and aquatic ecosystems so that they maintain viable, reproducing populations of plants and animals while providing the maximum public benefit of limited amounts of shoreline areas.

Critical Areas & Vegetation Conservation

- 11.3.107.** New development or uses, including the subdivision of land, should not be established when it is foreseeable that the development or use would require structural flood hazard reduction measures within the channel migration zone or floodway.





- 11.3.108.** New structural flood hazard reduction measures in shoreline jurisdiction should only be allowed when the following can be demonstrated:
- 11.3.108.1. The structural flood hazard reduction measure is necessary to protect an existing development,
 - 11.3.108.2. Nonstructural measures are not feasible,
 - 11.3.108.3. Impacts on ecological functions and priority species and habitats can be successfully mitigated so as to assure no net loss of ecological functions, and
 - 11.3.108.4. Appropriate vegetation conservation actions are undertaken.
- 11.3.109.** Protect all shorelines of the state so that there is no net loss of ecological functions from both individual permitted or exempt development.
- 11.3.110.** Evaluate and consider cumulative impacts of development on shoreline ecological functions to ensure no net loss of ecological function.
- 11.3.111.** Develop a means to allocate the burden of addressing cumulative effects.
- 11.3.112.** Provide, where feasible and desirable, restoration of degraded areas along the City's shorelines.
- 11.3.113.** Critical areas within shoreline jurisdiction are protected through the critical area policies and standards of the City of Yakima's Shoreline Master Program and Comprehensive Plan Natural Environment Chapter.
- 11.3.114.** Protect shoreline streams, lakes, ponds, and wetlands through the application of vegetative buffers.
- 11.3.115.** Existing agriculture should be encouraged to provide through voluntary means:
- 11.3.115.1. Maintenance of a permanent vegetative buffer between tilled areas and associated water bodies,
 - 11.3.115.2. Reduction of bank erosion,
 - 11.3.115.3. Reduction of surface runoff,
 - 11.3.115.4. Reduction of siltation,
 - 11.3.115.5. Improvement of water quality, and



- 11.3.115.6. Habitat for fish and wildlife.

- 11.3.116.** Buffer requirements for new agriculture uses on non-agricultural lands should be applied.
- 11.3.117.** Provide a permitting process which allows government agencies, and public and private groups to submit and gain approval for long-term maintenance plans which comply with the requirements of the City of Yakima Shoreline Master Program.
- 11.3.118.** Natural vegetation within shoreline jurisdiction should be retained to the greatest extent feasible by applying the stream corridor and wetland buffer requirements.
- 11.3.119.** Selective pruning of trees for safety and view protection, and the removal of noxious weeds is allowed.
- 11.3.120.** Shoreline construction/maintenance projects which disturb areas of the shoreline should be restored to a state which is equal or greater than the original project condition. When replanting is required, native species should be planted and maintained until new vegetation is established.

Shoreline Habitat and Natural Systems Enhancement Projects

- 11.3.121.** Restoration and enhancement of shorelines should be designed using principles of landscape and conservation ecology and should restore or enhance chemical, physical, and biological watershed processes that create and sustain shoreline habitat structures and functions.
- 11.3.122.** Restoration and enhancement actions should improve shoreline ecological functions and processes and should target meeting the needs of sensitive plant, fish and wildlife species as identified by Washington Department of Fish and Wildlife, Washington Department of Natural Resources, Yakama Nation, National Marine Fisheries Service, and/or U.S. Fish and Wildlife Service.
- 11.3.123.** The City should, and private entities are encouraged to, seek funding from State, Federal, private and other sources to implement restoration, enhancement, and acquisition projects, particularly those that are identified in the Restoration Plan of this SMP or the local watershed plans.



- 11.3.124.** The City should develop processing guidelines that will streamline the review of restoration-only projects.
- 11.3.125.** Allow for the use of tax incentive programs, mitigation banking, grants, land swaps, or other programs, as they are developed, to encourage restoration and enhancement of shoreline ecological functions and to protect habitat for fish, wildlife and plants.

Water Quality, Stormwater Management, and Nonpoint Pollution

- 11.3.126.** Shoreline water quality should be protected as follows:
 - 11.3.126.1. Rely on the City’s stormwater program and Ecology’s Stormwater Management Manual for Eastern Washington which meet state and federal stormwater control requirements where possible;
 - 11.3.126.2. Utilize Critical Aquifer Recharge Area protection measures;
 - 11.3.126.3. Control drainage and surface runoff from all facilities requiring large quantities of fertilizers and pesticides to prevent contamination of water areas;
 - 11.3.126.4. All developments should comply with Yakima County Health regulations, when applicable;
 - 11.3.126.5. Handle and dispose of pesticides in accordance with provisions of the Washington Pesticide Application Act (RCW 17.21) and the Washington Pesticide Act (RCW 14.47);
 - 11.3.126.6. Proper design, location, and construction of all facilities should be exercised to prevent the entry of pollutants or waste materials into waterbodies;
 - 11.3.126.7. When earthen materials are moved within shoreline areas, measures to adequately protect water quality should be provided;
 - 11.3.126.8. Water quality protection measures should not impact recreation opportunities;
 - 11.3.126.9. New development and redevelopment proposals should be connected to city sewer; and
 - 11.3.126.10. New development and redevelopment proposals should provide adequate stormwater handling and possibly pre-treatment facilities.





- 11.3.127.** Agricultural erosion control measures should conform to standards established by the Conservation Districts of Yakima County and those agreed upon in USDA conservation plans.
- 11.3.128.** In planning for marina location and design, special water quality considerations should be given to:
 - 11.3.128.1. Fuel handling and storage facilities to minimize accidental spillage,
 - 11.3.128.2. Proper water depth and flushing action for any area considered for overnight or long-term moorage facilities, and
 - 11.3.128.3. Adequate facilities to properly handle wastes from holding tanks.
- 11.3.129.** Sanitary landfills along shoreline areas should be prohibited. The disposal of all solid wastes should be disposed of in accordance with the Yakima County Inter-local and Moderate Risk Solid Waste Management Plan.

11.6 Historic, Cultural, Scientific, and Educational Resources Sub-element

- 11.3.130.** Require the protection and restoration of areas and sites in the City of Yakima having historic, archaeological, cultural, educational or scientific value consistent with local, state and federal laws.
- 11.3.131.** Development along shorelines includes planning that incorporates expertise and recommendations of qualified cultural resource professionals including archaeologists, historians, and tribal representation to identify cultural and historic resources that could be affected by the project; evaluate any present resources for significance; and recommend appropriate preservation strategies.
- 11.3.132.** Shoreline permits should contain conditions of approval which require developers to immediately stop work and notify local governments, the Office of Archaeology and Historic Preservation, and the Yakima Nation, if any archaeological or historic resources are uncovered during excavation.





- 11.3.133. Development that would destroy archaeological, cultural and/or historic sites or data will be delayed for an appropriate amount of time as determined by the City in consultation with interested parties that would allow an appropriate entity to protect or mitigate the affected resource.
- 11.3.134. Establish and implement procedures that protect cultural and historic resources by designing projects to avoid impacting resources to the greatest extent possible or identifying and implementing mitigation measures when avoidance or preservation is not possible.

11.7 Flood Hazard Management Sub-element

- 11.3.135. The City should ensure public and private development applications site and design flood control measures consistent with appropriate engineering principles, including guidelines of the Natural Resource Conservation Service, the U.S. Army Corps of Engineers, Yakima County Flood Hazard Management Plan, watershed plans, restoration plans, critical area regulations, floodplain regulations, and stormwater management plans and regulations in order to prevent flood damage, maintain the natural hydraulic capacity of floodways, and conserve limited resources such as fish habitat, water, and soil.
- 11.3.136. Where feasible, **non-structural methods to protect, enhance, and restore shoreline ecological functions and processes and other shoreline resources should be encouraged as an alternative to structural flood control works. Non-structural methods may include, but are not limited to, shoreline buffers, land use controls, use relocation, wetland restoration, dike removal, biotechnical measures, stormwater management programs, land or easement acquisition, voluntary protection and enhancement projects, or incentive programs.**
- 11.3.137. New or expanding development or uses in shoreline jurisdiction, including subdivision of land, that would likely require structural flood control works, such as dikes, levees, revetments, floodwalls, channel realignment, gabions or rip-rap, within a river, floodway, or lake should not be allowed.





- 11.3.138.** New structural flood control works should only be allowed in shoreline jurisdiction when it can be demonstrated by a scientific and engineering analysis that they are necessary to protect existing development, that impacts to ecological functions and priority species and habitats can be successfully mitigated so as to assure no net loss, that appropriate vegetation conservation actions are undertaken, and where non-structural flood hazard reduction measures are infeasible.
- 11.3.139.** Flood control works and shoreline uses, development, and modifications should be located, designed, constructed and maintained so their resultant effects on geo-hydraulic shoreline processes will not cause significant damage to other properties or shoreline resources, and so that the physical integrity of the shoreline corridor is maintained.

Implementation

This element is implemented by the full Shoreline Master Program, which includes development regulations that support Shoreline goals and policies. A permit process for shoreline substantial development permits, shoreline conditional use permits, and shoreline variances references these goals and policies and the shoreline development regulations.



ENERGY

Yakima Comprehensive Plan 2040

12.1 Introduction

The purpose of this Energy Element is to identify opportunities and key issues related to the promotion of renewable energy use and facilities in the City of Yakima. This Element is intended to supplement existing Comprehensive Plan Elements for Land Use, Transportation, and Economic Development.

12.2 Conditions and Trends

Wind Energy

Washington State is ranked 10th in the nation in net generation of electricity from wind energy. While there is substantial wind energy infrastructure in nearby Kittitas and Klickitat counties, there are no substantial wind energy facilities in or around the City of Yakima.

Energy - Growth Management Act

The GMA provides for optional elements to the Comprehensive Plan, including Energy. (RCW 36.70A.080(1)(b))





Solar Energy

There are no substantial solar energy facilities in or around the City of Yakima at this time. According to the US Energy Information Administration, the northeast corner of the City has good photovoltaic solar potential. The City of Yakima sees about 300 days of sunshine per year.

Geothermal Energy

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 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.



Source: Solorasolar.com

12.3 Challenges and Opportunities

New Construction

Strengthened building codes and innovative construction methods (solar energy) are effective ways to reduce energy consumption. Effective layout of subdivisions can also increase energy efficiency by allowing for solar access and protection from winds.

Industrial and commercial sectors are similarly encouraged to explore alternate energy sources when designing new buildings, especially those that are LEED eligible.

Transportation

A well-laid-out transportation system will aid in conserving energy. Smoother traffic flows can increase vehicle efficiency, additional pedestrian and bicycle facilities promote alternate means of commuting, and higher urban densities along transit routes can further reduce vehicle trips.





12.4 Goals and Policies

GOAL 12.1. SUPPORT RENEWABLE ENERGY SYSTEMS FOR RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND MIXED-USE STRUCTURES AND DEVELOPMENTS.

Policies

- 12.1.1. Allow flexibility in development regulations that promote energy efficiency and conservation.
- 12.1.2. Protect solar access to use natural heating and lighting opportunities.
- 12.1.3. Consider development standards that allow small-scale solar and wind energy facilities in new and existing developments.

GOAL 12.2. REDUCE ENERGY USED FOR TRANSPORTATION.

Policies

- 12.2.1. Promote an efficient transportation system through a compact development pattern.
- 12.2.2. Review parking standards to promote a parking lot layout that maximizes energy efficiency.
- 12.2.3. Continue to provide and encourage viable options for multi-modal means of transportation to reduce the amount of single occupant vehicles.
- 12.2.4. Encourage installation of charging infrastructure for electric vehicles.

GOAL 12.3. SEEK OPPORTUNITIES FOR ENERGY EFFICIENCY AND CONSERVATION AT ALL LEVELS OF GOVERNMENT.

Policies

- 12.3.1. Incorporate energy efficient facilities in new and rehabilitated government buildings, where feasible.





12.5 Implementation

Yakima’s Comprehensive Plan is implemented through the actions and investments made by the City with the support of its residents and stakeholders. Some of these actions include regulatory changes, partnerships, coordination, administrative acts, policy changes, and capital investments. The following implementation items aid in this process.

Exhibit 12-1. Energy Element Implementation

Implementation Item	Action Type	Results
Building Code	Regulatory Law	<ul style="list-style-type: none"> Construction standards
Zoning Code	Regulatory Law	<ul style="list-style-type: none"> Land use densities and allowable uses Parking standards
State Environmental Policy Act	Regulatory Law	<ul style="list-style-type: none"> Environmental review

