CITY OF YAKIMA PERIODIC UPDATE 2025-2026
PRJ#001-25, SEPA#017-26

Yakima City Council
Public Hearing
November 2, 2026

EXHIBIT LIST

Applicant:	City of Yakima
File Numbers:	PRJ#001-25, SEPA#017-26
Site Address:	Citywide
Staff Contact:	Trevor Martin, Planning Manager

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CITY OF YAKIMA PERIODIC UPDATE 2025-2026
PRJ#001-25, SEPA#017-26

EXHIBIT LIST

CHAPTER AA
Yakima Planning Commission's Recommendation

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AA-1	Yakima Planning Commission's Recommendation	10/15/2026

COMMUNITY DEVELOPMENT DEPARTMENT
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YAKIMA PLANNING COMMISSION
RECOMMENDATION TO THE YAKIMA CITY COUNCIL
FOR
GROWTH MANAGEMENT ACT UPDATES:
CITY OF YAKIMA COMPREHENSIVE PLAN 2050, TRANSPORTATION PLAN 2050, CAPITAL FACILITIES PLAN AND MANDATES UNDER RCW 36.70A.070

WHEREAS, The City of Yakima is required to plan under the Washington State Growth Management Act (GMA) RCW 36.70A.040; and

WHEREAS, RCW 36. 70A.130(5)(c) requires the City of Yakima to take legislative action to review and, if needed, revise its comprehensive plan and development regulations, including its policies and regulations designating and conserving natural resource lands and designating and protecting critical areas to comply with the requirements in Chapter 36.70A RCW by December 31, 2026; and

WHEREAS, The City of Yakima adopted its public participation program, including multiple opportunities for public participation in the Comprehensive Plan Update, said opportunities being set forth, attached hereto and incorporated herein by this reference as Exhibit "A", and

WHEREAS, Notice of all amendments to the comprehensive plan and development regulations will be sent to the Washington State Department of Commerce on or before October 23, 2026, that date being at least sixty days before the amendments are scheduled to be submitted under RCW 36.70A.130,

WHEREAS, The City Council public hearing will occur during the 60 day review period required under RCW 36.70A.106, and the City of Yakima will implement any required findings received from the Department of Commerce into the Comprehensive Plan Update prior to final submittal; and

WHEREAS, All required public notice for these amendments were provided in accordance with the provisions of YMC Ch. 16.10; and

WHEREAS, SEPA Environmental Review for this update was considered, a Determination of Nonsignificance (DNS) was issued on September 24, 2026; and

WHEREAS, the City of Yakima established goals and policies within this plan to facilitate and guide the development of new regulations, based upon "best available science" (as defined within the GMA), to protect and enhance both critical areas and shorelines, as required; and

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WHEREAS, The Yakima Planning Commission held an open record public hearing on October 14, 2026, to hear testimony from the public, consider the amendments, and provide a recommendation to the Yakima City Council;

WHEREAS, These updates are considered a non-project application without a specific use or site plan to be considered; and

WHEREAS, The Yakima Planning Commission concluded its consideration of the GMA update process on October 14, 2026.

Now therefore, the Yakima City Planning Commission presents the following findings and recommendation to the Yakima City Council:

Based upon a review of the information contained in the application, staff report, exhibits, and other evidence presented at an open record public hearing held on October 14, 2026, the Planning Commission makes the following:

I. PURPOSE AND DESCRIPTION OF PROPOSED AMENDMENTS:

Proposed Amendments:

The proposed amendments to the Comprehensive Plan will:

a. Update the Land Use, Economic Development, Historic Preservation, Housing, Transportation (and Transportation Systems Plan), Capital Facilities (and Capital Facilities Plan), Utilities, Parks and Recreation, Natural Environment, and Energy Elements of the City of Yakima's Comprehensive Plan;
b. Add Climate Resiliency and MMLOS mandates to the Comprehensive Plan,
c. Guide Yakima's physical development to the year 2050;
d. Maintain consistency with the Growth Management Act, RCW 36.70A;
e. Once the Comprehensive Plan is adopted, the City of Yakima Planning Commission will begin reviewing development standards for Critical Areas Ordinance updates, Housing updates, and Subdivision Updates.

II. FINDINGS OF FACT

1. A public participation plan was created in March 2025;
2. A summary of the public engagement activities was produced in June 2026
3. There were multiple opportunities to provide input on the proposed GMA updates, as contained in Exhibit "A";
4. Public notice was provided in accordance with YMC Ch. 16.10, with a Notice of Public Hearing and Legal Ad Publication in the Yakima Herald newspaper on September 24, 2026;
5. At its October 14, 2026, public hearing, the Yakima Planning Commission heard the staff presentation regarding the proposed Comprehensive Plan and Development Regulations, considered public testimony in both written and verbal forms, and unanimously recommended approval subject to incorporation of the suggested changes as discussed in the meeting minutes; and
6. The Commission found that the Growth Management Act Updates: City of Yakima

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7. Comprehensive Plan 2050, Transportation Systems Plan 2050, Technical Analysis Volume II, Capital Facilities Plan consistent with RCW 36.70A and Best Available Science.

III. YAKIMA PLANNING COMMISSION'S CONCLUSIONS

1. No adverse impacts have been identified;
2. The proposed updates underwent Environmental Review; and
3. The proposed Comprehensive Plan 2050 and Technical Analysis Volume II, (which includes the Transportation Systems Plan and Capital Facilities updates) supersede the City of Yakima's Comprehensive Plan 2040 and Transportation Plan 2040, and subsequent amendments

MOTION

Based on the testimony and evidence presented during this afternoon's public hearing, it was moved and seconded that Planning staff draft findings of fact and forward a recommendation of approval to the Yakima City Council. The motion carried 10-0.

RECOMMENDATION TO CITY COUNCIL

The Planning Commission of the City of Yakima, having received and considered all evidence and testimony presented at the public hearing, and having received and reviewed the record herein, hereby recommends that the City Council of the City of Yakima APPROVE the proposed text amendments to the Yakima Municipal Code.

RECOMMENDED this 15th day of October 2026.

By: _____

Charles Hitchcock, Chair
Yakima Planning Commission

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EXHIBIT A

Public Participation Plan

Yakima Comprehensive Plan | March 2025

Introduction

The purpose of this document is to provide an overview of public engagement strategies for the Yakima Comprehensive Plan update. Washinton State Growth Management Act (GMA) (RCW 36.70A.140) requires "an early and continuous public participation" during the Comprehensive Plan update process. A city planning under the GMA is required to establish procedures for "broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments." In this Public Participation Plan, the City will adopt an approach that strengthens existing relationships with community-based organizations and cultivates new bonds of trust with local leaders. This plan will also identify strategies to support civic engagement from overburdened and underserved communities.

This Public Participation Plan incorporates two interrelated public engagements: public engagement under the Climate Planning Grant to meet specific outreach goals while developing the new Climate Element, and public engagement meeting specific GMA requirements for the overall Comprehensive Plan. Additionally, a web-based information hub will be developed by the City to provide readily-available education and information services, as well as a two-way communication tool with community surveys. The Planning Commission workshop will be a venue for overall update review. The BERK team will work with the City of Yakima for the 2050 Comprehensive Plan Periodic Update and public engagement.

Objectives

Public engagement will focus on the following objectives for this project:

Information

- Broadly disseminate information to the public by providing easy and convenient access to project information on the City website
- Ensure early and continuous outreach to Tribal governments and meet requirements of the Growth Management Act.

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- Collaborate on a community vision for the Comprehensive Plan update
- Identify local priorities to support social and economic activities
- Build awareness of the comprehensive planning process, and next steps
- Center policy recommendations on the lived experiences of all people in Yakima.

Process

- Provide transparency in process with community members, local officials, and city staff on key decision making opportunities
- Build community capacity to participate in civic processes
- Identify long-term strategies for community engagement with city staff, and engaged partners
- Making the process accessible by allowing multiple methods of communication such as, in person, virtual and written communication and via English and Spanish translations.

Translation Services

The BERK team and city staff recognizes that a core part of community engagement will need to prioritize strategies to engage Yakima's Spanish-speaking community. To address language barriers, several strategies shall be employed throughout to provide opportunities for engagement, and conversation:

- **Translation:** All communication materials developed as part of the Comprehensive Plan update shall be translated into Spanish. City staff shall be the lead in translating materials and reviewing final documents before being published. The BERK team will work with city staff to develop materials as needed.
- **Interpretation:** All public meetings will have Spanish interpreters available, as needed for all events. For virtual meetings, BERK can work with the City's Spanish interpreter to provide live translation of public meetings through Zoom. The BERK team will handle logistics, and the hiring of interpreters, as needed. If a meeting will be held in person, interpreters shall be provided for live translating any presentations, and work with dedicated staff in answering specific questions.

Other considerations:

- Youth are often a cultural bridge between generations of residents, and cultural communities. Youth engagement strategies can be an effective means of supporting bilingual support.
- Social service providers, cultural advocacy groups, and community services that directly provide in-language support are already trusted leaders with Spanish-speaking communities in Yakima. City staff, with support from the BERK team, should establish and strengthen relationships with such community groups to have focus groups, encourage participation in advisory groups, and more.

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Outreach Groups

Through the Yakima Comprehensive Plan periodic update, the BERK team will work with city staff in identifying potential community groups to engage. Specific demographic groups include:

Demographic Group	Potential Partners	Notes/ Considerations
BIPOC Community Groups	▪ Residents ▪ Small business owners ▪ Renters ▪ Property owners	▪ Committee participation ▪ Open House and workshop participation
Indigenous Tribes	▪ Confederate Tribes and Bands of the Yakama Nation ▪ Yakama National Museum and Cultural Center	▪ Ask how the tribe would like to participate in the planning process ▪ Focus groups ▪ Potential committee member participation ▪ Open House and workshop participation ▪ Work with city staff on best practices
Spanish-speaking Households	▪ Together in Community ▪ Centro de le Raza ▪ La Casa Hogar ▪ Central Washington Hispanic Chamber of Commerce	▪ Centro de la Raza is a city led initiative by economic development ▪ Focus group (in Spanish) ▪ Potential committee members ▪ Open House and workshop participation
Students	▪ Yakima Valley College ▪ CWU- Yakima	▪ Student group presentations ▪ Focus group ▪ Open house/workshop participation ▪ Potential committee members
School Districts	▪ Yakima School District	▪ Youth engagement strategies
Social Service Providers	▪ Yakima Valley Farm Workers Clinic ▪ Yakima Neighborhood Health ▪ Yakima Salvation Army	▪ Focus group ▪ Potential committee members
Housing Service Providers	▪ Yakima Housing Authority ▪ Yakama Nation Housing Authority ▪ Northwest Fair Housing Alliance	▪ Focus group ▪ Potential committee members ▪ Community presentations

Compensation & Expenses

The Washington State Office of Equity has a set of Community Compensation Guidelines to provide a framework for best practices for compensation. The BERK team will utilize the existing project budget

to provide compensation for individuals and organizations who participate in this planning process, or help implement engagement strategies. Within the context of this project, compensation shall be used through the following means:

- **Advisory Committee stipend**: Stipends shall be provided to any community member who participates in an advisory committee for the Climate Element, or Comprehensive Plan. Individuals must prove that receiving a stipend helps them participate, and are not contributing to the project through a professional capacity where they are paid.
- **Community organization collaboration**: Community organizations can be paid a stipend as local consultants. The BERK team can enter an agreement with an organization to host a focus group, with support from staff.
- **Food and drink at meetings**: For any in person meetings, food and drink may be provided, either by city staff, or the BERK team as needed.
- **Childcare**: For larger workshop meetings, or open houses, the BERK team shall work with a local childcare provider, or community partner, in providing childcare services to support local families to participate in earnest.
- **ADA Accessibility**: City staff shall respond to requests to ensure accessible participation in all meetings and events.

Online Engagement Tools

Online engagement would be used to supplement in-person activities. Tools such as online survey(s) or Story Maps, for example, can inform and solicit feedback from the community including residents, business owners, not-for-profit agencies, elected officials, and underrepresented groups. The City staff will lead the online engagement and integrate these into the overall engagement process with BERK supporting the City. Online surveys throughout the project can also be conducted as follows: an initial survey during the visioning stage, and second to gather input on draft plan materials.

Planning Commission and City Council Meetings

The Planning Commission and City Council meetings will be public avenues to gather input from the public, Planning Commission and Council. Planning Commission will receive updates at various phases from staff in conjunction with the BERK team.

Strategies

Public engagement shall be employed in three phases for the duration of the project:

Phase 1: Interviews, Relationship Building and Visioning (March – April 2025)

The BERK team, with support from city staff, shall conduct up to five virtual interviews with local community groups (see above section) to achieve the following:

- Build awareness of the Comprehensive Plan process, and various tasks
- Develop metrics for successful engagement
- Identify a successful vision for the Comprehensive Plan
- Identify potential priority topics for the Comprehensive Plan
- Ask for participation in an advisory committee for the Comprehensive Plan
- Inform additional strategies as needed.

The process will culminate into an in-person workshop, where interviewees, along with other interested community members, can participate in a visioning charrette to establish a community vision statement for the Comprehensive Plan update.

Workshop 1: Visioning

The interviews will culminate into an in-person visioning workshop with community groups, and city staff to establish a vision statement, and framework for the comprehensive plan. The BERK team will go over takeaways from the interviews and facilitate the meeting for a draft vision.

Deliverables:

- Five interviews max (virtual) with community-based organizations
- Community Vision Workshop (in person) – April 2025

Phase 2: Advisory Committees Policy Engagement and Workshop (May – August 2025)

Phase 2 of the project will be centered on diving deeper into policy development. A Comprehensive Plan Steering Committee (CPSC) will be made, comprised of city staff, residents, businesses, community organizations, social service providers, and neighborhood advocates. See below for additional information about the CPSC.

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The CPSC will meet up to 4 times during the duration of the project. Meetings shall be 1-2 hours long and be held virtually. Meeting summaries shall be developed with each meeting, to ensure transparency of discussion with committee members. See Exhibit 1, below for more.

Exhibit 1. CPSC Meeting Schedule

Meeting	Time	Objective
Meeting 1: Kick Off	May 2025	▪ The first meeting will kick off the committee, with an overview of the Comprehensive Plan process, and a review of takeaways from the Vision Workshop
Meeting 2: Draft policy framework	July 2025	▪ Review Draft Comprehensive Plan goals and policies. ▪ Review engagement takeaways ▪ Inform strategies for workshop #2
Meeting 3: Public Comment and draft policy review	September 2025	▪ Inform about the public comment process and identify strategies for workshop #3
Meeting 4: Community Celebration	October 2025	▪ Community Celebration in conjunction with Resilient Yakima.

In conjunction with the Advisory Team, BERK can support the City with additional community engagement strategies based off feedback from Phase 1. The purpose of these strategies will be to expand awareness of the comprehensive plan, and weigh in on topics and takeaways from the committee groups. An engagement summary will be developed of key findings. Additional strategies may include (but not limited to):

- Focus groups
- Community presentations
- Youth engagement at local schools.

Workshop 2

A second public workshop shall be hosted in the summer of 2025, to provide an overview of initial policy recommendations for the Comprehensive Plan update and inform the public of new requirements for GMA. This workshop will also gather input from public for any adjustments to make in the Plan.

Resilient Yakima

The City has reached out to the community to create this group for climate related engagements. Resilient Yakima will meet up to four times during the development of the Climate Element. Meetings shall be 2 hours long, and be held virtually. Meeting summaries shall be developed with each meeting, to ensure transparency of discussion with committee members. See **Exhibit 2**, below.

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Exhibit 2. Resilient Yakima Meeting Schedule

Meeting	Time	Objective
Meeting 1: Kick Off	April 2025	▪ The first meeting will kick off the committee, with an overview of the Critical Steps Memo for the Climate Element, and a conversation around initial assets and hazards in Yakima.
Meeting 2: Impacts and Vulnerability	June 2025	▪ Review factors into climate related impacts and vulnerabilities in Yakima.
Meeting 3: Goals and Policy Review	July 2025	▪ Resilient Yakima will review draft goals and policies for the Climate Element, to ensure that it reflects local lived experiences. ▪ Inform strategies for workshop #2
Meeting 4: Next Steps	October 2025	▪ Community Celebration in conjunction with the CPSC.

Deliverables:

- Comprehensive Plan Steering Committee meetings
- Resilient Yakima meetings
- Additional engagement summary
- Workshop #2 – Draft comprehensive plan goal and policy review

Phase 3: Public Comment and Next Steps (Sept – Dec 2025)

A final workshop shall be hosted in Fall 2025, to build buy off on the project, and collect additional comments for the Comprehensive Plan. The final workshop should coincide with the public comment process, to allow for additional opportunities for review of the Comprehensive Plan.

The final Resilient Yakima meeting shall occur during this time frame, to thank committee members for their participation. BERK shall host an in person celebration, with food and drink, to thank individuals, and identify next steps to ensure follow up from city staff on future planning processes and opportunities.

Workshop 3

This last workshop intends to share the draft Comprehensive Plan with public and gather input. This will also be a celebration of the community's effort to develop a Plan for their community.

Deliverables:

- Workshop #3 – Comprehensive Plan Review and Public Comment
- Community Celebration

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CHAPTER A
Staff Report

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A-2	Comprehensive Plan 2050 Draft	10/14/2026
A-3	Technical Analysis	10/14/2026

City of Yakima Comprehensive Plan

Volume II

Technical Analysis

DRAFT September 2026

Prepared by

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1. Introduction

1.1. Planning Framework

The Comprehensive Plan (Plan) guides Yakima's long term physical development for 20 or more years, addresses community values, activities or functions, and provides policies guiding how Yakima's desires for growth and character are to be achieved. The City of Yakima needs to update its 2017 Plan consistent with the updated Growth Management Act (GMA) requirements. GMA requires each Washington city and county planning under GMA periodically review and, if needed, revise its Plan and development regulations as part of a periodic review cycle (RCW 36.70A.130). Less extensive revisions and updates are incorporated into the Plan on an annual basis. The Plan Update addresses the following elements: land use, housing, economic development, historic preservation, transportation, parks and recreation, natural environment and shorelines, capital facilities, utilities, and energy. A new climate resilience element, as required by the GMA, is integrated in multiple elements and in the goals and policies. The focus of the Plan and development regulations is the Yakima incorporated city limits. Yakima County is planning for the Yakima unincorporated urban growth areas (UGA) in consultation with the City of Yakima.

1.1.1. Growth Management Act (GMA)

The GMA contains 15 planning goals (RCW 36.70A.020) that guide local jurisdictions as they determine their vision for the future, develop plans, write or amend regulations, and implement programs and budgets that help realize the community's vision. The 15 goals are summarized below:

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

Since Yakima's previous comprehensive plan update in 2017, the Washington State Legislature adopted several significant changes to the GMA goals and requirements for housing. Exhibit 1-1 lists major legislative changes that apply to Yakima and how the City can address them.

Exhibit 1-1. New Key GMA Requirements for Yakima's Comprehensive Plan Updates

New Statutes and Requirements Applicable to Yakima	Applicable Comprehensive Plan and Code Sections to Update
HB 1220 (2021) - Affordable Housing, Displacement, and Racially Disparate Impacts. Requires local jurisdictions to plan for and accommodate housing affordable to all economic segments of the population, including moderate, low, very low, and extremely low income, as well as emergency shelters and permanent supportive housing. Mandates that comprehensive plans identify land use capacity, barriers, and programs to address housing shortage. Requires jurisdictions to assess and address racially disparate impacts, displacement, and exclusion in housing, identify areas at high risk of displacement, and establish anti-displacement policies.	Amended goal and policy language related to equity, racially disparate impacts, displacement, vulnerable populations, and historically marginalized communities and add supporting goals and policies. The Housing Chapter of Volume 2 summarizes: ▪ Displacement, displacement risk, exclusions, and racially disparate impacts. ▪ Yakima's allocation of countywide projected housing needs by income level. ▪ Analysis to demonstrate there is sufficient buildable land capacity to accommodate all projected housing needs in the city and UGA. ▪ Adequate Provisions identified to address regulatory and process barriers to new multifamily and affordable housing production.
HB 1337 (2023) - Accessory Dwelling Units (ADU) At least two ADUs (both attached, both detached, or one attached and one detached per lot) must be allowed in residential zones in urban growth areas (UGAs) within all zones in urban growth areas where single-family homes are permitted. Applicable standards for Yakima include: ▪ Two ADUs are allowed per lot ▪ ADUs do not require owner occupancy ▪ ADUs allow separate sale ▪ Parking requirements ▪ Maximum size limit shall be no less than 1,000 sq-ft ▪ Setback should not be more restrictive than the that of primary units (can be on lot lines in certain circumstances). ▪ Height limit at least 24 ft. ESHB 1293 (2023) May not impose aesthetic standards or requirements for design review that are more restrictive for ADUs than those for principal units.	YMC 15.09.045 includes attached and detached ADUs with a maximum 1,000 sq-ft floor area limit. The code needs update to comply with HB 1337 as follows: ▪ Specify the number of ADUS allowed ▪ Clarify not requiring owner occupancy ▪ Clarify the size limit and other standards ▪ Update YMC 15.06.040 for parking ▪ Clarify the design review requirements
HB 1110 (2023) – Middle Housing Requires cities to allow a broader range of housing types in areas that previously allowed predominantly	The City has updated its zoning code. YMC 15.04.030 includes attached single-family dwelling (townhomes), duplex, cottage housing, multi-family development. Multifamily development can include apartments, triplex, fourplexes etc.

detached homes. For Yakima (a Tier 1 City of at least 75,00) must include: ▪ At least six of the nine middle housing types (duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, cottage housing.) ▪ 4 units per lot (6 units per lot near major transit)	Update code as follows: ▪ YMC 15.02 to clarify multi-family definitions to include triplex, fourplexes or multiplexes ▪ YMC 15.04.030 Table 4-1 to include multiplexes
HB 1181 (2023) – Climate Planning For the City of Yakima, this requires comprehensive plans to include a Climate Resiliency sub-element. The policy changes must address climate impacts and increase resilience across various local sectors. Jurisdictions must adopt climate policies through a framework consistent with the Department of Commerce's ("Commerce").	Yakima integrates climate goals, policies, current conditions, and future trends into other chapters / elements. A climate vulnerability assessment was prepared, which is a technical appendix to the Comprehensive Plan. This assessment discusses historical trends and future projections to provide a foundational understanding of how climate-related hazards will affect the City of Yakima now and in the future. The goals and policies are established to identify, protect, and enhance infrastructure, natural areas, and communities to foster resiliency to natural hazards and address impacts exacerbated by climate change.
HB 1998 (2024) – Co-housing Requires communities to allow co-living on any lot located within a UGA that allows at least six multifamily residential units, including mixed use zoning. This includes any lots required to allow six middle housing units.	Key revisions for the City to include: ▪ Update YMC 15.02 to add definitions for sleeping units and co-living housing. ▪ Update YMC 15.04.030 Table 4-1 to allow co-living housing in all zones that allow multifamily housing with six or more units per lot. ▪ Clarify co-living housing sleeping unit for purposes of calculating dwelling unit density consistent with HB 1998 (e.g. sleeping unit not more than ¼ of a dwelling unit for density purposes). ▪ Update off-street parking considerations for co-living in YMC 15.06.040
SB 5258 (2023) & SB 5559 (2025) – Unit lot subdivision This requires cities, towns and counties (RCW 58.17.060(3)) planning under GMA to allow unit lot subdivisions in their short plat regulations, to facilitate townhome and condominium development. Unit lot subdivision is a method of dividing a single parent parcel into unit based lots that can be sold to individual owners. RCW 58.17.060 requires jurisdictions to include procedure allowing "division of a parent lot into separately owned unit lots. Portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners' association comprised of the owners of the individual unit lots."	Update Short Subdivision Chapter 14.15 to include Unit Lot Subdivision provisions.

HB 1754 (2020) - Limitations on Regulating Temporary Housing Provided by Religious Organizations. This places new limitations on the ability of jurisdictions to regulate temporary housing for unhoused individuals on religious organization property. Allows jurisdictions to require a religious organization hosting the homeless and the agency managing the hosting to enter a memorandum of understanding to protect the public health and safety of residents.	The City currently complies with this under YMC 6.92.070 and 6.92.080
HB 1377 (2019) - Density Bonus for Affordable Housing for Religious Organizations. Require fully planning cities and counties provide a density bonus for low-income affordable housing on properties owned by religious organizations. A density bonus is a zoning tool that allows a developer to build higher, more units, or with more floor space than normally permitted in that area	Update the Zoning Code to include density bonus.
SB 6015 (2024) – Residential Parking This establishes new rules for residential parking standards that cities must enforce including limitations on what can be required to meet minimum parking requirements. It provides various ways to count parking such as enclosed of unenclosed, tandem, grass block paved surface etc.	Update residential parking standards in YMC 15.06.040 Table 6-1, including: ▪ Clarify parking spaces can be enclosed or unenclosed parking for residential uses; garages and carports can't be required as a way to meet minimum parking requirements for residential development ▪ Identify that tandem parking spaces count towards meeting minimum residential parking requirements (one space for every 20 linear feet with any necessary provisions for turning radius) ▪ Clarify that parking spaces with grass block pavers count towards minimum parking requirements. ▪ Off-street parking may not be required as a condition of permitting a residential project if compliance with tree retention would otherwise make the proposed residential development or redevelopment infeasible. ▪ Revise code so that parking spaces are not required to exceed 8 feet by 20 feet except for required parking for people with disabilities
SB 5184 (2025) – Parking Reform Reduces or eliminates parking requirements for certain residential uses and commercial spaces in cities with a population of 30,000 or more. Yakima must adopt this by January 2027.	Update YMC 15.06.040 parking standards for compliance with the following parking requirements: ▪ ADU or residences under 1200 sq-ft: 0 per unit ▪ Detached single-family: 1 per unit ▪ Duplex: 0.5 per unit ▪ Multifamily dwellings/ apartments: 0.5 per unit ▪ Affordable housing or senior housing: 0 per unit ▪ Commercial spaces under 3,000 square feet: 0 parking ▪ Commercial space: 2 stalls max per 1,000 sq-ft

SB 5412 (2023) - SEPA Infill Exemptions. Expands SEPA categorical exemptions for residential projects to reduce local governments' land use permitting workloads, thereby facilitating more housing development. All project actions with one or more residential housing units that meet certain criteria within incorporated UGAs or middle housing within unincorporated UGAs are categorically exempt from SEPA.	YMC 6.88.070 A.4 refers to infill categorical exemption per RCW 43.21C.229 for a) residential development up to one hundred dwelling units in the GC and CBD zoning districts, and land in the R-3 zoning district located adjacent to a principal arterial; and b) Mixed-use development up to one hundred dwelling units on upper floors in the GC and CBD zoning districts. Update YMC 6.88.070 to increase the threshold for middle housing.
HB 1799 (2022)- Siting of Organic Materials Management Facilities. Requires a compost procurement ordinance (CPO). Reduction of organic materials from landfills through a variety of interventions. Encourage cities and counties to procure compost created to turn organic materials into finished products. Applies each city or county in which organic material collection services are provided under chapter 70A.205 RCW.	Applies to city or county with a population greater than 25,000 residents to identify priority areas within the county for the establishment of organic materials management facilities.
HB 1576: Requiring Property Owner's Consent for Historic Landmark Designation prevents a city from designating a property as a historic landmark if the property is less than 40 years old; or the designation would restrict use, alteration, or demolition of the property and the owner's consent was not obtained. Properties may be nominated as a historic landmark without the property owner's consent, but the owner's consent must be obtained before designation	Yakima can consider updating its Historic Element policy to reflect this.

1.1.2. Countywide Planning Policies

The City of Yakima's Plan, along with other jurisdictions' plans in the County are to be guided by the Yakima County-wide Planning Policy (CWPP) established in accordance with the GMA. The revised CWPP creates a framework that provides an overall direction for development of jurisdictional comprehensive plans. The updated CWPP will be included with this Comprehensive Plan as Appendix B.

1.2. Context

Located in central Washington, on the banks of the Yakima River, the City of Yakima is the largest city in Yakima County and the county seat. The cities of Selah and Union Gap lie immediately to the north and south respectively of Yakima. In addition, the unincorporated suburban areas of West Valley and Terrace Heights are considered part of greater Yakima.

Yakima is comprised of numerous neighborhoods. Older neighborhoods cover the east side of the city, from the Yakima River to approximately 16th Avenue. This area includes the original city and the growth occurring prior to World War II. This area also contains some of the more architecturally-significant, historical neighborhoods in the city, including portions of northeast and southeast Yakima. Exhibit 1-2 and Exhibit 1-3 shows some of the older neighborhoods. Growth in Yakima has been largely westward from Downtown, despite a limited east-west street network and pedestrian-oriented infrastructure. Newer housing in the west provides residents with fewer opportunities to walk to destinations or amenities. Coupled with the long distance from employment centers in the east, this creates greater dependence on cars to access jobs, services, and amenities.

Exhibit 1-2. 4th Street from a 1940s Postcard



Source: HistoryLink, 2020.

Exhibit 1-3. East Yakima Avenue from a 1900s Postcard



Source: HistoryLink, 2020.

2. Land Use

2.1. Overview

This Land Use analysis provides information on the current land use planning framework in the study area that consists of the city limits and the unincorporated urban growth area (UGA), including adopted land use plans, existing land uses, and future land use designations and zoning applied by the City Yakima and Yakima County. This chapter also characterizes neighborhood features.

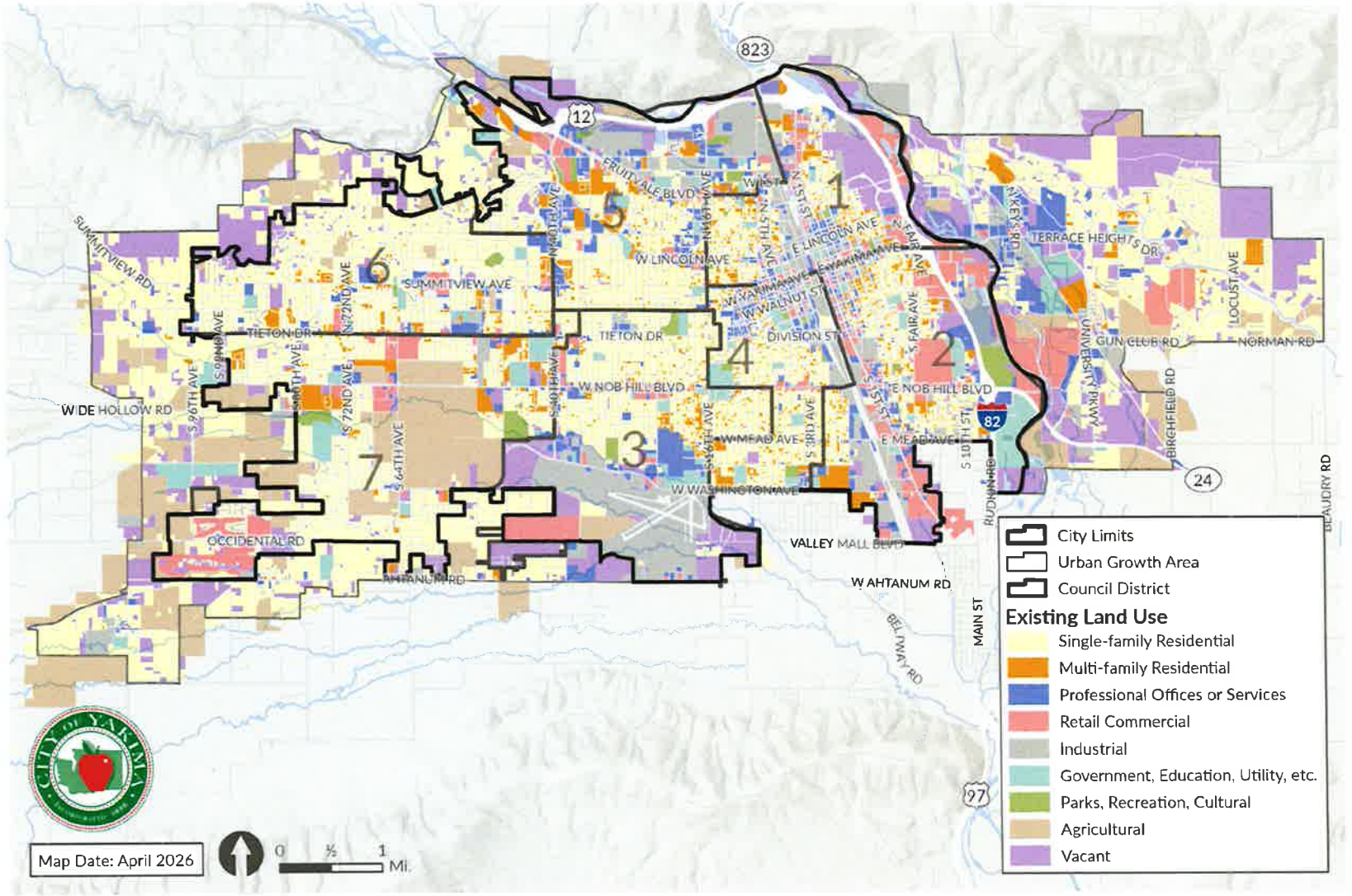
This inventory relies primarily on information from the City of Yakima, Yakima County, and the Yakima Valley Conference of Governments. Additional data sources include population and housing estimates from the Washington State Office of Financial Management (OFM), data from the United States (US) Census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

2.2. Land Use Patterns and Growth

2.2.1. Existing Land Use

Yakima's existing land use pattern is dominated by single-family residential uses, both in the city limits and the UGA. Exhibit 2-1 provides a map of existing land use in the City of Yakima. Exhibit 2-3 shows the total acreage in each of the seven Council Districts. Sections followed by these exhibits include detailed breakdown of land uses and maps by each Council District.

Exhibit 2-1. Existing Land Use Map



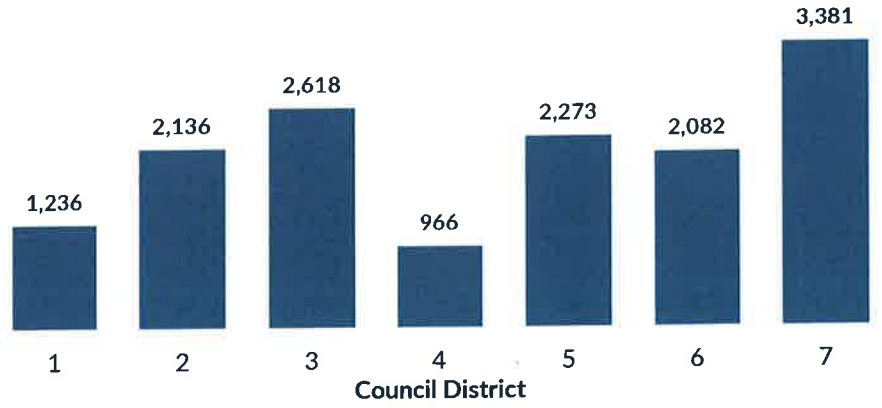
Source: City of Yakima, Yakima County Assessor, BERK, 2025.

Exhibit 2-2.Existing Land Use within the City Limits and Unincorporated UGA

Existing Land Use	Incorporated City (acres)	Share (%)	City + Unincorporated UGA (acres)	Share (%)
Single-family Residential	5,547	38%	9,787	38.5%
Multi-family Residential	1,009	7%	1,144	4.5%
Professional Offices or Services	1,133	8%	1,487	5.9%
Retail Commercial	1,370	9%	1,760	6.9%
Industrial	1,675	11%	2,024	8.0%
Government, Education, Utility, etc.	766	5%	1,071	4.2%
Parks, Recreation, Cultural	263	2%	265	1.0%
Agricultural	1,298	9%	3,570	14.1%
Vacant	1,629	11%	4,298	16.9%
Total	**14,692**		**25,408**	

Note: Acreages listed here are derived from parcel-level data and do not include right-of-way space. Total existing land use acreage shown here is slightly lower than the total land area of Yakima and its UGA.
Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

Exhibit 2-3. Council Districts by Size in Acres, City of Yakima, 2025

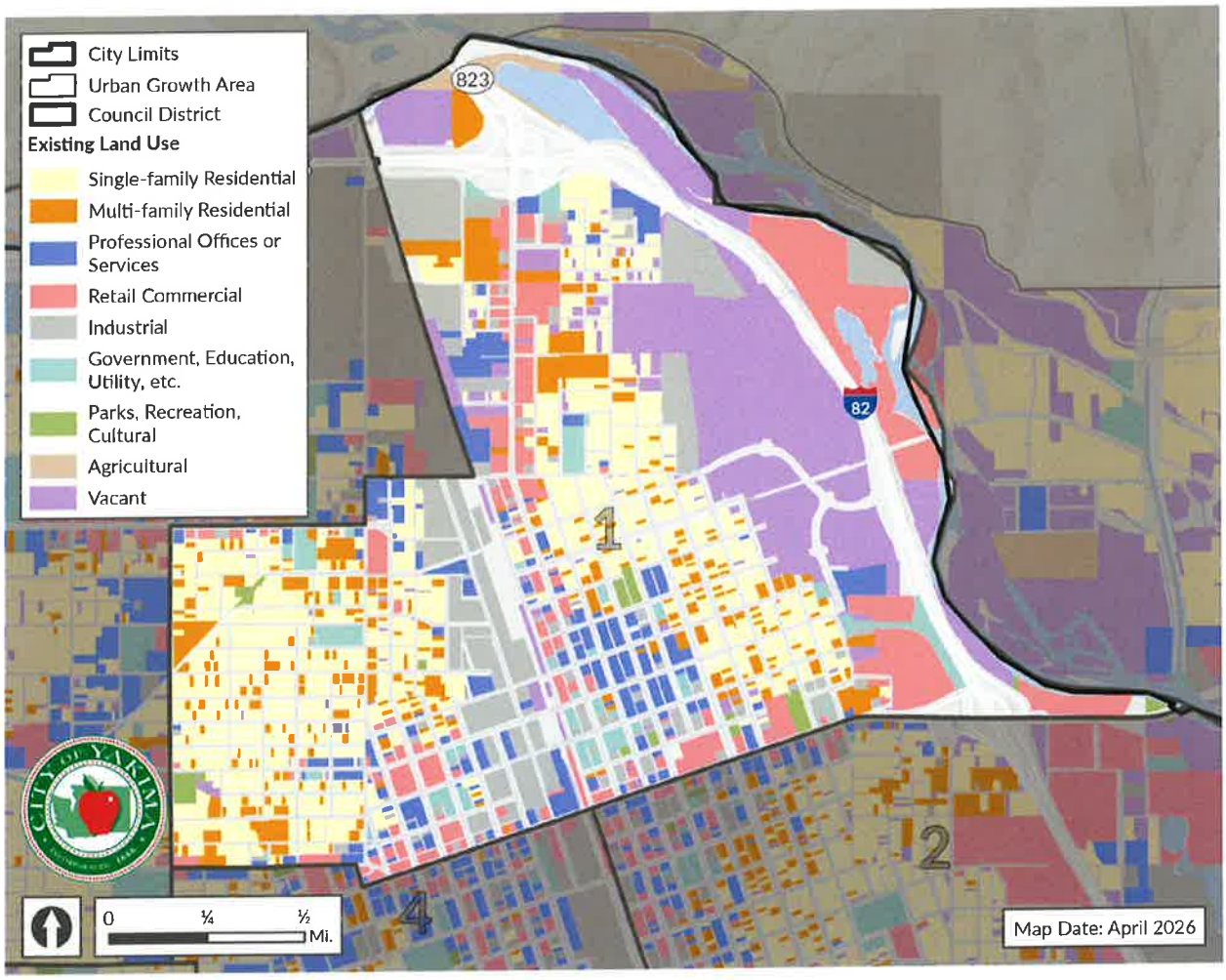


Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

2.2.2. District 1

District 1 is primarily comprised of single-family residential and vacant/undeveloped/open space lands. Exhibit 2-4 shows District 1 map with various existing land uses. Exhibit 2-5 provides the existing acres and shares for each existing land use group.

Exhibit 2-4. Existing Land Use, District 1



Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

Exhibit 2-5. Existing Land Use Acres, District 1

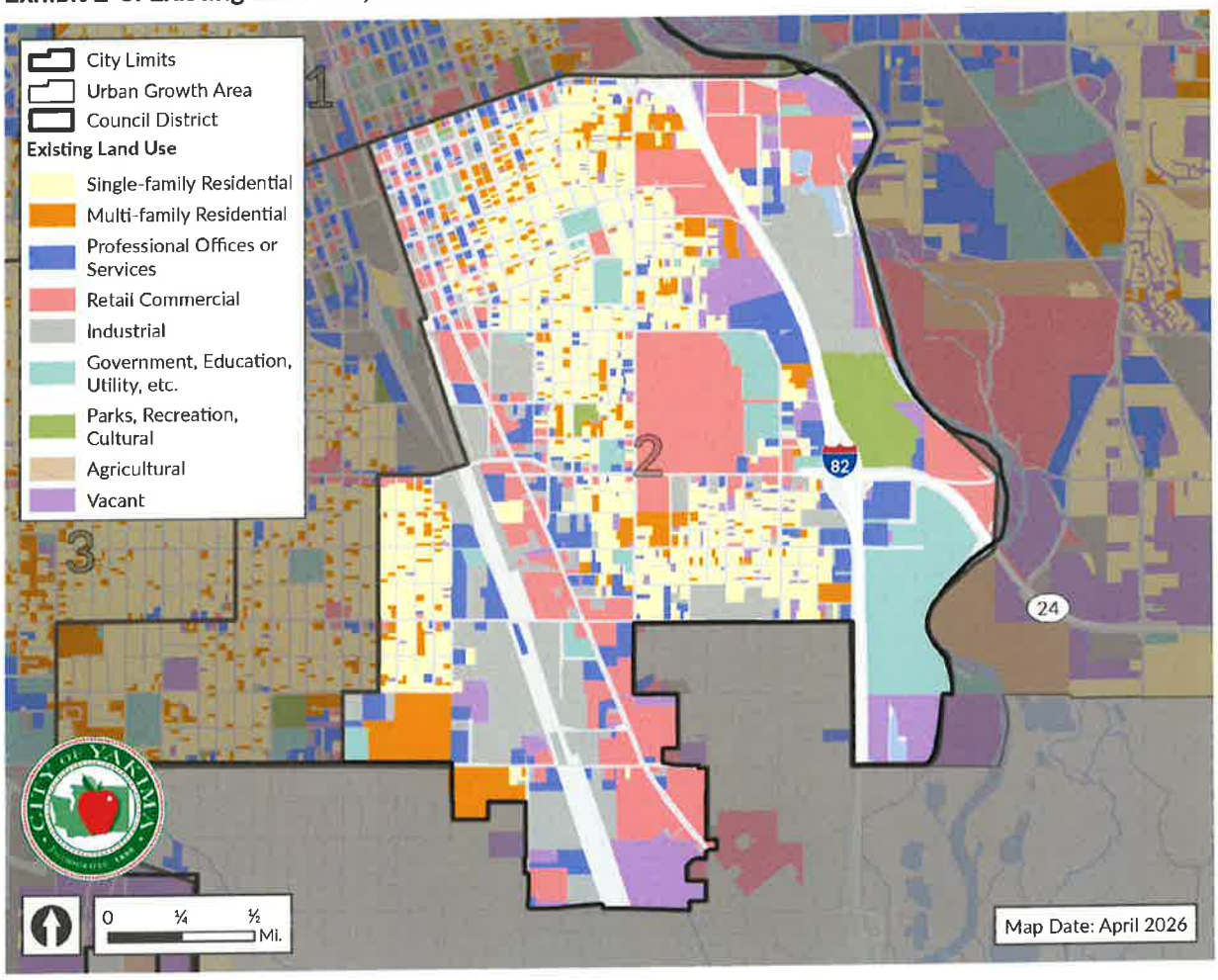
Existing Land Use	Acres	Percent
Single-family Residential	300	24.3%
Multi-family Residential	127	10.3%
Professional Offices or Services	100	8.1%
Retail Commercial	187	15.1%
Industrial	177	14.3%
Government, Education, Utility, etc.	43	3.5%
Parks, Recreation, Cultural	15	1.2%
Agricultural	9	0.7%
Vacant	278	22.5%
Total	**1,236**	**100%**

Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

2.2.3. District 2

District 2 predominantly includes single-family residential and retail commercial. Exhibit 2-6 shows District 2 map with various existing land uses. Exhibit 2-7 provides the existing acres and shares for each existing land use group.

Exhibit 2-6. Existing Land Use, District 2



Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

Exhibit 2-7. Existing Land Use Acres, District 2

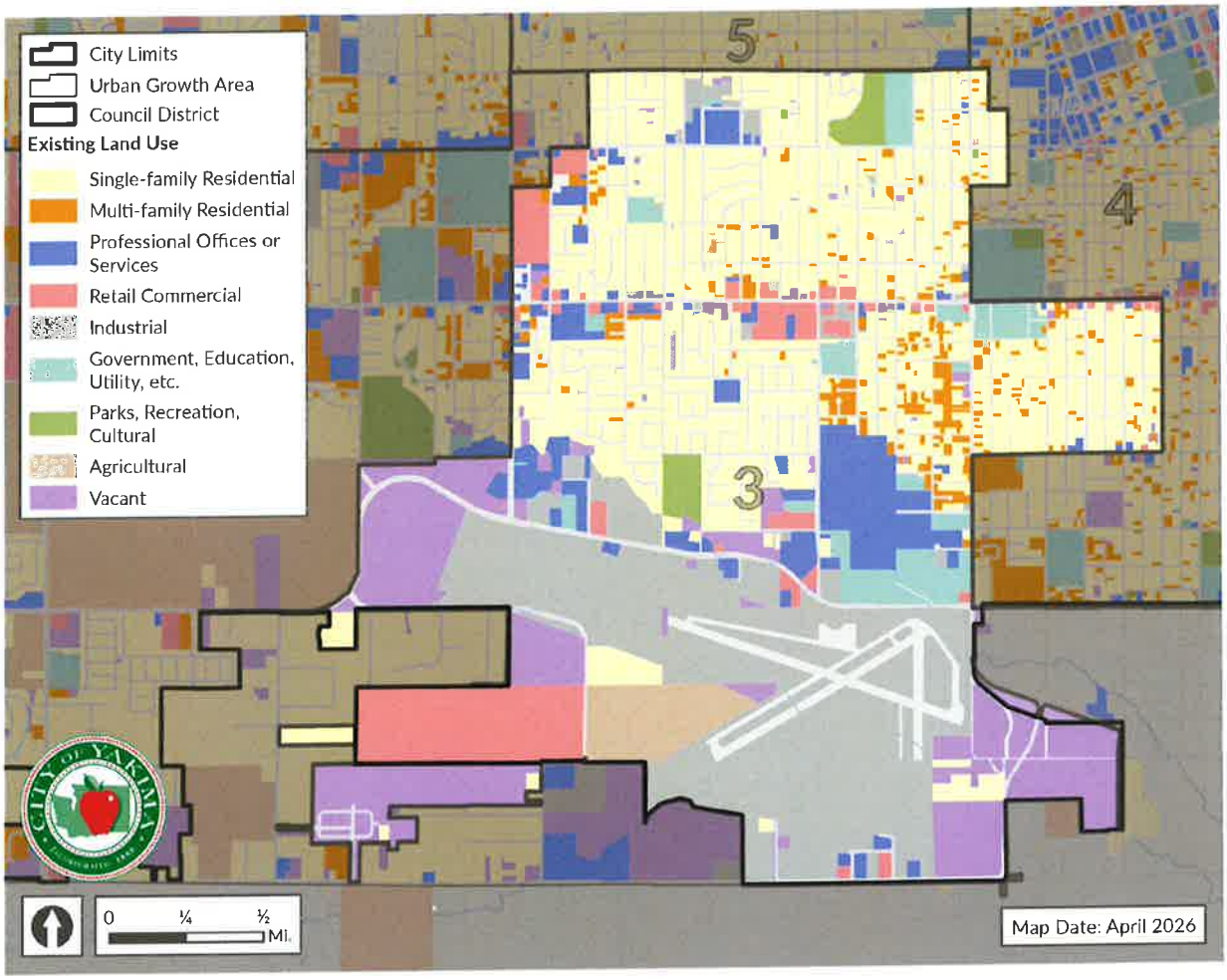
Existing Land Use	Acres	Percent
Single-family Residential	433	20.3%
Multi-family Residential	171	8.0%
Professional Offices or Services	216	10.1%
Retail Commercial	472	22.1%
Industrial	372	17.4%
Government, Education, Utility, etc.	200	9.4%
Parks, Recreation, Cultural	65	3.0%
Agricultural	0	0.0%
Vacant	207	9.7%
Total	**2,136**	**100%**

Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

2.2.4. District 3

District 3 is primarily comprised of single-family residential. It also comprises of a major share of industrial land with the airport use. Exhibit 2-8 shows a District 3 map with various existing land uses. Exhibit 2-9 provides the existing acres and shares for each existing land use group.

Exhibit 2-8. Existing Land Use, District 3



Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

Exhibit 2-9. Existing Land Use Acres, District 3

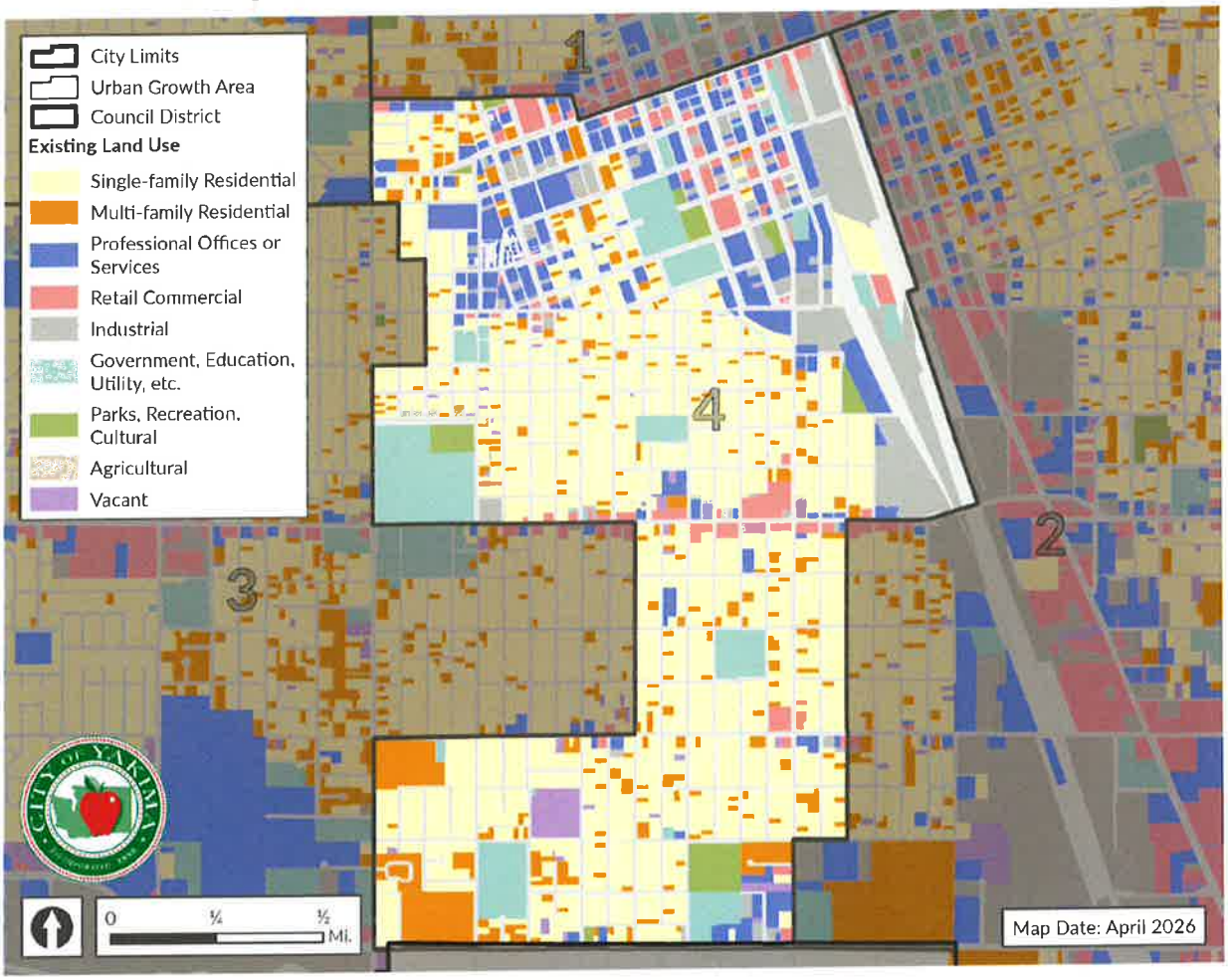
Existing Land Use	Acres	Percent
Single-family Residential	897	34.3%
Multi-family Residential	85	3.2%
Professional Offices or Services	202	7.7%
Retail Commercial	198	7.6%
Industrial	620	23.7%
Government, Education, Utility, etc.	109	4.2%
Parks, Recreation, Cultural	36	1.4%
Agricultural	69	2.6%
Vacant	402	15.4%
Total	**2,618.0**	**100%**

Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

2.2.5. District 4

Almost half of District 4 is comprised of single-family residential (48.8%). Other uses such as multifamily residential, professional office, industrial, and government, education & utility have almost equal shares of land. Exhibit 2-10 shows the District 4 map with various existing land uses. Exhibit 2-11 provides the existing acres and shares for each existing land use group.

Exhibit 2-10. Existing Land Use, District 4



Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

Exhibit 2-11. Existing Land Use Acres, District 4

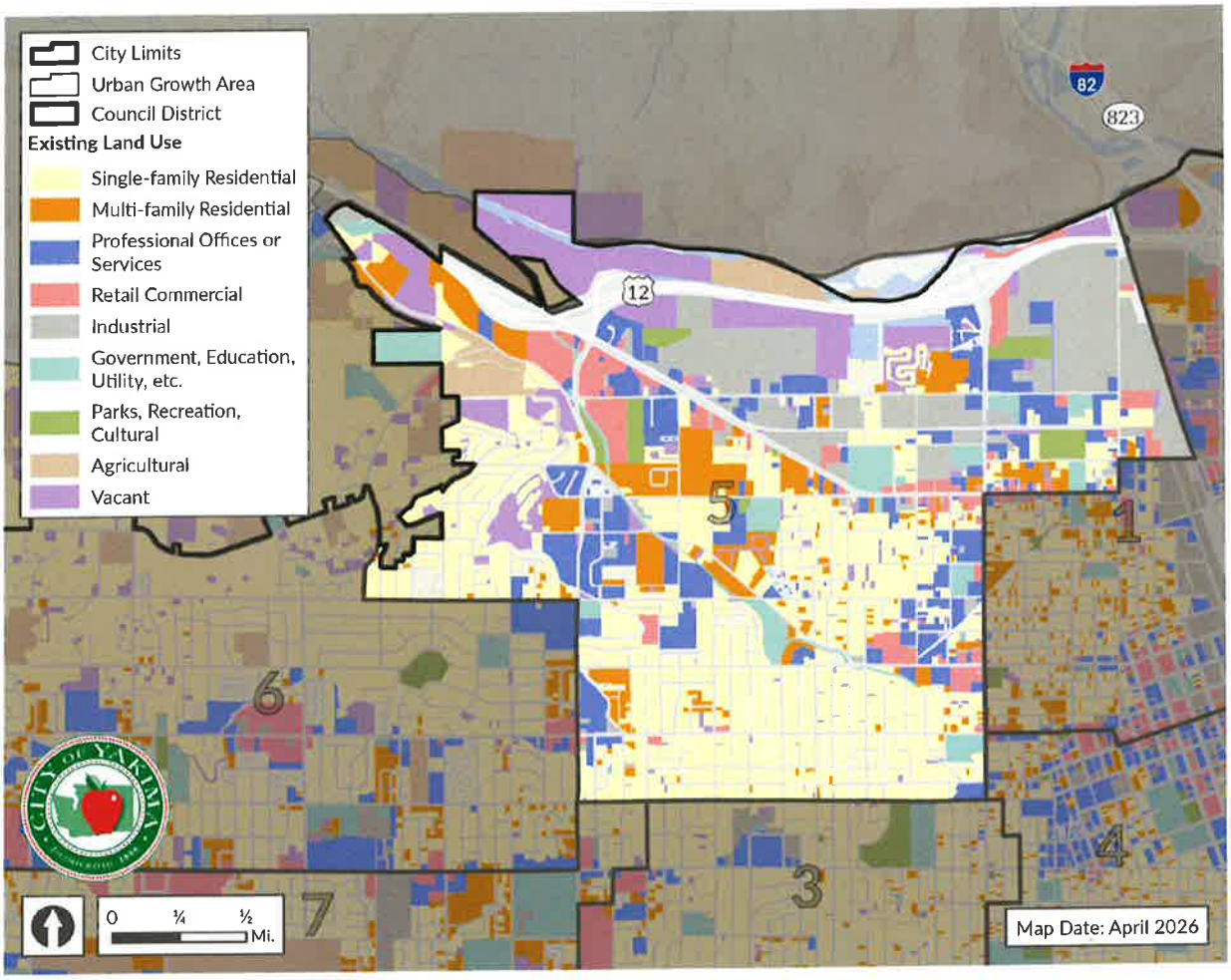
Existing Land Use	Acres	Percent
Single-family Residential	472	48.8%
Multi-family Residential	103	10.7%
Professional Offices or Services	110	11.4%
Retail Commercial	43	4.4%
Industrial	101	10.5%
Government, Education, Utility, etc.	98	10.1%
Parks, Recreation, Cultural	23	2.4%
Agricultural	0	0.0%
Vacant	16	1.7%
Total	**966**	**100%**

Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

2.2.6. District 5

District 5 is primarily single-family residential (34.9%) and industrial (15.5%). Exhibit 2-12 shows District 5 map with various existing land uses. Exhibit 2-13 provides the existing acres and shares for each existing land use group.

Exhibit 2-12. Existing Land Use, District 5



Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

Exhibit 2-13. Existing Land Use Acres, District 5

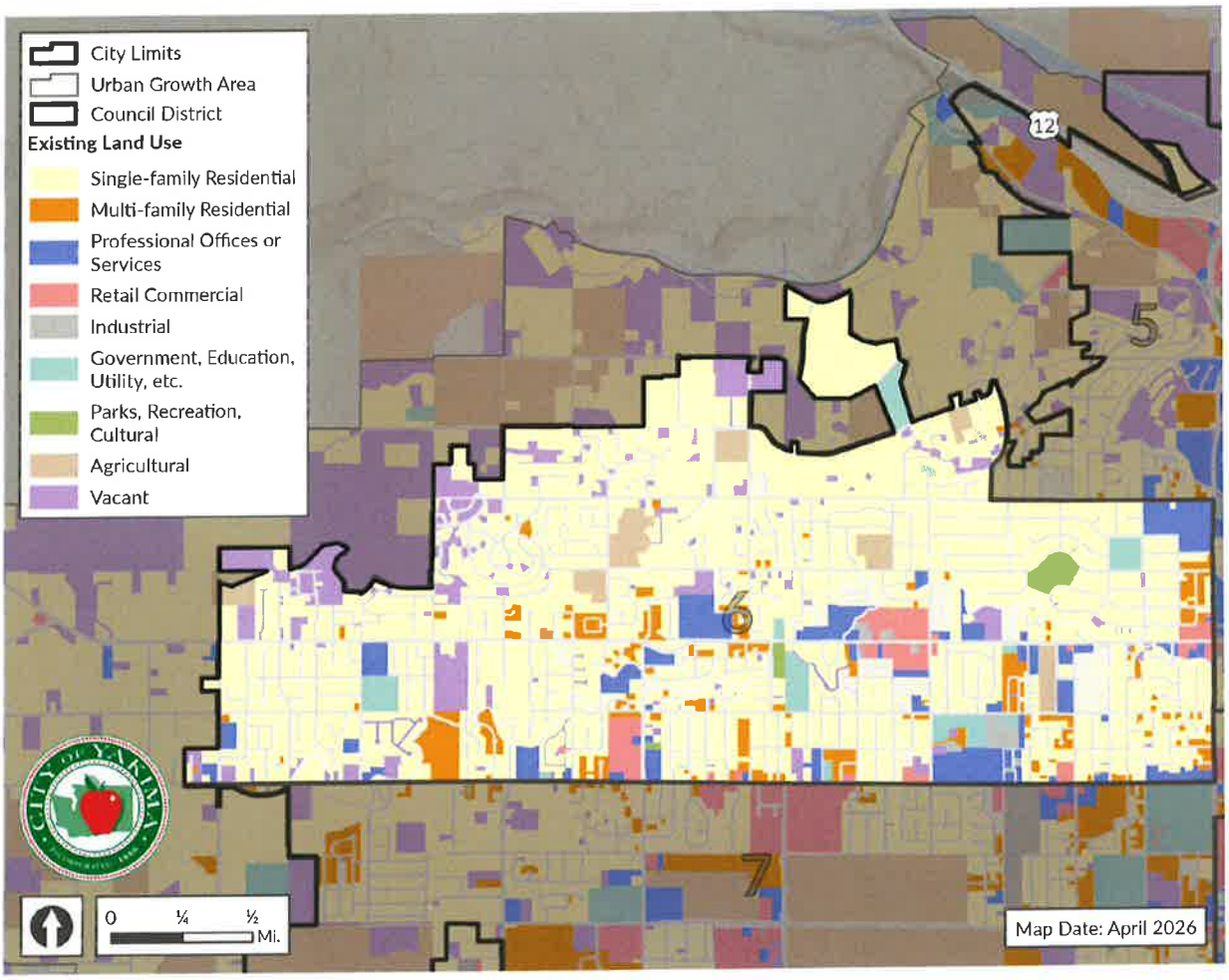
Existing Land Use Groups	Acres	Percent
Single-family Residential	794	34.9%
Multi-family Residential	206	9.1%
Professional Offices or Services	289	12.7%
Retail Commercial	126	5.5%
Industrial	353	15.5%
Government, Education, Utility, etc.	117	5.1%
Parks, Recreation, Cultural	45	2.0%
Agricultural	62	2.7%
Vacant	281	12.4%
Total	**2,273**	**100%**

Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

2.2.7. District 6

District 6 is mostly single-family residential (68.9%). Exhibit 2-14 shows District 6 map with various existing land uses. Exhibit 2-15 provides the existing acres and shares for each existing land use group.

Exhibit 2-14. Existing Land Use, District 6



Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

Exhibit 2-15. Existing Land Use Acres, District 6

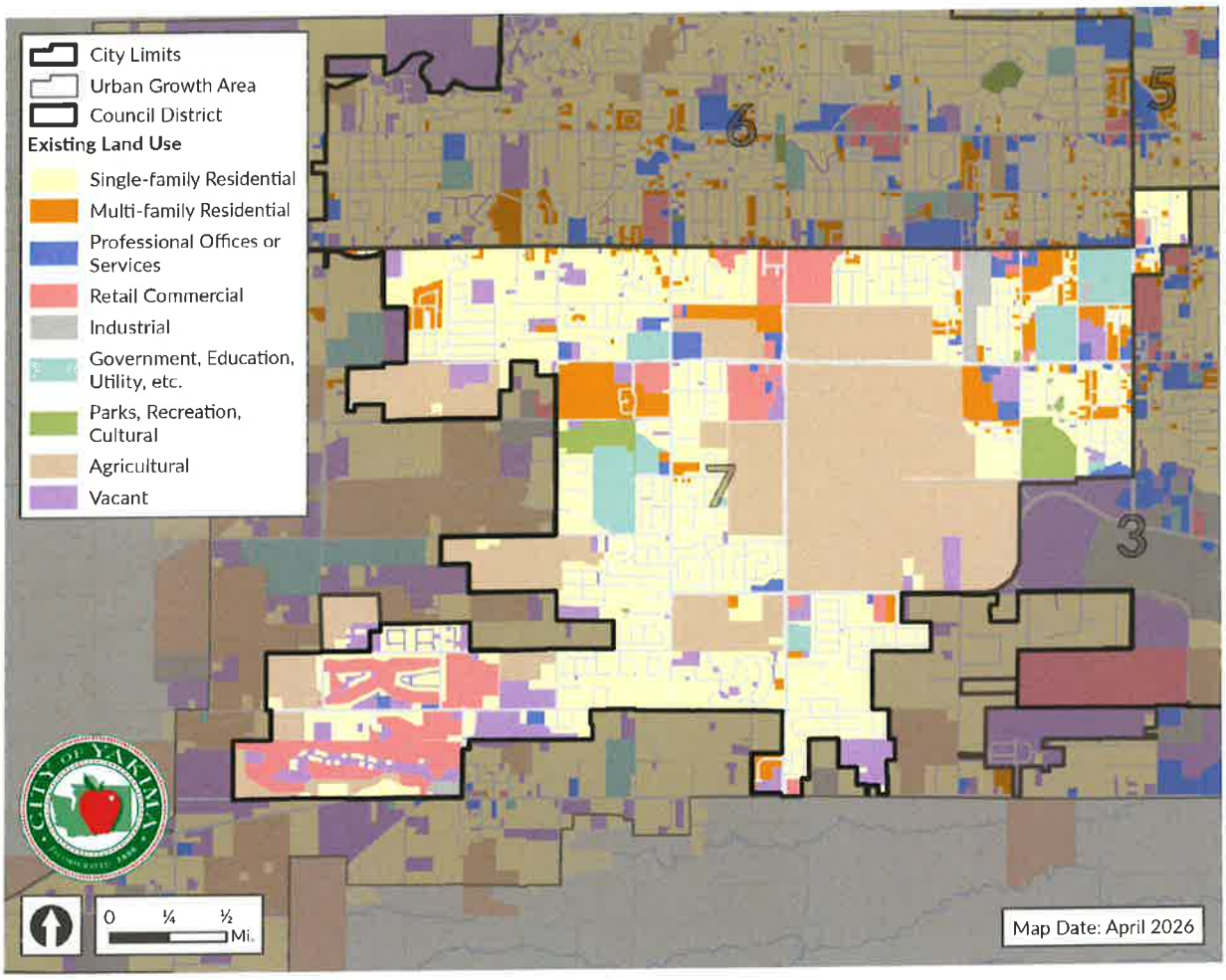
Existing Land Use	Acres	Percent
Single-family Residential	1,435	68.9%
Multi-family Residential	113	5.4%
Professional Offices or Services	149	7.2%
Retail Commercial	55	2.6%
Industrial	13	0.7%
Government, Education, Utility, etc.	58	2.8%
Parks, Recreation, Cultural	15	0.7%
Agricultural	62	3.0%
Vacant	181	8.7%
Total	**2,082**	**100%**

Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

2.2.8. District 7

Single-family residential (36%) and agricultural (32.4%) are two predominant uses in District 7. Exhibit 2-16 shows District 6 map with various existing land uses. Exhibit 2-17 provides the existing acres and shares for each existing land use group.

Exhibit 2-16. Existing Land Use, District 7



Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

Exhibit 2-17. Existing Land Use Acres, District 7

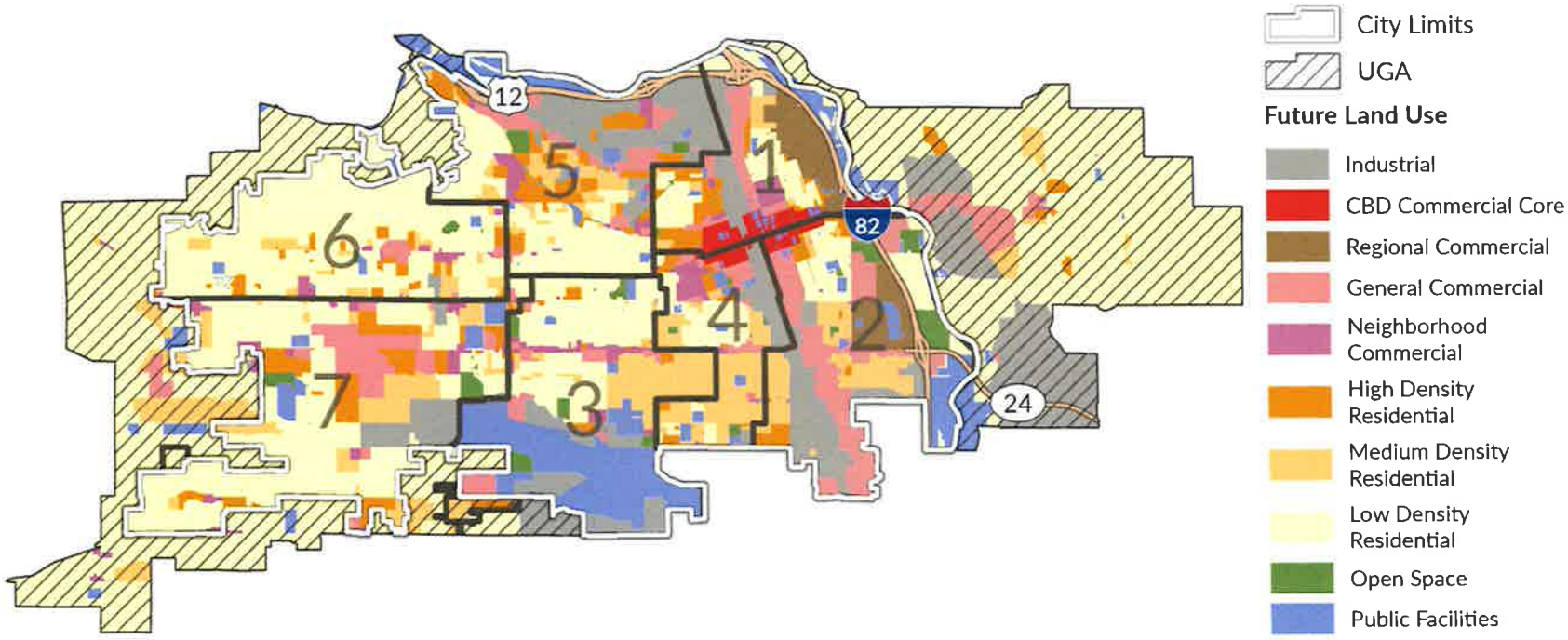
Existing Land Use	Acres	Percent
Single-family Residential	1,216	36.0%
Multi-family Residential	204	6.0%
Professional Offices or Services	67	2.0%
Retail Commercial	289	8.5%
Industrial	39	1.2%
Government, Education, Utility, etc.	141	4.2%
Parks, Recreation, Cultural	65	1.9%
Agricultural	1,096	32.4%
Vacant	264	7.8%
Total	**3,381**	**100%**

Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

2.3. Future Land Use

Yakima's land use map designates Low Density Residential as a predominant land use constituting about 53% of the total. Exhibit 2-18 shows the future land use map with Council Districts. See land within the City and UGA. See Exhibit 2-19 for the acreages within the city limits and the UGA .

Exhibit 2-18. Future Land Use Map



Source: City of Yakima, 2025; Yakima County Assessor's Office, 2025; BERK, 2025

Exhibit 2-19. Future Land Use in Acres

Future Land Use	Incorporated City (acres)	Unincorporated UGA (acres)	Total (acres)	Share (%)
Industrial	2,104	1,199	3,303	11.6%
CBD Commercial Core	254	0	254	0.9%
Regional Commercial	516	0	516	1.8%
General Commercial	1,792	273	2,066	7.3%
Neighborhood Commercial	598	52	650	2.3%
High Density Residential	1,255	115	1,369	4.8%
Medium Density Residential	2,194	553	2,747	9.7%
Low Density Residential	6,910	8,022	14,932	52.5%
Open Space	403	0	403	1.4%
Public Facilities	1,797	422	2,219	7.8%

Exhibit 2-20. Future Land Use Areas by Council District

Future Land Use	Council District #1	Council District #2	Council District #3	Council District #4	Council District #5	Council District #6	Council District #7
Industrial	190	461	331	184	665	17	257
CBD Commercial Core	140	63	0	51	0	0	0
Regional Commercial	294	222	0	0	0	0	0
General Commercial	212	674	155	92	247	53	361
Neighborhood Commercial	59	4	113	100	109	82	129
High Density Residential	176	92	85	78	342	133	391
Medium Density Residential	71	374	438	459	257	184	455
Low Density Residential	474	383	878	261	898	2,053	2,039

Open Space	14	142	92	20	54	15	67
Public Facilities	148	247	952	72	208	48	137

2.3.1. Land Capacity Analysis

As part of the Yakima Comprehensive Plan process, BERK Consulting, Inc. (BERK) conducted a Land Capacity Analysis (LCA) to determine the capacity for housing units and jobs within the City and surrounding unincorporated Urban Growth Area (UGA). This analysis estimated the total amount of new development that could occur on vacant or underutilized residential, commercial, and industrial lands over the planning period (2026-2046). Capacity is determined by several factors, including available land area, zoning regulations, critical areas identified by the city code, and market factors.

BERK's analysis examined individual parcels and deducted mapped critical areas in accordance with the existing Yakima Municipal Code (Chapter 15.27). The base point-in-time in which capacity was measured is May 2025, and the study area includes the entire city limits and UGA, both incorporated and unincorporated areas. Parcel data was retrieved from the Yakima County Assessor's publicly available records. Critical area data was obtained as listed in Exhibit 2-21. For each critical area type, BERK applied a spatial buffer according to the City of Yakima development regulation requirements.

Exhibit 2-21. Critical Area & Other Deductions

Category	Definition	Method/Assumption	Data Source(s)
Wetlands	All as determined by the National Wetland Inventory.	Category IV: 40' All other categories: 150'	National Wetland Inventory Washington Department of Ecology City of Yakima
Streams, lakes, and ponds	All, with attributes for fish-bearing streams.	Streams and lakes: ▪ Type 1: ▫ Streams: 100' ▫ Lakes: 50' ▪ Type 2: 100' ▪ Type 3: 50' ▪ Type 4: 25'	Washington Department of Natural Resources
Flood zones	100-yr flood zones.	No buffer	FEMA
Geologic hazards & steep slopes	High risk geologic hazards and slopes >40% across at least 10 feet.	No buffer	City & University of Washington Digital Elevation Models

Sources: City of Yakima Municipal Code Chapter 15.27; BERK, 2025.

Once critical areas and their respective buffers were removed from the parcel land area, certain parcels were selected to be excluded from subsequent analysis based on the assumption that they are unlikely to see new development over the planning period. These parcels were selected based on existing land use information from the Yakima County Assessor's Office. The specific use types considered not developable during the planning period, include:

- Schools
- Police & fire stations
- Utilities
- Open spaces & preserves
- State or federally owned land
- Churches & places of worship
- Community centers

After flagging those parcels for removal, the remaining parcels were assigned a current developable status. Exhibit 2-22 defines each parcel development status. Vacant, Agricultural, Partially-used, and Redevelopable parcels are assumed to have capacity for future development. Developed parcels are assumed to not have capacity for additional growth during the planning period.

Exhibit 2-22. Parcel Development Status Definitions

Status Type	Definition	Method/Assumption	Data Source(s)
Vacant	Residential-zoned parcels on which no significant development has occurred.	Improvement value <$10,000	County Assessor's Office, City zoning
Agricultural	Residential-zoned parcels with agriculture as current use.	Privately-owned land with agricultural current use	County Assessor's Office, City zoning
Partially-used	Residential-zoned parcels with existing housing units but capacity to add additional units.	Single-family parcels in SR and R1 zones with single-family current use and greater than 0.5 acres.	County Assessor's Office, City zoning
Redevelopable	Parcels with existing structures (residential, commercial, or industrial) and a likelihood of redevelopment.	(Not SR or R1 zones) Commercial, multi-family residential, or industrial zoned parcels with single-family current use and/or the	County Assessor's Office, City zoning

Status Type	Definition	Method/Assumption	Data Source(s)
		ratio of improvement value to land value is <1	
Developed	Already developed and not expected to see new development during the planning period.	All parcels not included in any of the above categories.	

Sources: City of Yakima, Yakima County Assessor, BERK, 2025.

Next, BERK summed the buildable areas of developable parcels by zone. Additional deductions were then applied to this aggregated developable area to account for future right of way and market factors – the assumption that not all properties would change in the planning period such as due to property owner preferences. The amount deducted was dependent on the parcel status. For example, space needed for future rights-of-way to serve new development was deducted from all parcels, but Vacant and Agricultural parcels had higher deductions for future rights-of-way as they are less likely to already be served by that infrastructure than Partially-used or Redevelopable parcels. The deductions applied were:

- 2.5% deduction for future public or semi-public uses
- Vacant or Agricultural parcels:
  - 15% deduction for future rights-of-way
  - 15% deduction for market factors
- Partially-used or Redevelopable parcels:
  - 10% deduction for future rights-of-way
  - 25% deduction for market factors

The output is the total developable area for the entire UGA within the planning period. Tagging parcels by their zoning designation and whether they are within the incorporated city illustrates developable area by zone and jurisdiction. Exhibits 2-23 and Exhibit 2-24 present the total developable area by zone for the incorporated city of Yakima and the entire Yakima UGA, respectively.

Exhibit 2-23. Developable Land Area by Zone, Incorporated Yakima

Zone	Yakima UGA	Vacant	Agricultural	Partially-used	Redevelopable
SR	191	92	1	98	0
R-1	933	429	85	419	0
R-2	948	222	47	0	678
R-3	264	87	40	0	137
B-1	35	16	0	0	19

B-2	68	19	8	0	41
HB	0	0	0	0	0
SCC	71	16	37	0	19
LCC	10	1	0	0	9
CBD	33	8	0	0	25
GC	330	183	3	0	144
M-1	438	225	44	0	170
M-2	17	11	0	0	6
RD	145	114	0	0	31
AS	94	94	0	0	0
Total	**3,579**	**1,516**	**266**	**517**	**1,279**

Exhibit 2-24. Developable Land Area by Zone, Entire Yakima UGA

Zone	Yakima UGA	Vacant	Agricultural	Partially-used	Redevelopable
SR	1,227	543	104	580	0
R-1	3,319	1,388	373	1,558	0
R-2	1,231	333	149	0	749
R-3	303	114	40	0	149
B-1	36	16	0	0	19
B-2	85	24	8	0	53
HB	0	0	0	0	0
SCC	124	68	37	0	20
LCC	10	1	0	0	9
CBD	33	8	0	0	25
GC	360	204	3	0	152
M-1	763	392	87	0	283
M-2	17	11	0	0	6
RD	145	114	0	0	31
AS	94	94	0	0	0
Total	**7,747**	**2,246**	**395**	**827**	**2,047**

Zone-specific density assumptions were then applied to the developable area outputs to determine the capacity for new housing units and jobs within the planning period. Assumptions were largely carried over from analysis completed during the previous City of Yakima Housing Needs Assessment in 2017. These values were the result of the analysis of achieved and potential densities per zone within Yakima.

For mixed-use zones, the total developable acreage of that zone was split between commercial and residential uses. Exhibit 2-25 shows density and mixed use split assumptions.

Exhibit 2-25. Density and Mixed-Use Split Assumptions by Zone in the Yakima UGA

Zone	Units per Acre	Floor Area Ratio	Square Feet per Job	Split (Residential/ Non-Residential)
Residential: SR (single-family)	4	N/A	N/A	100% / 0%
Residential: R-1 (single-family)	7	N/A	N/A	100% / 0%
Residential: R-2 (two-family)	12	N/A	N/A	100% / 0%
Residential: R-3 (multi-family)	18	N/A	N/A	100% / 0%
Mixed-use: B-1	15	0.26	500	50% / 50%
Mixed-use: B-2	15	0.26	500	50% / 50%
Mixed-use: SCC	15	0.26	500	50% / 50%
Mixed-use: LCC	15	0.26	500	50% / 50%
Mixed-use: CBD	15	2.00	500	50% / 50%
Mixed-use: GC	15	0.26	500	33% / 67%
Mixed-use: HB	N/A	1.00	500	50% / 50%
Industrial: M-1	N/A	0.45	1,000	0% / 100%
Industrial: M-2	N/A	0.45	1,000	0% / 100%
Mixed-use: RD	15	0.35	500	50% / 50%
Airport: AS	N/A	N/A	1,000	0% / 100%

To calculate capacity for net new housing units, a zoning designation's total developable acreage (after deductions) was first multiplied by its residential split (e.g. if in a mixed use zone a share would be residential and a share would be commercial) then by its assumed units per acre. For partially-used and redevelopable parcels, existing units were then deducted from the total capacity to achieve a net new unit capacity.

Next, we estimated capacity for accessory dwelling units (ADUs). Our analysis estimates the number of net new housing units that could be built in the form of ADUs on parcels that are already developed

with a detached single unit home. To identify parcels that could add an ADU, we used the following criteria:

- Residential parcels that have only one unit as of 2025
- Zoning allows for ADUs
- Lot size beyond the minimum required to support the existing single-family structure but no larger than half an acre, as those parcels would be candidates for subdivision.

Following guidance from the Washington State Department of Commerce, we assumed that 10% of parcels identified as having potential to add an ADU would choose to add a single new ADU within the planning horizon.[1]

Presents the capacity of new ADUs for the city of Yakima. The majority of ADU capacity exists in areas zoned R-1.

Exhibit 2-26. New ADU Capacity by Zone

Zone	ADU Capacity (Incorporated City)	ADU Capacity (Unincorporated UGA)	ADU Capacity (Entire UGA)
SR	10	6	15
R-1	1,213	198	1,412
R-2	449	2	451
R-3	104	4	109
B-1	9	0	9
B-2	8	1	9
HB	0	0	0
SCC	2	0	2
LCC	0	0	0
CBD	0	0	0
GC	36	0	36
M-1	0	0	0
M-2	0	0	0
RD	2	0	2
AS	0	0	0

[1] While 10% is the high end of the participate rate range offered in the Commerce guidance, we think it is justified due to changes in Yakima's ADU regulations required by state law. These changes require the City and County to allow for up to two ADUs on any residential parcel within a UGA and allow for the sale of the ADUs as independent units. These changes have potential to make ADU production more feasible in Yakima. Additionally, our methodology does not consider the potential for ADUs to be included in new housing development, which adds even more capacity.

Total	**1,832**	**211**	**2,043**

Exhibit 2-25 shows the net new housing unit capacity per zone, including ADUs, as determined by this Land Capacity Analysis.

Exhibit 2-27. Net New Housing Units by Zone

Zone	Unit Capacity (Incorporated City)	Unit Capacity (Unincorporated UGA)	Unit Capacity (Entire UGA)
SR	665	3,710	4,375
R-1	7,095	15,776	22,871
R-2	6,944	3,327	10,271
R-3	3,273	617	3,890
B-1	186	1	187
B-2	426	116	541
HB	0	0	0
SCC	516	396	912
LCC	74	0	74
CBD	187	0	187
GC	1,301	145	1,445
M-1	0	0	0
M-2	0	0	0
RD	1,062	0	1,062
AS	0	0	0
Total	**21,728**	**24,087**	**45,815**

Finally, to arrive at total job capacity, buildable square footage capacity was calculated as the developable acreage multiplied by an assumed Floor Area Ratio (FAR) and converted into square feet. The product was then multiplied by the assumed Square Feet per Job value respective of zoning (shown in Exhibit 2-26). The final job capacity outputs from the model are shown in Exhibit 2-27.

Exhibit 2-28. Square Feet per Job Assumptions

Zone	Square Feet per Job
SR	N/A
R-1	N/A

R-2	N/A
R-3	N/A
B-1	500
B-2	500
HB	500
SCC	500
LCC	500
CBD	500
GC	500
M-1	1,000
M-2	1,000
RD	500
AS	1,000

Exhibit 2-29 Job Capacity by Zone

Zone	New Jobs Capacity (Incorporated City)	New Jobs Capacity (Unincorporated UGA)	New Jobs Capacity (Entire UGA)
SR	0	0	0
R-1	0	0	0
R-2	0	0	0
R-3	0	0	0
B-1	374	3	377
B-2	648	173	821
HB	11	0	11
SCC	600	592	1,192
LCC	56	0	56
CBD	2,558	0	2,558
GC	4,224	406	4,631

M-1	8,337	6,313	14,650
M-2	334	0	334
RD	1,997	0	1,997
AS	0	0	0
Total	**19,140**	**7,487**	**26,627**

Exhibit 2-30 presents the full output summary for the land capacity analysis, disaggregated by incorporated Yakima, the unincorporated Yakima UGA, and the entire, combined Yakima UGA. The summary includes developable acreages by zone and by type, along with capacity for primary housing units, ADUs, employment square feet, and jobs.

Modern industrial uses typically require lots at least 20 acres in size. This land capacity analysis identified 9 parcels within the entire Yakima UGA that are zoned as industrial, determined developable, and at least 20 acres in size. Each of these 9 parcels fall within the M-1 zone. The total buildable area of these parcels equals 326 acres.

Exhibit 2-30. Land Capacity Analysis Output Summary

		Development Potential Acres (Buildable - Deductions)					Net Residential Development Capacity			Net Employment Capacity	
		Vacant	Agriculture	Partially-used	Redevelopable	Total	Primary HUs	ADUs	Total HU Capacity	Employment Sq-ft	Jobs
Incorporated Yakima	SR	92	1	98	0	191	656	10	665	0	0
	R-1	429	85	419	0	933	5,882	1,213	7,095	0	0
	R-2	222	47	0	678	948	6,494	449	6,944	0	0
	R-3	87	40	0	137	264	3,169	104	3,273	0	0
	B-1	16	0	0	19	35	178	9	186	187,224	374
	B-2	19	8	0	41	68	418	8	426	323,985	648
	HB	0	0	0	0	0	0	0	0	5,654	11
	SCC	16	37	0	19	71	514	2	516	300,087	600
	LCC	1	0	0	9	10	74	0	74	28,016	56
	CBD	8	0	0	25	33	187	0	187	1,278,754	2,558
	GC	183	3	0	144	330	1,265	36	1,301	2,112,237	4,224
	M-1	225	44	0	170	438	0	0	0	8,336,812	8,337
	M-2	11	0	0	6	17	0	0	0	334,468	334
	RD	114	0	0	31	145	1,060	2	1,062	998,469	1,997
	AS	94	0	0	0	94	0	0	0	0	0
	Total	1,516.2	266.44	516.98	1,279.22	3,579	19,895	1,832	21,728	13,905,706	19,140
Unincorporated Yakima UGA	SR	451	103	482	0	1,036	3,704	6	3,710	0	0
	R-1	959	288	1,139	0	2,386	15,578	198	15,776	0	0
	R-2	111	102	0	70	283	3,326	2	3,327	0	0
	R-3	27	0	0	12	39	612	4	617	0	0
	B-1	0	0	0	0	0	1	0	1	1,270	3
	B-2	5	0	0	12	17	115	1	116	86,411	173
	HB	0	0	0	0	0	0	0	0	0	0
	SCC	52	0	0	1	53	396	0	396	295,880	592
	LCC	0	0	0	0	0	0	0	0	0	0
	CBD	0	0	0	0	0	0	0	0	0	0
	GC	21	0	0	8	30	145	0	145	203,152	406
	M-1	167	43	0	114	324	0	0	0	6,313,426	6,313
	M-2	0	0	0	0	0	0	0	0	0	0
	RD	0	0	0	0	0	0	0	0	0	0
	AS	0	0	0	0	0	0	0	0	0	0
	Total	1,793.97	536.05	1,621.28	216.47	4,168	23,877	211	24,087	6,900,139	7,487
Entire Yakima UGA	SR	543	104	580	0	1,227	4,359	15	4,375	0	0
	R-1	1,388	373	1,558	0	3,319	21,459	1,412	22,871	0	0
	R-2	333	149	0	749	1,231	9,820	451	10,271	0	0
	R-3	114	40	0	149	303	3,781	109	3,890	0	0
	B-1	16	0	0	19	36	178	9	187	188,494	377
	B-2	24	8	0	53	85	533	9	541	410,396	821
	HB	0	0	0	0	0	0	0	0	5,654	11
	SCC	68	37	0	20	124	910	2	912	595,967	1,192
	LCC	1	0	0	9	10	74	0	74	28,016	56
	CBD	8	0	0	25	33	187	0	187	1,278,754	2,558
	GC	204	3	0	152	360	1,410	36	1,445	2,315,389	4,631
	M-1	392	87	0	283	763	0	0	0	14,650,238	14,650
	M-2	11	0	0	6	17	0	0	0	334,468	334
	RD	114	0	0	31	145	1,060	2	1,062	998,469	1,997
	AS	94	0	0	0	94	0	0	0	0	0
	Total	3,310.18	802.49	2,138.26	1,495.69	7,747	43,772	2,043	45,815	20,805,845	26,627

Planning and Regulatory Context

Beyond the Comprehensive Plan Land Use Element, Regulations and Plans shaping the design of the built environment include the City's zoning ordinance and a series of functional plans guiding infrastructure. Each is addressed below.

2.3.2. Title 15 – Yakima Urban Area Zoning Ordinance

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

Permitted uses (Chapter 15.04) and associated land use classification system. While nearly all cities contain lists of permitted outright, conditional, and permitted uses, Yakima has a system of review approvals from Class 1 to 3. Exhibit 2-28 shows difference use classifications.

Exhibit 2-31 Use Classes for Permitting

Class Type	Description	Example of uses in zones
Class 1	Permitted subject to administrative approval	Attached or residential uses in R-1 or R-2 zones
Class 2	Permitted uses also subject to administrative approval, but allows the administrative official to add conditions to mitigate impacts or require Class 2 uses to undergo a Class 3 review if certain conditions are present. Since there are very little design related standards in Title 15, this system adds a level of uncertainty and unpredictability to the review of uses that can be challenging both to applicants and the administrative official.	Parts and Accessories (tires, batteries, etc.) uses in B2 zone.
Class 3	Uses are generally not permitted in a district, but may be approved by the hearing examiner after Type III review and a public hearing. The hearing examiner may impose conditions to an approval. As with Class 2 approvals, without the benefit of design standards within Title 15, this procedure can add a level of uncertainty and unpredictability to the review of such uses.	Office Contractor Building and Trade (Plumbing, Heating, Electrical, and Painting) in R-3 zone.

Site design and improvement standards (Chapter 15.05) address the following aspects. These standards implement various land use policies of the Plan:

- Maximum lot coverage (percentage of land area covered by structure and other impervious areas)
- Minimum front, side, and rear setbacks (which vary depending on adjacent street classification)
- Maximum height

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

2.3.3. Adopted Plans and Projects

Yakima Housing Action Plan 2021

The Housing Action Plan developed objectives and strategies for Yakima to promote affordable housing. Objectives were set to increase housing supply and affordability, increase home ownership, and prevent displacement. It set priorities for various strategies for implementation to be led by the City or its partners.

Yakima Parks and Recreation Comprehensive Plan 2022-2027

The Yakima Parks and Recreation Comprehensive Plan, adopted in 2022, is the required six-year park plan update, which includes an inventory of park and recreational facilities, needs inventory, opportunities, goals and objectives, industry standards, demands, and needs, and a capital improvement program.

Yakima Capital Budget 2025-2029

This document provides a forecast for all Capital Funds for 2025 through 2029 and information for its Capital Improvement Program (CIP) including revenues, expenditures, and identified future projects.

Historic Preservation Element (July 15, 2016)

The Yakima Historic Preservation Commission completed this Element consistent with the GMA. It was incorporated with the 2040 Comprehensive Plan in 2017. YMC 11.62, Historic Preservation Ordinance for Special Evaluation provides implementation code for this element.

2040 Transportation System Plan (adopted in 2017)

The Transportation System Plan is intended to serve as a guide for making transportation decisions to address both short and long term needs. To meet Growth Management Act (GMA) requirements, the Transportation Systems Plan must identify existing transportation system characteristics, establish standards for levels of service, and identify existing and future deficiencies based on land use growth projections.

Six Year Transportation Improvement Plan (From 2025 to 2030)

The Transportation Improvement Plan identifies major projects and funding sources for a six-year time frame. Yakima's Transportation Element will be updated as part of the Comprehensive Plan, in coordination with Yakima Valley Regional Council's (YVCOG) data.

Downtown Master Plan

In November of 2013, the City Council approved an Action Plan of steps to be taken to accomplish this priority. The Action Plan was a summary of the Yakima Downtown Master Plan Report prepared in 2013 by Crandall Arambula for the City Council. The Plan provided several action recommendations. Some of the actions have been completed such as a parking plan, and Chestnut Avenue improvement. The City is considering a new strategic plan in 2026 to identify goals and actions for Yakima's downtown.

Wastewater Collection System Master Plan

This master plan was prepared in 2023 and describes the City's wastewater collection system, the planning area characteristics, hydraulic criteria, and the hydraulic model development. The prioritized capital improvement program accounts for growth through the Yakima Urban Growth Area and includes suggested construction triggers for the orderly expansion of the wastewater collection system.

Yakima Wastewater Treatment Plant Facility Master Plan, 2022

The purpose of this Plan is to review the overall condition of the treatment plan facility and its capability to meet capacity needs and regulatory requirements through the planning period. The primary factors that will drive WWTP improvements are generally conditions, capacity, and/or regulatory based. This plan identifies existing and future needs or deficiencies of the WWTP and recommends improvements to remedy these items. The Treatment Plan is projected to serve 147,090 people by 2040, identify gaps and includes recommendations.

Yakima 2017 Water System Plan

The City's water system plan was developed in 2017 to analyze the service area, water system and forecast water demand. This plan identifies policies for providing services such as annexation

requirements, performance standards etc. The City aims to connect underserved areas to northeast and south-central areas in the City where utility services currently do not exist.

3. Housing Analysis

3.1. Overview

The City of Yakima's Housing Element provides a framework for the City to support and encourage housing supply that meets local housing needs. The Housing Element will plan to increase housing choice and affordability for Yakima residents and workers of all income levels.

This Housing Existing Conditions Report will serve as an appendix to the Housing Element. The purpose of this report is to provide an understanding of the Yakima community and its housing conditions. Overall, this report answers the following questions:

- Who lives and works in Yakima and what are their socioeconomic characteristics?
- What types of housing are available in Yakima?

This report includes a Community Profile and Housing Inventory. The Community Profile analyzes Yakima's population trends and projections, and includes data on age, race and ethnicity, household size, residents with special housing needs such as homelessness, disability status, farm workers, and employment. The Housing Inventory summarizes characteristics of Yakima's housing stock, including housing types, location, tenure, unit sizes, conditions, and affordability for both rental and owned housing.

Based on this understanding, we conduct analysis to assess future housing needs.

3.2. Summary of Key Findings

- **There is a housing shortage in Yakima.** Only **2.4%** of rental housing units in Yakima are vacant, which is lower than what is considered a healthy rate of 5% to 6%. The supply of ownership housing is also constrained. When vacancy rates and supply are low, people looking for homes have fewer options, increasing competition for the limited units available. This drives up both rents and housing prices.
- **Housing prices are rising faster than incomes.** The typical home value in Yakima has risen by **99%**, nearly doubling, between 2014 to 2022. Over the same period, the median family income only increased by **43%.** This indicates homeownership is getting further out of reach for many prospective buyers.
- **Many households in Yakima are cost-burdened.** Between 2018 and 2022, **33%** of all households in Yakima were cost burdened. Nearly half (**46%**) of renter households, and a fifth (**20%**) of owner households, were cost-burdened. Cost-burdened households spend a large portion (over 30%) of their available income on housing costs. This leaves less money available for other vital needs like food, transportation, healthcare, and education.
- **Needs are greatest among low-income households.** About 75% of all households with incomes below 50% of the Area Median Income (AMI) are cost-burdened. Nearly half of these households are severely cost-burdened, meaning they spend over 50% of their income on housing costs. While

there are low-income households living in neighborhoods across the city, the greatest concentration of low-income households is in eastern Yakima, and many of these households are of Hispanic/Latino ethnicity.

- **There is considerable need among elderly residents.** There are 3,654 cost-burdened elderly (aged 62+) households in Yakima. Three quarters (75%) of these households are Elderly Non-Family (typically living along), and nearly all have incomes well below the county median. These residents are spending more than 30% of their income on housing costs and often have fixed incomes that don't keep pace with rising housing costs over time.
- **Yakima needs more housing diversity.** Over 60% of all housing in the City of Yakima are single-family homes. Not all households require, or can afford, that much space. For example, 30% of all households in Yakima are individuals living alone. Yet only 6% of housing units in Yakima are studios and only 11% have just one bedroom. Increasing the diversity of housing options available will increase housing supply and provide more choices for residents seeking more affordable housing that meets their current needs.

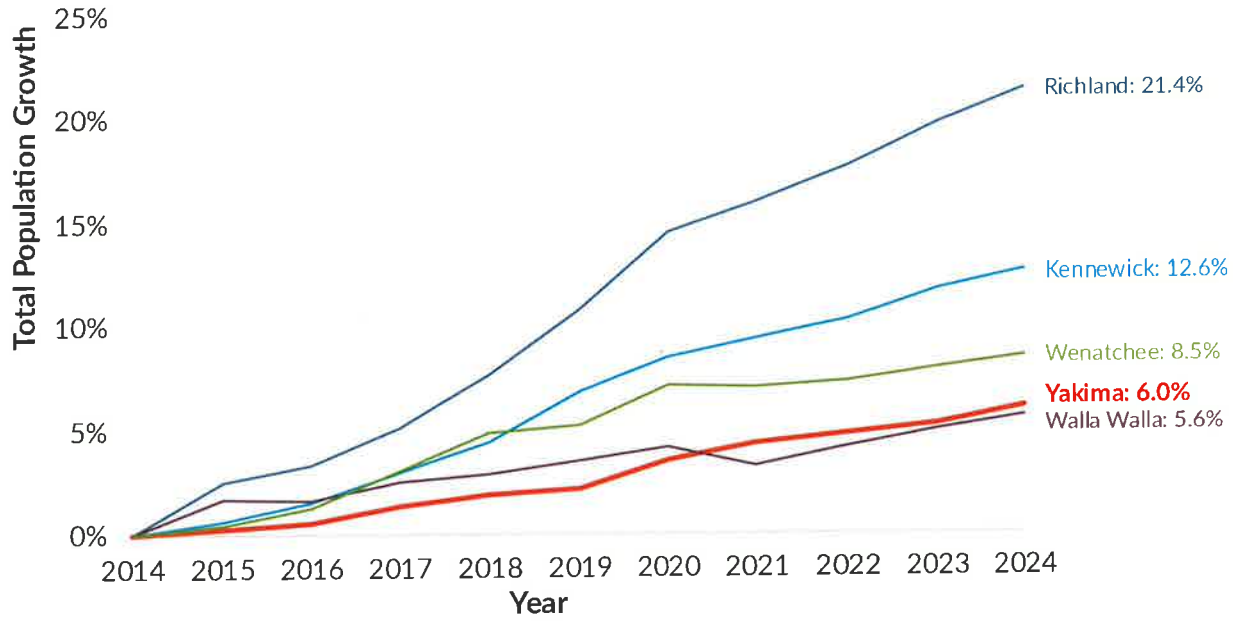
3.3. Community Profile

3.3.1. Population

During the last ten years, Yakima County had an annual average population growth rate of about 0.6%, which was less than half Washington's statewide growth rate of 1.4%. Yakima County's population was estimated to be 263,200 in 2024, up from the 248,229 county residents in 2014. As the county's largest population center, the City of Yakima has also grown steadily in recent years. In 2024, the city had an estimated population of 99,370 residents. In 2025, the city reached an estimated population of 100,000 residents and County had an estimated population of 264,650.

While Yakima has grown at a steady rate, the city slower growth than most peer cities in eastern and central Washington, as shown in Exhibit 3-1. Population Growth in City of Yakima and Peer Cities, 2016-2024.

Exhibit 3-1. Population Growth in City of Yakima and Peer Cities, 2014-2024

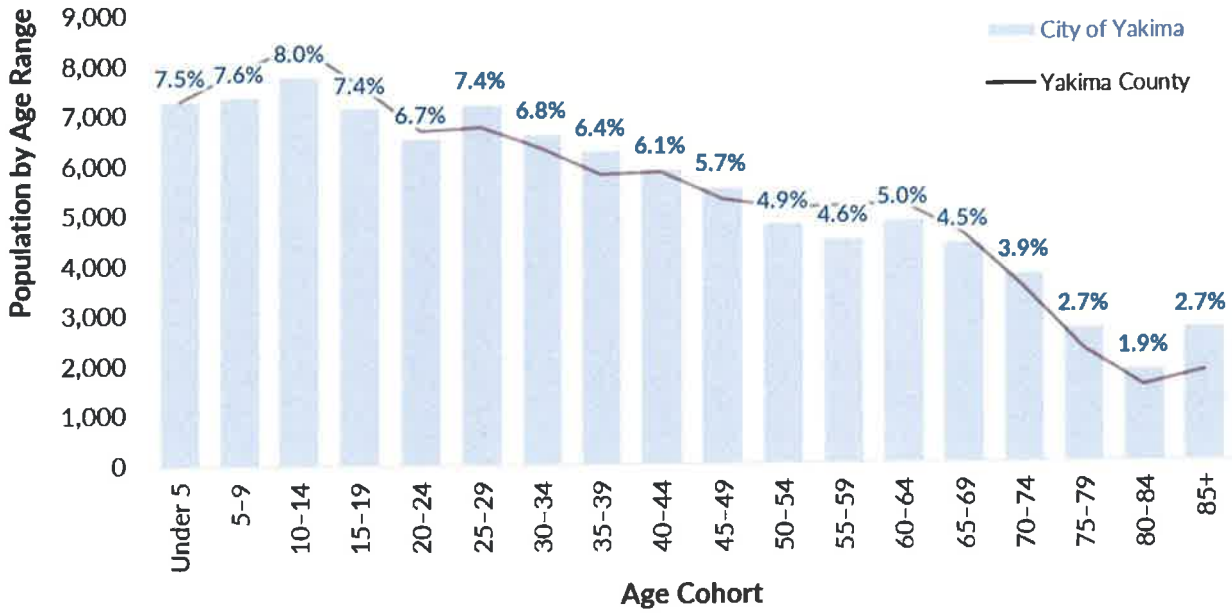


Sources: Washington Office of Financial Management, 2024; BERK, 2025.

3.3.2. Age of Population

The City of Yakima's age distribution aligns closely with Yakima County, with a slightly smaller proportion of younger residents (0 – 24 years old) and a slightly larger proportion of older residents (70+ years old) than the county, as shown in Exhibit 3-2. Age Distribution in City of Yakima and Yakima County, 2022. The City of Yakima has a large population of children, with 29,558 aged 19 years old or younger (31% of the total population).

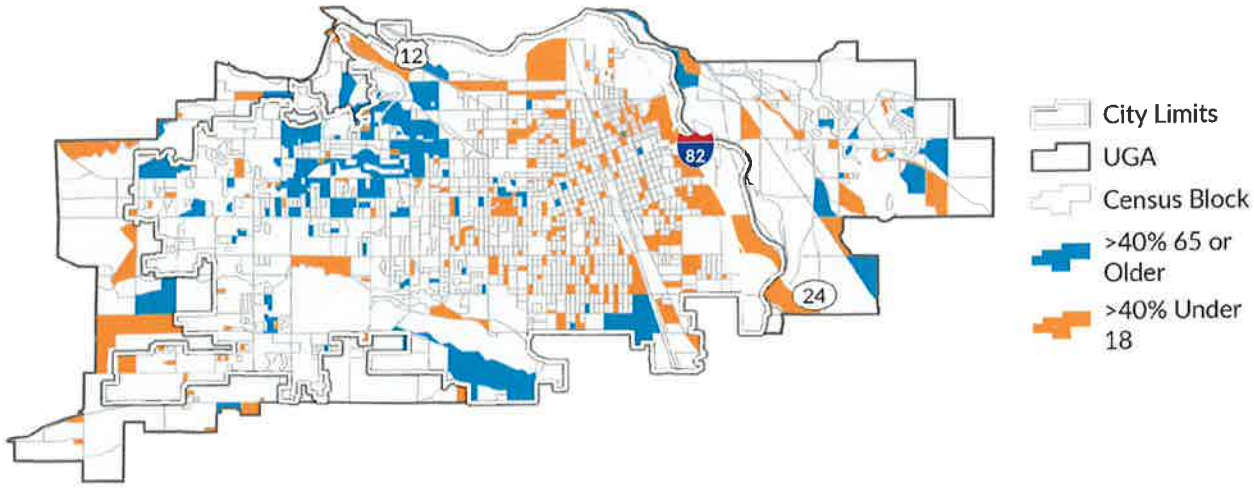
Exhibit 3-2. Age Distribution in City of Yakima and Yakima County, 2022



Sources: US Census Bureau, American Community Survey 5-Yr Estimates, 2018-2022; BERK, 2025.

Demographic patterns across Yakima vary by geography. As shown in Exhibit 3-3, residents aged 65 or older are more typically located in the north central and western parts of the city. This aligns with the locations of local retirement communities and assisted living facilities such as The Terraces at Summitview and Fieldstone. Residents under 18 are more typically located in the south central and eastern parts of the city. Many of the areas with larger youth populations have larger proportions of Hispanic or Latino residents, as shown later in Exhibit 3-6.

Exhibit 3-3. Areas with Large Percentages of Senior or Minor Residents, City of Yakima, 2022



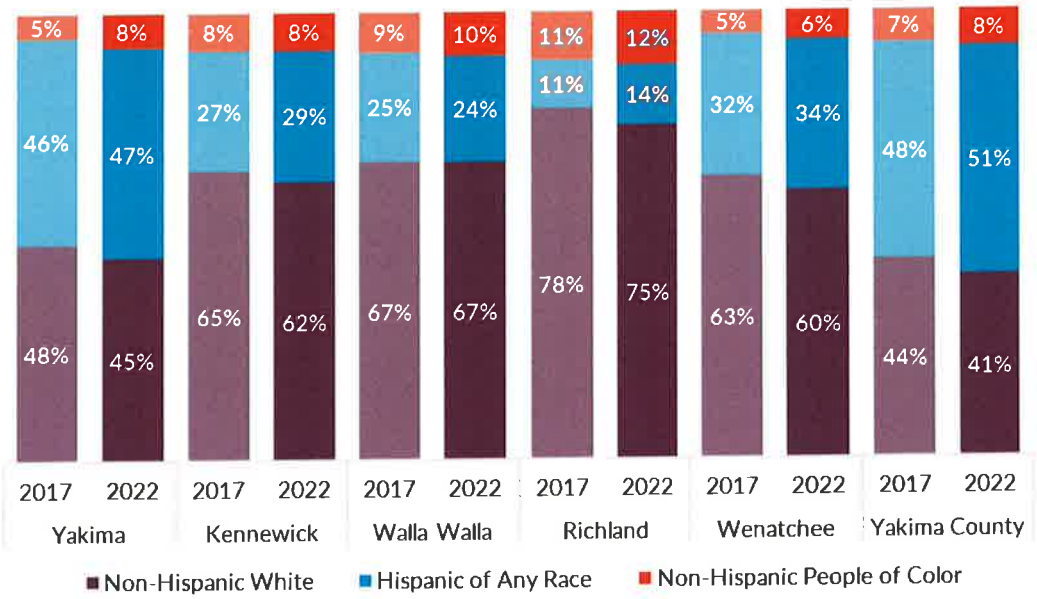
Sources: US Census Bureau, American Community Survey 5-Yr Estimates, 2018-2022; BERK, 2025.

3.3.3. Race and Ethnicity

Yakima is ethnically diverse. The City of Yakima's Hispanic or Latino population comprises 47% of the total population, the largest of any reported comparison geographies besides Yakima County. The share of people who identify as Non-Hispanic People of Color grew from 5% in 2017 to 8% in 2022. A comparison of Yakima's Hispanic or Latino population to comparable communities is shown in Exhibit 3-4. Percentage of Population by Race and Ethnicity in City of Yakima and Comparison Geographies, 2017 and 2022.

The Non-Hispanic People of Color group includes those who identify as American Indian or Alaska Native, which makes up 1% of the city's population, as well as other races. This percentage likely reflects the nearby presence of the Yakama Nation in Yakima County.

Exhibit 3-4. Percentage of Population by Race and Ethnicity in City of Yakima and Comparison Geographies, 2017 and 2022



Sources: US Census Bureau, American Community Survey 5-Yr Estimates, 2018-2022; BERK, 2025.

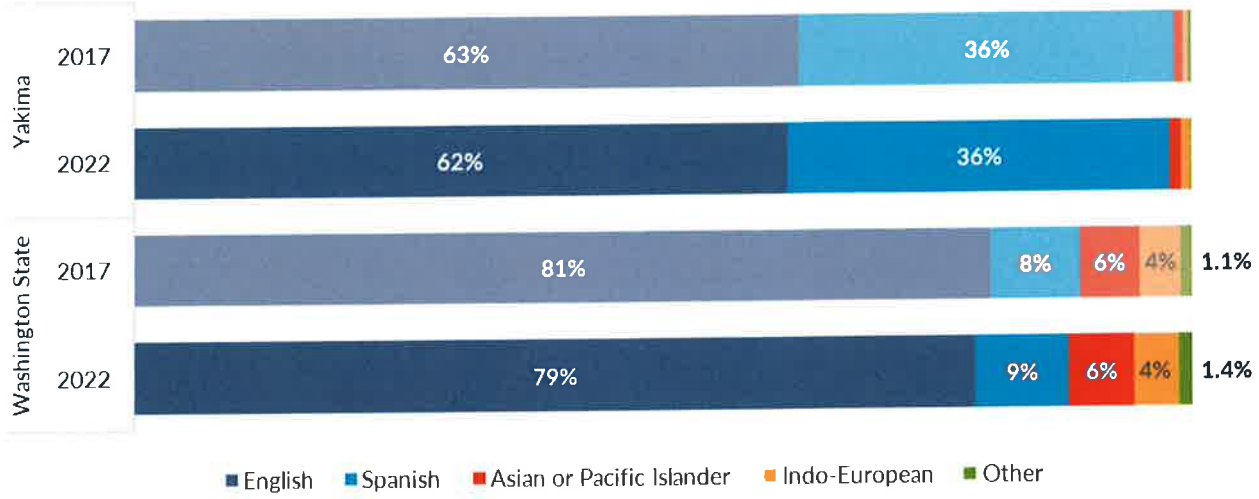
HISTORY OF THE LATINO COMMUNITY IN YAKIMA COUNTY

The large number of Latino and Hispanic residents in the city reflects historical patterns of migration and employment, tied mostly to the local agricultural industry. While the city has been a destination for migrant Hispanic farmworkers over the years, growing numbers of Hispanic farmworkers began permanently settling in the area from the 1930s to 1980s due to changes in the agricultural industry and immigration reforms.

Yakima's population grew from roughly 3,200 residents in 1900, steadily increasing decade after decade, to 45,500 in 1960. These population increases were in part due to the arrival of Mexican American farmworkers from Texas in the early 1930s. During World War II, the U.S. government established the Bracero program, which allowed Mexican citizens to come to the Yakima Valley to work. While these workers did not settle in the Valley, this established the Yakima Valley as a destination for Latinx farmworkers. By the 1980s many former seasonal workers settled permanently in the Yakima Valley due to changes in immigration policies. By the 1980s, Yakima County's Hispanic population was 14.8%, and by the 2000 census, 33% of the residents of Yakima County were of Hispanic or Latino origin, compared to 7.5% in the state. In 2022, 51% of Yakima County's population identified as Hispanic, nearly four times the statewide percentage of 13.1%

Reflecting its ethnic diversity, Yakima has a high proportion of residents (38%) who speak a language other than English at home compared to 21% statewide, shown in Exhibit 3-5. Spanish is the most common language among non-English speakers, with 36% of the city's total population speaking it at home.

Exhibit 3-5. Languages Spoken at Home in City of Yakima and Washington State, 2017 and 2022

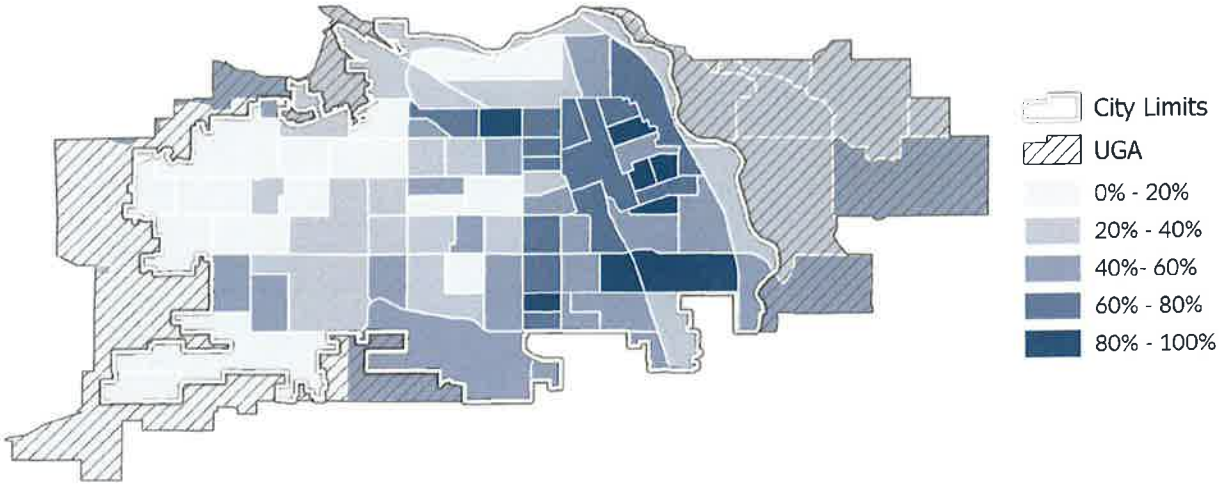


Sources: US Census Bureau, American Community Survey 5-Yr Estimates, 2018-2022; BERK, 2025.

Areas on the east half of the city and near downtown have larger proportions of residents of Hispanic or Latino origin than areas on the west half of the city, as shown in Exhibit 3-6. Comparing to the age

distribution map shown in Exhibit 3-3 reveals that there are larger populations of residents under 18 in areas that have large proportions of Hispanic or Latino residents.

Exhibit 3-6. Percent of Residents that Identify as Hispanic or Latino, City of Yakima, 2022



Source: US Census Bureau, American Community Survey, 2018-2022; BERK Consulting, 2025.

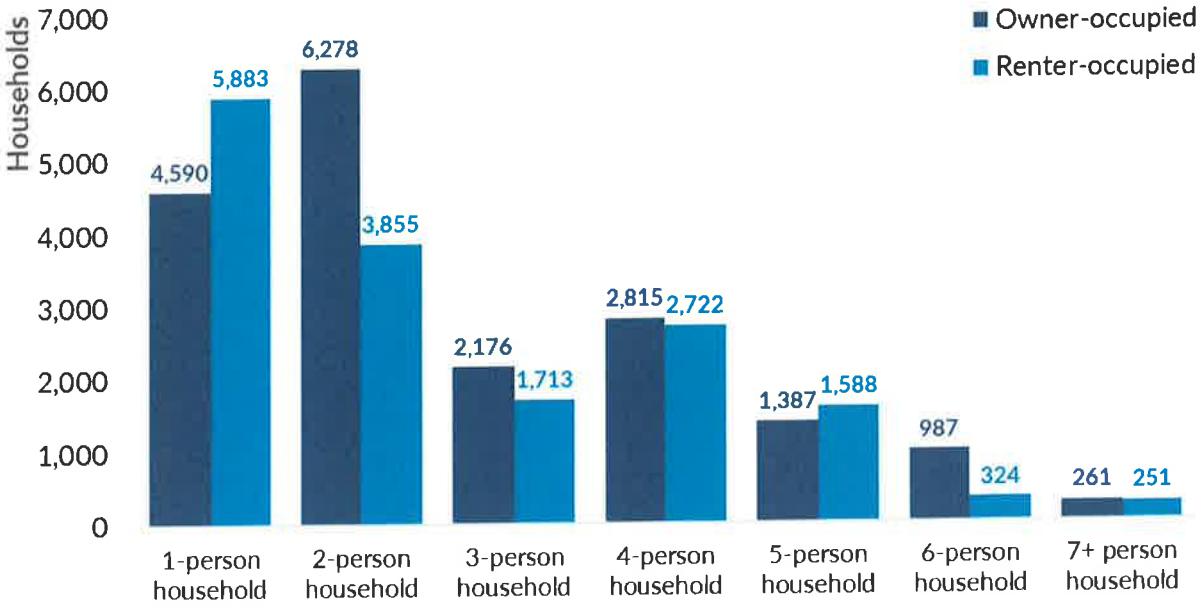
3.3.4. Households

A household is a group of people who live in a single dwelling unit, such as a house or apartment. Households can have one member or many members. They can be families or unrelated people living together. As of 2022, there are an estimated 34,830 total households in the City of Yakima. Understanding the makeup of the households in the city across age, race, and family sizes helps us to better understand the diversity of household types and sizes which can help support affordable housing strategies.

3.3.5. Household Size

The average household size in Yakima is 2.61 people, down slightly from 2017's average size of 2.71. More than half (59%) of the city's residents live in single or two-member households. Exhibit 3-7 shows the breakdown of households by size by tenure.

Exhibit 3-7. Household Size by Tenure in City of Yakima, 2018-2022



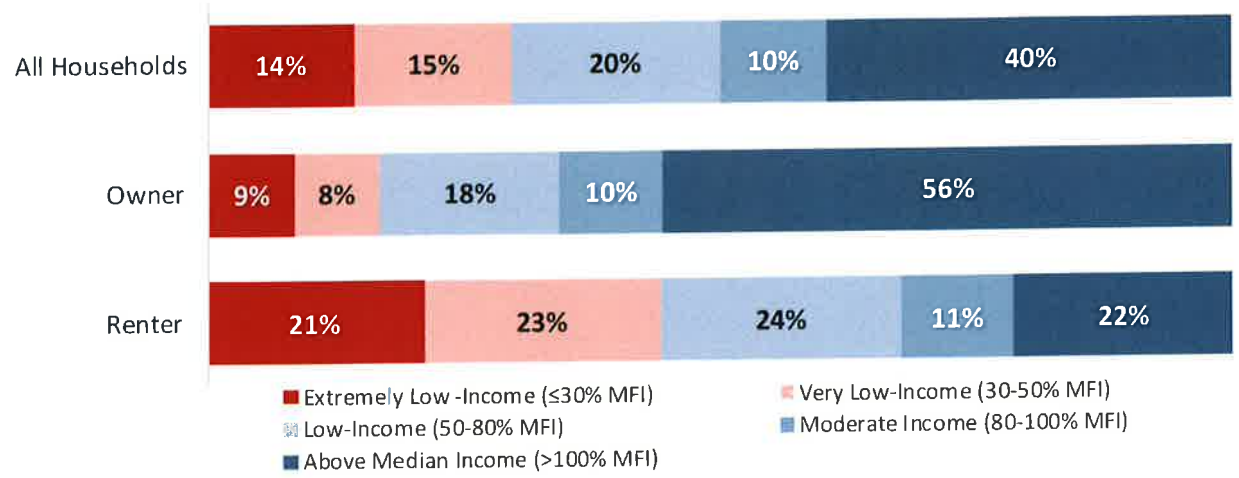
Sources: US Census Bureau, American Community Survey 5-Yr Estimates, 2018-2022; BERK, 2025.

3.3.6. Household Income

When summarizing housing affordability by income level, households are typically grouped relative to the U.S. Department of Housing and Urban Development (HUD) Area Median Family Income (also known as "AMI"). The 2025 AMI for Yakima County is $82,300. However much of the data in this section reflects conditions as of 2022, when AMI was **$72,300**. HUD also applies adjustments for household size when determining the income level of a household. This is to reflect the fact that it requires more income to affordably support a larger family compared to just one or two household members. Exhibit 3-8 breaks down renter- and owner-occupied households in the City of Yakima by income level relative to AMI. It shows a significant difference between owner-occupied and renter-occupied households, with owner households much more likely to have incomes above 100% AMI.[2] Only 22% of renter households had income at or above AMI, compared to 56% of owner households. More than a fifth of renter households have extremely low incomes, compared to 9% of owner households.

[2] Note that when grouping households by income level, HUD adjusts income thresholds based on household size to reflect the fact that the living expenses for a one-person household are significantly less than those of a family of four. These adjustments are based on HUD's published household Income Limits needed to qualify for income-restricted affordable housing that is set aside for households at a specified income level or below. Washington State Housing Finance Commission publishes an expanded version of these income limits for each county in Washington State.

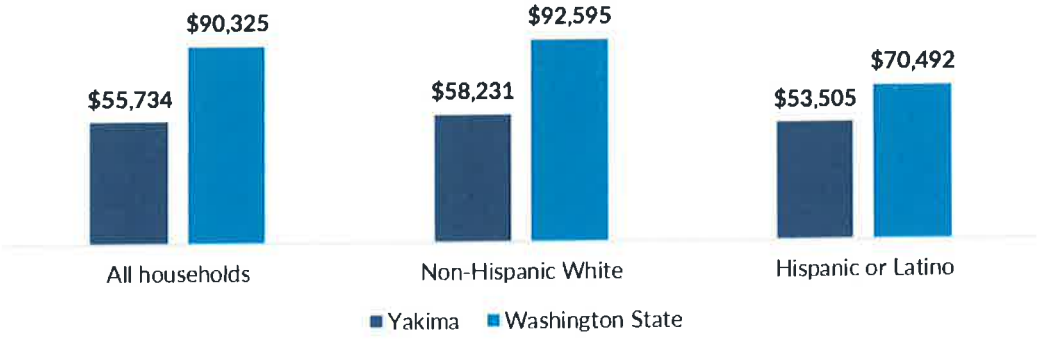
Exhibit 3-8. Percentage of Households by Income Level in City of Yakima, 2018-2022



Sources: US HUD Comprehensive Housing Affordability Strategy, 2018-2022; BERK, 2025.

Median household incomes vary by ethnicity as well, as shown in Exhibit 3-9. The median Hispanic or Latino household has an income about 9% lower than median Non-Hispanic White households.

Exhibit 3-9. Median Household Income by Ethnicity in City of Yakima and Washington State, 2022



Sources: US Census Bureau, American Community Survey 5-Yr Estimates, 2018-2022; BERK, 2025.

A map showing disparities in income by neighborhood is provided in Exhibit 3-10. Areas with lower incomes are concentrated near the urban core of Yakima, while areas with higher incomes above AMI are typically found on the outskirts of the city, or in the west half.

Exhibit 3-10. Median Household Income by Census Tract in City of Yakima, 2022



Source: US Census Bureau, American Community Survey 5-Yr Estimates, 2018-2022; BERK, 2025.

3.3.7. Cost-Burdened Households

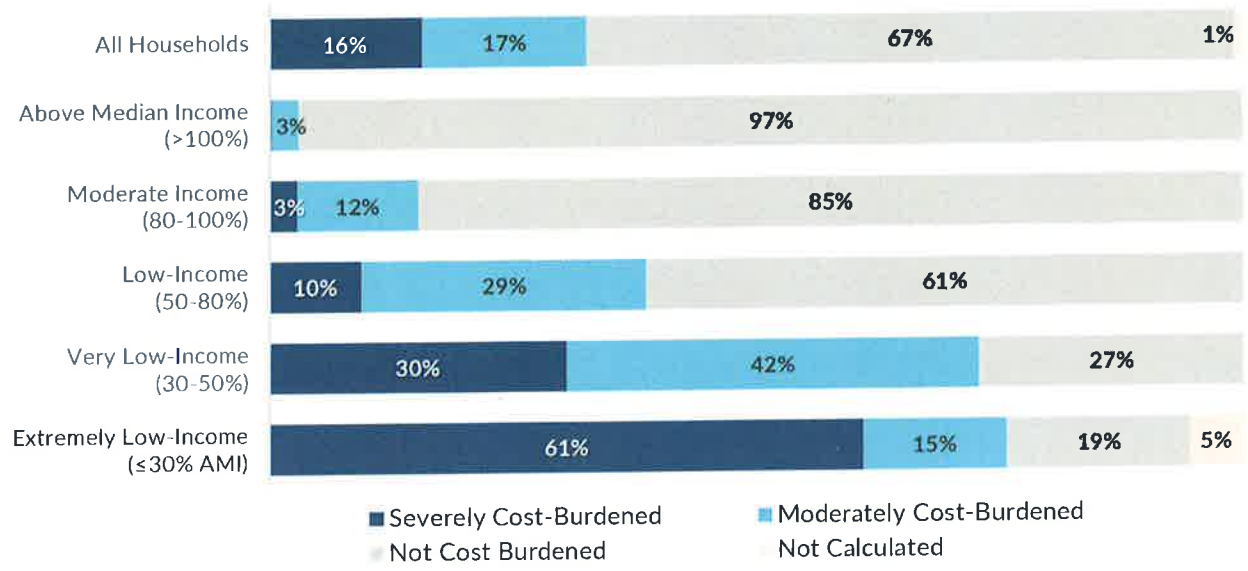
One of the most common indicators of affordable housing needs is the number of households that are "cost-burdened" or spending a large share of their income on housing. These households have limited resources left over to pay for other life necessities such as food, medical care, transportation, and education. They are also at higher risk of displacement when housing costs rise, or life circumstances change.

HUD considers housing to be affordable if it costs no more than 30% of a household's income. Households paying more than 30% of their income for housing are considered cost-burdened, and households paying more than 50% are considered severely cost-burdened.

In 2022, at least 33% of all households in Yakima were cost-burdened, as shown in Exhibit 3-11. Households with lower incomes are more likely to be cost-burdened.

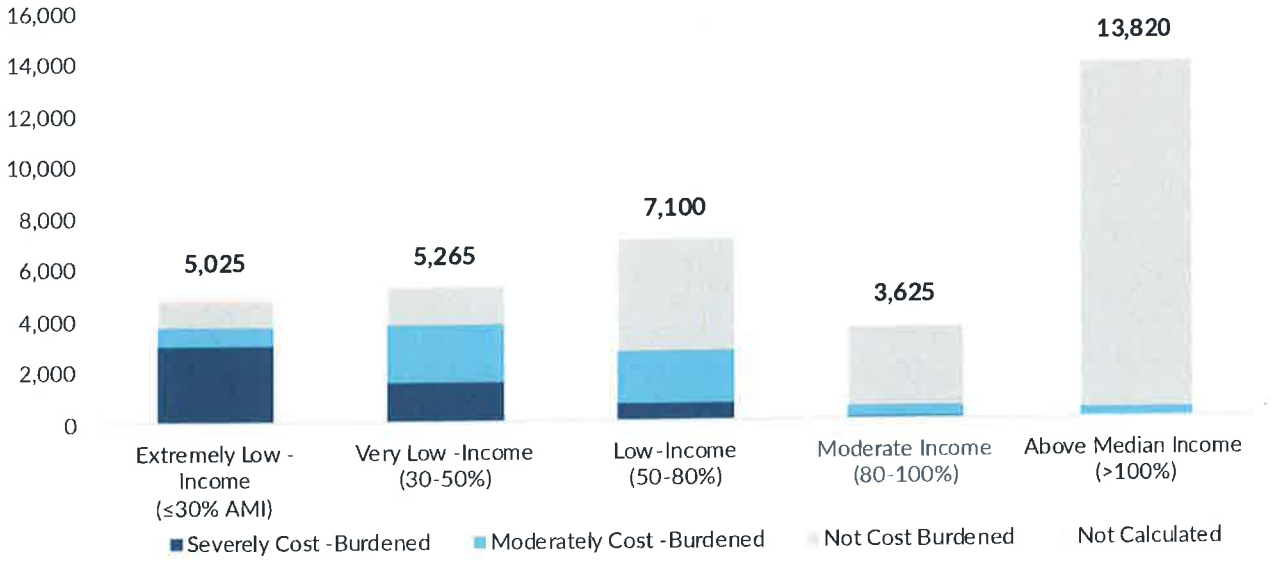
Exhibit 3-11 and Exhibit 3-12 present estimates of total households by income level and cost-burdened status. It differentiates households that are moderately cost-burdened (spending 30-50% of their income on housing) from those that are severely cost-burdened (spending more than 50% of their income on housing). While there are cost-burdened households across the income spectrum, severe cost-burden is most prevalent among the lowest income groups. This includes slightly over 3,000 households with extremely low incomes (less than 30% AMI), roughly 1,600 households with very low incomes (30 – 50% AMI), and 700 households with low incomes (50-80% AMI).

Exhibit 3-11. Cost Burden Status by Income Level of Households, City of Yakima, 2018-2022



Sources: US HUD Comprehensive Housing Affordability Strategy, 2018-2022; BERK, 2025.

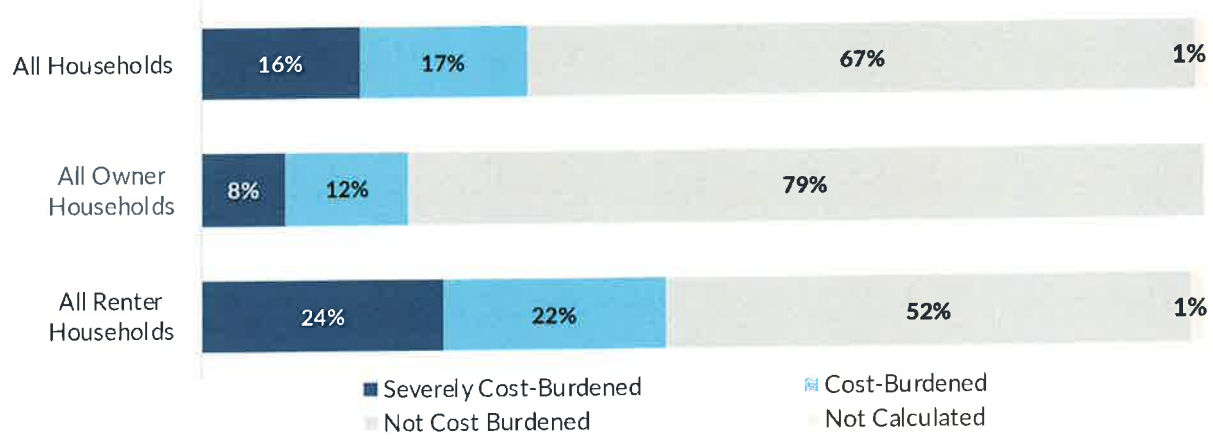
Exhibit 3-12. Total Cost-Burdened Households by Income Level, City of Yakima, 2018-2022



Sources: US HUD Comprehensive Housing Affordability Strategy, 2018-2022; BERK, 2025.

As shown in Exhibit 3-13, renters are more likely to be cost-burdened than owners, with nearly half (46%) of renter households cost-burdened, compared to just under a quarter (20%) of owner households. Renters are also more severely cost-burdened than owners, with 24% of renter households severely cost-burdened compared to 8% of owner households.

Exhibit 3-13. Household Tenure by Cost Burden in City of Yakima, 2018-2022



Sources: US HUD Comprehensive Housing Affordability Strategy, 2018-2022; BERK, 2025.

Renter households are most vulnerable to the impacts of rising housing costs. Exhibit 3-14 shows estimated counts of cost-burdened renter-occupied households by household type and income level. While there are households struggling with housing costs across the entire income spectrum, the greatest number are among household types with incomes below 50% of AMI. The greatest need is among Small Family, Elderly Non-Family, and Other (non-family) households, which are typically people living alone or with unrelated housemates.

Exhibit 3-14. Cost-Burdened Renter Households by Household Type and Income Level, City of Yakima, 2018-2022

Household Type	Extremely Low-Income (≤30% AMI)	Very Low-Income (30%-50% AMI)	Low-Income (50%-80% AMI)	Moderate Income (80%-100% AMI)	Above Median Income (>100% AMI)	All Renter Cost-Burdened Households
Small Family	985	1,445	504	55	25	**3,014**
Large Family	335	350	235	10	0	**930**
Elderly Family	29	45	275	15	10	**374**
Elderly Non-Family	535	600	165	140	55	**1,495**
Other	725	625	255	15	100	**1,720**
Total	**2,609**	**3,065**	**1,434**	**235**	**190**	**7,533**

Household Type	Description
Family household	A household that includes two or more people related by birth marriage or adoption. (Definition applies to all household types that include "family.")
Small Family	Two persons, neither aged 62 or older, or 3 or 4 persons
Large Family	Five or more persons
Elderly Family	Two persons, with either or both aged 62 or older
Elderly Non-Family	One or two unrelated people with either aged 62 or older

Other	Non-family, non-elderly households (includes those living alone or with housemates)	

Note: AMI = HUD Area Median Family Income
Sources: US HUD Comprehensive Housing Affordability Strategy, 2018-2022; BERK, 2025.

3.3.8. Residents with Special Housing Needs

Several groups may have special housing needs or need supportive services, such as residents experiencing homelessness, residents with disabilities, and older residents. Given the city's proximity to agricultural areas with significant seasonal workforce needs, farmworker housing needs also merit consideration.

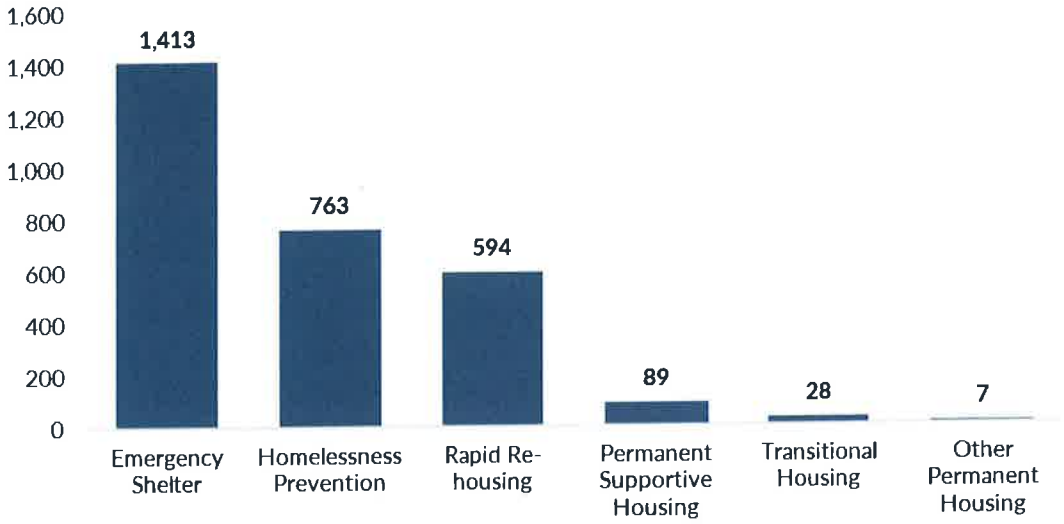
3.3.9. Residents Experiencing Homelessness

According to the Department of Commerce's Snapshot of Homelessness in Washington State for July 2024, there were 11,971 persons who were homeless or unstably housed in Yakima County.[3] This was approximately 5% of the county population. Among these people, 9,906 were considered homeless.[4] During the same year, 2,894 individuals countywide accessed homelessness services, according to the Commerce Homeless System Performance County Report Card. Entries are broken down by project type, with nearly half (49%) of entries occurring at Emergency Shelters. A summary of the results is shown in Exhibit 3-15.

[3] Commerce extracted housing status data from ProviderOne, the Automated Client Eligibility System (ACES), and the Homeless Management Information System (HMIS). "Homeless or Unstably Housed" refers to all clients or households experiencing homelessness or housing instability (e.g., they are literally homeless/unsheltered, receiving housing services that indicate housing instability, residing in transitional housing, or couch surfing). (Commerce, 2024).

[4] "Homeless Only" is a subset of the "Homeless or Unstably Housed" population and includes unsheltered clients/households who lack a fixed nighttime residence, are living outside or in a shelter not fit for human habitation, or are living in emergency shelter. (Commerce, 2024).

Exhibit 3-15. Homeless System Project Entries by Project Type, Yakima County, SFY 2024

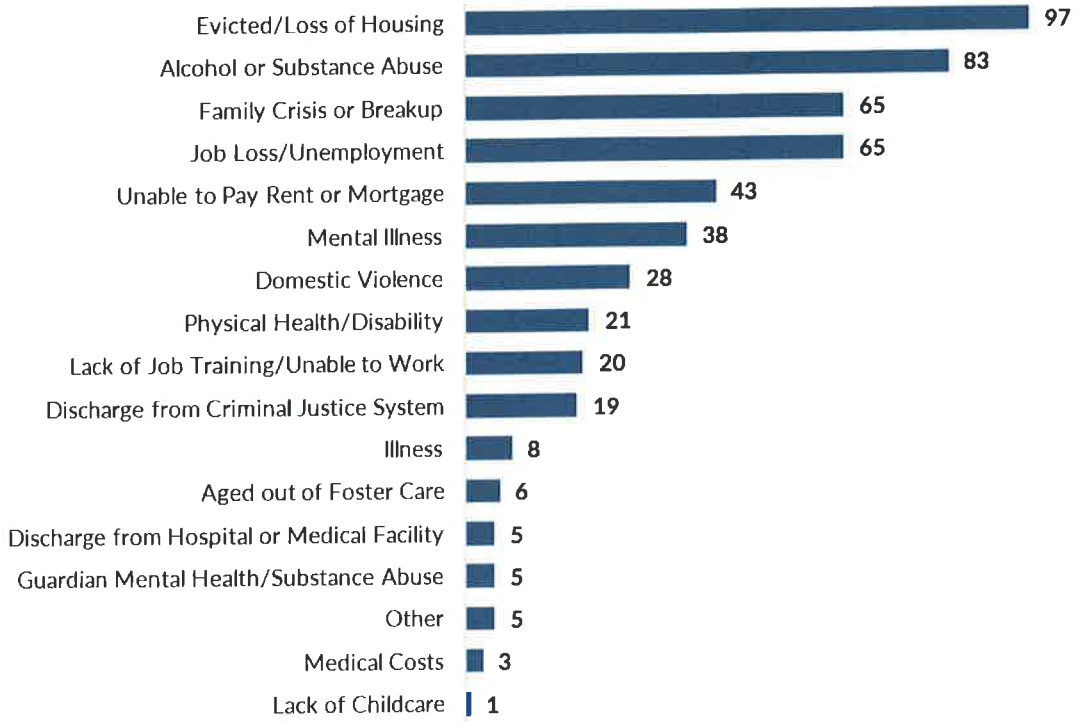


Sources: Department of Commerce, 2024; BERK, 2025.

The 2024 Yakima County Homeless Point-in-Time (PIT) Count surveyed individuals on causes of homelessness. The top reasons included eviction, alcohol/substance use, and family crisis. However, there are often a combination of factors that contribute to housing insecurity and homelessness. Exhibit 3-16 ranks the reasons cited by survey respondents. Research consistently indicates that the primary driver of homelessness is a lack of affordable housing supply.[5] So while these individuals may have had life circumstances that made them more vulnerable to becoming homeless, the root challenge is housing affordability.

[5] See Homelessness is a Housing Problem (Colburn and Aldern, 2022)

Exhibit 3-16. Top Reasons Cited as Cause of Homelessness, Yakima County, 2024



Note: Participants could select more than one cause.
Source: Yakima County Point-in-Time Community Report, 2024; BERK, 2025.

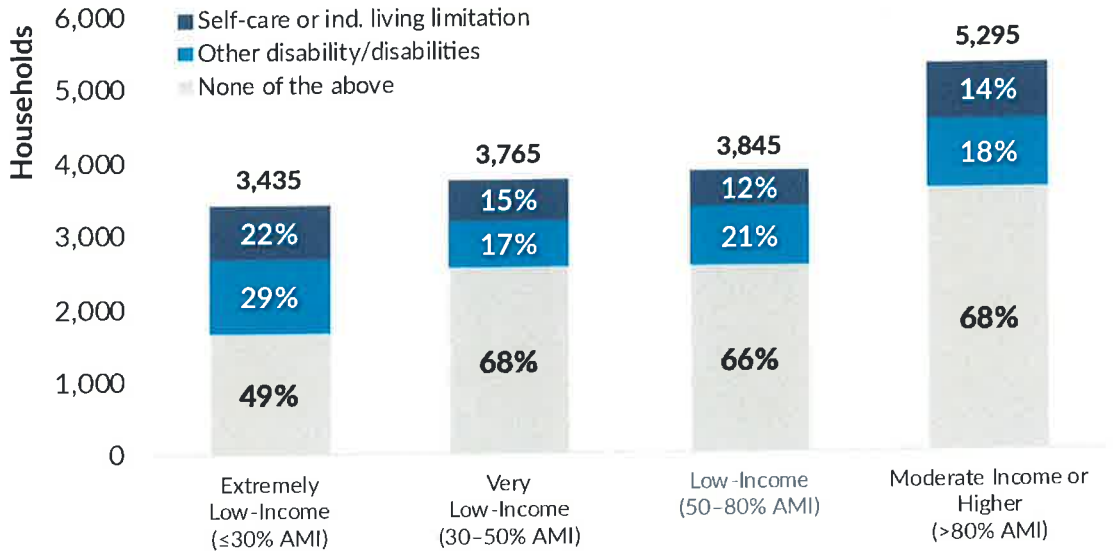
While conditions may have changed since its report, Yakima County's Five-Year Plan to End Homelessness (2018) identified the following population as needing specific attention with regards to homelessness care:

- Individuals experiencing chronic homelessness,
- Unaccompanied youth,
- Veterans,
- Families with children (including victims of domestic violence), and
- Individuals over the age of 62.

3.3.10. Households with Disabilities

Exhibit 3-17 shows renter households in Yakima by disability status and income. While there are households with disabilities across the entire income spectrum, lower income households are more likely to have a member living with a disability than higher income households. Of the disabilities listed, the most common conditions include ambulatory limitations and hearing or vision impairments. People with disabilities often have special housing needs, and benefit from accessible layouts, supportive design, and proximity to healthcare services.

Exhibit 3-17. Renter Households by Disability Status and Income Level in City of Yakima, 2018-2022



Note: AMI = HUD Area Median Family Income
Sources: US HUD Comprehensive Housing Affordability Strategy, 2018-2022; BERK, 2025.

3.3.11. Older Residents

15,250 residents in Yakima are aged 65 or older, or about 16% of the population.[6] While older residents have a range of housing preferences, many need affordable, accessible housing in age-friendly neighborhoods with close links to healthcare and other supports. Some of these households in Yakima have the financial means to afford appropriate housing and services. Many others do not.

Exhibit 3-18 shows the prevalence of cost burden among elderly households across income ranges. The greatest need is among Elderly Non-Family households (typically people living alone) with incomes below 30% AMI.

Exhibit 3-18. Elderly, Cost-Burdened Households by Household Type and Income Level, City of Yakima, 2018-2022

Household Type	Extremely Low-Income (≤30% AMI)	Very Low-Income (30%-50% AMI)	Low-Income (50%-80% AMI)	Moderate Income (80%-100% AMI)	Above Median Income (>100% AMI)	All Cost-Burdened Households
Elderly Family	139	150	485	95	40	**909**
Elderly Non-Family	1,160	880	435	190	80	**2,745**
Total	**1,299**	**1,030**	**920**	**285**	**120**	**3,654**

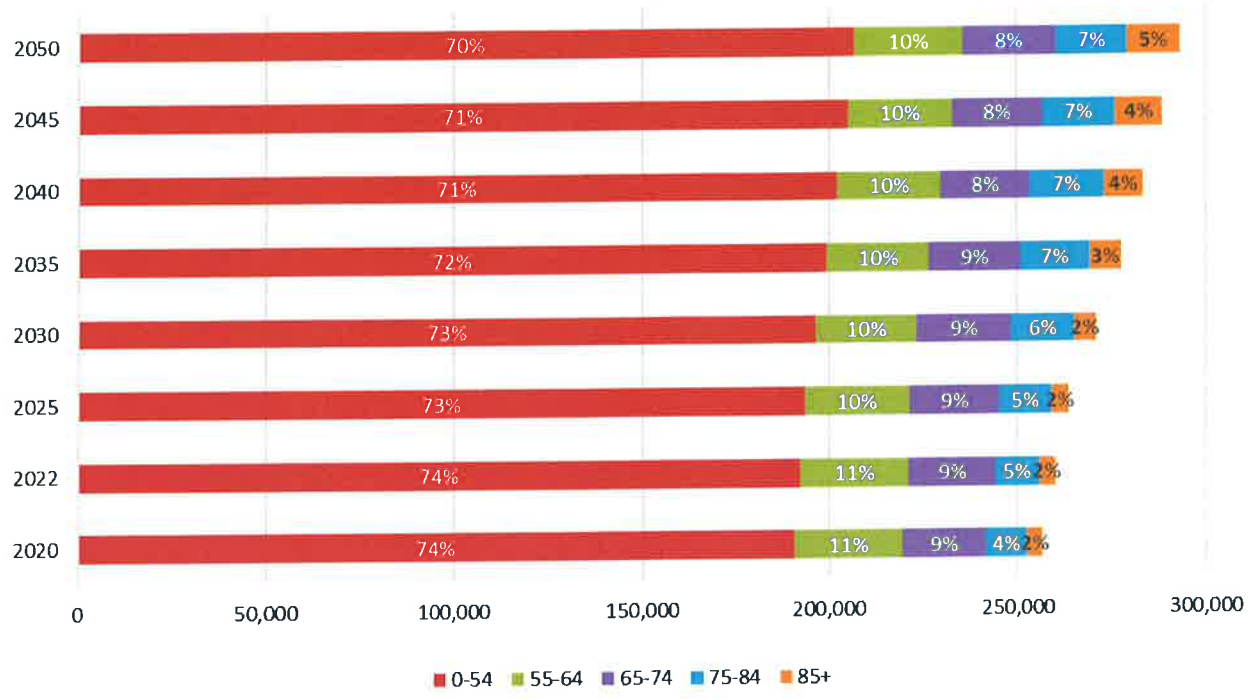
Note: AMI = HUD Area Median Family Income
Sources: US HUD Comprehensive Housing Affordability Strategy, 2018-2022; BERK, 2025.

Washington State Office of Financial Management (OFM) projects that the population of elderly households in Yakima County will increase faster than younger age groups. Exhibit 3-19 shows that by

[6] Source: American Community Survey 5-year Estimates, 2018-2022

the year 2050, 20% of the population will be over age 65, up from 15% in 2022. This indicates the need for housing appropriate for elderly households will increase in the years ahead.

Exhibit 3-19. Projected Population by Age Range, Yakima County



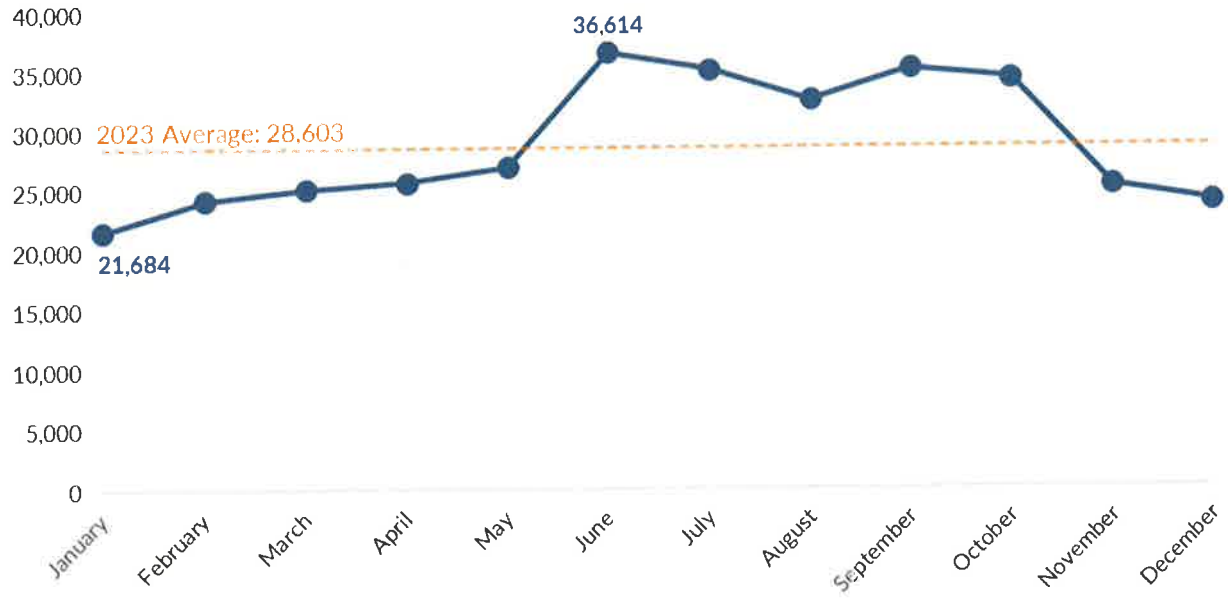
Source: OFM, 2022; BERK, 2025.

3.3.12. Farmworkers

Yakima County is the biggest county in Washington for agriculture, measured both by number of workers and by number of farms.[7] In 2023, there were 28,603 farmworker jobs in Yakima County, seasonally adjusted.[8] However, as shown in Exhibit 3-20 there are more workers in the summer months than in the remainder of the year. This is due to the demand for seasonal farmworkers during the harvest months. Many of these seasonal workers are migrants who need temporary housing. A 2022 study by the Department of Commerce found that the number of beds available in seasonal farmworker housing in Yakima does not nearly accommodate all the demand for seasonal housing, resulting in a gap of over 8,000 seasonal beds.[9] The remainder of these seasonal workers must compete for housing with other renter households in Yakima.

The average year-round agricultural employee in this region is estimated to earn $39,750 annually in wages, significantly less than the median household income. While a household with this income can afford an average 1-bedroom apartment, it is far less than needed to afford a family sized rental or homeownership.

Exhibit 3-20. Farmworker Employment Counts, Yakima County, 2023



Source: Washington State Employment Security Department, 2023; BERK, 2025.

[7] Washington State Employment Security Department, Agricultural Workforce Statistics, 2023

[8] Seasonal adjustment is a statistical technique that accounts for predictable seasonal patterns in agricultural employment. It is calculated by taking the average of monthly employment counts across the entire year.

[9] Washington State Employment Security Department, Agricultural Workforce Statistics, 2023

3.3.13. Employment

3.3.14. Countywide Employment

Yakima County had a total covered employment of 116,064 in 2023. The average annual wage was $49,831, or 57.2% of the state average of $87,091.[10] The agricultural sector accounted for 25% of jobs (28,695 in total). The next largest employment sectors are Government with 16% (18,379 jobs), Health Care and Social Assistance at 15% (17,853 jobs), and Retail trade with 10% (11,509 jobs).

3.3.15. Citywide Employment

According to the Census, as of 2022 there were 50,087 jobs in the City of Yakima. Between 2017 and 2022, the city gained about 2,799 jobs, averaging ~1.2% growth (560 jobs) per year.[11] Top sectors in the city include agriculture, health care, retail, and manufacturing. The City of Yakima's agricultural and manufacturing employers are diverse and include fruit packers, beef processors, and canneries. The jobs in the health sector reflect the city's role as a regional medical center, with a hospital and the nearby Pacific Northwest University of Health Sciences (in Terrace Heights). The highest concentration of jobs in Yakima are Downtown and in the eastern part of the city.

About 1 in 7 (14%) primary jobs in Yakima paid less than $1,250 per month in 2022 (equivalent to $15,000 annually). However, not all these jobs are full-time. In 2022, a full-time minimum wage worker earned $2,511 a month. About a third (35%) of the jobs in Yakima paid between $1,250 and $3,333 per month. Many of those working these jobs would be cost-burdened by a one-bedroom rental without working multiple jobs, or rooming or cohabitating with others. The annual minimum wage increased annually to $16.28 per hour, or $2,821 per month for a full-time worker in 2024.[12] Exhibit 3-21 shows that the average 1-bedroom rental in Yakima requires slightly more than 30% of monthly earnings for a full-time minimum wage worker.

Exhibit 3-21. Housing Affordability in Yakima for a Full-Time Minimum-Wage Worker, 2024

Monthly Earnings for Full-Time Minimum Wage Worker	Average 1-Bedroom Rental Cost	Share of Earnings Spent on Housing
$2,821	$896	32%

Sources: Washington Department of Labor & Industries, 2024; Washington Center for Real Estate Research, 2024; BERK, 2025.

Exhibit 3-22 presents employment density within the City of Yakima in 2022. Employment is most dense around the downtown core near the east side of the city. A few other points of dense employment exist in Yakima, including one at the MultiCare Yakima medical campus in central Yakima. There is also a smaller concentration of industrial and commercial jobs along Fruitvale Blvd in northern Yakima. Job density is lowest in areas, predominated by residential development.

[10] Sources: WA Employment Security Department, Yakima County Profile, 2025; BERK, 2025.

[11] Sources: U.S. Census Bureau, Center for Economic Studies, 2017 & 2022; BERK, 2025.

[12] Source: Washington Department of Labor and Industries, 2025.

Exhibit 3-22. Employment Density in the City of Yakima, 2023



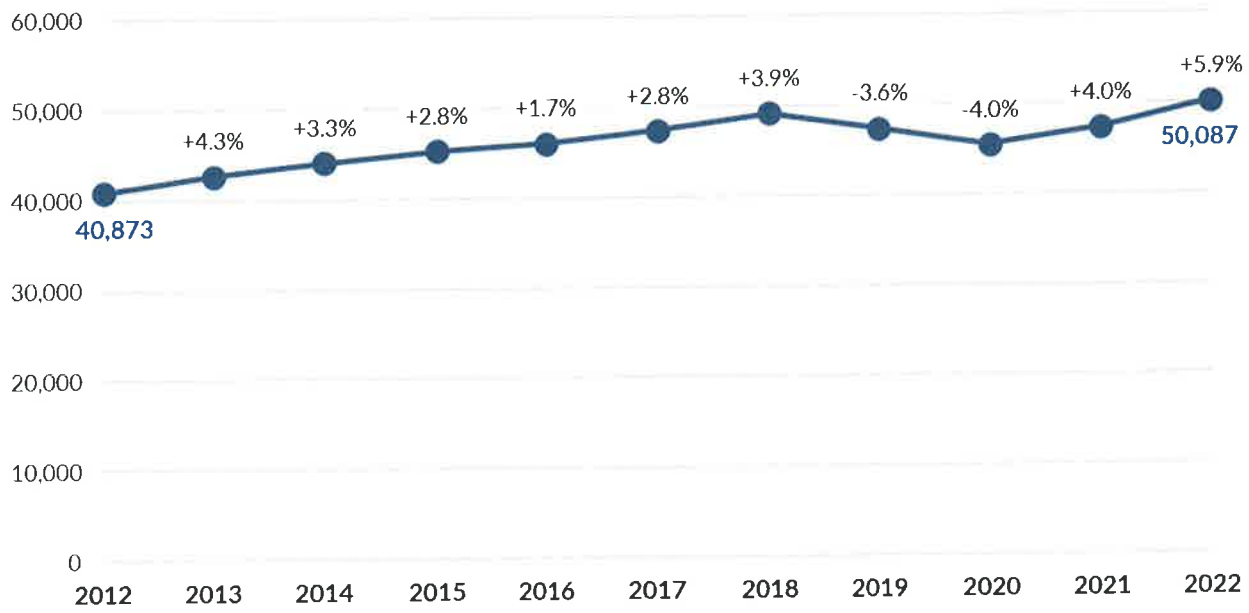
Source: US Census Bureau, Longitudinal Employer-Household Dynamics, 2023; BERK, 2025.

3.3.16. Employment Trends

Employment growth between 2012 and 2022 has been mostly healthy: an average of +2.1% growth per year during the period. This period includes the COVID-19 pandemic, which impacted employment and job growth. By 2022, employment recovered to levels seen before the pandemic, as shown in Exhibit 3-23. Many lower-paying employment sectors, such as healthcare support (nursing/medical assistants or home health aides), retail, and the food service industry, are currently in demand.[13]

[13] WA Employment Security Department, Occupations in Demand List, 2025.

Exhibit 3-23. Total Jobs in the City of Yakima, 2012-2022



Sources: US Census Bureau, Center for Economic Studies, 2012-2022; BERK, 2025.

3.3.17. Worker Residential Locations

Many who work within the city of Yakima live elsewhere. Often, a lack of affordable housing in an economic center leads workers to search for living arrangements outside of their place of work. These workers have longer commutes, spend more of their income on gas and vehicle maintenance, and often live further from services.

Exhibit 3-24 shows the commute distances for people who work within the city of Yakima. While most workers live within 10 miles of the city, a large share (almost 40%, or nearly 20,000 jobs) commute more than 10 miles. More than 12,000 workers commute more than 50 miles, bringing in people from places such as the Tri-Cities to the east or Wenatchee to the north.

Exhibit 3-24. Commute Distance for Workers, City of Yakima, 2022

Commute Distance	Count	Share
Less than 10 miles	30,370	61%
10 to 24 miles	4,652	9%
25 to 50 miles	2,907	6%
Greater than 50 miles	12,158	24%

Source: US Census Bureau, Center for Economic Studies, 2022; BERK, 2025.

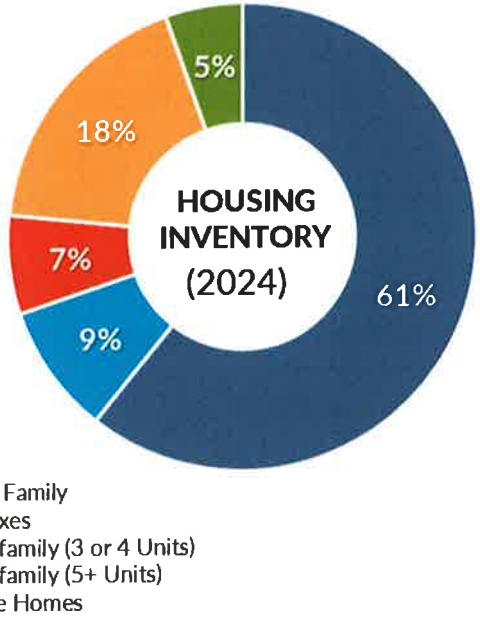
3.4. Housing Inventory

3.4.1. Housing Supply Characteristics

3.4.2. Housing Units by Type

There is a total of 38,584 housing units in Yakima, shown in Exhibit 3-25. Well over half (61%) of these units are single-family homes and 18% are multi-family buildings of 5+ units. Another 7% of units are smaller multi-family structures such as triplex and quadplex buildings, while duplexes account for 9%. Mobile and manufactured homes make up 5% of the housing inventory.

Exhibit 3-25. Housing Inventory by Type in City of Yakima, 2024

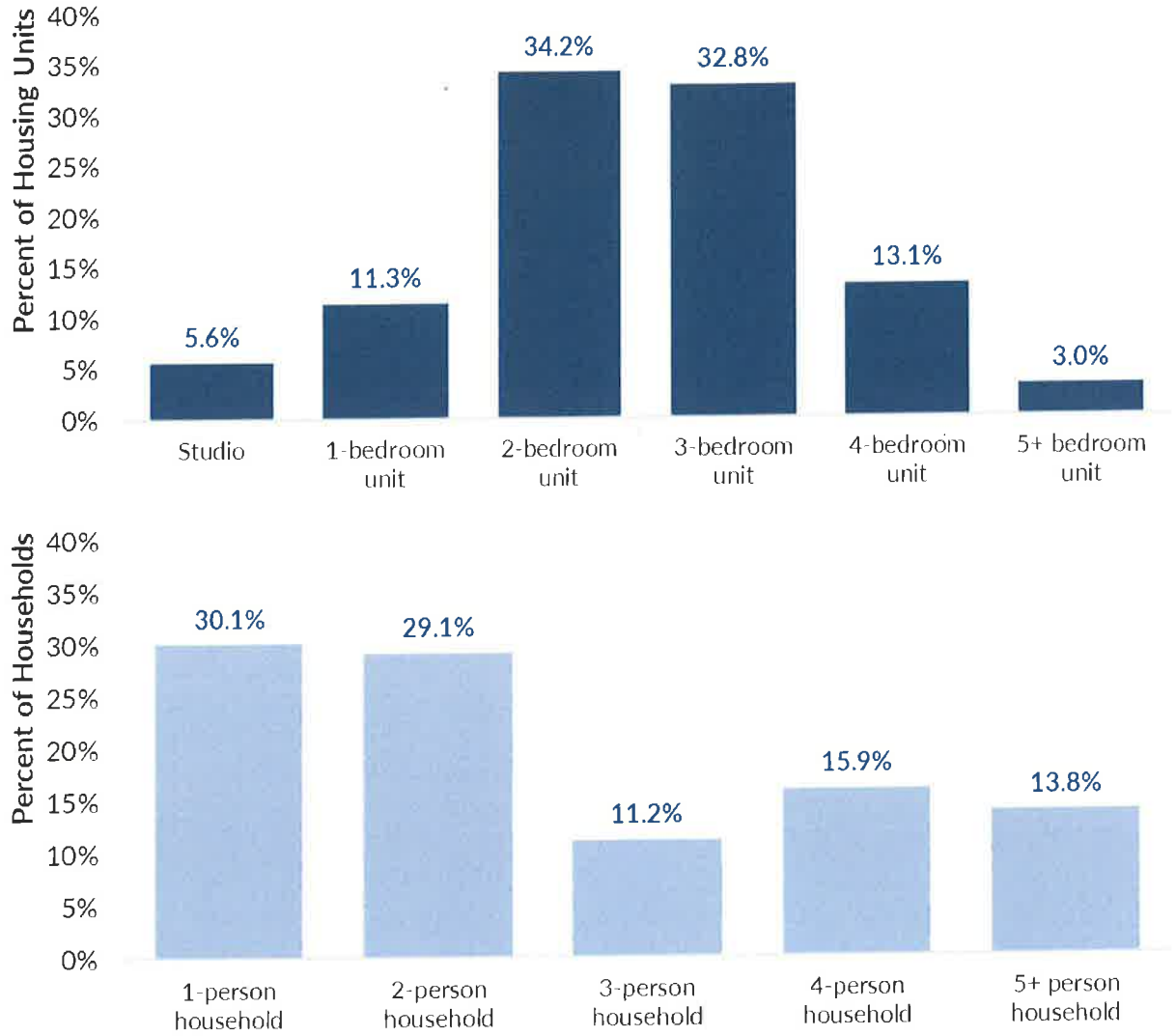


Source: Washington Office of Financial Management, 2024; BERK Consulting, 2025.

3.4.3. Unit Size

Exhibit 3-26 shows the Yakima housing supply by number of bedrooms and the share of households by household size. While roughly 17% of housing units are studios or 1-bedroom units 30% of households have one-person. This indicates a potential undersupply of smaller units compared to need.

Exhibit 3-26. Percentage of Housing Unit Sizes Compared to Household Sizes, City of Yakima, 2022



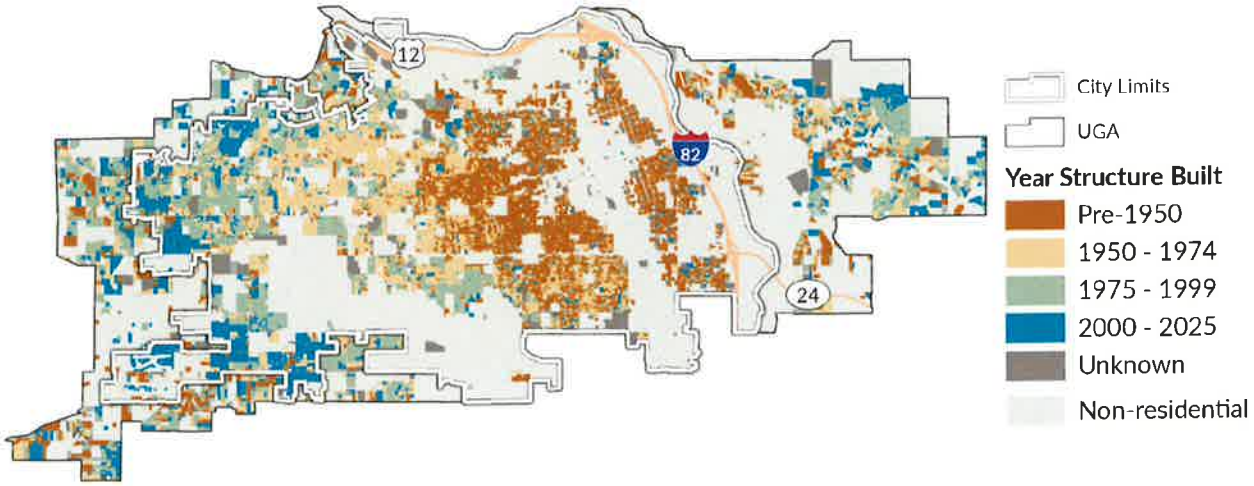
Source: US Census Bureau, American Community Survey 5-Yr Estimates, 2018-2022; BERK, 2025.

3.4.4. Housing Condition

According to the Yakima County Assessor's Office as of April 2025, about 20% of the city's residential parcels had primary structures that were built since 2000, and nearly two-thirds (63%) of units were built 40 or more years ago. These older units may represent lower quality housing stock that may require additional investments for upkeep. Older housing may also need modifications to ensure they are accessible for older residents, differently-abled residents, and families. While some older units may need maintenance or accessibility improvements, older housing stock may be the more affordable housing available in the city.

Exhibit 3-27 maps the geographical distribution of residential structure by year built. It shows that much of the older housing stock in the city is located in central and eastern Yakima, in areas that are typically close to amenities, services, and jobs. Preservation and support for home maintenance in these areas can contribute to sustaining this relatively affordable component of Yakima's market housing supply.

Exhibit 3-27. Residential Properties by Year Built, City of Yakima, 2025

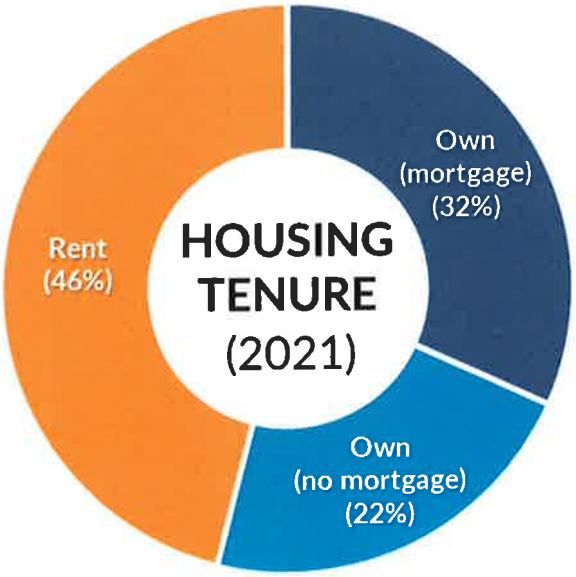


Source: Yakima County Assessor's Office, 2025; BERK, 2025.

3.4.5. Housing Tenure

In Yakima, just over half (54%) of housing units are owner-occupied (32% with a mortgage and 22% without) while 46% are renter-occupied, as shown in Exhibit 3-28. There are major disparities in homeownership by race and ethnicity. Exhibit 3-29 shows that 62% of White, Non-Hispanic households own their homes, compared to only 40% of Hispanic or Latino households.

Exhibit 3-28. Household Tenure, City of Yakima, 2022



Source: US Census Bureau, American Community Survey 5-Yr Estimates, 2018-2022; BERK, 2025.

Exhibit 3-29. Housing Tenure by Race and Ethnicity, City of Yakima, 2018-2022



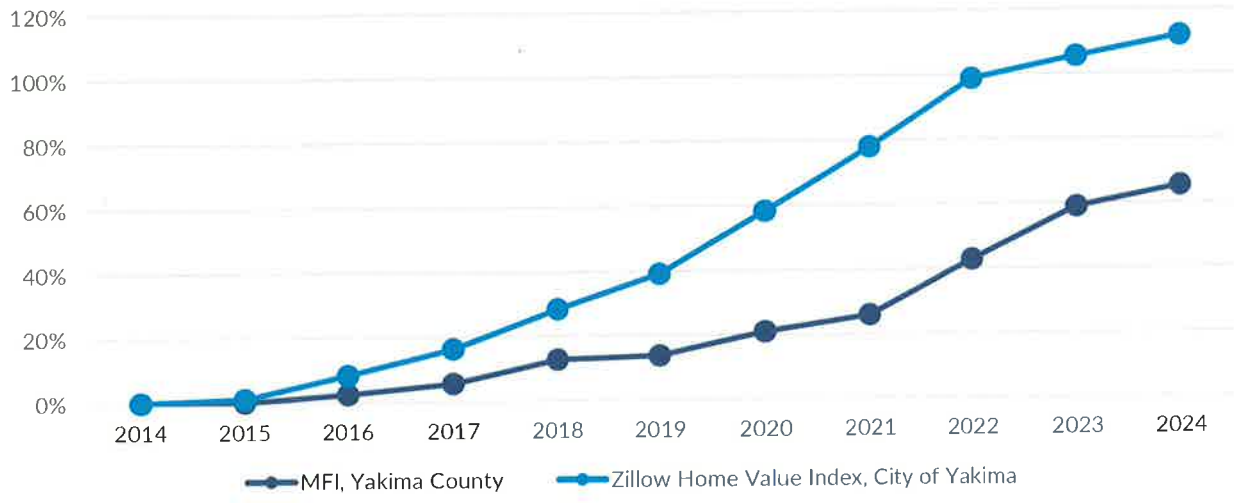
Note: Households of color includes Hispanic or Latino households as well as households of a race other than White alone.
Sources: US HUD Comprehensive Housing Affordability Strategy, 2018-2022; BERK, 2025.

3.4.6. Home Ownership

Homeownership is the primary way most American families accumulate wealth. Homeownership in advantaged neighborhoods also provides access to higher performing school districts, amenities, and social capital that can lead to better opportunities. In 2021, there was a total of 18,500 owner-occupied housing units in Yakima.

Exhibit 3-30 shows change in housing values over time in the city of Yakima compared to median family incomes in Yakima County. The separation between home value and income has grown between 2014 and 2022. In that period, the typical home value in Yakima rose by 99%, nearly doubling. Over the same period, the median family income only increased by 43%. This indicates homeownership is getting further out of reach for many prospective home buyers.

Exhibit 3-30. Percent Change since 2014 in Typical Home Value and Median Family Income (MFI)



Note: Historic MFI and home value data are not adjusted for inflation.
Sources: Zillow, 2025; US Census Bureau, American Community Survey, 2014-2024; BERK, 2025.

One reason home values have increased so rapidly is the shortage of homes for sale. As of March 2025, there was just 2.3 months of supply.[14] This supply measure compares the number of homes listed for sale to the rate at which homes are purchased. A healthy housing market has at least four months of supply available for home buyers. When the supply is limited, competition among homebuyers drives up sales prices.

3.4.7. Homeownership Affordability

Exhibit 3-31 estimates the income needed to afford purchasing home in the City of Yakima, assuming the household has 3.5% down payment in savings available. Unfortunately, data about household savings is not available, so it is impossible to estimate how many households have accumulated the savings necessary for the assumed downpayment.

The majority of home sales in Yakima are detached single-family homes. In many areas, townhomes provide a slightly lower cost option for homeownership. However, available data about townhome sales in Yakima indicates the costs of these homes are on par with the average home shown in Exhibit 3-31.[15]

Exhibit 3-31. Home Ownership Affordability in City of Yakima, 2025

	Home price	3.5% Down Payment	Annual income needed to afford (Assuming 3.5% down payment)
New home	$498,317	$17,441	$161,625 (196% of AMI for 3-person HH)
Average home	$345,114	$12,079	$111,935 (136% of AMI for 3-person HH)
"Bottom-tier" home	$246,581	$8,630	$79,976 (97% of AMI for 3-person HH)

Notes: New home price is estimated based on Zillow "top tier" home value, which is the weighted average of all homes in the top third of home values in the region. Average home price corresponds to Zillow's weighted average of the middle third of all home values in the region. "Bottom-tier" home corresponds to Zillow's weighted average of the bottom third of all home values in the region.
Source: Zillow, 2025; BERK, 2025.

3.4.8. Rental Housing

There are a total of 16,335 occupied rental housing units in Yakima[16]. Nearly half (48%) of these units are rented by Non-Hispanic White residents, meaning 52% of rental units in Yakima are occupied by people of color. Of the residents in Yakima who identify as Hispanic or Latino, more than half (58%) are renters.

[14] Source: Redfin Monthly Housing Market Data, 2025.

[15] Source: Redfin Monthly Housing Market Data, 2025.

[16] Sources: US HUD Comprehensive Housing Affordability Strategy, 2018-2022; BERK, 2025.

3.4.9. Rental Housing Costs and Vacancy

Exhibit 3-32 shows average apartment rents as of 2024 as well as the household income level needed to afford the unit as a percentage of AMI. Households with incomes at 50% of AMI can still afford average market rents for 1- and 2-bedroom apartments. Those with lower incomes cannot. This helps to explain the fact that so many lower-income households in Yakima are cost-burdened.

Exhibit 3-32. Yakima County* Rental Rates and Affordability, 2024

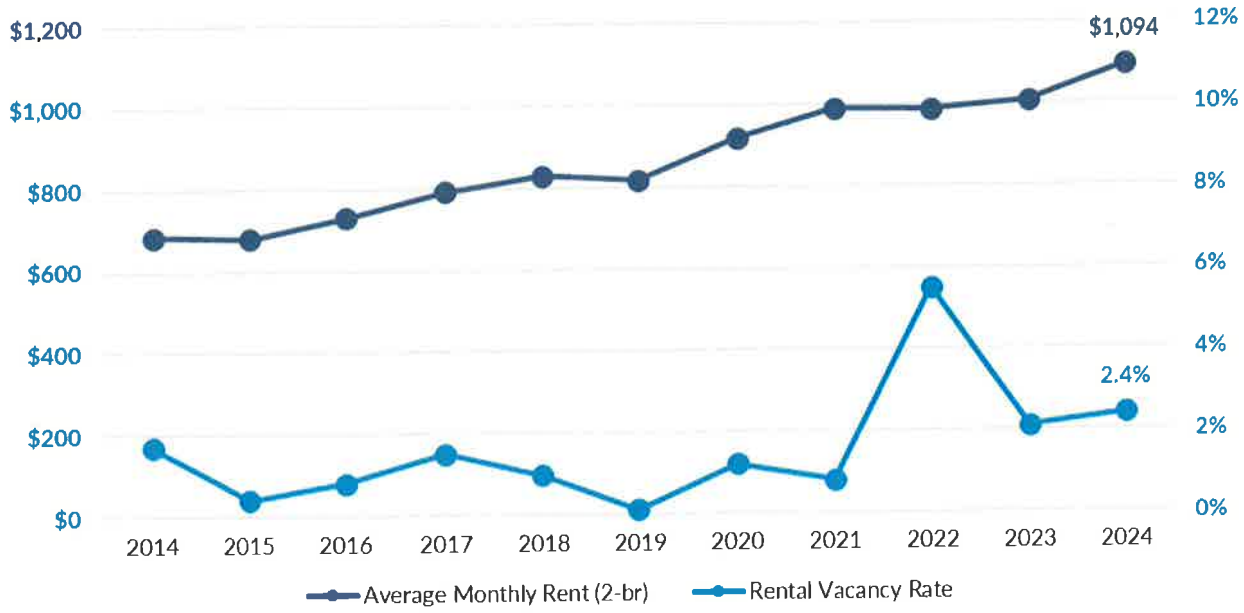
	1-bedroom	2-bedroom
Average monthly rent	$896	$1,094
Annual income needed to afford	$35,840	$43,760
% AMI needed to afford (adjusted for assumed household size)**	50%	50%

Notes: *Most apartment buildings surveyed for these county-wide estimates are assumed to be in the City of Yakima.
** Percent AMI calculations reflect adjustments by HUD, including adjustments for assumed household size.
Source: Washington Center for Real Estate Research, 2024; WSHFC, 2025; BERK, 2025.

Rents in Yakima are also rising at a faster rate than incomes. Between 2014 and 2024, the average monthly rent for a 2-bedroom apartment has risen by nearly 60%. During the same period median family income increased by only 34%.

One likely reason for the continued increase in rent is extremely low vacancy rates, as shown in Exhibit 3-33. From 2014 to 2021, the vacancy rate in apartment buildings remained under 2%, while rents increased. In 2022, the county experienced a sharp increase in vacancy rate up to nearly 6%, likely due to impacts from the COVID-19 pandemic. The rate has decreased since then to just over 2%. A healthy housing market has a vacancy rate of around 5%. When vacancy rates sink much below 5%, there are fewer options on the market for households seeking to move. This increases competition for the limited supply of available units and results in upward pressure on market rents.

Exhibit 3-33. Yakima County Apartment Rents and Vacancy, 2014-2024

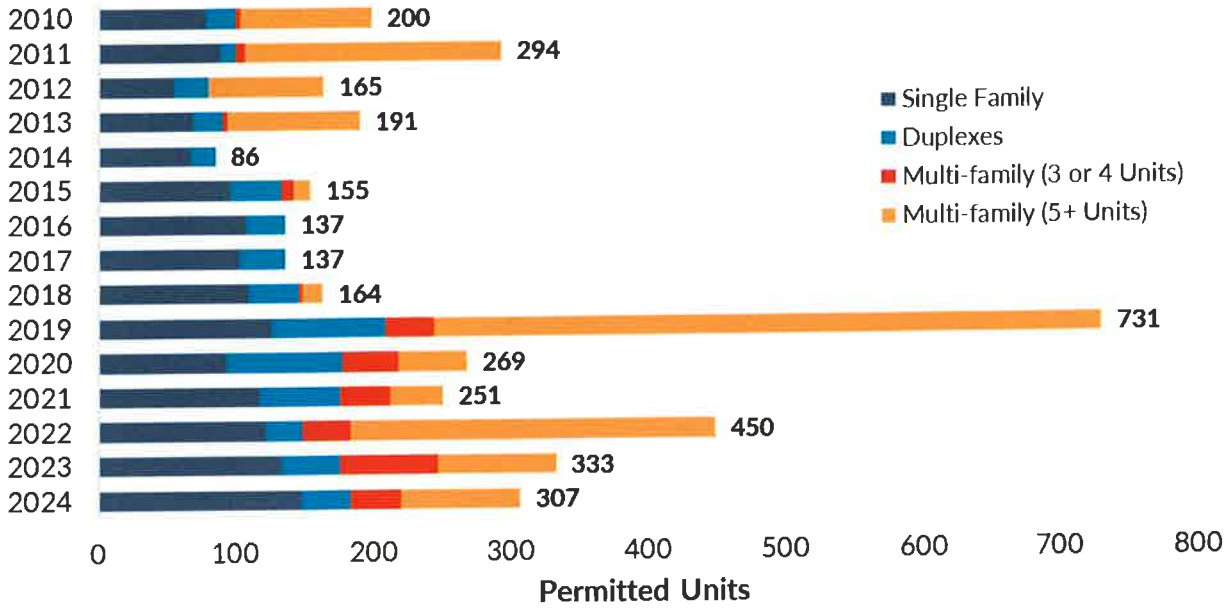


Note: Average rent does not adjust for inflation.
Source: Washington Center for Real Estate Research, 2014-2024; BERK, 2025.

3.4.10. Housing Production

Single-family homes have been developed at a steady pace over the past several years in Yakima, as shown in Exhibit 3-34. Recent years have seen a decrease in permitting for duplexes with an increase in units in other multi-family structures. Housing production has increased considerably since 2019 compared to the preceding 10 years. Overall, 2,341 units of new housing units have been permitted in Yakima since 2019, with units in duplexes or multi-family buildings making up nearly 70%. These new units are adding diversity to the local housing stock, which provides more options at more affordability levels.

Exhibit 3-34. Count of Permitted Dwelling Units by Project Type in City of Yakima, 2010-2014



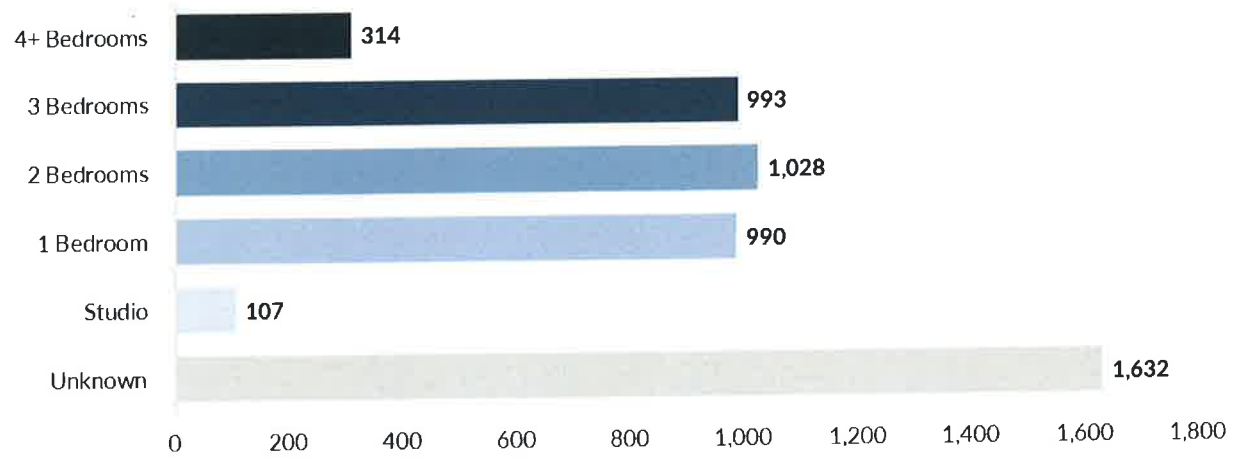
Sources: Washington Office of Financial Management, 2024; BERK, 2020.

3.4.11. Subsidized Affordable Housing

As of 2023, Yakima had 5,064 units of subsidized rental affordable housing, as summarized in Exhibit 3-35. These housing units are typically available at below market rents to households that meet income eligibility standards. Subsidies can come either from local, state, or federal agencies. Funding sources include the Washington State Housing Finance Commission (which manages federal Low Income Housing Tax Credits), Washington State Department of Commerce programs (including the Housing Trust Fund), US Department of Agriculture's Rural Housing Service programs, and HUD's project-based Section 8 and other multi-family programs.

Exhibit 3-35 shows the count of subsidized rental housing units in city of Yakima by unit size (number of bedrooms). Among units with known unit size, there is a relatively equal number of subsidized units that have between one to three bedrooms, with much less availability in studio units or units with four or more bedrooms.

Exhibit 3-35. Subsidized Rental Housing Units by Number of Bedrooms, City of Yakima, 2023



Source: Washington Center for Real Estate Research, 2023; BERK, 2025.

3.5. Housing Programs

The City of Yakima operates the following programs to support housing stability and affordability.

Exhibit 3-36. City of Yakima Housing Program

Program	Description	Desired Outcome
Single-Family Emergency Repair Program	City housing program to support home repairs for low-income residents administered through the Office of Neighborhood Development to those who qualify (income and asset restrictions)	▪ Support housing and financial stability for low-income homeowners
Exterior Paint Program	City housing program administered through the Office of Neighborhood Development to those who qualify (age and disability restrictions)	▪ 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)	▪ 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.	▪ 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.	▪ New housing stock ▪ Neighborhood revitalization ▪ New infill development

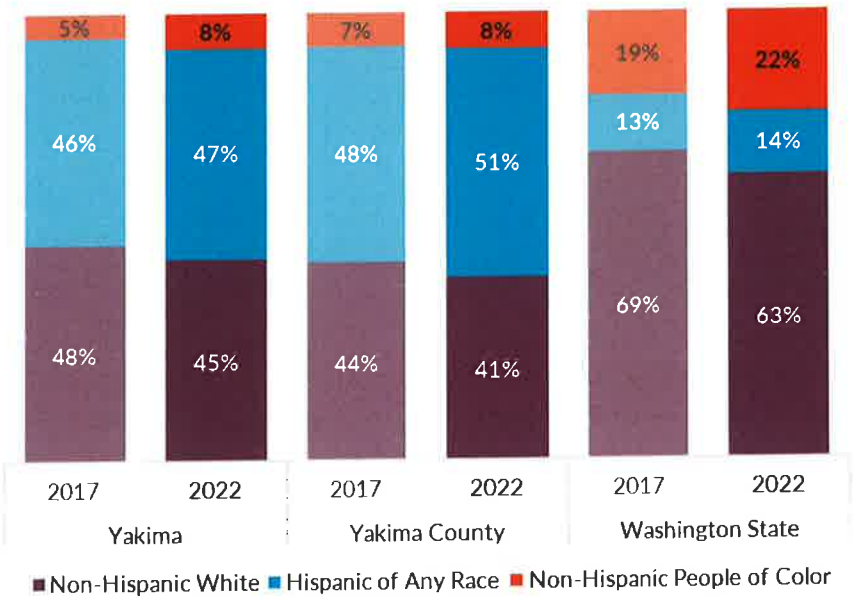
Program	Description	Desired Outcome
Downtown Redevelopment Tax Incentive Program (YMC 11.63)	A City program that provides a tax incentive to stimulate new multi-family housing and the rehabilitation of vacant and underutilized buildings for multi-family housing.	▪ Increased housing options in residentially deficient urban centers.

3.6. Displacement & Displacement Risk

Policy guidance from Washington State Department of Commerce (Commerce) calls for comprehensive plans to study displacement and establish anti-displacement policies. Displacement refers to instances when a household is forced or pressured to move from their home against their will. Displacement can be physical, economic, or cultural. Direct, physical displacement occurs in cases of eviction, the termination of a tenant's lease, or public land claims through eminent domain. Physical displacement can also occur when a property owner decides to renovate units to appeal to higher-income tenants or when buildings are sold for redevelopment. Another cause might be the expiration of an affordability covenant and resulting conversion of the unit to market rate housing. Economic displacement occurs when a household relocates due to the financial pressure of rising housing costs. Renters are more vulnerable to economic displacement, particularly those who are low-income, although some homeowners can experience this as well with significant increases to property tax bills. Cultural displacement is the result of fractured social fabrics. When physical and/or economic displacement affects community businesses, social institutions, and a concentration of racial or ethnic households, other households who affiliate with the affected cultural group may begin to feel increased pressure or desire to relocate.

While it is not possible to directly quantify the number of households displaced in a given year, we can analyze indicators of displacement to identify communities that may face displacement pressure. One indicator of potential displacement is a reduction in households of a particular racial or ethnic group over time. As presented below in Exhibit 3-37, the proportion of Yakima's population that identifies as non-Hispanic White decreased from 2017 to 2022, while the proportion of those who identify as Hispanic or Latino or non-Hispanic persons who identify as two or more races increased. This reflects trends countywide and statewide and does not provide evidence of displacement of BIPOC communities overall in the city of Yakima. However, this finding does not tell us whether there is evidence of displacement at the neighborhood scale. Displacement risk and displacement that may have already occurred within Yakima are discussed in more detail below.

Exhibit 3-37. Race & Ethnicity in the City of Yakima, Yakima County, and Statewide, 2017 & 2022



Source: US Census Bureau, American Community Survey 5-yr Estimates, 2017-2022; BERK, 2025.

3.6.1. Displacement Risk Mapping

Commerce provides a displacement risk mapping tool that identifies areas where residents are at greater risk of displacement. This tool evaluates relative displacement risk on a Census tract-level with a focus on three core categories: (1) social vulnerability; (2) demographic change; and (3) market trends:

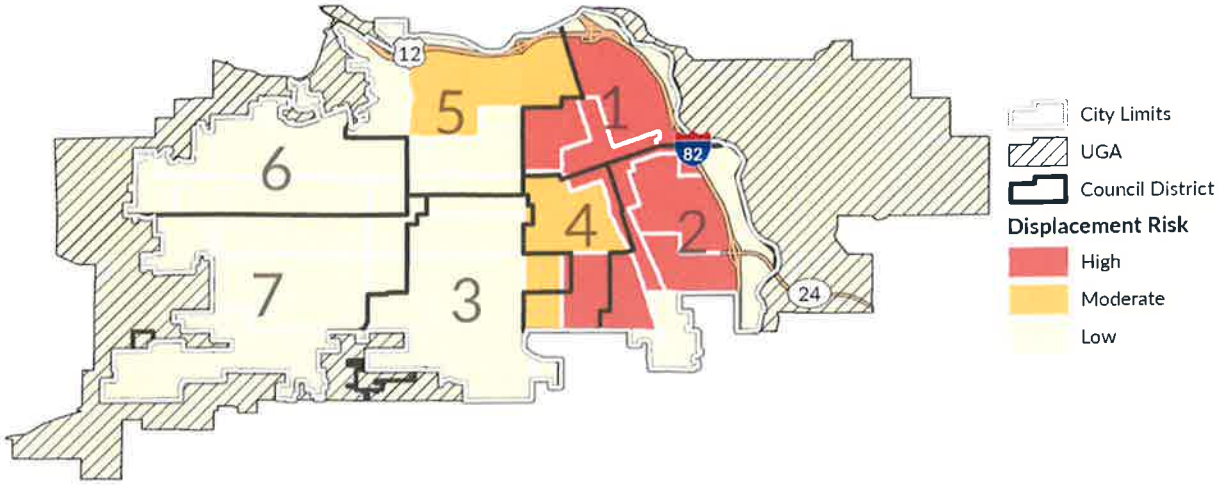
- **Social vulnerability:** Calculates the share of BIPOC residents, the share of renter households, and median household income at a tract level. Each indicator is assigned a score (1-5) based on its level compared to the same measurement at the broader county level. Cumulative scores of 10 or more constitute higher social vulnerability.
- **Demographic change:** Calculates the change in the BIPOC population and lower income households between 2010 and 2020 (BIPOC) or 2021 (low-income households). Each characteristic is assigned a score based on its change relative to the countywide change, and the combination of these two indicators produces a demographic change score of "gentrification," "disinvestment," or "no change."
- **Market trends:** Calculates 2015 rent levels for each tract, relative to the broader county, and also evaluates rental appreciation rates from 2010 to 2021 relative to the county. The combination of these two indicators produces a market trend of "Appreciated," "Accelerating," or "Stable."

Exhibit 3-38 maps the displacement risk assessment for every Census tract overlapping the city. The tool shows variation in displacement risk throughout Yakima, with areas of high and moderate displacement risk concentrated on the eastern side of the city (including Downtown and areas toward Interstate 82). Downtown and the areas surrounding it are considered socially vulnerable (e.g., there is a higher share of BIPOC residents, renter households, and median household income is ≤80% of AMI). These mostly include areas within the city near Interstate 82 and along the industrial corridor created by the BNSF railway. The pattern follows for Demographic Change (Exhibit 3-40), with nearly all of Council District 1 at the northeast of the city having experienced gentrification.

Displacement risk is low in the western parts of the city. Some areas within Council District 3 and 5 are considered at moderate risk of displacement, with districts 6 and 7 having no areas at risk of displacement according to the Commerce tool. The entirety of Council District 4 is identified as socially vulnerable, with most of 1, 2, and 5 vulnerable as well. Again, districts 6 and 7 are not identified by the tool to be considerably vulnerable.

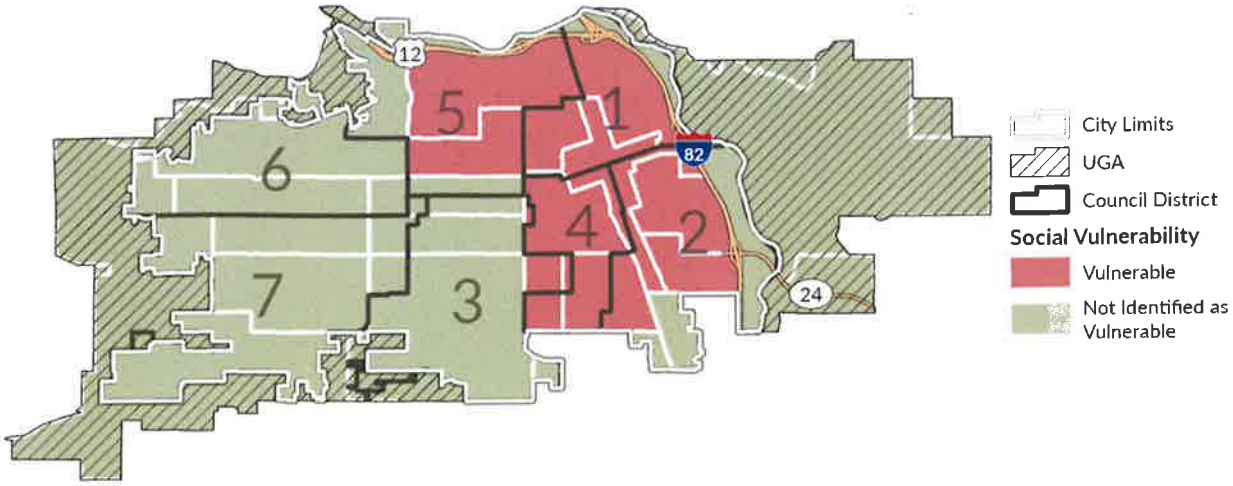
Note that Census tracts are often larger than neighborhoods experiencing gentrification and displacement. Yakima can use census tract data to monitor trends and review displacement risks in each Council district.

Exhibit 3-38. Displacement Risk in the City of Yakima, 2020



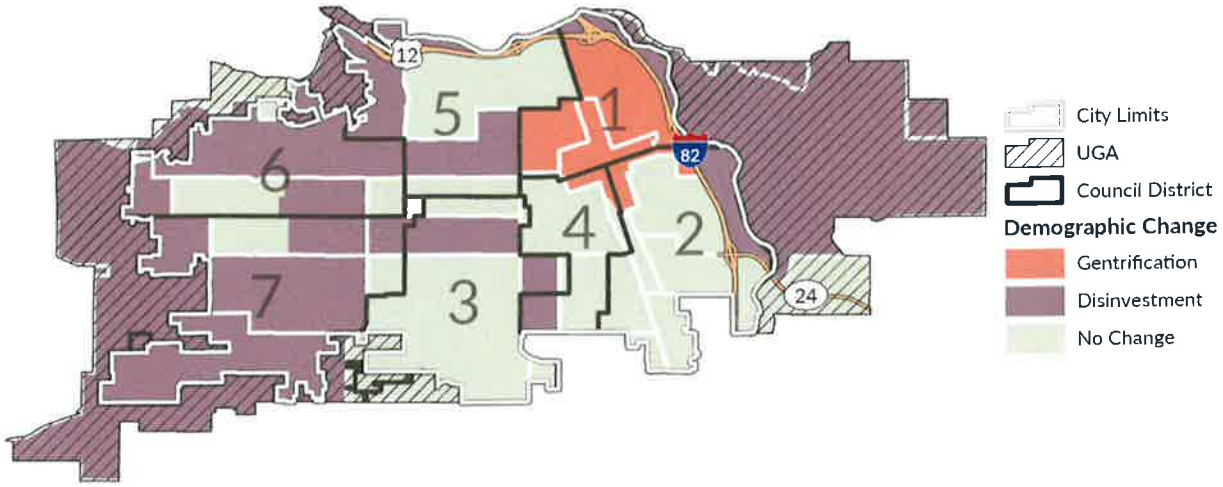
Source: WA State Department of Commerce, 2023; BERK, 2025.

Exhibit 3-39. Social Vulnerability in the City of Yakima, 2020



Source: WA State Department of Commerce, 2023; BERK, 2025.

Exhibit 3-40. Demographic Change in the City of Yakima, 2020



Source: WA State Department of Commerce, 2023; BERK, 2025.

3.7. Racially Disparate Impacts

New State and County requirements call for cities to assess whether racially disparate housing impacts are happening in their community, and to address them through policy and regulatory change. The requirements are not a charge against current communities in which there are racially disparate outcomes in housing, but an acknowledgement of the role land use policy has played in creating and institutionalizing race-based advantages and disadvantages.[17] The statute uses the term "racially disparate" but does not identify protected groups based on race. Racially disparate impacts occur when policies, practices, rules, or other systems result in a disproportionate effect on one or more racial groups. Disparities in housing measures among different racial and ethnic groups are evidence of racially disparate impacts.

A community's current housing situation is the product of many forces including historical factors, policy, regulations, macroeconomic changes, lending practices, cost of development, and individual preference. City governments cannot control all these factors, but they can change local land use policies and regulations. Local land use policies and regulations have a significant impact on accessibility of housing for different households. As such, they are a key tool the City can use to address racially disparate impacts.

The City and consultant team used several measures to explore whether racially disparate impacts exist in Yakima. Some of these measures were covered earlier in this document, such as rates of homeownership, household income, and cost-burdened status by racial and ethnic groups. Those measures show evidence of racially disparate impacts. Homeownership rates are lower among Hispanic or Latino households (Exhibit 3-29). Median household income is also lower for Hispanic or Latino households than it is for non-Hispanic White households ($53,505 versus $58,231; Exhibit 3-9) and

[17] See Commerce's Racially Disparte Impacts guidance at https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-housing/updating-gma-housing-elements/.

Census block groups with median household incomes below the citywide median correspond with greater concentrations of Hispanic or Latino populations (Exhibit 3-10 and Exhibit 3-6).

The team also explored displacement risk with the mapping tool provided by Commerce, as discussed in the prior section. The tool highlights areas of high and moderate displacement risk in and around Downtown and the eastern side of the city. It also indicates that displacement may already be occurring or have already occurred in primarily residential areas along Interstate 82. Additional measures the team used to explore exclusion and racially disparate impacts in Yakima are described in the following section, including a dissimilarity index and location quotient. These show evidence of segregation impacts the City should consider as it updates its housing policies.

3.7.1. Segregation Measures

The team used two measures to help understand whether racial and ethnic segregation is happening in the city of Yakima to assess possible exclusion in housing: a dissimilarity index and a location quotient. These measures explore whether certain populations are excluded from housing within a specified area, in a manner that may be intentional or unintentional, but which nevertheless leads to non-inclusive impacts. The dissimilarity index compares the city of Yakima to itself and considers segregation citywide for various populations. The location quotient compares each Census block group in the city of Yakima to Yakima County.

3.7.2. Dissimilarity Index

A dissimilarity index is a statistical method for measuring segregation based on the demographic composition of an area and smaller geographic units within that area. One way of understanding the index is that it indicates how evenly two demographic groups are distributed throughout an area: if the composition of both groups in each geographic unit (e.g., Census block group) is the same as in the area as a whole (e.g., countywide), then the dissimilarity index score for that county will be 0 (suggesting no segregation). By contrast, if one population is clustered entirely within one Census block group, the dissimilarity index score for the county will be 1 (complete segregation). The higher the dissimilarity index value, the higher the level of segregation in an area. Generally, areas with a dissimilarity index score above 0.4 are considered more highly segregated. Scores between 0.3 and 0.39 are associated with moderate segregation, and scores below 0.3 are considered to have a low level of segregation.

This methodology, as applied here, evaluates some of the largest non-White groups relative to the White population in Yakima. The scores therefore only represent the level of segregation between each group (Hispanic or Latino, Black, Asian, and all BIPOC) and the non-Hispanic White population. A similar analysis could be done to compare non-White groups to each other (e.g., Hispanic/Latino to American Indian or Alaska Native alone) to understand other dynamics; however, given the history of exclusionary housing practices in many places along with current residential trends, using the non-Hispanic White population as a point of comparison for understand relative segregation is often a useful starting point for evaluating disparate impacts related to housing.

Exhibit 3-41 shows dissimilarity indices for Yakima as well as the cities of Kennewick, Richland, West Richland, and Pasco along with Benton and Franklin counties for comparisons. Based on this data, the city of Yakima has a high level of segregation (0.44) within the city for Hispanic/Latino residents (who make up approximately 47% of the city population; Exhibit 3-37), and moderate segregation for the

Black and All BIPOC populations. This suggests a moderate-to-high level of segregation within Yakima, which is consistent with mapping presented earlier in this report showing White, non-Hispanic populations are more prevalent in western areas of the city, while populations who identify as Hispanic or Latino (of any race) are more concentrated in and around Downtown and the areas surrounding it, especially to the southeast.

Exhibit 3-41. Dissimilarity Index for the City of Yakima and Comparison Geographies

	Hispanic or Latino	Black	Asian	All BIPOC
Yakima	0.44	0.37	0.27	0.39
Kennewick	0.34	0.34	0.25	0.27
Richland	0.22	0.24	0.28	0.13
West Richland	0.21	0.17	0.24	0.14
Pasco	0.48	0.29	0.24	0.44
Yakima County	0.48	0.34	0.30	0.39

Source: US Census Bureau, Decennial Census, 2020; BERK, 2025.

3.7.3. Location Quotient

A location quotient is a helpful complement to other disparate impact measures and can reveal some trends that may otherwise be obscured. More specifically, it shows the concentration of communities in smaller areas within the city of Yakima (e.g., a Census block group) compared to Yakima County as a whole. Unlike the above application of the dissimilarity index, which compares the city to itself and considers segregation citywide for various populations, this use of the location quotient provides a more granular view, helping to show whether there are specific areas within Yakima that have disproportionately high or low populations of certain communities relative to countywide trends.

The methodology assigns a block-group level score for each community. For example, if 7% of the UGA population is Black, and 7% of a particular block group population is Black, then the location quotient for the Black community within that block group is 1. A block group where 14% of residents are Black would have a location quotient of 2. And a block group where only 3.5% of residents are Black would have a location quotient of 0.5. In other words, block groups with high location quotient scores have a greater share of that population compared to the rest of the urban growth area.

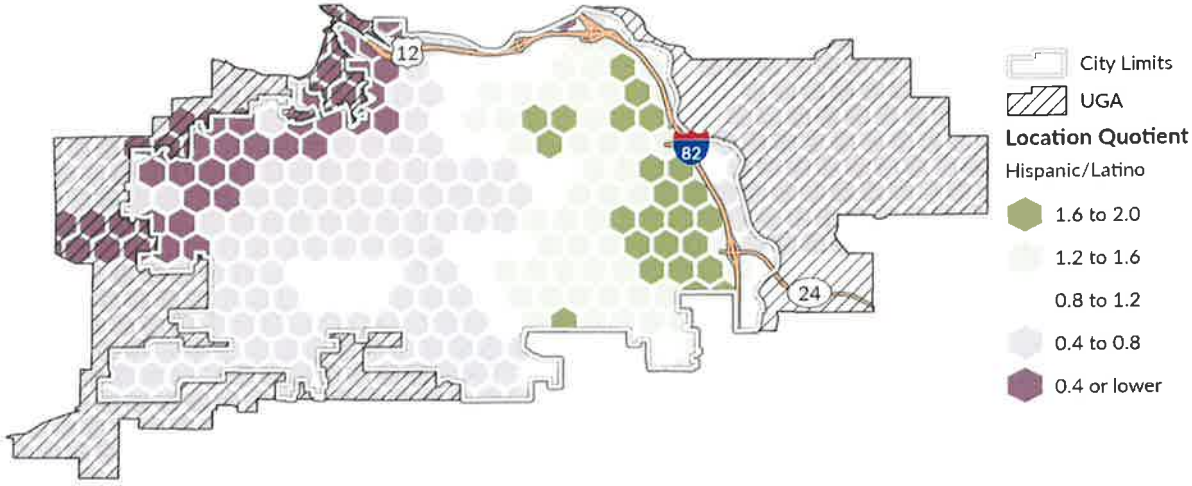
Exhibit 3-42, Exhibit 3-43Exhibit 3-44 show the location quotient for three race/ethnic groups in Yakima: White alone, Hispanic or Latino, and All BIPOC. They are based on block group population calculations. All areas with location quotients above 1.0 (green block groups) have a higher share of that particular group than the UGA as a whole. Areas with scores below 1.0 (purple block groups) have a lower share than the UGA. As shown, people identifying as White alone more consistently reside on the western half of the city, with very low quotient values within the Downtown area. There is a higher concentration of Hispanic or Latino populations in and around Downtown, especially to the southeast along Interstate 82. Examining the distribution of all BIPOC peoples (those identifying as any race other than White or a combination of two or more races) shows a point of concentration in the east near the edge of Downtown and around the Washington Park neighborhood, with most of the western half of the city and all of the unincorporated UGA having disproportionally less people identifying as BIPOC.

Exhibit 3-42. Location Quotient for Residents Identifying as White Alone, City of Yakima, 2020



Source: US Census Bureau, Decennial Census, 2020; BERK, 2025.

Exhibit 3-43. Location Quotient for Residents Identifying as Hispanic or Latino, City of Yakima, 2020



Source: US Census Bureau, Decennial Census, 2020; BERK, 2025.

Exhibit 3-44. Location Quotient for Residents Identifying as Black, Indigenous, or a Person of Color, City of Yakima, 2020



Source: US Census Bureau, Decennial Bureau, 2020; BERK, 2025.

3.7.4. Environmental Health Disparities

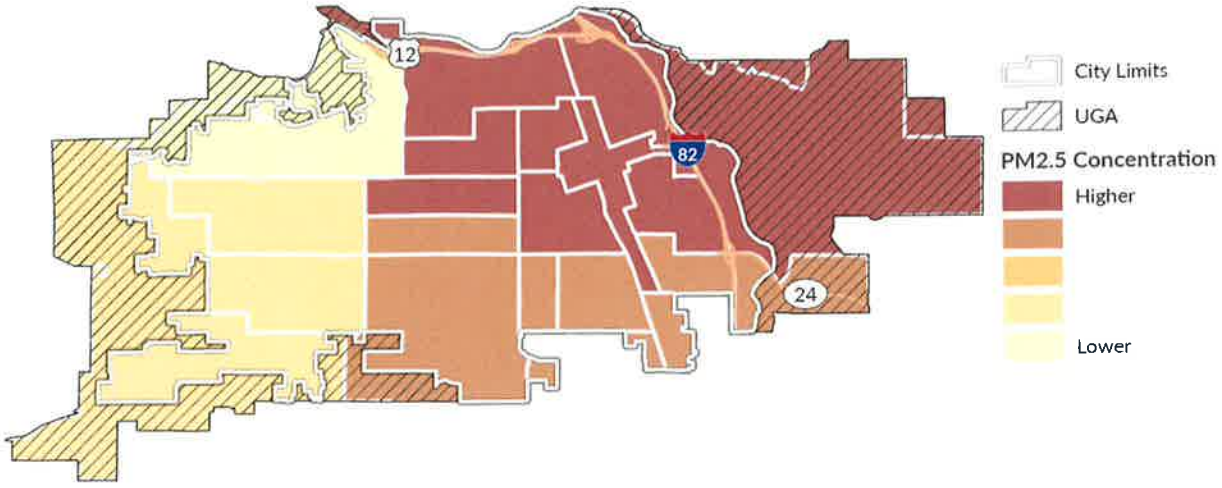
Environmental justice is concerned with the right of all people to enjoy a safe, clean, and healthy environment, and with fairness across racial, social, and economic groups in the siting and operation of infrastructure, facilities, or other large land uses. This section considers whether there are concentrations of racial groups in certain areas of the city with increased exposure to environmental health hazards or with limited access to transit, parks, or other services. Placing additional growth near high-volume roadways could expose future residents or workers to diminished air quality and heightened noise affecting quality of life and land use compatibility. It is particularly important to understand the health-related impacts of various land use patterns on spaces used by vulnerable populations, such as schools, daycares, elder care facilities, and medical centers.

Roadway users and adjacent neighborhoods experience air pollution from vehicle exhaust and brake/tire/road wear. Pollutant particle size, topography, and wind patterns affect the geographic extent of concern, with the greatest impacts immediately adjacent to and downwind of major freeways. Roadway traffic, especially larger vehicles (i.e., trucks and buses) also produce noise, and urban heat is generally of greatest concern where most of the ground area is covered by pavement, buildings, and other surfaces that absorb and retain heat.

Environmental exposure is affected by pollutants from both natural and manmade sources. Air quality and greenhouse gas (GHG) emissions are generally the greatest environmental exposure concerns in Yakima. These are areawide issues that are often discussed at a regional or even state level but there can be distinct differences between urbanized, populated areas and rural and undeveloped areas. Vehicles and equipment that burn fossil fuels are typically among the largest contributors to transportation-related emissions and can contribute to regional and localized concentrations of state and federally regulated pollutants. High concentrations of PM2.5 and other air pollutants contribute to respiratory problems, long-term health challenges, and increased healthcare costs. Exhibit 3-45 maps PM2.5 concentration levels in Yakima with an observed 2014-2017 average. Concentrations of PM2.5

are highest in the east and northeast portions of the city, including Downtown and industrial areas, where many Hispanic or Latino residents live.

Exhibit 3-45. PM2.5 Concentration, City of Yakima, 2014-2017 Average

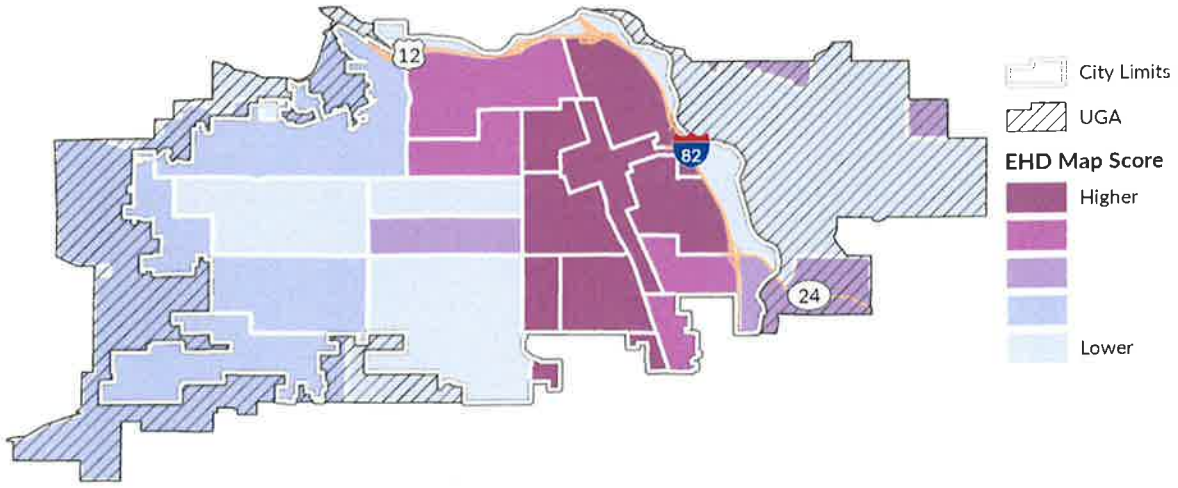


Source: WA Department of Health, Environmental Health Disparities Map, 2022; BERK, 2025.

The Washington State Department of Health (DOH) also produces an Environmental Health Disparities Map to evaluate environmental health risk factors in communities across Washington. The Environmental Health Disparities Map provides an index of environmental exposures (e.g., diesel emissions and proximity to traffic and hazardous waste sites) and socioeconomic and health factors (e.g., poverty and cardiovascular disease prevalence). Health disparities generally rank higher in the eastern portions of the city in and around Downtown where Hispanic or Latino populations are more concentrated.

A higher health disparity ranking represents an outsized burden of exposure and sensitivity to environmental harm. Prevailing socioeconomic characteristics and health factors—such as rates of poverty, chronic disease (like asthma) or low birthweight, limited English proficiency, race/ethnicity, or transportation expenses—can lead to worse health outcomes in some parts of the city than others despite varying levels of environmental exposures throughout the city. Environmental exposures include the levels of certain pollutants that residents and workers come into contact with, including airborne pollutants (e.g., diesel emissions, O3, and PM2.5) and proximity to traffic density or hazardous waste sites. Environmental exposure occurs when pollution sources get into the environment and affect individuals or populations. Prolonged exposure to pollutants may lead to poor health outcomes. Sensitive or vulnerable populations—including older adults, households living in poverty, disabled individuals, those without health insurance, households without access to a vehicle or other transportation options, and those experiencing homelessness—are at increased risk.

Exhibit 3-46. Environmental Health Disparities Map Score, City of Yakima, 2022



Source: WA Department of Health, Environmental Health Disparities Map, 2022; BERK, 2025.

Noise levels in Yakima are highest along major arterials, near the railway, and under the flight path of the Yakima Air Terminal/McAllister Field. Most other areas within Yakima are below the 45 dBA threshold measured by the U.S. Department of Transportation (USDOT) Noise Map as shown in Exhibit 3-47. Health impacts from noise include hypertension, heart disease, and likely poor school performance among children. Additionally, noise can affect quality of life and cause vibrations that impact hospitals and health care facilities. Direct effects of noise that indirectly affect health include:

- Speech interference
- Sleep disturbance
- Task interference
- Impairment of classroom learning
- Non-auditory health effects
- Aversive effects on emotion and tranquility

Exhibit 3-47. Transportation Noise Levels, City of Yakima, 2020



Source: USDOT, 2020; BERK, 2025.

Extreme heat is among the most pervasive weather-related hazards in the United States, and Washington's summers are becoming increasingly hotter and longer. The city of Yakima and surrounding region are expected to see warmer year-round temperatures, higher maximum summer temperatures, and more frequent and severe heat waves. (University of Washington Climate Impacts Group, 2025) Extreme heat is expected to be an increasingly prevalent hazard in Yakima, with a projected increase of at least 8 additional days of extreme heat (over 100o F) by 2079 in Yakima Couty. Per the City of Yakima Climate Impacts Summary and subsequent Vulnerability Assessment Memo, key risks associated with extreme heat include:

- More extreme heat days puts residents in the Yakima at risk of heat-related illness and death. Prolonged exposure to high temperatures stresses the body and contributes to heat exhaustion and heat stroke. Individuals with chronic health conditions, people without adequate shelter, such as unhoused individuals are more at risk of injury and death from extreme heat. Additionally, older residents (those above age 65) are more likely to have existing health conditions (e.g., diabetes or heart disease) that worsen with significant heat stress.
- Worse air quality due to increasing ground-level ozone formation—a phenomenon known as the "smog effect"—which can aggravate respiratory conditions like asthma and chronic bronchitis (Zhang & Wang, 2016; Fann et al., 2016). This air quality impact especially impacts older residents, younger residents, and individuals who work outside.
- Heightened risk to people who work outside are also at of health issues related to extreme heat. Extreme heat events that put residents at risk of heat-related illnesses can also increase the need for emergency response, straining already strained emergency departments including fire, police, EMS, and hospital systems.
- Disruption to important ecosystems and critical areas through rising surface water temperatures, range shifts, and subsequent competition with invasive species. For example, warming air and water temperatures have contributed to algal blooms and allowed non-native species to thrive throughout Yakima's wetlands including the Yakima River and Naches River. These invasive species, coupled

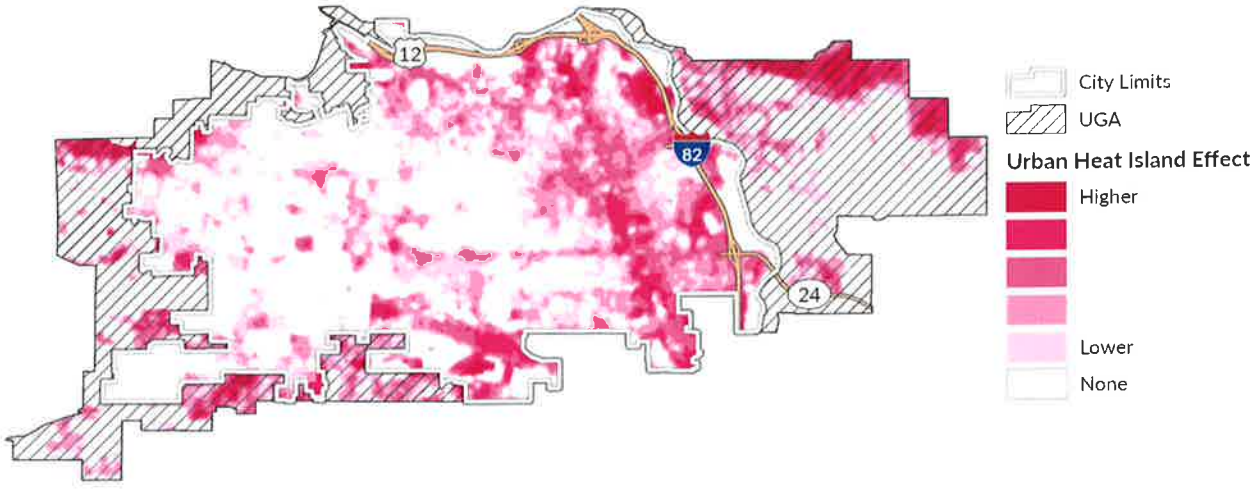
with heat stress from rising stream temperatures may strain important native species like the several fish and bird species that traverse and spawn in the Lower Yakima River Basin. Summer maximum temperatures are expected to increase and worsen these conditions. Warm winter temperatures can also negatively impact snowpack, stream flow, and increase pest populations.

- Increased cooling demands and place additional stress on older buildings and HVAC systems. Increasing use of air conditioning depends on a stable, affordable electric supply. Rising electricity costs from climate-induced grid strain could further burden low-income households and rural communities. The region's growing population and aging infrastructure increase pressure on existing grid capacity.
- Infrastructure damage as high heat causes roads to warp and buckle, damages bridge joints, and increases deterioration of pavement (Sen, Li, & Khazanovich, 2022). This occurred throughout Washington State during the 2021 heat wave as a result of prolonged exposure to temperatures above 100 Degrees Fahrenheit.

Certain land use decisions may worsen the impacts of extreme heat on these critical assets. "Urban heat islands" contribute to this and occur when natural land cover is replaced by large amounts of pavement, buildings, and other surfaces that absorb and retain heat. Structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies. Urban areas, where greenery is limited, become "islands" of higher temperatures relative to outlying areas. This effect increases energy costs (e.g., for air conditioning), air pollution levels, and heat-related illness and mortality and can further exacerbate heat exposure from climate change and the impacts of naturally occurring heat waves. Heat islands are also riskier for sensitive populations, including older adults, young children, populations with low-income, outdoor workers, and people in poor health. High pavement and rooftop surface temperatures can also heat up stormwater runoff, which drains into storm sewers and raises water temperatures as it is released into streams, rivers, ponds, and lakes.

Exhibit 3-48 maps urban heat islands as modeled from satellite-derived information during the summer of 2023. Areas with a lower urban heat island effect are shown in white, while those with a greater effect are shown in deeper color. While all of Yakima is exposed during a heat event, certain areas will be hotter than others due to this effect, including eastern and southeastern portions of the city where Hispanic and Latino population are more prevalent. Parts of the city with more paved surfaces and less tree canopy and other vegetation tend to experience more heat, generally the more commercial and industrial areas of the city (tree canopy coverage is mapped in Exhibit 3-49). Industrial areas along the BNSF railway and in and around Downtown are especially susceptible to extreme heat. The ability to keep cool as temperatures rise during the summer is important especially in areas where heat severity is higher and tree canopy coverage is lower. Keeping cool is a function of surrounding tree canopy as well as how well insulated the building structures are, the presence or capacity of mechanical and/or natural cooling systems, and the ability of the structure to reflect heat during the summer and absorb it during the winter.

Exhibit 3-48. Urban Heat Island Severity, City of Yakima, 2023



Source: Trust for Public Land, 2023; BERK, 2025.

Exhibit 3-49. Tree Canopy Coverage, City of Yakima, 2021



Source: US Geological Survey, National Land Cover Dataset, 2021; BERK, 2025.

3.7.5. Engagement

Housing focused engagement was conducted as part of the Comprehensive Plan Periodic Update to better understand contributing factors to racially disparate impacts, displacement, exclusions in housing, and future displacement risk. Strategies include open houses, and feedback from a Comprehensive Plan Steering Committee. See Comprehensive Plan Draft Appendix D for a summary of engagement conducted to date, including the following key themes:

- **Expand housing typologies and supply**: a common theme heard across various engagement strategies is a desire to see more affordable housing options in Yakima, particularly for first time

home buyers. Community members also expressed a desire to see more affordable housing typologies, such as middle housing, Accessory Dwelling Units (ADU's), and more

- **Incentivize housing through capital improvements**: One of the biggest challenges noted with housing was around infrastructure. It was noted that developers are a critical player in expanding infrastructure capacity in Yakima. However, more city-led infrastructure projects and incentives could help reduce housing costs, and incentivize more residential development
- **Consistent design and land use patterns**: To balance the potential increase of middle housing, several community members noted that land use patterns should ensure a smooth transition of zones, and building typologies. For Multifamily housing, providing open space with new development was highlighted as a key need. Design standards should offer consistency of residential urban design, and aesthetics.
- **Prioritize new housing along key transit and commercial corridors**: When asked where there should be more housing, the majority of responses noted a desire for more housing along transit lines, and commercial nodes/corridors. People noted the development of new commercial centers in West Yakima, and agreement to see more multifamily housing in those areas. S 16th Ave was also mentioned as a key neighborhood for additional residential development. In addition, residential development in the UGA was noted as another potential area for additional housing. Air quality was identified as a key concern for people with health conditions during smoke and wildfire days. New housing design should consider addressing noise and indoor air quality.

3.7.6. Policy Review

A full list of the goals and policies related to housing in the City of Yakima can be found in the body of the Comprehensive Plan Housing Element. Exhibit 3-50 is a summary of updates made to the Housing Element of the Comprehensive Plan as part of the periodic update with the specific objective of lowering racially disparate impacts in housing. These policy changes are meant to address impacts such as hazard resiliency, affordability, access to services, and isolation from community. Enacting these policies is not the only step that needs to be taken to address racially disparate impacts of housing but these changes lay the groundwork for future efforts.

Exhibit 3-50 Racially Disparate Impacts – Housing Policy Analysis and Audit Summary

Goal and Policy #	Previously Adopted Housing Goals and Policies	RDI Related Edits/ Additions made as part of 2026 Periodic Update to Comprehensive Plan
3.1.2.	Promote the preservation, improvement, and development of single-family homes in Yakima.	Promote the preservation, improvement, and development of middle housing and single-family homes in Yakima.
3.1.4.	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.	Facilitate small lot sizes, condominiums, townhomes, accessory dwelling units, clustering and other middle housing 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.
3.1.8.	Encourage and incentivize affordable housing development.	Encourage and incentivize affordable housing development for moderate, low, very low and extremely low income households.
3.1.9.	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	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 including middle housing ▪ Ownership housing when possible Long-term affordability

GOAL 3.3.	**ENSURE AN ADEQUATE SUPPLY OF HOUSING FOR PERSONS WITH SPECIAL NEEDS.**	**ENSURE AN ADEQUATE SUPPLY OF HOUSING FOR ALL INCOME GROUPS INCLUDING PERSONS WITH SPECIAL NEEDS.**
3.3.1.	Prioritize the provision of fair share housing opportunities to all economic segments of the population and those with special needs.	Prioritize the provision of ~~fair share~~ housing opportunities to all economic segments of the population and those with special needs as allocated through the regional allocation process.
3.3.5	[NEW]	Support programs to ensure that individuals and families vulnerable to natural hazard impacts have adequate housing options. Vulnerable communities include the following: ▪ older adults and children ▪ those with pre-existing health conditions including pulmonary conditions ▪ individuals with mobility challenges ▪ low- and extremely low-income individuals ▪ pregnant people ▪ people with limited literacy ▪ people who speak English as a second language
GOAL 3.4.	**ENCOURAGE DESIGN, CONSTRUCTION, AND MAINTENANCE OF HIGH QUALITY HOUSING.**	**ENCOURAGE DESIGN, CONSTRUCTION, AND MAINTENANCE OF HIGH QUALITY HOUSING WITHOUT MAKING UNITS COST PROHIBITIVE.**
3.4.5.	Implement utility standards that encourage infill development.	Implement utility standards that encourage infill development and middle housing.
3.4.6	[NEW]	Encourage or incentivize residential development standards which increase resiliency to natural hazards such as extreme heat, severe storms, drought, and wildfire smoke through cross-ventilation, passive cooling window coverings, and energy efficiency upgrades

3.5.4.	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.	Consider human services objectives in developing City regulations and codes. ~~For example,~~ Ensure code enforcement does not result in displacement or homelessness ~~enforcing code abatement may mean making people homeless~~. Ensuring there are community resources to assist these residents, before they are abated, is critical.
3.5.7.	[NEW]	Connect with isolated community groups to ensure effective human service delivery and ensure people and homes are safe in the event of emergencies
3.5.8.	[NEW]	Evaluate services, service delivery, and community-based resources as they relate to making individuals, children, and families more resilient to natural hazards of extreme heat, flooding, wildfires, and drought events
GOAL 3.6.	[NEW]	Prevent discrimination, and displacement in the development and maintenance of housing.
3.6.1	[NEW]	Collaborate with community groups, organizations, non-profits, and businesses to help vulnerable groups obtain and maintain housing.
3.6.2	[NEW]	Evaluate the potential for displacement on lands proposed for rezone or redevelopment for public use.
3.6.3	[NEW]	Collaborate to understand the drivers of displacement through involvement of community groups, organizations, and institutions in affected areas.

3.8. Projected Housing Needs

Consistent with new requirements under the Growth Management Act (GMA), Washington State Department of Commerce (Commerce) provides guidance for determining countywide projected housing needs by affordability level, including permanent supportive housing (PSH) and emergency housing. This work involves coordination between a county and each of its constituent jurisdictions. The City of Yakima, in coordination with Yakima County, completed analysis consistent with Commerce guidance. A summary of the process follows.

3.8.1. Population Growth Projection

Yakima County conducted an analysis of countywide population growth trends to derive an average annual growth rate (AAGR) used to project future growth. Using this method, it projects the countywide population will be 297,319 in the year 2024, an increase of 40,591 compared to the population in 2020. This is slightly higher than the Washington State Office of Financial Management (OFM) "Medium" population projection for Yakima County, but significantly less than OFM's "High" projection.

3.8.2. Projected Countywide Housing Needs

Yakima County used Commerce's Housing for All Planning Tool (HAPT) to calculate the total countywide housing needs by affordability level associated with the county's projected population growth.[18] The results are shown in Exhibit 3-51.

Exhibit 3-51. Project Housing Needs, Yakima County (2020-2046)

	Total	Affordability Level (% of Area Median Income)							Emergency Housing/ Shelter Beds
		0-30%		30-50%	50-80%	80-100%	100-120%	120%+	
		Non-PSH	PSH						
Total Future Housing Needed (2046)**	114,482	8,261	4,495	25,742	36,353	12,706	8,282	18,643	1,951
Estimated Housing Supply (2020)*	89,425	4,351	228	20,264	33,325	10,917	7,070	13,270	572
Net New Housing Needed (2020-2046)	**25,057**	**3,910**	**4,267**	**5,478**	**3,028**	**1,789**	**1,212**	**5,373**	**1,379**

* 2020 supply excludes homes in recreational use. Supply of PSH in 2020 is beds. However, projections of Net New Housing Needed (2020-2046) are in housing units.
** Total Future Housing Needed (2046) excludes 2020 homes in recreational use.

Source: WA State Department of Commerce, Growth Management Services Housing For All Planning Tool (HAPT). Calculations are based on the Yakima County 2046 Population Projections and Allocations.

[18] See Yakima County 2046 Housing Allocations, published 6/6/2025.

3.8.3. Allocation of Projected Housing Needs to Jurisdictions

To allocate countywide Net New Housing Needed to individual jurisdictions, the HAPT requires assumptions for the percentage of growth to allocate to each jurisdiction. The County developed assumption for growth by considering a number of factors, including historic population growth and development patterns, infrastructure capacity, and land capacity for future growth. They also considered existing disparities in affordability, housing supply, and proximity to employment. The results of this analysis are shown in Exhibit 3-52.

Exhibit 3-52. Allocation of Projected Housing Needs to Jurisdictions and UGAs, 2020-2046

					HOUSING ALLOCATION FROM SELECTED SHARES							
						Permanent Housing Needs by Income Level (% of Area Median Income)						
				Future Population (2046)	Total Units Allocated (2020-2046)	0-30% Non-PSH	0-30% PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%
		User Input	Actual									
Grandview	City	6.66	6.66 %	14,840	1,669	274	299	384	202	119	81	310
	Unincorporated UGA	1.67	1.67 %	2,095	419	69	75	96	51	30	20	79
Granger	City	2.56	2.56 %	5,471	642	105	115	148	78	46	31	119
	Unincorporated UGA	0.64	0.64 %	648	160	26	29	37	19	11	8	30
Harrah	City	0.06	0.06 %	376	15	2	3	3	2	1	1	3
	Unincorporated UGA	0.01	0.00 %	0	1	0	0	1	0	0	0	0
Mabton	City	0.00	0.00 %	1,788	0	0	0	0	0	0	0	0
	Unincorporated UGA	0.00	0.00 %	262	0	0	0	0	0	0	0	0
Moxee	City	8.53	8.53 %	9,938	2,137	351	383	492	258	153	103	397
	Unincorporated UGA	2.13	2.14 %	2,073	535	88	96	123	65	38	26	99
Naches	City	1.51	1.51 %	1,705	378	62	68	87	46	27	18	70
	Unincorporated UGA	0.38	0.39 %	449	97	16	17	22	12	7	5	18
Selah	City	8.27	8.27 %	12,137	2,071	340	371	477	250	148	100	385
	Unincorporated UGA	2.07	2.07 %	2,765	518	85	93	119	63	37	25	96
Sunnyside	City	6.35	6.35 %	19,670	1,591	261	285	366	192	114	77	296
	Unincorporated UGA	1.59	1.58 %	7,894	397	65	71	92	48	28	19	74
Tieton	City	2.45	2.45 %	3,090	614	101	110	141	74	44	30	114
	Unincorporated UGA	0.61	0.60 %	739	151	25	27	35	18	11	7	28
Toppenish	City	0.83	0.83 %	8,721	208	34	37	48	25	15	10	39
	Unincorporated UGA	0.21	0.21 %	921	53	9	9	12	6	4	3	10
Union Gap	City	3.25	3.24 %	8,039	813	134	146	187	98	58	39	151
	Unincorporated UGA	0.81	0.81 %	1,144	203	33	36	47	25	14	10	38
Wapato	City	0.62	0.63 %	4,668	157	26	28	36	19	11	8	29
	Unincorporated UGA	0.16	0.16 %	2,400	40	7	7	9	5	3	2	7
Yakima	City	33.98	33.99 %	107,443	8,517	1,400	1,529	1,960	1,028	608	411	1,581
	Unincorporated UGA	8.50	8.50 %	16,816	2,131	350	382	490	258	152	103	396
Zillah	City	0.92	0.92 %	3,475	230	38	41	53	28	16	11	43
	Unincorporated UGA	0.23	0.23 %	376	57	9	10	13	7	4	3	11
Unincorporated Rural	Rural	5.00	5.00 %	62,175	1,253	0	0	0	151	90	61	951

Source: WA State Department of Commerce, Growth Management Services Housing For All Planning Tool (HAPT). Calculations are based on the Yakima County 2046 Population Projections and Allocations.

Exhibit 3-53 shows the combined allocation for the City of Yakima and its UGA, including the allocation of countywide emergency housing needs.

Exhibit 3-53. City of Yakima and UGA Combined Allocation of Projected Housing Needs, 2020-2046

Jurisdiction	Total Units Allocated	Affordability Level (% of Area Median Income)							Emergency Housing/ Shelter Beds
		0-30%		30-50%	50-80%	80-100%	100-120%	120%+	
		Non-PSH	PSH						
City of Yakima + UGA	10,648	1,750	1,911	2,450	1,286	760	514	1,977	617

Source: WA Department of Commerce, 2025; BERK, 2025.

3.8.4. Capacity for Projected Housing Needs

Under GMA, Yakima is required to plan for and accommodate future housing production to meet these housing need allocations at each income level. This includes demonstrating sufficient buildable land capacity for housing types appropriate to meeting these needs.

Not all housing types are appropriate for meeting all housing needs. Due to differences in land and construction costs per unit, the affordability of new housing depends in part on housing type. For instance, a new single-family home on a large lot is the most expensive type of home to produce per unit. New homes often require an income of over 150% AMI to afford. Multifamily homes, such as apartment buildings, can be produced at a much lower cost per unit.

Exhibit 3-54 presents seven different housing types that could be built in Yakima, as well as the lowest level of income that can be served assuming the new housing is either market-rate or a subsidized affordable housing project. These housing types and affordability assumptions are consistent with Commerce guidance for updating housing elements and BERK's assessment of local housing costs.

Exhibit 3-54. Housing Types and Potential Income Levels Served

Housing Type	Definition	New Market Rate Housing	Subsidized Affordable Housing	Assumed Affordability Level for Capacity Analysis
Low-Rise Multifamily	Walk up apartment buildings or condominiums (up to 3 floors).	>80-120% AMI	0-80% AMI	**Low-Income (0-80% AMI)**
Mid-Rise Multifamily	Apartments or condominium buildings with 4-8 floors.	>80-120% AMI	0-80% AMI	**Low-Income (0-80% AMI)**
Moderate Density	Also known as "middle housing". Inclues townhomes, duplexes, triplexes, quadplexes.	>80-120% AMI & >120% AMI	Not typically feasible at scale	**Moderate-Income (>80-120% AMI)**
ADUs	Accessory Dwelling Units	>50-80% AMI	Not typically feasible at scale	**>50-80% AMI**

Manufactured Homes	Homes that are constructed in a factory and then assembled at the building site in modular sections	>80-120% AMI as primary unit on lot	Not typically feasible at scale	**Moderate-Income (>80-120% AMI)**
Low Density	Detached single-family homes.	>120% AMI	Not typically feasible at scale	**Higher Income (>120% AMI)**

Sources: Washington Department of Commerce Guidance for Updating Your Housing Element, 2023; Benton County, 2025; BERK, 2025.

BERK conducted a buildable land capacity analysis to quantify the number of new housing units that can be produced in the City of Yakima by housing type. See Section 2.3.1. Land Capacity Analysis for a technical description of the analysis. The results are summarized in Exhibit 3-55. It shows the City alone has capacity for over 21,000 net new housing units. Moreover, it shows there is sufficient capacity by assumed income level served to accommodate Yakima's projected housing needs by income level. However, there is limited surplus capacity for low-rise multifamily development compared to the need for 0-50% AMI housing. If much of this capacity is consumed by market rate housing development that doesn't serve these households, there could be limited remaining capacity to meet those 0-50% AMI housing needs.

Exhibit 3-55. Capacity for Housing Compared to Projected Housing Need, City of Yakima

Housing Type	Assumed Income Level Served	Net Housing Unit Capacity	Projected Housing Need	Capacity Surplus or Deficit
Low Density (Detached Single Family)	High (>120% AMI)	6,537	1,977	4,560
Moderate Density	Moderate (>80-120% AMI)	6,494	1,274	5,220
ADUs	>50-80% AMI	1,832	1,286	546
Low-Rise Multifamily	Low (0-50% AMI)*	6,863	6,111	752
		21,728	**10,648**	**11,080**

* Low-rise multifamily buildings, such as apartments, could also accommodate housing needs from 50-120% AMI in this analysis if there is a surplus.
Source: BERK, 2025.

Yakima's allocation of countywide housing needs is intended for both the City of Yakima and its unincorporated UGA combined. Therefore, BERK also evaluated land capacity within the unincorporated UGA adjoining the City of Yakima. Exhibit 3-56 presents the combined capacity of both the City of Yakima and UGA, with comparison to projected housing need. The total capacity (44,066 housing units) is over double the capacity within city limits. Most of this additional capacity is for low density, detached single-family housing production. However, the UGA also includes additional capacity for low-rise multifamily housing which helps to address the limited surplus of capacity available in the city alone.

Exhibit 3-56. Capacity for Housing Compared to Projected Housing Need, City of Yakima and Unincorporated UGA Combined

Housing Type	Assumed Income Level Served	Net Housing Unit Capacity	Projected Housing Need	Capacity Surplus or Deficit
Low Density (Detached Single Family)	High (>120% AMI)	25,819	1,977	23,842
Moderate Density	Moderate (>80-120% AMI)	9,820	1,274	8,546
ADUs	>50-80% AMI	2,043	1,286	757
Low-Rise Multifamily	Low (0-50% AMI)*	8,133	6,111	2,022
		44,066	**10,648**	**35,167**

* Low-rise multifamily buildings, such as apartments, could also accommodate housing needs from 50-120% AMI in this analysis if there is a surplus.
Source: BERK, 2025.

3.9. Adequate Provisions

GMA requires that communities ensure that their Comprehensive Plan policies and regulations are designed to achieve housing availability for all community members at all income levels.

Specifically, under RCW 36.70A.070(2)(d), City of Yakima must prepare a Housing Element that "[m]akes adequate provisions for existing and projected needs of all economic segments of the community." These provisions include "[d]ocumenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations. They also include "consideration of housing locations in relation to employment location" as well as "role of accessory dwelling units in meeting housing needs."

3.9.1. Gaps in Local Funding

Creating or preserving housing affordable to households with incomes of 0-50% AMI requires public subsidies. However, there is a lack of public funding needed to address all current and future needs in Yakima. In order to meet the City's allocation of housing needs, Yakima needs to add a total of 13,655 housing units affordable households with incomes from 0-50% AMI between 2020 and 2045. Based on data from the Washington State Housing Finance Commission, the average cost of constructing a new affordable housing unit in Yakima County in 2025 was $314,296 (Washington State Housing Finance Commission, 2025). This means affordable housing providers would need nearly $4.3 Billion dollars in public subsidies during this period to build the housing needed. This does not include operational costs, which can be significant for permanent supportive housing. This also does not include emergency housing needs.

Much of the funding for affordable housing comes from federal and state sources. However, local governments in Washington have some local option tools for supporting affordable housing production. These include revenue sources as well as incentives to reduce costs for affordable housing developers. Yakima currently uses the following tools:[19]

- Housing and related services sales tax (RCW 82.14.530). This tax has accumulated about $1 Million in revenue since its inception. As of December 2025, the City was preparing an application for funding to partially support a new affordable housing project with 10 or more units.
- Multifamily Tax Exemption (MFTE) (RCW 84.14). The Downtown Redevelopment Tax Incentive Program provides an incentive for all multifamily housing development in a designated area of the city. While this program has no affordability requirements, it does lower the cost of building new affordable housing projects, which tend to be apartment buildings.

To address the gaps in local funding, the city is considering the following additional tools. However, these tools alone will not be enough to close the gap.

- Expanding the MFTE program to all areas of Yakima that allow for multifamily development.
- Waiving or reducing permit and utility connection fees for affordable housing projects.

[19] See Appendix B: Adequate Provisions Checklists for a list of all available tools and their use status in Yakima.

3.9.2. Barriers to Housing Production

While the City of Yakima has seen an increase in multifamily housing production in recent years (see Exhibit 3-34), there are nonetheless important barriers to the production of new multifamily housing sufficient to meet all low-income housing needs by the year 2046. To help identify barriers, the City reviewed its development regulations, permit process, and environmental constraints with the assistance of checklists provided by the Washington State Department of Commerce.[20]

3.9.3. Development Regulations

The City reviewed its development regulations for barriers to housing production using checklists provided by the Washington State Department of Commerce. Through that process, it identified several changes to its development regulations to simplify its standards and increase flexibility for housing development. These changes are summarized by zone in Exhibit 3-57.

Among these changes are off-street parking requirements. Yakima's development code requires builders of housing to provide a minimum number of parking spaces per residential unit. These requirements, if set too high, can both increase the cost and limit the density of new housing construction. In 2025 the Washington State Legislature passed SB 5184, which limits the number of minimum parking spaces a city can require. Yakima will need to update its development regulations to comply with this new law by January 2027.

Exhibit 3-58 compares the current parking requirements in Yakima to those in SB 5184. It shows the city will need to significantly reduce its requirements compared to current standards. These changes have potential to reduce the cost of new housing development and increase the achievable density due to the reduced land area required for parking. This reduces barriers to new housing construction by improving the developer's financial return on investment.

3.9.4. Process Obstacles

The City also reviewed its permitting process and fees for barriers to housing production using checklists provided by the Washington State Department of Commerce. This review identified the following actions for implementation:

- Allow for full online permit application submittal. This will create efficiencies and address a bottleneck in capacity to process building application due to short-staffed planning and building department.
- Establish SEPA threshold exemptions consistent with WAC 197-11-800 (1)(c) to encourage development (up to 30-100 single-family units in the city and up to 200 multifamily).

[20] See Appendix B Adequate Provisions Checklists for the full checklist review of barriers. This section includes a summary of findings.

Exhibit 3-57: Planned Changes to Lot Development Standards by Zone

	SR	R-1	R-2	R-3	HB	B-1	B-2	SCC	LCC	GC	CBD	RD	Code Sections
Lot size (minimum) **SF detached**	6,000 sq-ft	6,000 sq-ft	5,000 sq-ft	4,000 sq-ft	No change of existing use	(Do not allow single-family residential)							Table 5-2 (YMC 15.05.030)
SF attached/ zero lot line/ townhomes/ common wall	4,000 sq-ft	4,000 sq-ft	3,500 sq-ft	3,000 sq-ft									
Two-Family Dwelling/ duplex	6,000 sq-ft	6,000 sq-ft	5,000 sq-ft	4,000 sq-ft									
Multifamily Dwelling/ PD Residential	Density May Not Exceed Maximum Number of Dwelling Units Permitted per Net Residential Acre.												
Density (minimum)	4 DU/NRA	4 DU/NRA	8 DU/NRA	13 DU/NRA		13 DU/NRA	13 DU/NRA	13 DU/NRA	13 DU/NRA	13 DU/NRA	13 DU/NRA	13 DU/NRA	YMC 15.03.020; Table 4-1 (YMC 15.04.030)
Density (Maximum)	7 DU/NRA	7 DU/NRA (no change)	12 DU/NRA	No Max									

	SR	R-1	R-2	R-3	HB	B-1	B-2	SCC	LCC	GC	CBD	RD	Code Sections
Lot Coverage	60%	60%	70%	80%				85%	90%	100%			Table 5-1 (YMC 15.05.030)
Building Height	35 ft	35 ft	35 ft	50 ft	35 ft	35 ft	35 ft	50 ft	50 ft	50 ft	NA	50 ft	
Setback (front)	15 ft	15 ft	15 ft	15 ft									
Setback (rear)	15 ft	15 ft	10 ft	10 ft	20 ft	20 ft	20 ft	20 ft	20 ft	20 ft	20 ft	20 ft	
Parking	Apply SB 5184. 1 parking spot per detached single-family home; 0.5 parking spots per multifamily housing unit. No minimum parking requirement for ADUs.												Table 6-1 (YMC 15.06.035)
Cottage Housing		10,000 sq-ft				10,000 sq-ft						10,000 sq-ft	YMC 15.09.035 and Table 5-2, (YMC 15.05.030).

Exhibit 3-58. Minimum Required Parking Spaces Per Unit by Housing Type in City of Yakima, Current Zoning and New State Requirements

Housing Type	Current Zoning	New statewide requirement under SB 5184
ADU	1	0 if under 1,200 sq ft
Sindle-detached home	2	1
Duplex	2	0.5
Multifamily building with fewer than 10 units	2 (or 1.5 in CBD)	0.5
Multifamily building with greater than 10 units	1.5 (or 1 in CBD)	0.5

Source: ESSB 5184; YMC 15.06.040, Off-street parking standards, Table 6-1. CBD = Central Business District.

3.9.5. Housing Locations in Relation to Employment Locations

Section 3.3.13. details employment trends and patterns in Yakima. There are over 50,000 jobs located in Yakima, and many of them are concentrated in the downtown area, as shown in Exhibit 3-22. Yakima's Future Land Use Map, shown in Exhibit 2-18, allows for high- and medium-density residential development, as well as mixed use development, in close proximity to this job center. The land capacity analysis shows significant capacity for new housing in these areas through redevelopment and infill. By facilitating this kind of development, the City can increase the supply of housing and diversity of housing options close to job opportunities.

3.9.6. Consideration for the Role of ADUs

Accessory Dwelling Units (ADUs) have potential to increase the diversity of housing options within areas where detached single-family homes predominate to include smaller and lower cost units. ADUs can be attached or detached from a primary residence on a shared lot. Depending on the context, ADUs can be an affordable housing option for Low-Income (50-80% MFI), Moderate-Income (80-120% MFI) households, or higher-income households.

Consistent with new GMA requirements, City of Yakima will be updating land use regulations to allow two ADUs per in all residential zones, as well as several other changes that can reduce barriers to ADU production. These changes have the potential to increase the production of ADUs and diversify the housing supply in Yakima.

4. Transportation

The multimodal transportation system is integral to many facets of the City of Yakima, including land use, economic development, tourism, and recreation. This Transportation Technical Appendix is the background and companion document to the Transportation Element of the City's Comprehensive Plan. The Transportation Element establishes the City's goals and policies for developing the multimodal transportation system within the City. The Transportation Element and Technical Analysis provide a long-range vision for the City's multimodal transportation system to guide City decision makers, staff, advisory bodies, and citizens on transportation priorities and projects over the next twenty-five years.

The Transportation Technical Appendix coordinates and plans for the development of a balanced, multimodal transportation system by recognizing the regional nature of the transportation system and the need for continuing interagency coordination. The Transportation Technical Appendix is organized into four chapters:

1. Existing Transportation System
2. Travel Forecasts and Alternatives Evaluation
3. Transportation Systems Plan
4. Financing Program

What is included in the system inventory?

- Overview of street network
- Vehicle traffic volumes

- Pedestrian facilities
- Bicycle facilities
- Transit facilities and ridership
- Freight street facilities and tonnage
- Rail lines and street crossings
- Air facilities

- Traffic operations
- Traffic safety analysis
- Pedestrian and bicycle safety analysis

4.1. Existing Transportation System

This chapter summarizes key components of the existing transportation system serving the City of Yakima and represent the transportation system in its current condition. An inventory of transportation facilities is presented through maps, figures, and descriptions that provide a foundation for identifying and prioritizing the City's transportation improvement projects and programs, presented later in the section 4.3.

The transportation system within the City of Yakima consists of streets and highways, pedestrian and bicycle facilities, and transit service. Freight and goods, which are vital to the City's economic development, are primarily carried by trucks and rail lines. Following a description of the street system, subsequent sections describe the existing multimodal transportation system within the current City Limits and Urban Growth Area (UGA).

4.1.1. Transportation System Networks

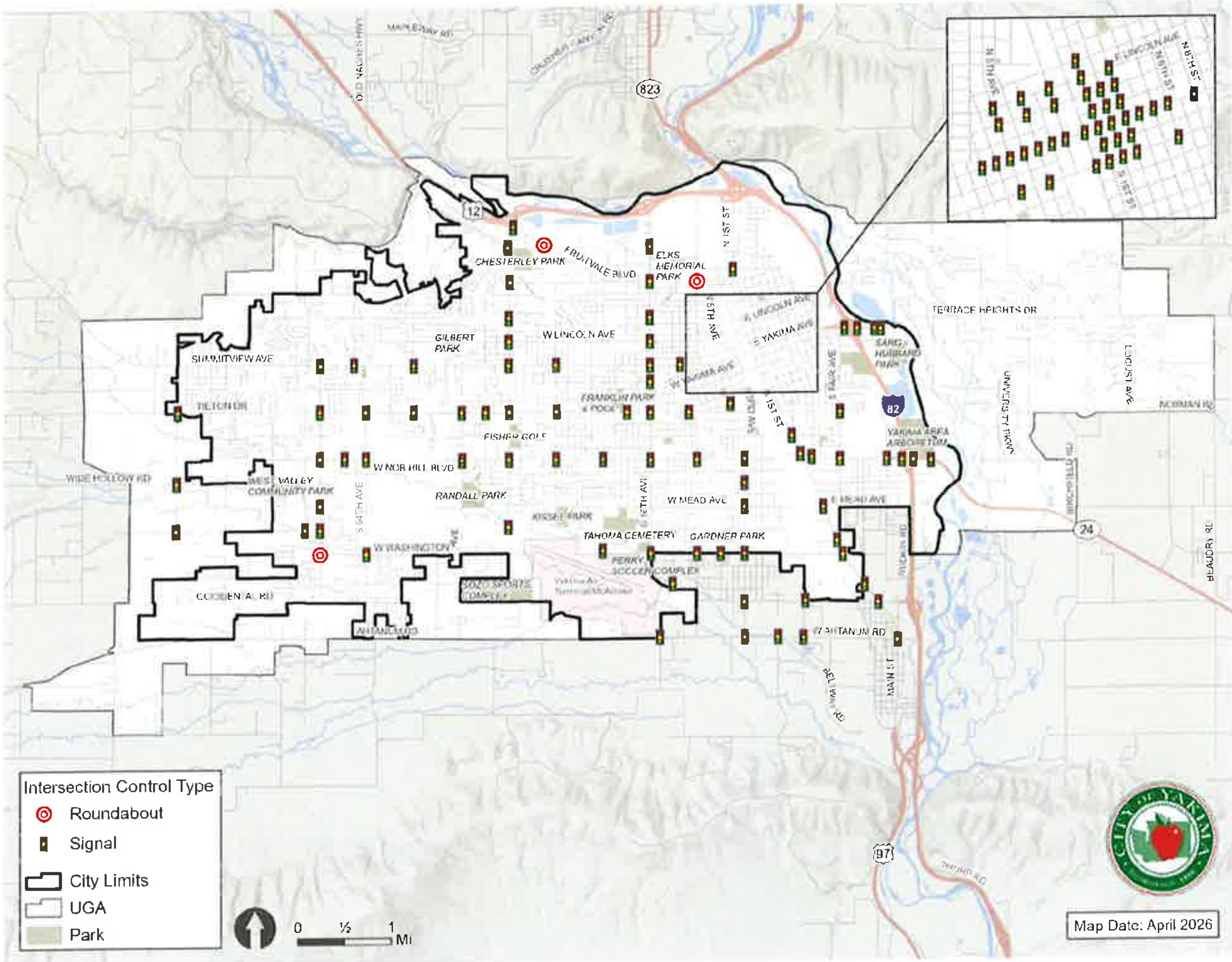
The transportation system inventory identifies key transportation issues to be addressed in this plan update. The networks that comprise the transportation system include the arterial and collector street system, pedestrian and bicycle facilities, transit service, freight routes, rail lines, and air facilities.

Street Network and Traffic Controls

The street system provides mobility and access for a range of travel modes and users. Streets in the central business district and older sections of the City are laid out in a dense grid, while the newer neighborhoods in the western sections of the City have greater spacing between major roadways. The City limits, existing streets, and traffic signal locations are shown in Exhibit 4-1.

Yakima City is at the crossroads of two major Washington State transportation corridors. Interstate 82 (I-82) provides access to Oregon and the Tri-Cities area to the south, and the I-90 corridor to the north. US 12 provides an alternate pathway to Western Washington with connections to the I-5 corridor and the Puget Sound area (via SR 410).

Exhibit 4-1. Existing Roadway Network and Signals



Interchanges (I-82 and US 12)

The interchanges with I-82 and US 12 act as major gateways in and out of the City of Yakima. Along I-82, the City of Yakima has three interchanges: 1st Street, Yakima Avenue, and Nob Hill Boulevard. In addition, the Valley Mall Boulevard interchange in Union Gap provides a major I-82 access to southern areas of the City of Yakima. Along US 12, there are three interchanges: 40th Avenue/Fruitvale Boulevard, 16th Avenue, and 1st Street. Given the direct connections to these regional routes, these City streets are considered Principal Arterials.

Major East-West Corridors

The Summitview Avenue/Yakima Avenue corridor is a major east-west corridor connecting I-82, Yakima downtown, western areas of the City, and west valley areas in the county. This corridor crosses the railroad at-grade in the downtown area on Yakima Avenue. While travelling west at 16th Avenue, Yakima Avenue transitions to a local access street that dead ends at S 36th Avenue. For continued westerly travel, drivers must travel north along 16th to Summitivew, or access Summitview directly at 7th Avenue. This corridor is generally 4 to 5 lanes within the city.

The Nob Hill Boulevard corridor is another major east-west corridor within the city. It provides a more direct connection to I-82 for western areas of the city. East of I-82 Nob Hill Boulevard connects to SR 24. It is generally 4 to 5 lanes within the city, and has a grade-separated crossing of the railroads.

The Washington Avenue/Valley Mall Boulevard corridor is a major east-west corridor in the southern areas of the city. It provides access to the regional airport and connections to I-82 for southern areas of the city. The corridor is generally 4 to 5 lanes within the city, and has a grade-separated crossing for the railroad on Valley Mall Boulevard.

Fruitvale Boulevard provides access to US 12 and industrial areas in the northern areas of the City. Lincoln Avenue and Martin Luther King Jr Boulevard provide a higher speed parallel route to Yakima Avenue with grade-separated rail crossings. Other east-west corridors include Tieton Drive, Walnut Street, Mead Avenue, and 'I' Street.

Major North-South Corridors

The 1st Street corridor provides a major north-south connection between US 12 and I-82 to the north, the Yakima downtown area, and Union Gap to the south. It is the only continuous route throughout the City east of the railroad. It is generally 4 to 5 lanes within the City.

The 16th Avenue corridor provides north-south mobility in the central areas of the City. It connects US 12 to the north and the regional airport to the south, as well as connections to most major east-west City corridors. It is generally 4 lanes wide.

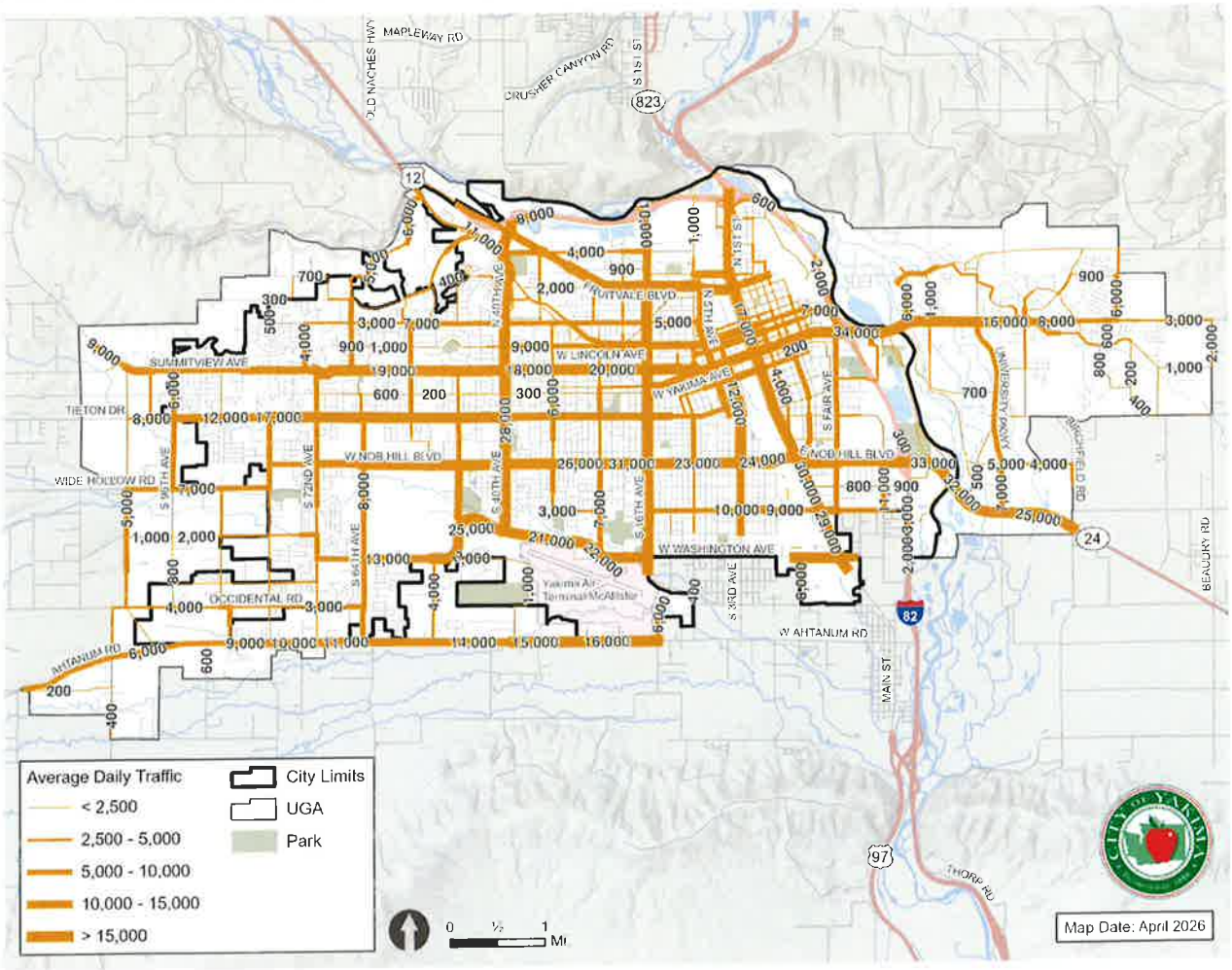
The 40th Avenue corridor provides north-south mobility in the western areas of the City. It connects US 12 to the north and connections to most major east-west City corridors. It is general 4 lanes wide.

Other Principal Arterial connections providing north-south mobility include 72nd Avenue, 5th Avenue, 8th Street, and Fair Avenue. Minor Arterial north-south corridors include 96th Avenue, 80th Avenue, 64th Avenue, 3rd Avenue, Fair Avenue, 18th Street, and Rudkin Road.

Traffic Volumes

Traffic counts were collected at several locations on City roadways in 2025. These recent tube counts were used to update historical average daily traffic (ADT) volumes on City roadways to represent existing traffic conditions. Existing (2025) average daily traffic volumes for major roadways are shown in Exhibit 4-2. Significant volumes over 10,000 ADT occur on Yakima's major streets, including east-west connectors such as Fruitvale Boulevard, Summitview Avenue / Lincoln Avenue, Tieton Drive and Nob Hill Boulevard, and on north-south routes like 40th Avenue, 16th Avenue, 3rd Avenue and 1st Street.

Exhibit 4-2. Existing (2025) Average Daily Traffic Volumes



Pedestrian Facilities

Every trip begins and ends with a walk. People walk to their cars and drive to a location where they will walk into a building or facility, or they need to walk to a transit station. A well-established pedestrian system encourages healthy reactional activities, reduces travel demand on roadways, and enhances safety within a livable community. Non-motorized facilities provide critical access to and from transit stops, which can increase the use of active transportation. Along with shared-use trails, sidewalks are the primary facility type for pedestrians. Sidewalks are generally provided adjacent to the street on one or both sides. Where sidewalks are not available, pedestrians must use the roadway shoulders. The *Draft*

Yakima Washington Pedestrian Master Plan (City of Yakima, 2021) provides recommendations to address Yakima's current and future pedestrian needs. The Plan defines the network and outlines priority routes for pedestrian improvements in the City based on the priority routes identified in the 2050 Transportation Element. Existing pedestrian facilities in the City of Yakima are illustrated in Exhibit 4-3.

Sidewalks

The most complete system of sidewalks is located within the central business district and downtown area. Sidewalks are generally provided on both sides of the street in these areas, but may not have standard curb ramps or other ADA facilities. Many of the older residential neighborhoods east of 16th Avenue also have sidewalks, along with the east-west arterial and collector roadways extending to the western sections of the city.

Shared-Use Trails

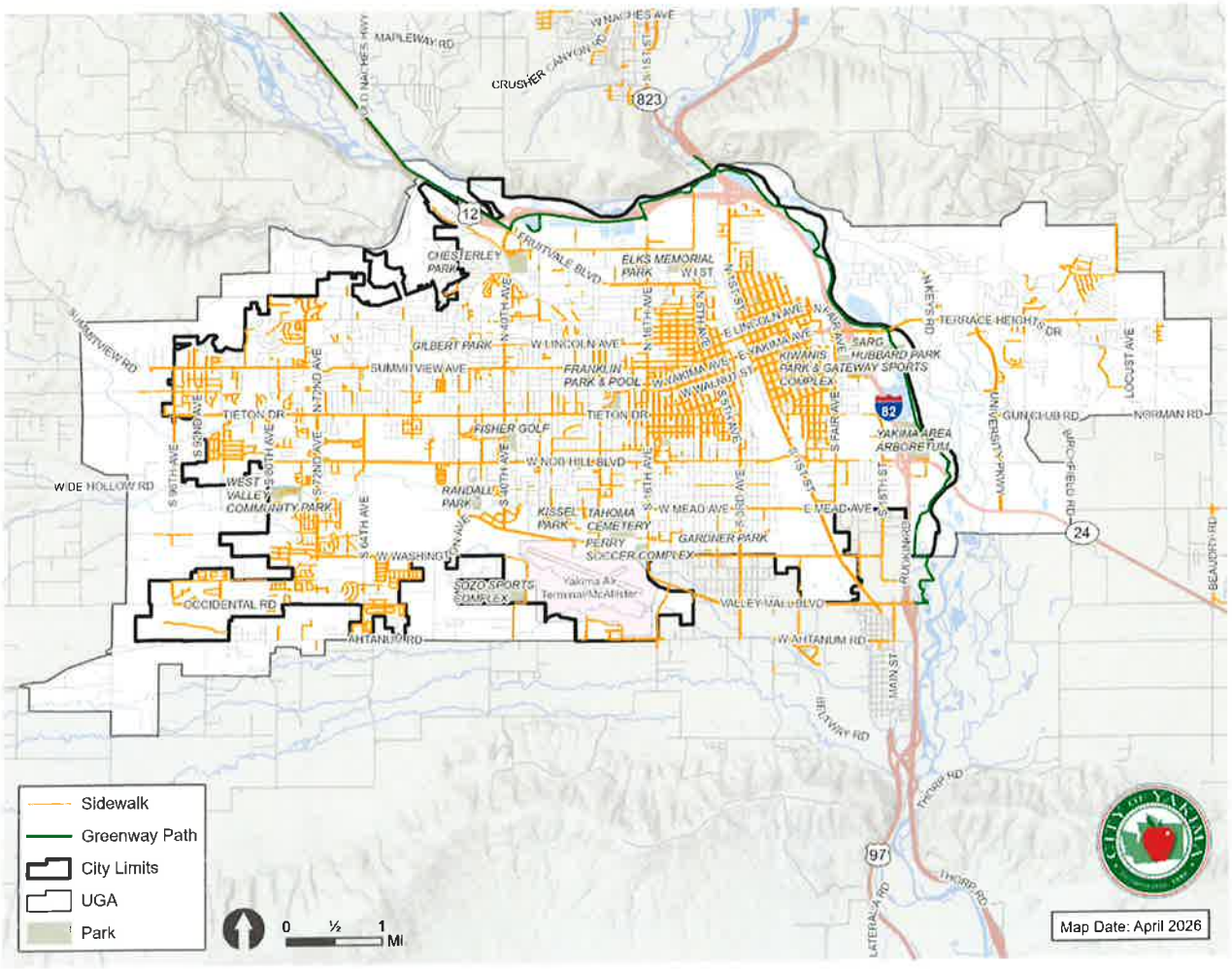
Yakima has several important shared-use trails that provide critical connections and enhance pedestrian travel. These off-street facilities include pathways and unpaved trails that are used by all types of non-motorized users. The Powerhouse Canal Pathway, Yakima Greenway, Walter Ortman Parkway, William O. Douglas Heritage Trail and several unnamed neighborhood connector paths support pedestrian travel in Yakima.

The Powerhouse Trail, Walter Ortman Parkway, and the Yakima Valley Greenway Trail are recreational and commuting trails. The Yakima Valley Greenway Trail is approximately 18 miles long and provides access to several parks, fishing lakes, playgrounds, and natural areas along the north and east sides of the city. The Powerhouse Trail is an in-city trail that connects to schools, city parks, and residential areas. The Walter Ortman Parkway, along Willow Street from 10th to 6th Ave, connects to the Powerhouse Canal Pathway through McGuinness Park.

Shared-use trails may be primarily used for recreational purposes, but also serve commuter and utility travel between neighborhoods and to surrounding areas. Standard trails are separated from the roadways and vary in width from approximately 5 feet to 12 feet wide. ADA access is provided on many trails, but some may not include these features. Shared-use trails are also important linkages for bicycle travel.



Exhibit 4-3. Existing Pedestrian Facilities



Bicycle Facilities

Bicycling is an important and growing mode of travel for people in cities across the country. When appropriately planned, bicycle routes have a role in reducing congestion, improving air quality, providing travel choices, encouraging exercise and recreation, and providing greater mobility for those without access to a vehicle. Existing bicycle facilities and descriptions are coordinated and consistent with the *Bicycle Master Plan* (City of Yakima, 2017).

There are a range of bicycle treatments available for cities to provide comfortable space for cyclists of all ages and abilities. The City of Yakima has three types of bicycle treatments: shared lanes, bicycle lanes, and shared-use trails. Existing bicycle facilities are shown in Exhibit 4-4 and described in the sections that follow.

Shared Lanes

While not formal bicycle facilities, roadways with shared lane markings, or sharrows, can provide connectivity for experienced cyclists. Shared lane markings are a tool that can assist cyclists and motorists by providing wayfinding and bicycle route definition, indicating appropriate bicycle positioning

on a roadway, and increasing safety and visibility. The Yakima Bicycle Masterplan recommends conversion of many of the City's existing signed bike routes and roadways with shared lane markings to dedicated bicycle facilities.

Bicycle Lanes

Bicycle lanes are striped roadway space dedicated for cyclists and are typically provided on the edge of the traveled way. Bicycle lanes may be included on both sides of the roadway or on one side of a sloped roadway where there is not sufficient space for bicycle lanes in both directions. They are typically 4 to 6 feet in width (not including vehicle buffers) and are marked with a wide white stripe or buffer area.

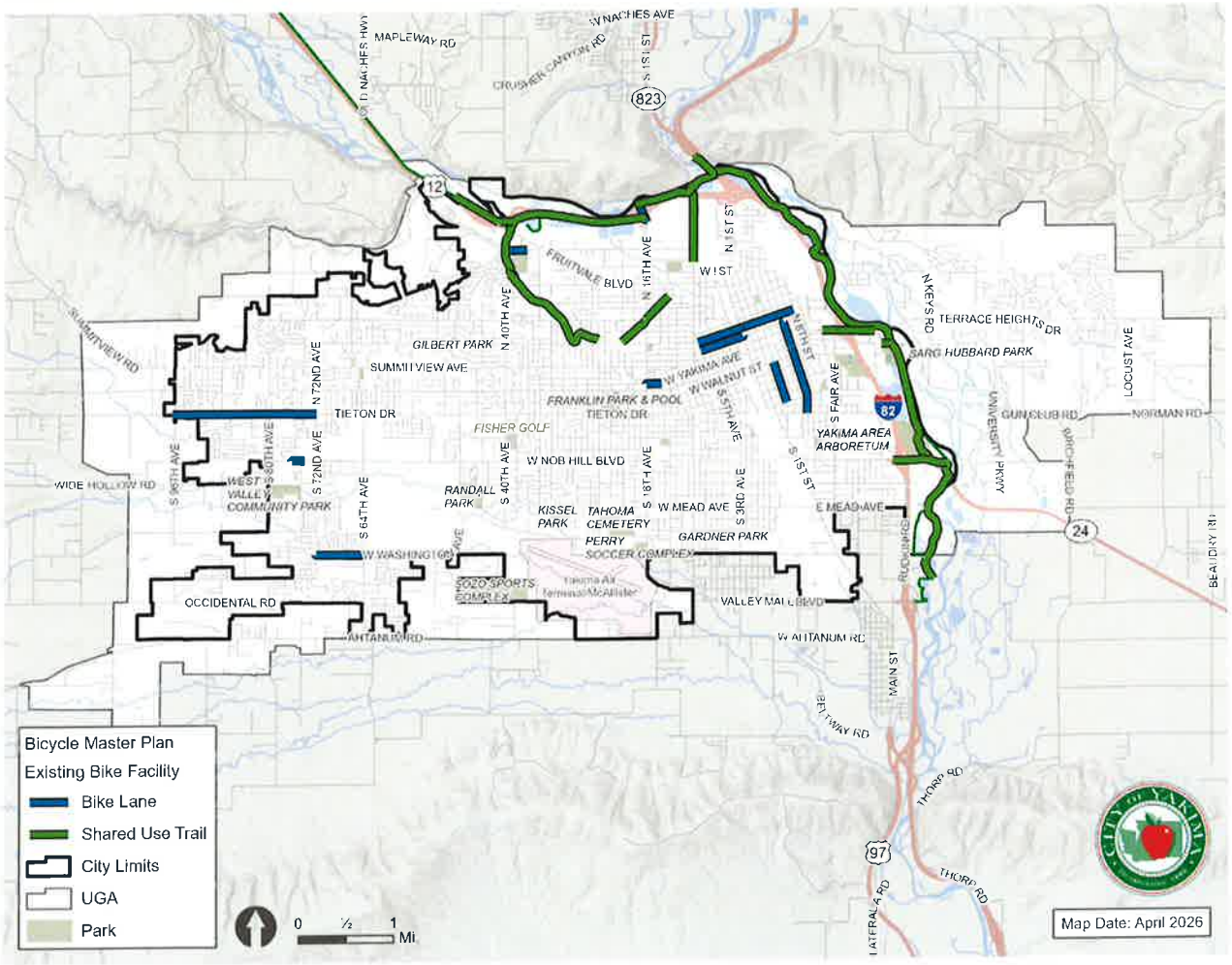
Yakima has approximately 5 miles of bike lanes currently installed. Bicycle lanes are present in the central business district on W Lincoln Avenue, W MLK Jr. Boulevard, S 3rd Street, and S 6th Street. There are also a few segments of bike lanes on the east end of town on Tieton Drive, W Nob Hill Boulevard,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

Shared-Use Trails

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



Exhibit 4-4. Existing Bicycle Facilities



Transit Facilities and Ridership

Yakima Transit serves the city of Yakima with fixed route and paratransit services. In addition to these core services, Yakima Transit also provides the Yakima-Ellensburg Commuter service during morning and evening commute periods. Yakima Transit provides connections to rail, air, and other fixed-route services. Information in this section is coordinated and consistent with the *Transit Development Plan* (Yakima Transit, 2023).

Fixed Route Service

As of 2026, Yakima Transit operated Fixed-route bus service along ten different routes that operate between the hours of 6:00am and 7:00pm within the City of Yakima. Weekday routes are operated with one-hour and half-hour headways on most routes, while Saturday and Sunday routes are operated on an hourly basis. Exhibit 4-5 summarizes fixed route service, including the commuter route service between Yakima and Ellensburg.

Yakima-Ellensburg Commuter Service

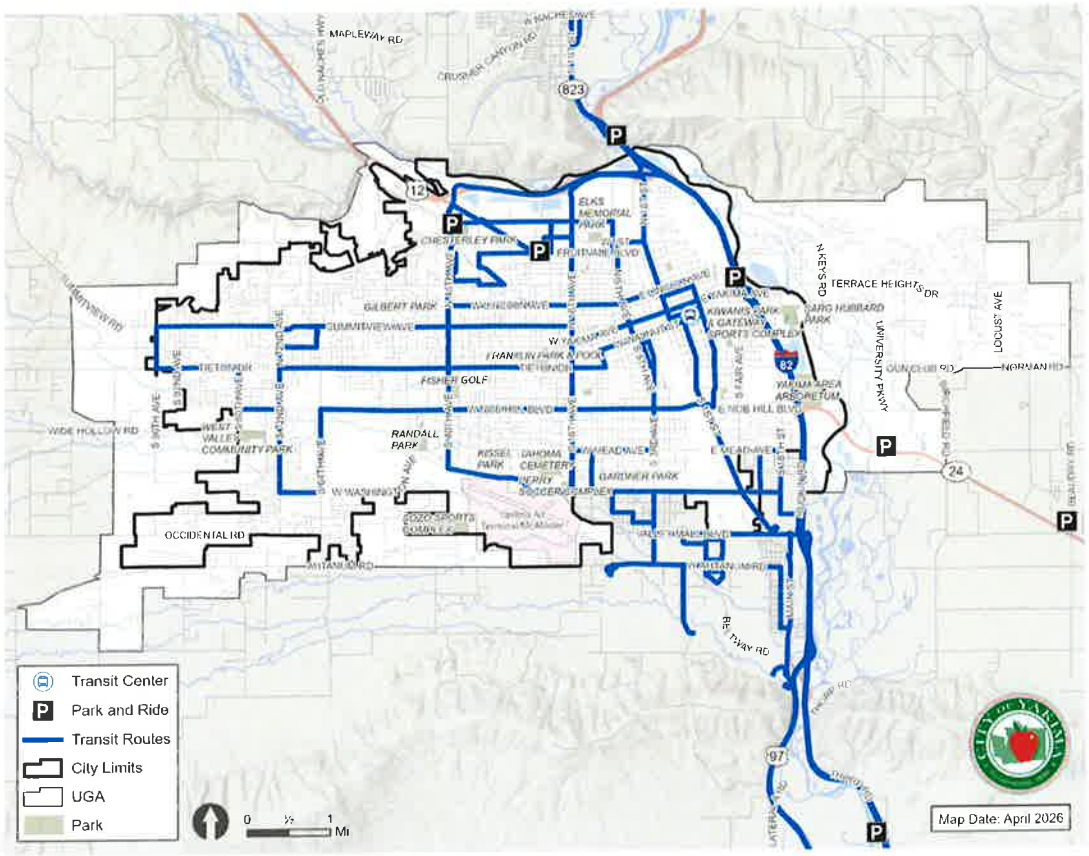
Yakima Transit hired Central Washington Airporter to operate the Yakima-Ellensburg Commuter service as a partnership with Central Washington University and WSDOT.

Exhibit 4-5. Existing (2026) Fixed Route Summary

Route	Description	Type of Service	Frequency
1	Service along Summitview / Lincoln Avenue from 96th Avenue to Yakima Transit Center	Weekday, Saturday, Sunday	Every 60 mins
2	Service via Tieton Drive and Nob Hill Boulevard to Yakima Transit Center	Weekday, Saturday, Sunday	Every 30 mins
3	Service from Castlevale to Yakima Transit Center via 40th Avenue and River Road	Weekday, Saturday	Every 60 mins
4	Service from Yakima Transit Center to Castlevale via 16th Avenue	Weekday, Saturday, Sunday	Every 60 mins
5	Service from 72nd Avenue on Nob Hill Boulevard to Yakima Transit Center via Tieton Drive	Weekday, Saturday	Every 30 mins
6	Service from Yakima Transit Center to N 4th Street via Fair Avenue (and back)	Weekday, Saturday, Sunday	Every 30 mins
7	Service from BiMart and Chesterly Park P&R to Yakima Transit Center via 40th Avenue, Washington Avenue, and S 1st Street	Weekday, Saturday	Every 30 mins
8	Service from Yakima Transit Center to City Hall via Yakima Avenue and N 1st Street	Weekday, Saturday, Sunday	Every 30 mins
9	Service from Yakima Transit Center to BiMart and Chesterly P&R via Fruitvale Boulevard	Weekday, Saturday, Sunday	Every 30 mins
11	Yakima – Ellensburg Commuter from Yakima Airport to downtown Ellensburg	Commuter	Every 90 mins

Exhibit 4-6 identifies the roadways with transit service, which are identified as transit corridors.

Exhibit 4-6. Existing Transit Corridors



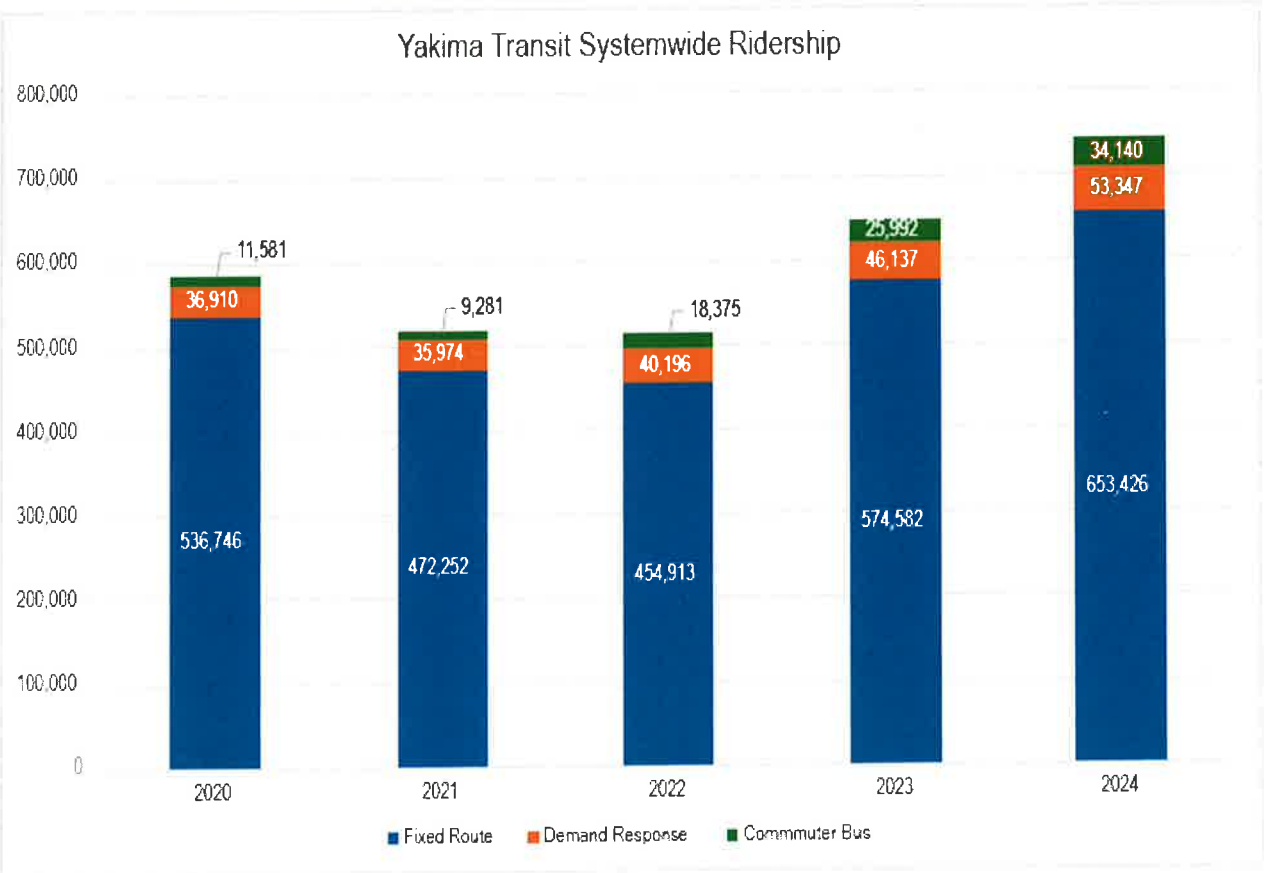
Paratransit Service

Paratransit service (Dial-a-Ride) is provided by Yakima Transit for patrons who cannot use fixed-route bus services due to a disability and in accordance with ADA. This service provides curb-to-curb paratransit service during the same operating days and hours of local fixed route service. Paratransit services are provided, door-to-door, to eligible clients and serves the areas within the city limits of Yakima and Selah and some trips into the City of Union Gap.

System-Wide Ridership

Yakima Transit reports ridership for all services in the *Transit Development Plan*. Similar to tracking trends in vehicle volumes, the number of annual passenger boards is important to the success and performance of a transit system. Exhibit 4-7 shows system-wide annual boardings for the most recent 5 years of available data.

Exhibit 4-7. Historical Yakima Transit Ridership



As shown in Exhibit 4-7, annual boards dropped from 2020 to 2022 in the pandemic era but have since increased significantly in both 2023 and 2024. The fixed route system saw an increase of about 200,000 riders between 2022 and 2024.

Park-and-Rides

There are five park and ride locations served by Yakima Transit:

- **Chesterly Park** at the North 40th Ave / River Road intersection has approximately 50 spaces.
- **Gateway Information Center** along Fair Avenue at I-82 ramps has approximately 64 parking spaces.
- **Public Works Facility** at N 23rd Avenue / Fruitvale Boulevard has approximately 88 spaces.
- **Firing Center** Park & Ride Lot in Selah is served by the Yakima—Ellensburg Commuter service and has approximately 35 parking spaces.
- **Selah Civic Center** Park & Ride lot located next to the Selah Civic Center in downtown Selah

The Park-and-Ride lots were shown previously in Exhibit 4-6.

Yakima Transit Center

Yakima has one major transit center in its downtown area. The Yakima Transit Center is located along 4th Street between Chestnut Avenue and Walnut Avenue. All Yakima Transit Routes are routed through the Yakima Transit Center. The transit center can accommodate up to 12 buses at a time.

The location of the Yakima Transit Center was shown previously in Exhibit 4-6.



Freight Corridors

Centrally located for companies that rely on distribution throughout Washington State, the City of Yakima is a natural distribution hub served by many freight routes. Planning for freight is an important component to Yakima's overall economy. While the City does not have designations for freight routes, WSDOT maintains a classification system for freight corridors statewide, including Yakima.

The Washington State Freight and Goods Transportation System (FGTS) classifies highways, county roads, and city streets according to the average annual gross truck tonnage they carry. Truck tonnage values are derived from actual or estimated truck traffic count data that is converted into average weights by truck type.

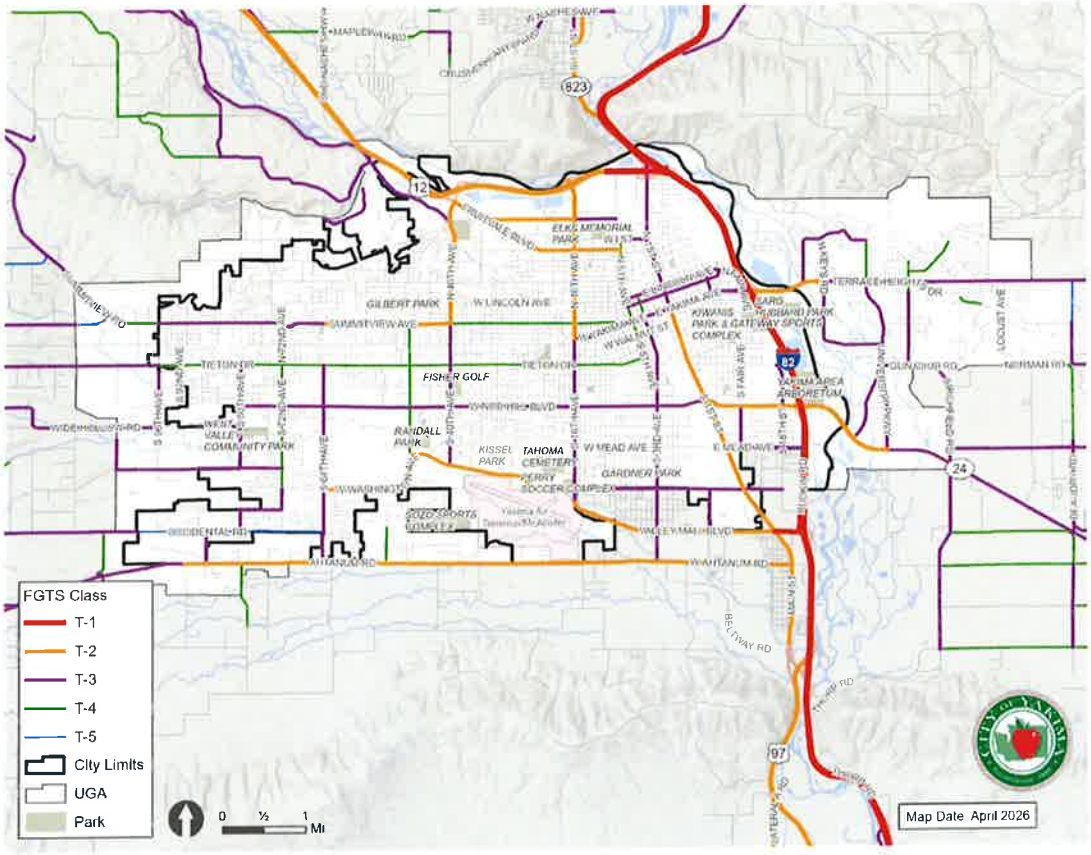
The FGTS uses five truck classifications, T-1 through T-5, depending on the annual gross tonnage the roadway carries. Yakima has roadways or roadway segments that fall into every classification level.

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

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

corridors and important connections to other regional destinations. Freight corridors are illustrated in Exhibit 4-8.

Exhibit 4-8. Existing Freight Corridors



Rail Lines and Crossings

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

At-Grade Rail Crossings

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

To reduce the negative impacts of at-grade rail crossings, the City has completed several grade separation projects, including the completion of the MLK Jr. and Lincoln Avenue grade separation projects in 2013 and 2014.

Air Facilities

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

4.1.2. Transportation System Performance

Performance of the transportation system includes an evaluation of all modes based on City standards and available analysis tools. The existing performance results contained in this section will set the stage for the evaluation of the forecast (2050) transportation system. The following sections describe vehicular operations at intersections and on corridors, non-motorized operations, and transit service operations.

Intersection Operations

Intersection traffic operations evaluate the performance of signalized and stop-controlled intersections according to the industry standards set forth in the HCM 7th Edition and described in 2.2.1 Vehicle Level of Service. PM peak hour traffic operations were evaluated at 30 study intersections using Synchro version 10.1. The PM peak hour intersection operations were selected due to the higher typical traffic volumes occurring during that time period for a single hour between 4 and 6 p.m.

Existing (2026) Intersection LOS

City of Yakima LOS standards are identified in this Comprehensive Plan for roadways within the City. For these roadways, the standard is LOS D. Existing levels-of-service at key intersections in City of Yakima are shown in Exhibit 4-9. The results of the LOS analysis indicate that all study intersections currently meet City LOS standards, except for three intersections located at S 72nd Ave / W Washington Ave, and S 40th Ave / W Nob Hill Blvd, and S 18th St / E Nob Hill Blvd (Signal). These three intersections are located on arterial roadways which are designated to serve a high number of vehicles.

Corridor Capacity

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

In situations where the roadway has an excess of capacity, the number of travel lanes could be reduced to include bike lanes or other enhanced non-motorized facilities in the street right-of-way. Average Daily Traffic was shown previously in Exhibit 4-2.

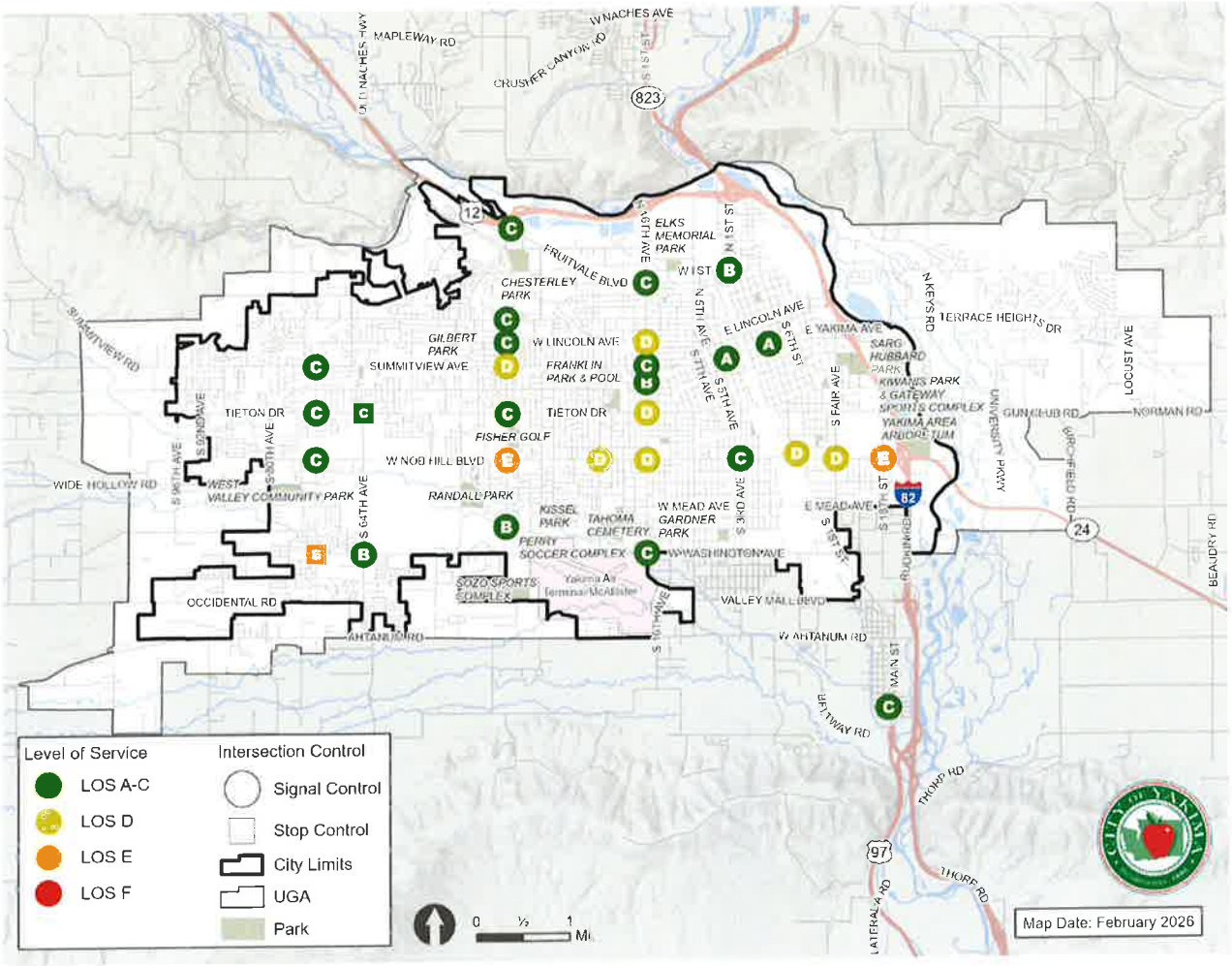
General Guidance on Corridor Capacities

The specific corridor capacity is calculated based on hourly vehicle traffic volumes and can be impacted by many characters such as speeds, number of lanes, lane widths, on-street parking, and the number of access points per mile. In addition, intersection capacity constraints can limit the number of vehicles that

a corridor can efficiently move. However, transportation professionals have created general guidance ("rules of thumb") on how to size major urban streets based on Average Daily Traffic volumes, such as:

- 3-lane urban street capacity: 18,000 ADT
- 4-lane urban street capacity: 25,000 ADT
- 5-lane urban street capacity: 34,000 ADT

Exhibit 4-9. Existing Intersection Vehicle Level of Service



Active Transportation LOS

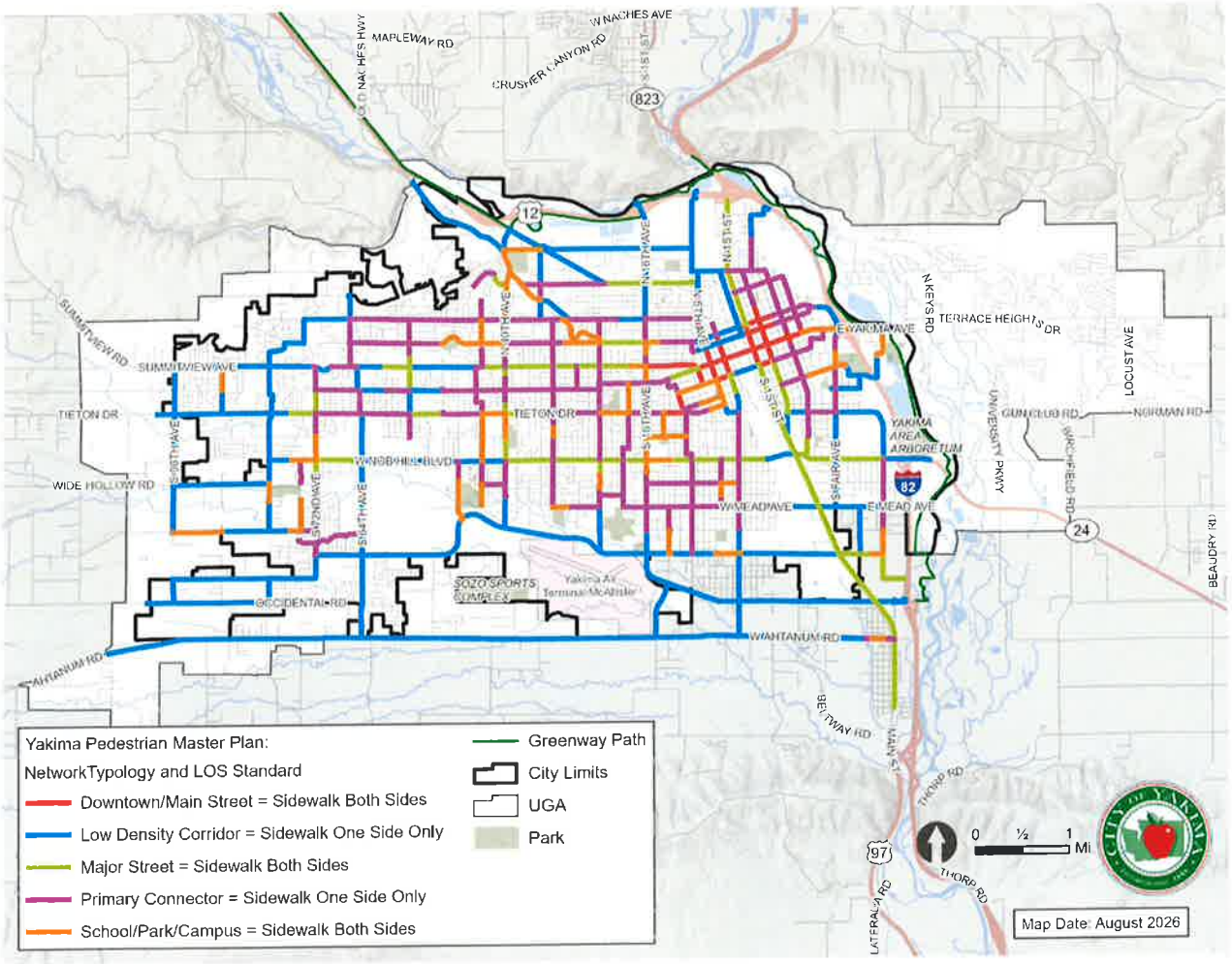
The 2026 Transportation Element supplements the 2021 Pedestrian Master Plan and the 2017 Bicycle Master Plan to meet current policy direction from the GMA and WSDOT by establishing an active transportation network, performance measures, and MMLOS standards. Background information on the level of service standards is discussed in Volume I of the Comprehensive Plan.

Pedestrian Route Classification

The Yakima Pedestrian Master plan identifies priority routes for pedestrian improvements in the city. These routes were based in part on the modal priorities set in the preceding 2040 Transportation Systems Plan, as well as the results of a needs assessment and public engagement. The network

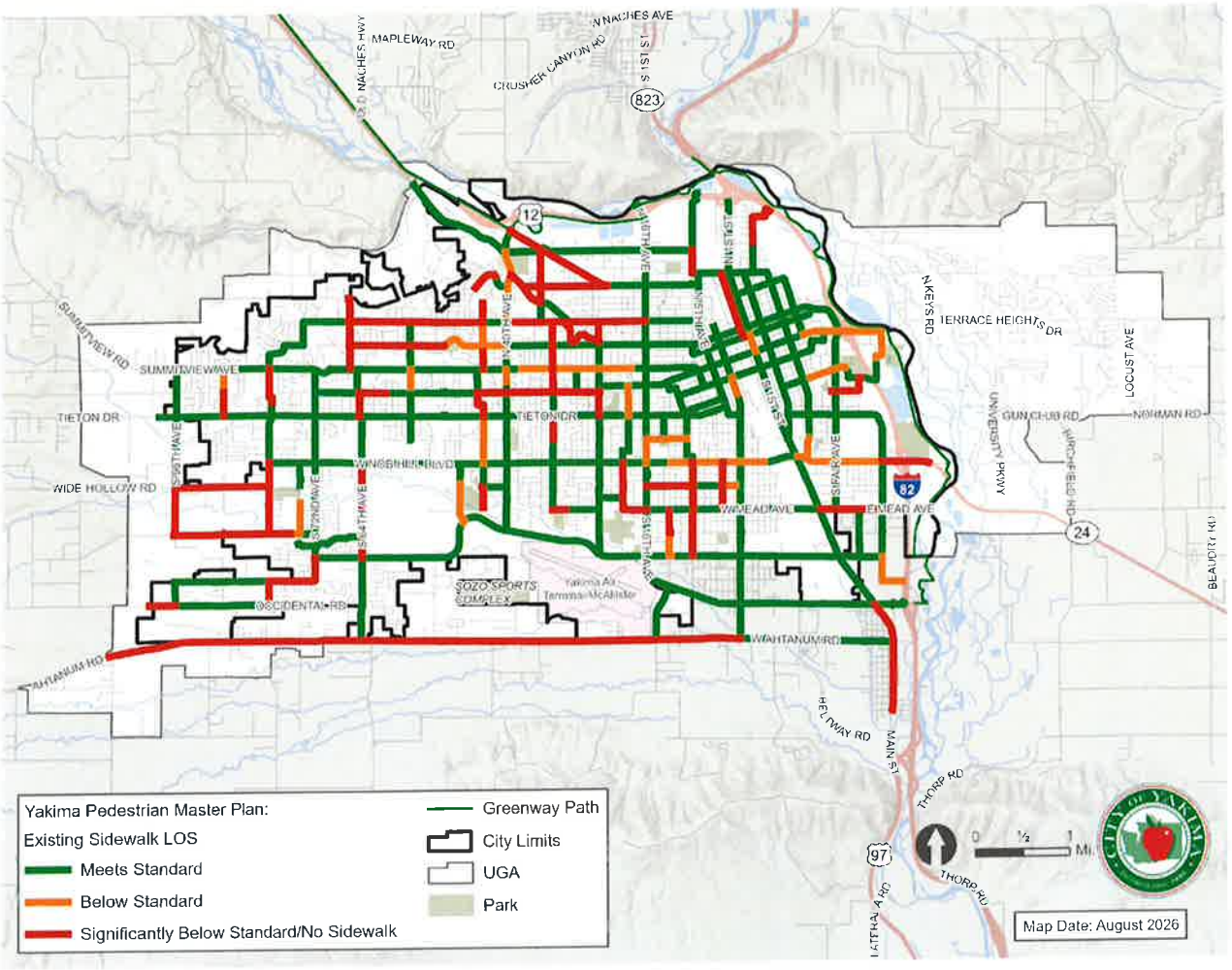
identifies specific infrastructure needs in various parts of the city by identifying network typologies. These network typologies are based on the pedestrian travel demand and character of the roads along these corridors. The LOS standards for each typology are based on the recommended sidewalk network, however, when planning for the needs of each location related to crossings, ADA accessibility, and other safety improvements, further study and consultation with the pedestrian master plan are recommended. Exhibit 4-10 shows the distribution of network typologies in the city and their corresponding LOS standards. The LOS standards for the network were developed to indicate how closely the existing facilities match the intended facilities from the network typology.

Exhibit 4-10. Network Typology and LOS Standard



Existing pedestrian LOS is shown on Exhibit 4-11.

Exhibit 4-11. Existing Pedestrian Level of Service



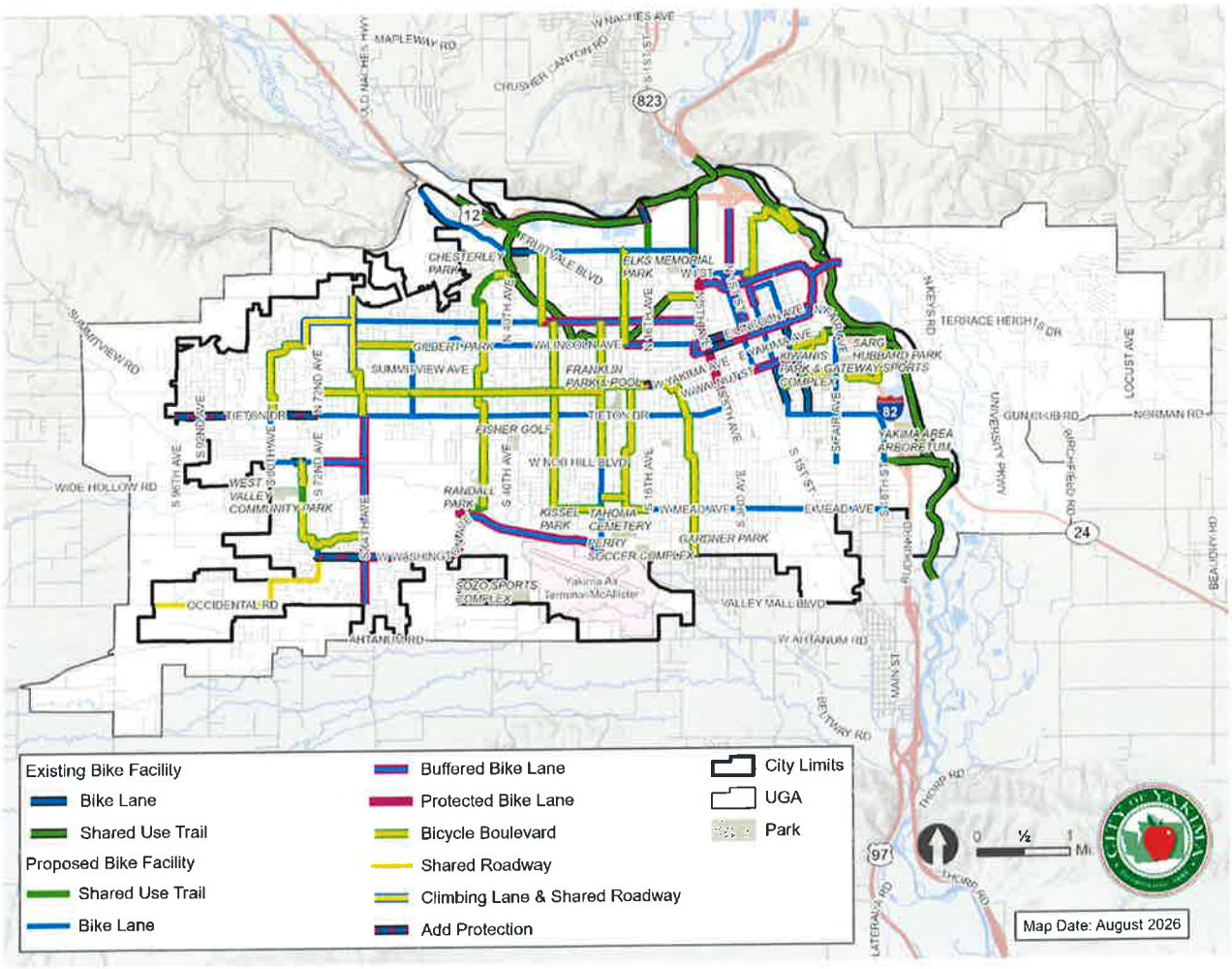
Existing Pedestrian LOS generally meets standards in the downtown area, with a few key exceptions. The sidewalk network is largely built out in the downtown core and along major east west corridors like Nob Hill, Tieton and Summitview. However, many roadways in the northern areas of the city (such as Englewood) lack sidewalks.

Bicycle Levels of Service

The 2017 Bicycle Master plan (BMP) developed a proposed bicycle network by combining Yakima's existing bicycle facilities with critical access connections across barriers such as railways and freeways, arterials with excess capacity, trail network connections and continuous residential streets. The bicycle master plan recommended several different facility types including bike lanes, shared use trails, and shared roadways. Facility types were chosen for the identified corridors based on need, ease of implementation, and public input. An additional facility type, "bicycle boulevards" was also included, with planned facilities such as signage, speed humps, and other traffic calming measures. Many of these corridors already existed as signed bicycle routes but were not up to existing Manual on Uniform Traffic Control Devices (MUTCD) or Association of American State and Highway and Transportation Officials (AASHTO) standards at the time of writing the BMP. Exhibit 4-12 shows the existing and proposed facilities in the bicycle network.

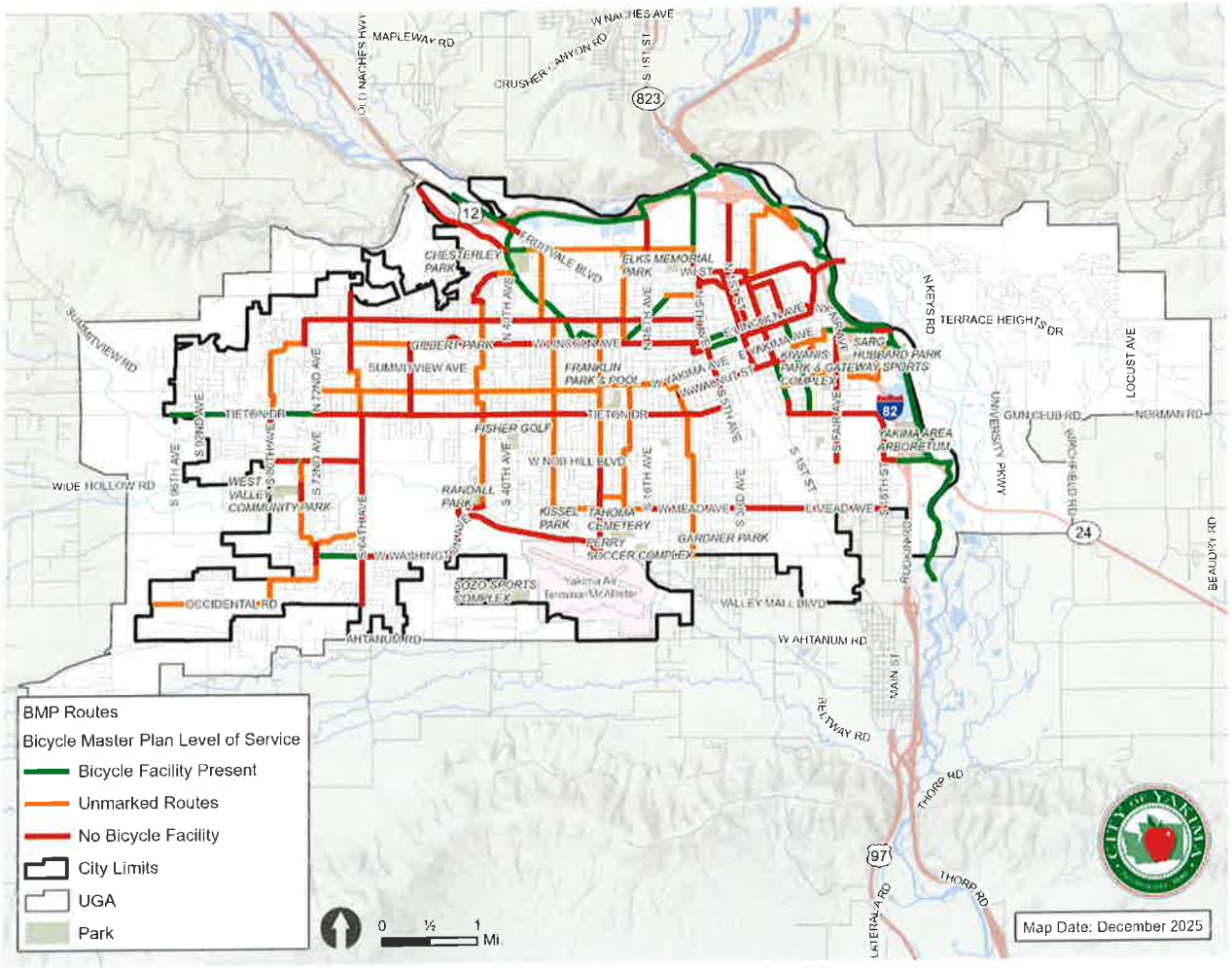
The LOS standards for the bicycle network are a direct measurement of the planned network identified in the BMP. Wherever a facility is proposed where none are present this is considered a 'gap' in the network.

Exhibit 4-12. Existing and Proposed Bicycle Facilities



The existing levels of service for the bicycle network are shown in **Exhibit 4-13**.

Exhibit 4-13 Existing Bicycle Level of Service



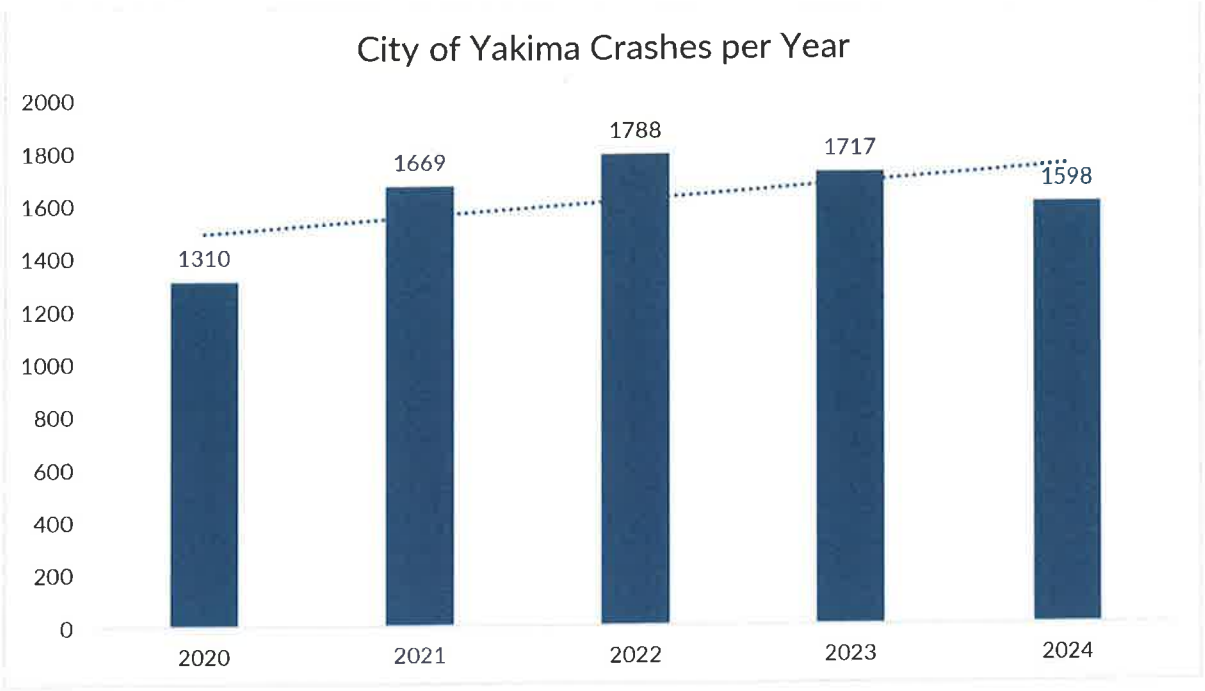
4.1.3. Transportation System Safety

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. Records for the most recent complete five-year period were reviewed and include all collisions reported for the period of January 1, 2020 to December 31, 2024 in City of Yakima as provided by WSDOT. An evaluation of the location and severity of reported collisions was completed to identify potential safety issues for vehicles, pedestrians, and cyclists.

Safety Analysis

The most recent collision data during a five-year period for all roadways in the City of Yakima, excluding state highways and interstates, were used for analysis. The total number of collision records reviewed over the 5-year period totaled over 8,000, and the number of collisions reported by year is shown in Exhibit 4-14.

Exhibit 4-14. Total of All Reported Collisions (2020 – 2024)

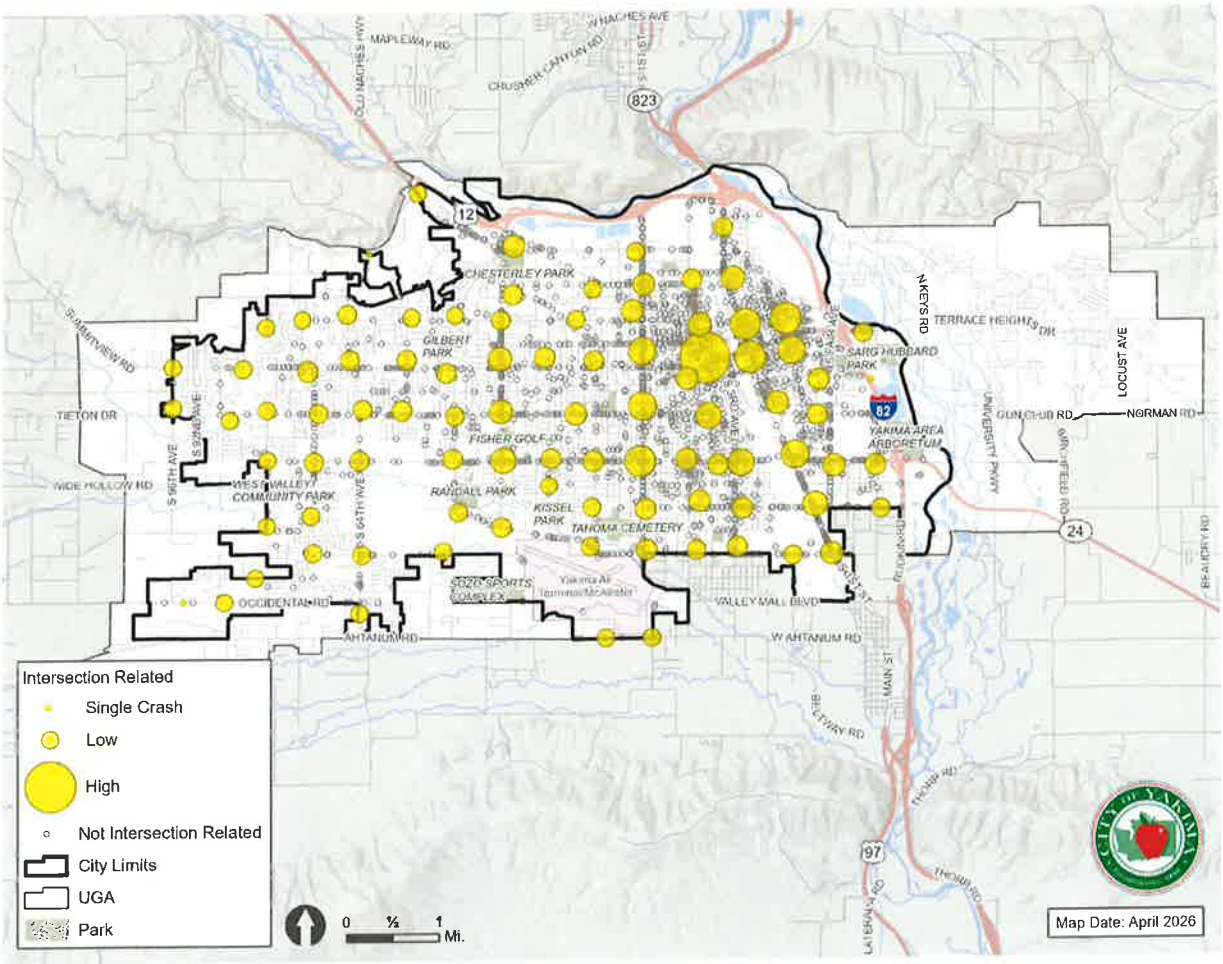


As shown in the figure, the total number of collisions was lowest in 2020 before significantly increasing through 2022. Though crashes declined between 2022 and 2024, the graph in Figure 2-10 shows a steady increase in the crash trend over the total five-year period. This trend follows national observations in the total number of crashes during COVID stay-at-home orders, and the sharp increase in crashes in the years following the end of the quarantine as more people began driving again.

The total collisions over the 5-year study period are shown in Exhibit 4-15.

The locations of collisions were mapped to identify roadway segments and intersections with the most frequent number of collisions. Roadways with higher volumes, such as Principal Arterials, generally have higher numbers of collisions.

Exhibit 4-15. Vehicle Collisions (2020 – 2024)



Collision Severity

Intersections with observed collision rates higher than the critical collision rate were flagged for further review, consistent with guidance provided in the *Highway Safety Manual* (AASHTO, 2010). The type and severity of reported collisions provides insight into the circumstances that resulted in higher collision rates at these intersections.

The critical collision rate calculated for each intersection compares that location to other intersections in the City that have similar characteristics. Three groups of intersections were evaluated that included signals, two-way stop-controls, and all-way stop-controls. This is consistent with guidance provided in Chapter 4 of the *Highway Safety Manual*. Exhibit 4-16 summarizes the factors and calculations used to determine the critical collision rate for the study intersections.

As shown in Exhibit 4-16, 13 intersections had an observed collision rate higher than the intersection's critical collision rate. The 16th Avenue/Nob Hill Boulevard intersection had the highest observed collision rate at 0.99 with "approach turn" and "rear-end" being the predominant collision types.

The remaining intersections had rates between 0.51 and 0.83 with angle crashes being the most common. Generally angle crashes are associated with poor visibility conditions.

Eight of the thirteen intersections had collisions with pedestrians or bicycles. Of those 8 intersections, the 16th Avenue/ Fruitvale Boulevard intersection had the most with two pedestrian collisions and one bicycle collision.

Both of the two-way stop-controlled study intersections, W Washington Avenue/S72nd Avenue, and 64th Avenue/Tieton Drive had observed collision rates higher than critical collision rates.

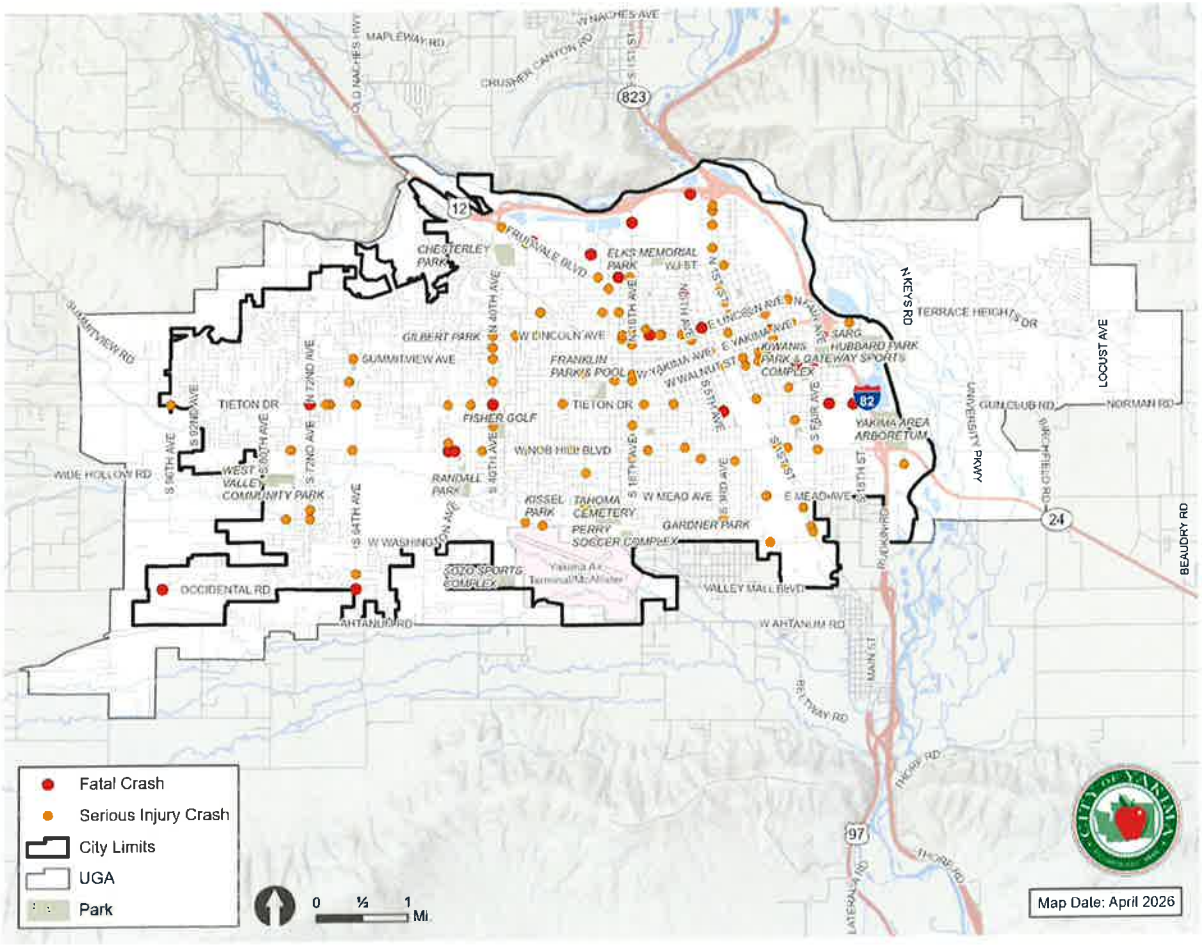
Exhibit 4-16. Intersections with Collision Rates Exceeding the Critical Collision Rate (2020-2024)

Intersection	Peak Hour TEV[1]	Intersection Control	Number of Collisions	Pedestrian /Bicyclist Collisions	Observed Collison Rate[2]	Critical Crash Rate[4]	Primary Collision Type
E Nob Hill Blvd/Fair Ave	2,266	Signal	37	0	0.89	0.41	Angle
W Washington Ave/S 72nd Ave	1,128	TWSC	10	0	0.49	0.21	Angle
N 3rd Ave/Yakima Ave	1,824	Signal	18	0	0.54	0.33	Angle
18th Ave/Nob Hill Blvd	2,736	Signal	28	1	0.56	0.50	Rear End
72nd Ave/Nob Hill Blvd	2,210	Signal	21	2	0.52	0.40	Approach Turn
64th Ave/Tieton Dr	1,570	TWSC	15	0	0.52	0.29	Angle
40th Ave/Washington Ave	2,388	Signal	24	0	0.55	0.44	Approach Turn
16th Ave / Fruitvale Blvd	3,020	Signal	43	3	0.78	0.55	Approach Turn
16th Ave/Lincoln Ave	3,398	Signal	52	2	0.84	0.62	Rear End
16th Ave/Yakima Ave	2,451	Signal	23	2	0.51	0.45	Rear End
16th Ave / Nob Hill Blvd	3,726	Signal	67	1	0.99	0.68	Approach Turn
3rd Ave/Nob Hill Blvd	3,420	Signal	39	1	0.62	0.62	Approach Turn
1st Ave/I St	1,968	Signal	24	1	0.67	0.36	Angle/ Rear End

(1) Total Entering Vehicles.
(2) Collisions per MEV.
(3) Calculated per Equation 4-11 in the *Highway Safety Manual.*

A map of the crashes that resulted in fatal and serious injuries are shown in Exhibit 4-17.

Exhibit 4-17. Fatal and Serious Injury Crashes (2020 – 2024)

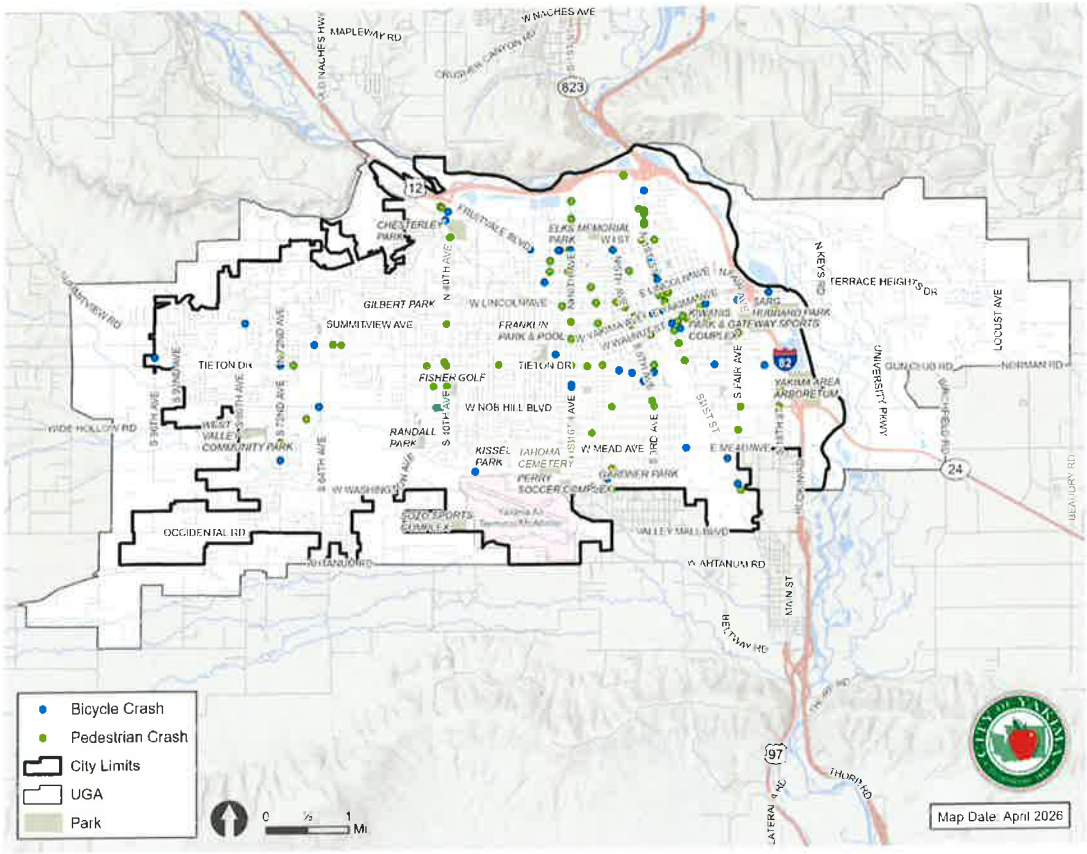


Pedestrian and Bicycle Safety

Collisions with pedestrian and bicycle crashes were reviewed over the 5-year period of crash data obtained from WSDOT. There were a total of 196 pedestrian and bicycle crashes reported in the city during the analysis period, including 12 fatal and 33 serious injury crashes. Twenty-six of the 196 pedestrian and bike crashes occurred at study intersections. Locations that experienced multiple non-motorized collisions were reviewed for any crash patterns. Roadways with higher vehicle turning movements create safety concerns for pedestrians and cyclists. Locations where sidewalks are not present or only available on one side of the street can also be particularly hazardous. In addition, the lack of safe crossings on some corridors may be a factor because pedestrians and cyclists could be crossing at unsafe locations.

The location of all non-motorized collisions reported over the 5-year study period are shown in Exhibit 4-18.

Exhibit 4-18. Pedestrian and Bicycle Collisions (2020 – 2024)



4.2. Travel Forecasts and Alternatives Evaluation

In addition to addressing existing needs, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. For this current update effort, the City decided to use 2050 as the long-range horizon, consistent with the Land Use Element of the City's Comprehensive Plan. The longer-range horizon year allows the City to better plan for and scale transportation facilities that are needed as the City changes over the next two decades.

The following provides an overview of the travel demand model used to create the forecasts and evaluate alternatives. It summarizes the land use assumptions and network alternatives. The alternatives evaluations are presented, resulting in the development of the framework for the Transportation Element and improvement projects, which are presented in 4.3.

4.2.1. Travel Demand Model and Land Use Forecasts

The YVCOG's regional travel demand model was used to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the

projected growth in housing and employment. The model is also useful in evaluating the impact of changes to the roadway network.

Travel forecasts are largely derived based on changes in households and employment within the study area. In addition, the model land use forecasts reflect regional planning assumptions as defined by Yakima County's growth allocations and YVCOG. Additional information on residential and employment land use forecasts assumed for the transportation analysis can be found in the Land Use Element of the City's Comprehensive Plan. The 2050 forecast assumed the following improvements:

- Add left turn lanes at the intersection of 16th Avenue and Tieton Drive
- Realign the intersection of Washington Avenue and S 1st Street & add two-way left turn lane to Washington Avenue.

4.2.2. Vehicle Forecast Conditions (2050)

Forecast travel conditions estimate where future bottlenecks may occur based on future travel demand. Travel demand is based on anticipated changes to land use and the types of trips generated based on the population and employment allocations described in the Land Use Element. The aggregation of those trips on City roadways provides planners with a future snapshot of the transportation system as a whole. Exhibit 4-19 summarizes the existing and forecast 2050 intersection LOS. Intersection LOS is graded from LOS A (little to no vehicle delay) to LOS F (substantial delay, intersection failing). The city's vehicle intersection LOS standard is set at LOS D.

Exhibit 4-19. Existing and Future Intersection LOS Summary

Intersection Location	Traffic Control	Existing (2025)	2050 Forecasts
72nd Ave / Summitview Ave	Signal	C	D
72nd Ave / Tieton Dr	Signal	C	C
72nd Ave / Nob Hill Blvd	Signal	C	C
72nd Ave / Washington Ave	TWSC	E	A
64th Ave / Tieton Dr	TWSC	C	F
64th Ave / Washington Ave	Signal	B	C
40th Ave / Fruitvale Blvd	Signal	C	B
40th Ave / Englewood Ave	Signal	C	C
40th Ave / Lincoln Ave	Signal	C	C
40th Ave / Summitview Ave	Signal	D	D
40th Ave / Tieton Dr	Signal	C	E
40th Ave / Nob Hill Blvd	Signal	E	E

Intersection Location	Traffic Control	Existing (2025)	2050 Forecasts
40th Ave / Washington Ave	Signal	B	B
24th Ave / Nob Hill Blvd	Signal	D	D
16th Ave / Fruitvale Blvd	Signal	C	C
16th Ave / Lincoln Ave	Signal	D	D
16th Ave / Summitview Ave	Signal	C	D
16th Ave / Yakima Ave	Signal	B	B
16th Ave / Tieton Dr	Signal	D	C
16th Ave / Nob Hill Blvd	Signal	D	E
16th Ave / Washington Blvd	Signal	C	C
3rd Ave / Yakima Ave	Signal	A	A
3rd Ave / Nob Hill Blvd	Signal	C	D
1st St / 'I' St	Signal	B	B
1st St / Yakima Ave	Signal	C	C
1st St / Nob Hill Blvd	Signal	D	E
1st St / Washington Ave	Signal	C	C
3rd St / Yakima Ave	Signal	A	A
Fair Ave / Nob Hill Blvd	Signal	D	D
18th St / Nob Hill Blvd	Signal	E	D

Traffic volumes in urban areas are typically highest during the weekday PM peak hour. This reflects the combination of commuter work trips, shopping trips, and other day-to-day activities which result in travel between 4:00 and 6:00 p.m., Monday through Friday. Therefore, the weekday PM peak hour is typically used for evaluating transportation system needs.

The 2050 Baseline transportation system includes committed transportation system projects – those currently under construction or fully funded. As a conservative assessment of vehicle forecast conditions, the Baseline model did not assume significant changes to the City of Yakima network. The YVCOG model included an additional lane of capacity along I-82 through the urban areas of the county. In addition, the YVCOG model included a new east-west road corridor connecting northeast Yakima to eastern county areas across I-82 and the Yakima River.

Forecast Operations with Plan Framework

The 2050 Baseline model includes roadway capacities that provide an estimated volume-to-capacity (v/c) ratio that is used to identify general areas where weekday PM peak hour volumes approach or exceed the capacity of the roadway. A roadway with a v/c ratio of 1.0 is assumed to be at capacity. As vehicle volumes approach peak roadway capacity, travel times and vehicle delays typically increase. While this does not necessarily mean the roadways would need widening, it does mean that these sections of roadway may need to be monitored closely. No roadway v/c issues were identified within the study area.

As described in the Existing Conditions section, intersection traffic operations evaluate the performance of signalized and stop-controlled intersections according to the industry standards set forth in the Highway Capacity Manual 7th Edition (Transportation Research Board). Peak hour traffic operations were evaluated at the study intersections based on level-of-service (LOS) methodology.

City of Yakima LOS standards are identified in this Comprehensive Plan for roadways within the incorporated areas of the City. For these roadways, the City maintains an adopted standard of LOS D. The results of the LOS analysis indicate that all study intersections will meet City LOS standards with existing configurations and controls, except for the intersections highlighted in red in Exhibit 4-19.

Selected transportation projects described in 4.3. were developed to address intersection and roadway deficiencies found in the land use scenarios. 4.4. has more discussion about how and why projects were identified and selected for the Transportation Element.

4.2.3. Non-Motorized Forecast Conditions

The non-motorized transportation network within the City of Yakima and its UGA serves pedestrians, cyclists, and other types of non-motorized users. The future non-motorized transportation network contained in the Transportation Element builds upon previous planning efforts that have identified future routes for bicyclists and pedestrians. These plans identify future pedestrian and bicycle routes for the City of Yakima through a combination of on-street facilities and off-street pathways provide the core network for walkers, cyclists, and other non-motorized users to travel.

The City of Yakima will continue to develop pedestrian and bicycle facilities as part of its transportation system improvements. The TSP identifies the desired pedestrian and bicycle systems plans, which will guide the development and implementation of improvement projects throughout the City. The non-motorized systems plan includes facilities on arterials, collectors, and local streets, as well as multi-use trails. The bicycle and pedestrian systems plans are discussed in 4.3.1. .

4.2.4. Transit Forecast Conditions

To provide a comprehensive transportation system, the City of Yakima recognizes the importance of transit. As growth and density is encouraged in the downtown core, a frequent and reliable transit system can help move people efficiently without the use of a personal vehicle. The six-year (2016-2021) *Yakima Transit - Transit Development Plan*, contains the transit agency's short and long-range priorities, capital improvements, and planned operating changes. The City's transit system plan is discussed in 4.3.3.

4.2.5. Plan Framework

A Plan Framework was established for creating the city's long-range multimodal street network vision. The framework builds from the City's prior Comprehensive Plan and Subarea Plans, as well as other agency transportation improvement programs. Below are the five key themes used to create the Transportation Master Plan and project list.

Maintain Connected Networks

The Transportation Element specifically identifies the primary and secondary routes for each of the major travel modes within the city. When layering these separate network plans together, urban corridors were classified as "Auto Priority", "Bike/Ped Priority", or "Shared Priority". This allows project funding resources to be targeted to the best types of improvements that would complete the overall system. In addition, maintenance dollars could also be prioritized based on the anticipated street functions.

Expand Capacity on Key Corridors

Reviewing the travel demand model volume forecasts and intersection operations analysis made it clear that Principal Arterials will continue to be the core vehicle routes throughout the City. Principal Arterials should provide maximum vehicle capacity with 5 lanes, or if 5 lanes are not feasible, 4 lanes with greater access control. Arterial-to-arterial intersections should have traffic signals with separate left-turn lanes, and if necessary dual left-turn lanes and/or right-turn lanes.

Right-Size Urban Corridors

Many urban streets within the City are oversized for the traffic demands expected by 2040 and beyond. These are mostly 4-lane roads classified as local streets, major collectors, and even some minor arterials. Reducing the number of lanes to 2 or 3 lanes improves safety, allows for on-street parking, or provides space for bicycle facilities. It is also much easier to create safe pedestrian crossings on 2- or 3-lane facilities compared to 4-lane facilities.

Bridge Non-Motorized Gaps

A review of the existing pedestrian and bicycle facilities shows that there are major gaps in connectivity throughout the overall system. While all roads should accommodate all users, the Transportation Element focuses on projects that help bridge the existing gaps in the system.

Facilitate Economic Development

The transportation system can be a major component in development of economic growth in the area. Increased capacity along I-82 and related interchanges helps drive opportunities to the City. New roadways in the Cascade Mill Site area provide the backbone for redevelopment in that area. In downtown areas and other activity centers within the city, providing lower stress multimodal urban corridors promotes economic vitality for the City.

4.2.6. Emerging Transportation Trends

In addition to formal transportation analysis and forecasting, long-range planning also includes anticipating emerging transportation trends that may change basic assumptions concerning how people travel and how transportation systems operate. Transportation-related technology has advanced quickly

over the past decade, will continue to accelerate, and will create major shifts in transportation within the City of Yakima. This section describes some of these technology-related trends and the potential impacts on Yakima's transportation system.

Autonomous Vehicles (AVs)

There is a great deal of uncertainty for communities planning for autonomous vehicles. Potential outcomes carry a wide range of possibilities. Over the next 15 years, a portion of the vehicles on the City's streets and highways could be operating without drivers. It is possible that 30 to 40 years from now all, or nearly all, vehicles will be driverless or will have driverless capabilities in certain situations. The implementation of some of these technologies may be within the 2040 planning horizon, and thus the City should consider the ramifications of these technologies on its transportation network. A few key issues rise to the top of what local agencies should contemplate while preparing long-range plans.

Roadway Capacity and Safety

AVs will be able to space themselves closer together, effectively increasing the capacity of streets and highways. This is especially true if AVs travel in narrower lanes with smaller vehicles (assuming AV-only lanes and/or AV-only urban areas). This implies that roadway capacity improvements to accommodate more vehicles could be postponed as the potential of AVs becomes realized. In addition, AVs may reduce many common accident risks.

Transit Service

Over half of the cost of operating buses is related to the driver. In the future, replacing the driver with AV technology may enable transit operators to offer more service for the same cost. Technology that clears lanes when buses approach may allow them to avoid the same congestion they now face. This would also increase service as buses will be able to run routes faster. Such technology may reduce the need for investments in rail transit infrastructure as buses may operate with close to the same freedom that trains do on dedicated rights-of-way.

On-Demand or Shared Ride Regulations

The demand for shared ride services such as Lyft and Uber may likely increase as the economics improve without drivers. Public agencies would likely need to address regulations regarding these types of services, especially those that offer pooling options for two, three or more people to ride together.

Human Services Transportation

AVs may provide independent mobility for low-income and disabled populations, reducing the need for conventional demand response services.

Parking Demand Shifts

It is likely that the economics of transportation will dramatically change with widespread use of on-demand or shared ride services. Car ownership in urban areas may further decrease if on-demand travel (with or without driverless vehicles) becomes a legitimate alternative. This would reduce the need for off-street parking at places of employment or residential areas, but would increase the demand for curbside areas set aside for loading/unloading activities.

Connected Vehicles

Although it is not yet clear what the demand for vehicle-to-infrastructure may ultimately look like, cities might look ahead to providing infrastructure as efficient reference points. For example, light poles could

become hubs of wireless communication to/from vehicles. Connected vehicle technology has the potential to optimize traffic flow as computer systems communicate with vehicles to moderate flow. Cities should monitor technologies to prepare for phased implementation of such systems.

Teleworking

Advances in technology and communication infrastructure as well as major changes resulting from the COVID-19 pandemic have facilitated the exponential growth of teleworking over the last several years and these trends are expected to continue. The land use and transportation implications of this trend are wide ranging including: reduced vehicle-miles traveled, reduced roadway congestion; reduced greenhouse gas emissions; and, greater number of employees choosing to live further from job sites.

Transportation Funding Methods

The traditional transportation funding method of taxing fuels has become unsustainable as transportation technology changes. The emerging funding trends point to user fees in the form of facility tolling or pay-per-mile taxes. These "user fees" would directly impact commuting costs and incentivize less frequent or shorter vehicle trips.

Emerging Trends Takeaways

It remains unclear whether these new technologies (or others) will be implemented by agencies, vehicle manufacturers, and related industries. The shifts may be relatively quick (within a decade) or take much longer to develop. The following list highlights the emerging trends takeaways as the City of Yakima plans for the future.

- Growth in commute vehicle trips is likely to decline over time as teleworking technology improves.
- Agencies can play a major role in how connected vehicle infrastructure gets implemented, which can lead to better traffic management.
- Growth in car ownership is likely to continue to decline due to on-demand services and commuting costs. This would likely increase demands for non-motorized and transit modes. This would also decrease the need for off-street parking.
- Demand for curb space for loading/unloading for AV and on-demand services would likely increase dramatically. This could impact on-street parking or default cross-sections.

4.3. Transportation Systems Plan

The Transportation Systems Plan provides the blueprint for improvement projects and programs to meet the multimodal transportation needs of the community. Each mode has a separate systems plan that harmonize together to build the overall City plan. The Transportation Systems Plan is based on the evaluation of existing system deficiencies and forecasts of future travel demands. The improvement projects and programs must be balanced with the availability of funding, as discussed in the Financing Program.

The Transportation Systems Plan is organized and presented by travel mode to provide an overview of key components of each element. However, the Plan is integrated to create a multimodal transportation system. For example, improvements along arterial streets and highways also incorporate appropriate

non-motorized improvements. The non-motorized systems were defined to support access to transit, and to provide alternatives to automobile travel within the City. As improvement projects move toward implementation, the City will conduct detailed design studies, supported with project-level environmental review, and input from the public and other stakeholders.

A key implementation tool of the Transportation Systems Plan is a defined network classification system. Network classifications include the Roadway Functional Classification and the Truck Route Classification. These classifications directly influence the street cross-section design standards as City streets are reconstructed, improved, or enhanced.

Each of the mode plans illustrate how the City of Yakima's transportation system supports, and relies on, transportation facilities and programs provided by other agencies. These include new or improved interchanges with I-82 and US 12, consistency of the arterial and collector road system, connectivity of trails and non-motorized transportation systems, additional transit service and facilities, and rideshare programs. The City will continue to coordinate with WSDOT, Yakima County, and adjacent cities develop a comprehensive multimodal transportation system for the greater Yakima area.

4.3.1. System Plans by Travel Mode

The Yakima Transportation System Plan combines the system plans from three different travel modes: vehicles, pedestrians, and bicycles. The following sections highlights detail included in each of the system plans: Highway and Street System Plan, Pedestrian System Plan, and Bicycle System Plan.

Highway and Street System

Roadways are classified by their intended function to provide for a selection of roadways that provide varying degrees of access and mobility. Exhibit 4-20 shows the relationship between access, mobility, and street types. The City of Yakima maintains a functional classification that is tied to the City's roadway plans and street standards. In addition to the City's functional classification system, there are federal and state roadway designations. Federal and state grant programs provide funding for improvement projects that are on streets classified by federal or state roadway designations.

City of Yakima Functional Classification

The City's Functional Classification defines the characteristics of individual roadways to accommodate the travel needs of all roadway users. The functional classification of the City of Yakima street system establishes five types of streets: State Highways, Principal Arterials, Minor Arterials, Major Collectors, and Local Streets. A map depicting the functional classification designations for City roadways is provided in Exhibit 4-21. Exhibit 4-22 describes the roadway characteristics of these classifications recognized by the City.

Access Management and Vehicle Capacity

The term access management relates directly to the functional classification. Higher mobility means that greater access control is necessary, meaning better management of streets and driveways accessing the street. That access control on City streets is called Access Management. Many Principal Arterials within the city have a high number of access points (driveways and streets) which inherently limit mobility, and ultimately vehicle capacity. In other words, better aligning the functional classification and access management will improve vehicle capacity on the arterial street corridors.

Exhibit 4-20. Functional Classification Relationship between Mobility and Access

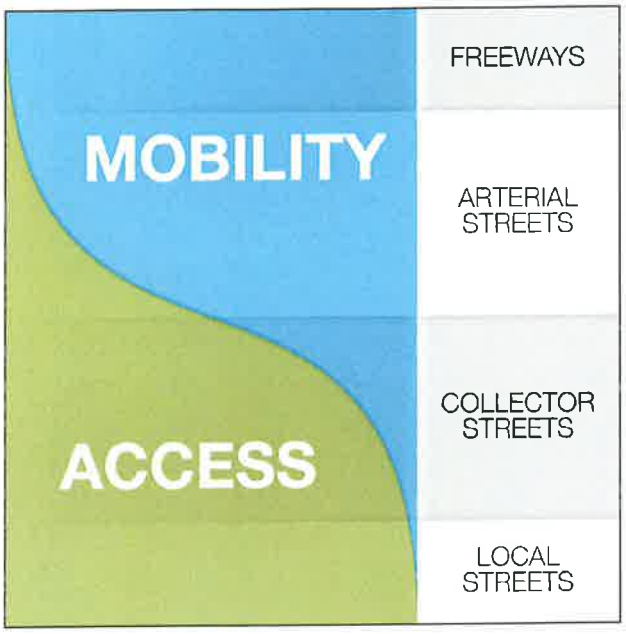


Exhibit 4-21. Roadway Functional Classification

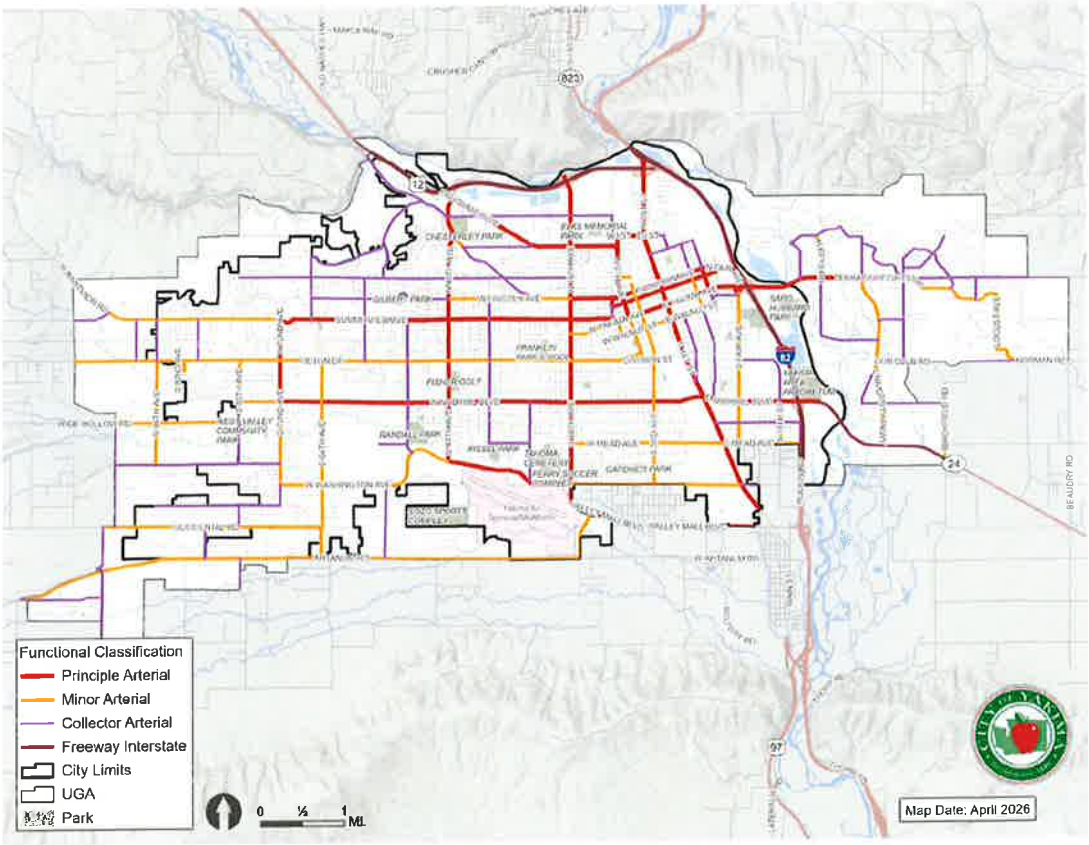


Exhibit 4-22. City of Yakima Functional Classification Definitions

Classification	Description
State Highways	State Highways connect major regions with one another, and WSDOT classifies certain State highways as Highways of Statewide Significance.
Principal Arterials	Principal Arterials serve both local and through traffic entering and leaving the City and provide access to major activity centers within Yakima. The Principal Arterials also connect the minor arterial and collector street system to the freeways.
Minor Arterials	Minor Arterial Streets support moderate-length trips and provide connections between neighborhoods and community/regional activity centers. There is a higher degree of access and lower vehicular travel speed than on major arterials.
Major Collectors	Major Collectors are the intermediate street classification. They provide a link between local roadways and the arterial system providing a balance between access and mobility.
Local Streets	Local streets provide direct access to adjoining properties, commercial businesses, and similar traffic destinations. These roadways also provide traffic circulation within or through neighborhoods. Local streets typically carry low volumes of traffic, at relatively low speeds. Through traffic is generally discouraged through appropriate geometric design and/or traffic control devices.

Streets and state highways are the backbone of the transportation system serving the City of Yakima and surrounding communities. They provide for the overall movement of people and goods, for a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools, and the majority of bicycle and pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system for the City.

Exhibit 4-21 highlights the highway and street system based on the connectivity of City arterials and collectors. Most Principal Arterials are anticipated to be 3 to 4 lanes to best facilitate vehicular travel throughout the City. Where widening Principal Arterials is impractical, then greater Access Management would be anticipated over time. Example corridors include 40th Street, 16th Street, 1st Street, Fruitvale Boulevard, Summitview Boulevard, Nob Hill Boulevard, and Valley Mall Boulevard.

Minor Arterials would be 3 to 4 lanes wide depending on anticipated traffic volumes in the area. Major Collectors would be limited to 2 to 3 lanes, with possible exceptions in commercial areas. Existing Major Collectors with 4 lanes would likely be reduced to 3 lanes in the future. Local streets are mostly 2 lanes with possible exceptions in commercial areas.

Other Street Classifications

The following classifications are included as reference. Federal and state classification systems serve different purposes from the City classifications, particularly as it relates to funding.

Federal Functional Classification

The Federal Functional Classification system provides a hierarchy of roadways as defined by the Federal Highway Administration (FHWA). This classification system defines the role of travel through a network of roadways, rather than focusing on individual roadways. As a result, the Federal Functional Classification differs in several ways from the City's Functional Classification.

Changes to the Federal Functional Classification may be submitted through the Washington State Department of Transportation (WSDOT).

National Highway System

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility as defined by the Federal Highway Administration (FHWA). Both I-82 and US 12 and are classified as NHS facilities.

Highways of Statewide Significance

WSDOT designates interstate highways and other principal arterials that are needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. These roadways typically serve corridor movements having travel characteristics indicative of substantial statewide and interstate travel. I-82 and SR 12 are HSS facilities.

Rail Crossings

Rail crossings are an important consideration when developing the Highway and Street System Plan. For safety and mobility reasons, Principal Arterials ideally would have grade-separated rail crossings. Fortunately, most of Yakima's Principal Arterials cross rail lines with grade-separated structures (Lincoln Avenue, Martin Luther King Boulevard, Nob Hill Boulevard, and Valley Mall Boulevard). In addition, US 12 provides a major grade-separated crossing of the railroad corridor. In the long-term plan, an additional grade-separated crossing is anticipated between 5th Avenue and 1st Street north of downtown. This will reduce the crossing conflicts at nearby 'I' Street.

The Highway and Street System plan anticipates that the rail crossings at Yakima Avenue and 16th Avenue (both Principal Arterials) would remain at-grade.

Minor Arterials also have major rail crossings. Walnut Street is the only grade-separated crossing for a Yakima Minor Arterial. At-grade crossings are present at 'I' Street, Mead Avenue, and Washington Avenue. Changes to these routes or parallel routes are anticipated to reduce vehicle-rail conflicts in the future.

Pedestrian System Plan

Sidewalks, walkways, and multiuse trails are integral to the City's overall transportation system. The City generally desires to have sidewalks or comparable pedestrian facilities on both sides of streets, unless special circumstances make it physically or cost prohibitive. In addition, safe crossings are desired at regular intervals along a corridor to discourage unsafe pedestrian and cyclist crossings of arterial roadways.

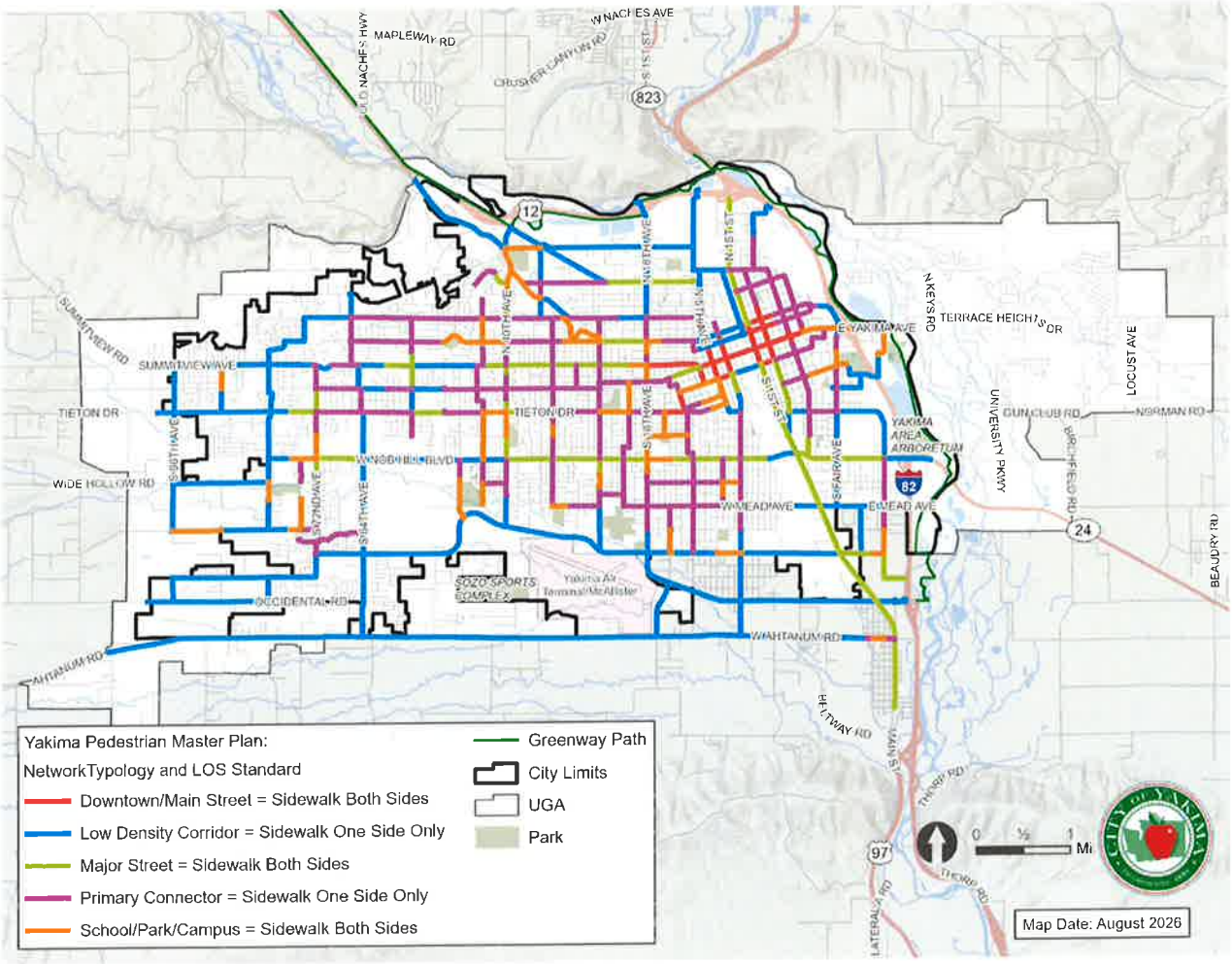
The City requires that new developments construct sidewalks on their internal streets and adjacent frontages. This process has helped the City convert the rural roadways developed under Yakima County road standards into the urban facilities needed to support the additional growth and higher traffic volumes within the City. Developer improvements will continue to provide for a large portion of the

ultimate pedestrian system; however, even with those improvements some significant gaps would remain in sidewalks along arterial and collector corridors.

Exhibit 4-24 illustrates the priority pedestrian system plan for the City.

Most of the additional pedestrian facilities will be constructed as part of associated roadway projects or through sidewalk infill projects. These may be constructed as part of developer frontage requirements or as part of a capital project by the City of Yakima or another agency. In some corridors, pedestrian facilities will be provided through development of multi-use trails separated from the travel lanes.

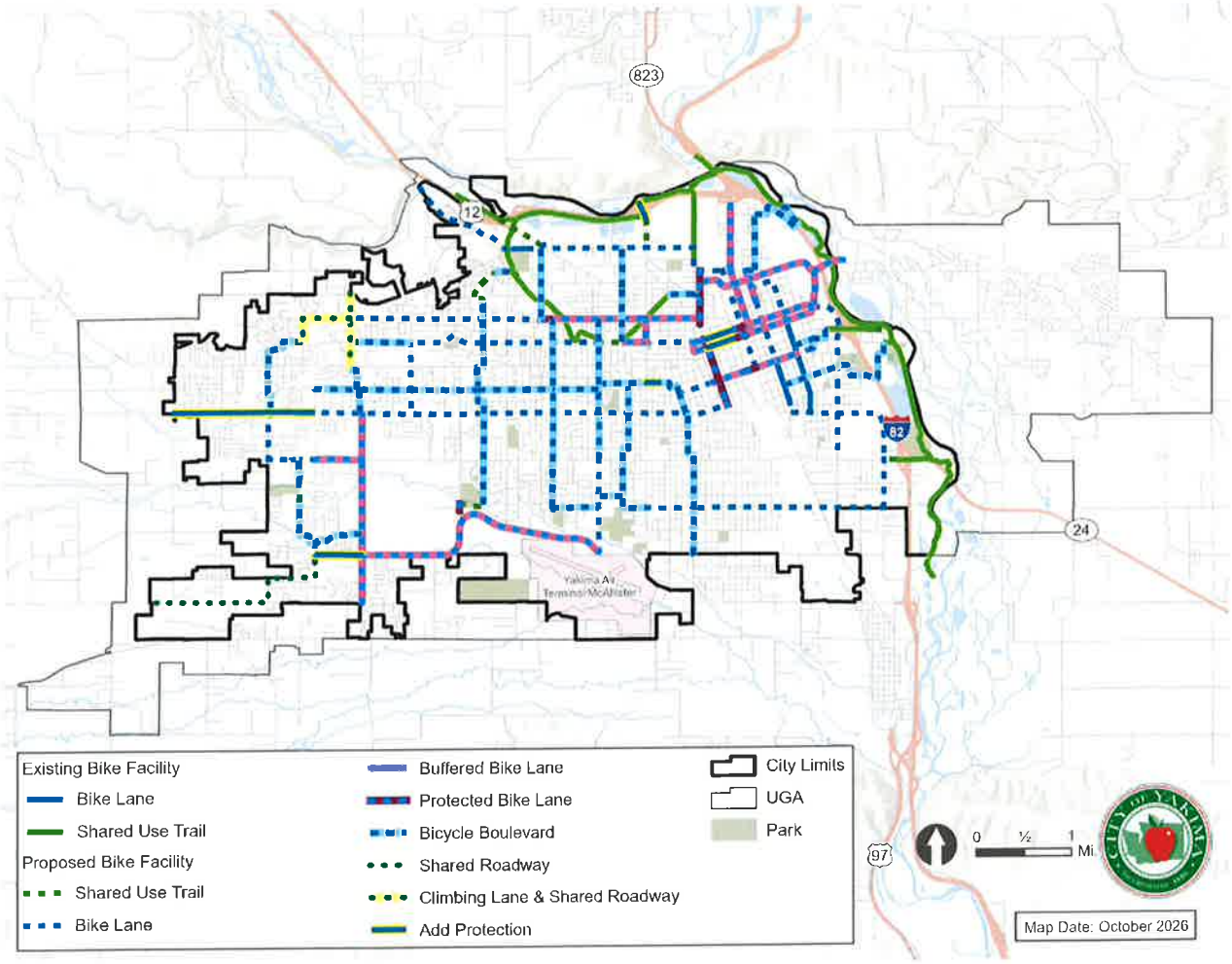
Exhibit 4-23. Pedestrian System Plan



Bicycle System Plan

Exhibit 4-25 shows the planned bicycle system plan for Yakima and the surrounding areas. The bicycle system plan provides comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks.

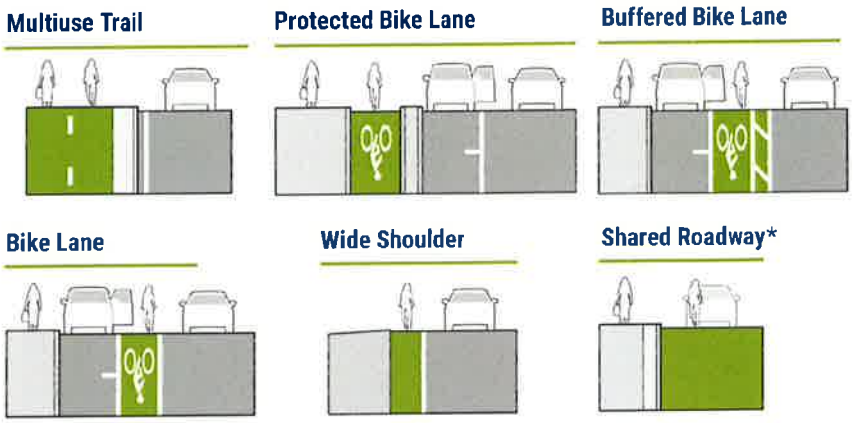
Exhibit 4-24. Bicycle System Plan



The bicycle facilities will include multiuse trails, protected bike lanes, buffered bike lanes, bike lanes, bike routes, and bicycle boulevards on lower volume roadways (see Exhibit 4-26). The 2017 bicycle master plan identified a skeleton network that, once built, would make connections with existing facilities and provide connections through downtown Yakima and to the Yakima Greenway. Many of these projects have yet to be completed, and these routes are considered part of the primary network. The primary bicycle routes indicate those corridors that have the highest priority for establishing a completely connected bicycle facility network. The secondary network indicates the arterials and collector streets that also should have basic bicycle facilities. Wide shoulders on higher speed roads and shared lane markings on low speed, low volume roads are appropriate bike facilities in the adjacent rural areas.

Specific improvements for each corridor are identified; however, project level planning and engineering studies are still required to determine feasibility on a project by project basis.

Exhibit 4-25. Examples of Bicycle Facilities



*Shared roadways on low volume, low speed streets that include safe arterial crossings are called *Bicycle Boulevards*. Bicycle Boulevards may use motor vehicle speed or volume management treatments to ensure safe and comfortable travel for bicyclists.

Bicycle facilities would be added along most key arterials and collectors, excluding most Principal Arterials due to high vehicle and truck volumes and limited right-of-way. Where routes parallel to busy arterials exist, neighborhood streets converted to shared bicycle boulevards will provide low stress connections between neighborhoods. The main east west corridors will be Chestnut Avenue in western Yakima and Walnut Street in eastern Yakima, Englewood Avenue in the North and Washington Avenue in the south. Major north-south bicycle corridors would be 64th Avenue, 44th Avenue, 32nd Avenue, 24th Avenue, 11th/10th Avenue (south of Walnut Street), and 5th Avenue (north of Walnut Street). Direct connections to the Yakima Greenway and Cowiche Canyon trails are also provided.

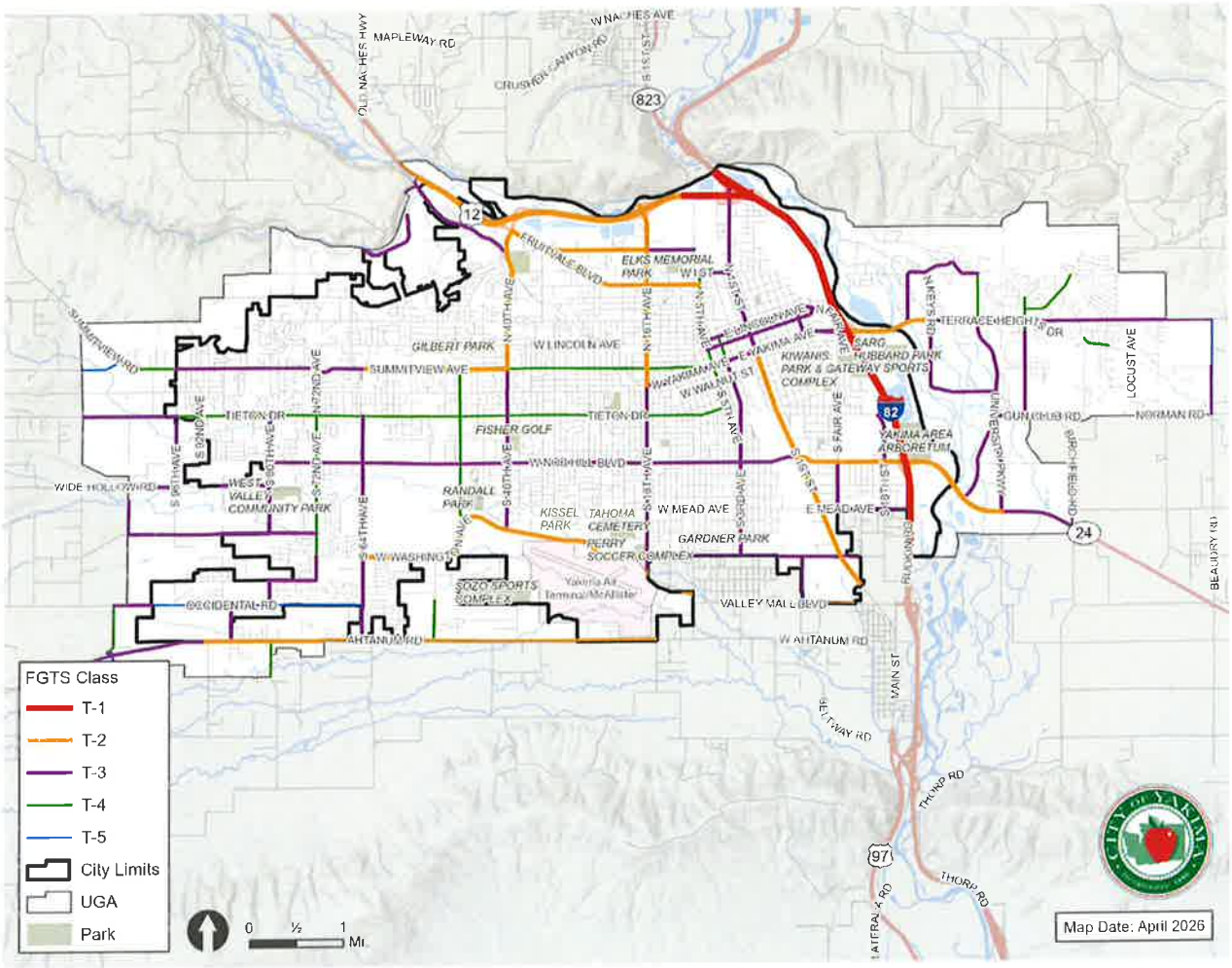
Key investment priorities include completion of short gaps in the existing bike lane system, construction of continuous bike lanes and bicycle boulevards which provide alternatives to bicycling on arterials, and connecting neighborhoods to destinations like schools and parks.

Freight System Plan

The City of Yakima has a significant level of truck activity. With increased commercial and employment growth forecast through 2040, the level of truck activity will also increase. To systematically address the needs of future truck travel, the City has adopted a defined system of truck routes.

As shown in Exhibit 4-27, the Truck Route system generally connects freight generating areas with I-82 and US 12. In northwest Yakima, Summitview Avenue and 40th Avenue are the major routes. In northeast Yakima, 16th Avenue and 1st Avenue connect Fruitvale Boulevard and Downtown areas to US 12. Yakima Avenue, Lincoln Avenue, and Martin Luther King Boulevard connect downtown areas to I-82. In southeast and southwest Yakima, Nob Hill Boulevard, Washington Avenue, Valley Mall Boulevard, and Ahtanum Road connect areas to I-82.

Exhibit 4-26. Truck Route Classification



No significant changes to the freight network as planned as part of the 2050 systems plan.

4.3.2. Street Design Guidelines

The Street Design Guidelines are an integral part of implementing the Transportation System Plan. The Functional Classification and Travel Context Classification work together to inform City staff on the type of cross-section that would be anticipated for each roadway segment.

Exhibit 4-28 shows the Street Design Guidelines for the City of Yakima. For Principal Arterials, only the Auto Priority and Shared Priority classifications are relevant. For Minor Arterials and Collectors, all three Travel Context Classifications are provided. The following are general observations about each design element.

- **Posted Speeds**. Vehicle speeds would be 30 mph or less where bicyclist are anticipated. Otherwise arterial speeds could be 35 to 40 mph.
- **Number of Travel Lanes**. Number of lanes would be dictated by the Highway and Street System Plan.

- **Center Median.** For safety and mobility reasons, a center median is always recommended on arterials and collectors.
- **Travel Lane Widths.** Auto priority areas would have wider lanes (12 feet), otherwise narrower lanes are recommended. This does not include any width for shoulders or buffers.
- **Shoulder/Buffer.** Buffers would always be recommended, especially adjacent to bike facilities.
- **Bike Facilities.** Facilities would not be recommended on higher speed facilities. Elsewhere they would be recommended or required.
- **On-Street Parking.** Parking would only be provided on lower speed minor arterials and collectors.

Exhibit 4-27. Street Design Guidelines

	Principal Arterial 100 ft ROW, 70 ft Paved		Minor Arterial 80 ft ROW, 65 ft Paved			Collector 80 ft ROW, 54 ft Paved			Local Access 50 ft ROW, 24-30ft Paved
Design Element	**Auto Priority[1]**	**Shared Priority**	**Auto Priority**	**Shared Priority[2]**	**Pedestrian/ Bicycle[3]**	**Auto Priority**	**Shared Priority[4]**	**Pedestrian/ Bicycle[3]**	**Auto Priority**
Posted Speed (mph)	35 to 40	35	35	30	30 or less	30	25	25	20-25
Number of Travel Lanes	5	5	5	5	3	3	3	3	2
Center Median/ Turn Lanes	Recommended	Recommended	Recommended	Recommended	Recommended	Recommended	Recommended	Recommended	No
Travel Lane Widths	Wide: 11 to 12 ft (wider outside lane for freight)	Narrower: 10 to 12 ft	Wide: 11 to 12 ft (wider outside lane for freight)	Narrower: 10 to 12 ft	Narrower: 10 to 11 ft	Narrower: 10 to 12 ft	Narrower: 10 to 12 ft	Narrower: 10 to 11 ft	Narrower: 10 to 11 ft
Shoulder/ Buffer	Recommended	Recommended	Recommended	Recommended	Use to buffer bike lanes	Recommended	Use to buffer bike lanes	Use to buffer bike lanes	Recommended
Bike Facilities	Not recommended	Encourage parallel routes or use barrier separated facilities	Not recommended	Recommended	Required	Not recommended	Recommended	Required	Not recommended
On-Street Parking	Not recommended	Not recommended	Not recommended	If no bike lane, 7 ft (low-turnover), 8ft (high-turnover)	7 ft (low-turnover) 8ft (high-turnover)	7 ft (low-turnover) 8ft (high-turnover)	7 ft (low-turnover) 8ft (high-turnover)	7 ft (low-turnover) 8ft (high-turnover)	7 ft (low-turnover)
Sidewalk Buffer/ Planting Strip	2 ft or more (no planting), 4 ft or more (with planter)	2 ft or more (no planting), 4 ft or more (with planter)	2 ft or more (no planting), 4 ft or more (with planter)	4 ft or more for street trees	4 ft or more for street trees	4 ft or more for street trees	4 ft or more for street trees	4 ft or more for street trees	None
Sidewalk[5]	7 ft standard, 5 ft minimum	7 ft standard, 5 ft minimum	7 ft standard, 5 ft minimum	7 ft standard, 5 ft minimum	7 ft standard, 5 ft minimum	7 ft standard, 5 ft minimum	7 ft standard, 5 ft minimum	7 ft standard, 5 ft minimum	5 ft minimum

Source: Toole Design Group

1. Wider travel lanes (greater than 11 ft) are appropriate in locations with high volumes of heavy vehicles (greater than 8%) or designated freight or transit routes; Planting strip may be wider; widths are based on minimum tree pit dimensions

2. Consider strategies to reduce motor vehicle speeds to preferred levels; for higher volume roads, speeds of lower than 30 mph are preferred for on-road bike facilities. Bike facilities should not be precluded for facilities with higher speeds if no parallel facilities existing within a half mile. Greater protection for bike lanes in terms of lateral separation and physical barriers used should be provided as speed and volume increases.

3. Strategies to reduce motor vehicle speeds to lower than 30 mph must be included with the inclusion of bike facilities. Also, greater protection for bike lanes in terms of lateral separation and physical barriers used should be provided as speed and volume increases. Consider using parking lane to buffer bike lane from vehicle lanes.

4. Wider sidewalks and planting strips are recommended

5. Central Business District streets require 12 ft sidewalk

4.3.3. Transit and Transportation Demand Management

To provide a comprehensive transportation system, the City of Yakima recognizes the importance of transit and transportation demand management (TDM) programs. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

Transit System

Transit service in the Yakima area is provided by Yakima Transit. Yakima Transit has submitted to WSDOT a six-year Transit Development Plan (TDP) for the period 2025 to 2030. The TDP provides a framework to guide Yakima Transit's service delivery through the next six years. The City should continue to work with Yakima Transit to improve transit services and develop a convenient, integrated and efficient transit system that supports future growth.

Yakima Transit's 6-year TDP identifies a variety of investments targeted at bringing back service. Besides capital investments in vehicle replacements and equipment upgrades, Yakima Transit also plans to have a new "Base of Operations" property as well as a new westside Transfer Station by the end of 2030.

TDM Programs

The expansion of existing TDM programs are recommended to reduce the overall amount of travel by single-occupancy vehicles within the City. TDM programs are coordinated with regional agencies such as Yakima County, Yakima Transit and Yakima Valley Conference of Governments (YVCOG).

The City of Yakima identifies Commute Trip Reduction (CTR) policies in the City's Bicycle Master Plan, which includes policies found in the Yakima Valley Regional Transportation Plan (RTP) (see Chapter 1 of the Bicycle Master Plan). The YVCOG discusses components of the CTR program including:

- **Ridesharing** - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
- **Flexible and Alternative Work Schedules** – Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.
- **Telecommuting** – The use of telecommunications technology can allow some employees to work from home, reducing the need for travel to and from a work site for some work days.
- **Secured Bicycle Parking and Showers** – Secured bicycle parking could be provided near major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.

4.3.4. Transportation Projects and Programs

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include previously identified projects as well as potential improvements identified by the City of Yakima. The City will continue to coordinate with the other agencies in their transportation planning efforts to

facilitate development of a comprehensive transportation system for the City and surrounding communities.

Each of the projects have been assigned a likely timing horizon of short-range (2027-2032), mid-range (2033-2040), and long-range (2040-2050). The timing blends the relative priority of each project with the likely timing to be able to fund, design, and construct an improvement project. The timing horizon also takes into consideration the availability of funding, which is presented in Chapter 5.

Planning level cost estimates were prepared for each project under the jurisdiction of the City of Yakima. The planning level cost estimates are based on typical unit costs for different project types. The cost estimates also account for potential right-of-way acquisition, and engineering design Costs of specific needs such as a bridge or major power lines are also incorporated, at a planning level. All cost estimates are reported in 2026 dollars.

The projects were categorized as follows:

- **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.

Roadway and intersection improvement projects are shown in Exhibit 4-29 and described in Exhibit 4-30, while active transportation projects are shown in Exhibit 4-31 and described in Exhibit 4-32.

Exhibit 4-28. Roadway and Intersection Improvement Projects

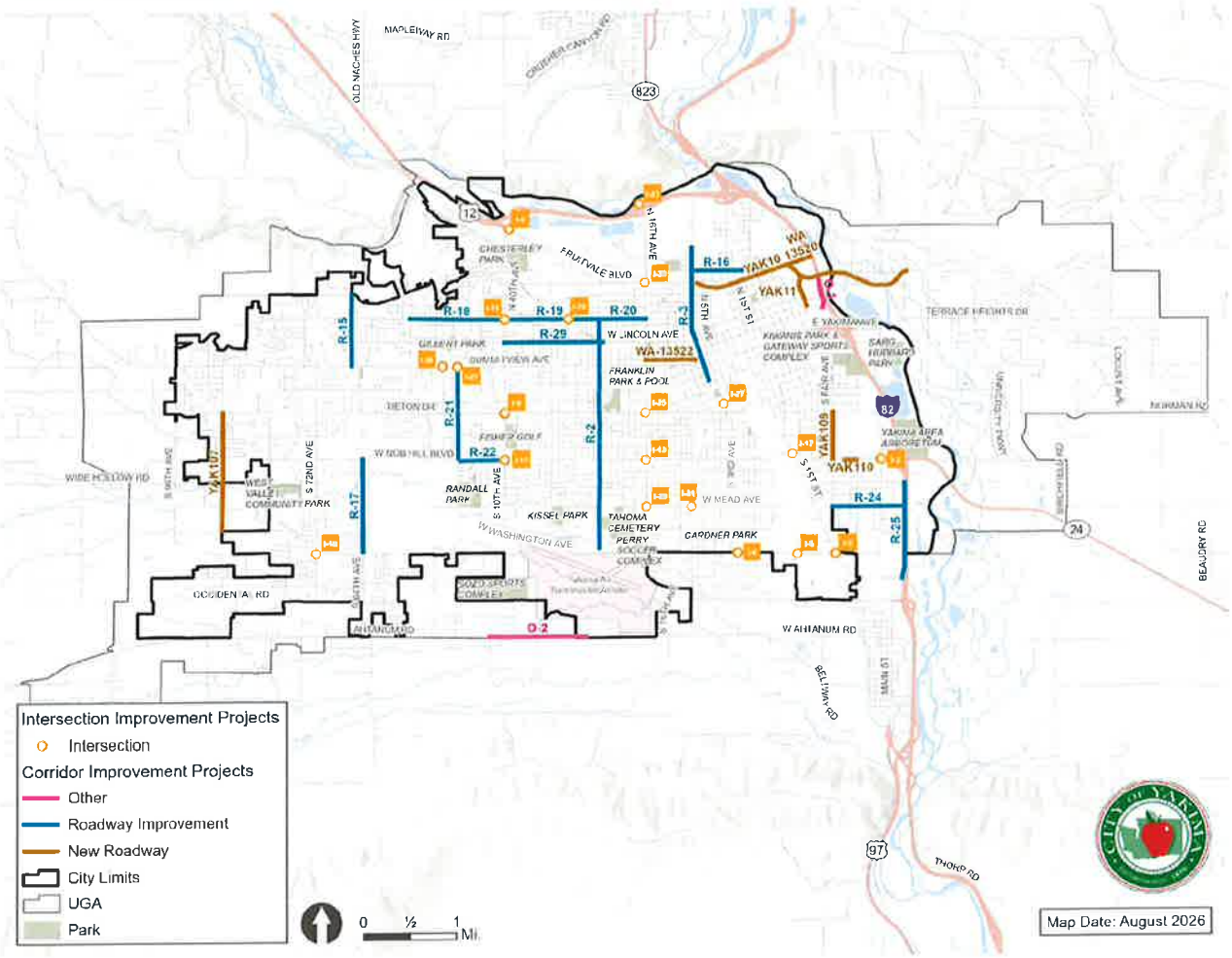


Exhibit 4-29. Roadway and Intersection Improvement Projects and Recommended Studies

ProjectID	Project Name	Location	Description	Time Frame	Cost
YAK84	16th Avenue Improvements		Reconstruct and widen 16th Avenue and Tieton drive by adding left-turn lanes for all movements at the intersection. Upgrade the traffic signal	Short	$ 4,037,700
WA-14955	Coolidge Rd - Roadway Improvements	72nd Avenue to 84th Avenue	Rehabilitate existing pavement and update roadway to current city standards	Short	$ 1,500,000

YAK102	N 1st Street & R Street Signal	Intersection	Install Traffic signal at the intersection	Short	$	468,889
WA-15735	Nob Hill Blvd 28th Ave to 40th Ave Paving	28th Avenue to 40th Avenue	This project will rehabilitate the pavement on Nob Hill Blvd by milling and paving, ADA curb ramp replacement, adjust utilities, restripe the road, and other work as needed to rehabilitate the pavement.	Short	$	1,414,000
WA-15881	Nob Hill RR #2 and 72nd Ave S #87 Bridges - Joint Replacement	Nob Hill Blvd to 72nd Avenue	Replace expansion joints on the Nob Hill RR #2 bridge and expansion joints and girder grout channels on the 72nd Ave S #87 bridge.	Short	$	1,172,552
YAK104	Tieton Drive Resurfacing	S. 48th Ave. to S. 72nd Ave.	Grind and overlay, and ADA curb ramp replacement.	Short	$	1,386,000
WA-15913	Yakima Valley Trolley Bridge Rehabilitation	Naches River to Naches River	The project will complete repairs to the Yakima Valley Trolley Bridge over the Naches River. Repairs include removing and replacing decayed timber elements, regrading and compacting approach fills, replacements of the timber sill footings and the timber backwall, and scour protection of a bridge pier	Short	$	653,000
I-2	Nob Hill Blvd / 18th St Intersection Improvements	Intersection	Provide dual southbound left-turn lanes. Add westbound right-turn lane. Install curb, gutter, sidewalk, upgrade traffic signal system. Coordinate with Project I-13 (trail connection).	Medium	$	910,000
I-4	3rd Ave / Washington Ave Intersection Improvements	Intersection	Upgrade the traffic signalization system	Medium	$	400,000
YAK14	Washington Ave / Longfiber Rd	Intersection	Improve the Washington Avenue and Longfiber Road intersection by constructing an eastboung left-	Short	$	1,000,000

	Intersection Improvements		turn lane on Washington and a northbound left-turn lane on Longfiber, install or replace curb, gutter, sidewalk, street lighting, storm drainage and safety flashing signal. Project may be removed or changed based on Washington Avenue study findings.		
YAK108	1st St / Washington Ave Intersection Improvements	Intersection	Realign intersection, widen E. Washington Avenue to accommodate an additional lane, replace curb, gutter and sidewalk, and install a new traffic signalization system. Project may be removed based on Washington Avenue study findings.	Long	$ 2,710,000
I-7	72nd Ave / Tieton Dr Intersection Improvements	Intersection	Set standard at LOS E. Add dual left-turn lanes when needed.	Long	$ 10,530,000
I-9	40th Ave / Tieton Dr Intersection Improvements	Intersection	Set standard at LOS E. Add dual left-turn lanes when needed. Project may change based on 40th Avenue Access Management Plan	Long	$ 10,530,000
I-10	40th Ave / Summitview Ave Intersection Improvements	Intersection	Improve the intersection by constructing larger corner radii, lengthening the turn lanes, and upgrading the traffic signal system. Project may be modified based on 40th Avenue Access Management Corridor Study findings.	Medium	$ 1,920,000
I-11	40th Ave / Nob Hill Blvd Intersection Improvements	Intersection	Set standard at LOS E. Add dual left-turn lanes when needed. Project may change based on 40th Avenue Access Management Plan	Long	$ 10,530,000
I-12	16th Ave / Lincoln Ave Intersection Improvements	Intersection	Set standard at LOS E. Add dual left-turn lanes when needed. Project may change based on 16th Avenue Access Management	Long	$ 10,530,000

			Plan and Lincoln Ave/MLK Blvd Realignment Study.			
I-13	16th Ave / Nob Hill Blvd Intersection Improvements	Intersection	Set standard at LOS E. Add dual left-turn lanes when needed. Project may change based on 16th Avenue Access Management Plan	Long	$	10,530,000
I-15	1st St / I St Intersection Improvements	Intersection	Set standard at LOS E. Add dual left-turn lanes when needed.	Long	$	10,530,000
I-16	3rd Ave / Nob Hill Blvd Intersection Improvements	Intersection	Set standard at LOS E. Add dual left-turn lanes on northbound and southbound approaches when needed.	Long	$	5,260,000
I-17	Nob Hill Blvd / 1st St Intersection Improvements	Intersection	Set standard at LOS E. Add dual left-turn lanes when needed.	Long	$	12,280,000
YAK98	72nd Ave / Washington Ave Intersection Improvements	Intersection	Improve intersection by installing a traffic signal system or roundabout.	Medium	$	2,000,000
I-19	40th Ave / Englewood Ave Intersection Improvements	Intersection	Replace traffic signal poles and upgrade controller.	Medium	$	610,000
I-20	Powerhouse Rd / Englewood Ave Intersection Improvements	Intersection	Construct single-lane roundabout. If not possible, realign intersection, install curb, gutter, sidewalk and safety flashing signal.	Short	$	1,014,431
I-21	48th Ave / Summitview Ave Intersection Improvements	Intersection	Install traffic signal at the intersection of Summitview Avenue and 48th Avenue.	Medium	$	1,220,000
I-22	Washington Ave / 40th Ave Intersection Improvements	Intersection	Convert one northbound lane to a southbound left-turn lane to provide dual left-turn lanes. Update signal and lane markings at intersection to match.	Medium	$	350,000

I-23	SR 12 / 16th Ave Interchange Improvements	Interchange: SR 12 Ramps / 16th Avenue	Construct a roundabout where the westbound ramps intersect with N. 16th Avenue. Coordinate with I-13 project.	Medium	$	2,630,000
I-24	16th Ave / Fruitvale Blvd Intersection Improvements	Intersection	Improve the intersection by constructing larger curb radii, installing ADA ramps, and upgrading the traffic signal system.	Medium	$	1,410,000
I-26	16th Ave / Washington Blvd Intersection Improvements	Intersection	Widen south leg to provide exclusive dual left-turn lanes. Project may change based on Washington Ave corridor study.	Medium	$	490,000
I-27	Tieton Dr / 5th Ave Intersection Improvements	Intersection	Remove existing traffic signal and construct a roundabout, remove and replace curb, gutter, sidewalk, street lighting and drainage	Medium	$	2,110,000
I-28	16th & Mead Intersection Improvements	Intersection	Add pedestrian signal or full traffic signal pending MUTCD signal warrant	Short	$	750,000
I-29	Summitview & 50th Intersection Improvements	Intersection	Add traffic signal at Summitview & 50th intersection	Long	$	750,000
I-30	16th & Fruitvale	Intersection	Add Traffic Signal or Roundabout at 16th & Fruitvale Intersection	Short	$	2,285,100
I-31	Mead Ave and 10th Ave	Intersection	Mead Avenue Pedestrian Signal at 10th Avenue	Short	$	250,000
S-1	40th Ave Access Management Plan (SR 12-Washington)	40th Ave: SR 12 to Washington Ave	Study to determine plan for access management and spot intersection improvements to improve vehicle capacity and safety for all travel modes in corridor.	Medium	$	880,000
S-2	16th Ave Access Management Plan (SR 12-Washington)	16th Ave: SR 12 to Washington Ave	Study to determine plan for access management and spot intersection improvements to improve vehicle capacity and safety for all travel modes in corridor.	Medium	$	880,000

S-3	Lincoln Ave & MLK Blvd Realignment Study (Auto and Bike Mobility)	Lincoln Avenue: 16th Ave to 5th Ave; Pierce Ave: Lincoln Ave to Summitview Ave	Study the option of orienting the west end of the Lincoln/MLK couplet south to Summitview, and converting Lincoln Ave (16th to Pierce) to 3 lanes with bike lanes. Pierce Ave would be widened (to the east) to 5 lanes between Summitview Ave and MLK Blvd. Intersection of Summitview Ave/Pierce Ave would have dual eastbound left-turns and dual southbound right turns. Need to improve both auto and bike east-west mobility in area.	Medium	$	440,000
S-4	Washington Ave Corridor Study	Washington Ave: 16th Ave to 1st St	Study feasibility of converting corridor from 4 lanes to 3 lanes. Could reduce or eliminate need for improvements at 16th St, Longfiber Rd, and 1st St. Increases safety along corridor and reduces conflicts at the at-grade railroad crossing.	Medium	$	260,000
S-5	West Valley North/South Corridor (Ahtanum-Summitview)	North-South Corridor West of 80th Ave: Ahtanum Rd to Summitview Ave	Corridor study to determine the best location for a north/south limited access vehicle corridor in West Valley. City and County joint project.	Long	$	880,000
S-6	Citywide Speed Limit Study	Citywide	Conduct a comprehensive speed limit study to determine appropriate speed limits for all roadways across the city.	Short	$	150,000
YAK10	H St Extension, Phase 1 (1st-10th)	'H' St: 1st St to 10th St	Construct new 3-lane roadway including water, sewer, curb, gutter, sidewalk, street lighting and storm drainage system.	Short	$	7,470,000
R-2	24th Avenue Bike Corridor (Inglewood-Washington)	24th Ave: Inglewood Ave to Washington Ave	Convert 4-lane street to 3-lane street with bike lanes between Washington and Nob Hill. Wayfinding throughout corridor.	Medium	$	350,000
R-3	6th Avenue Rehabilitation (Walnut-River)	6th Avenue, Walnut St to River Rd	Reconstruct the existing trolley rail and impacted roadway, grind and	Medium	$	7,720,000

			overlay the remaining width of 6th Avenue.			
R-5	Lincoln/MLK Bike Corridor	Along Lincoln Ave, 5th Ave to 10th St; Along MLK Blvd, 5th Ave to 10th St; Along Fair Ave, 10th St to Yakima Ave	Along Lincoln Ave and MLK Blvd, reduce vehicle lanes to 2 and add buffered/protected bike lanes. Add signage/markings to completed full corridor.	Medium	$	880,000
R-6	Yakima Downtown Future Initiatives, Phase 5	Yakima Ave Corridor Area: 1st St to 9th St	Install historic lighting, sidewalk modifications and other improvements. Exact improvement area(s) to be determined.	Medium	$	10,530,000
R-7	Yakima Ave Bridge Replacement (18th St)	Yakima Ave / 18th Street Crossing	Replace the bridge on E. Yakima Avenue that crosses over 18th Street. Consider lowering 18th Street to accommodate larger vehicles.	Medium	$	5,540,000
R-11	80th Ave Bridge Widening (Wide Hollow Creek)	80th Ave: Wide Hollow Rd to Plath Ave	Replace existing two-lane bridge over Wide Hollow Creek with three-lane bridge. The City's involvement is only to pass through of an Ecology grant in conjunction with the County's flood plain management project.	Short	$	180,000
R-12	Wide Hollow Rd Bridge Widening (Wide Hollow Creek)	Wide Hollow Rd: 89th Ave to 88th Ave	Replace existing two-lane bridge over Wide Hollow Creek with three-lane bridge. The City's involvement is only to pass through of an Ecology grant in conjunction with the County's flood plain management project.	Short	$	180,000
R-15	66th Ave Widening (Summitview-Scenic)	66th Ave: Summitview Ave to Scenic Dr	Reconstruct and widen roadway to three lanes, install curb, gutter, sidewalk, storm drainage system and utilities.	Medium	$	2,740,000
R-16	I Street (6th Ave-3rd St)	Along I St, 6th Ave to 3rd St	Upgrade street to urban standards by constructing curb, gutter, sidewalk, and bike lanes.	Medium	$	7,260,000

			Keep at two vehicle lanes, no center vehicle median.			
R-17	64th Ave Widening (Washington-Nob Hill)	64th Ave: Washington Ave to Nob Hill Blvd	Widen roadway to three lanes, install curb, gutter, sidewalk, street lighting and storm drainage system.	Medium	$	3,650,000
R-18	Englewood Ave Widening (40th-56th)	Englewood Ave: 40th Ave to 56th Ave	Widen roadway to three lanes, install curb, gutter, sidewalk, street lighting and storm drainage system.	Medium	$	2,990,000
R-19	Englewood Ave Widening (24th-40th) and Bike Corridor Connection	Englewood Ave: 24th Ave to 40th Ave	Reconstruct and widen roadway to three lanes, install curb, gutter, sidewalk, street lighting and storm drainage system. Install sewer and water lines. Add bike lanes to corridor.	Medium	$	6,760,000
R-20	Englewood Ave Widening (16th-24th)	Englewood Ave: 16th Ave to 24th Ave	Widen roadway to three lanes, install curb, gutter, sidewalk, street lighting and storm drainage system, water and sewer lines. Add bike lanes to corridor.	Medium	$	5,980,000
R-21	48th Avenue Widening (Summitview-Nob Hill)	48th Ave: Summitview Ave to Nob Hill Blvd	Reconstruct and widen 48th Avenue, install curb, gutter, sidewalk, street lighting and drainage system.	Medium	$	4,520,000
R-22	Nob Hill Widening (40th-48th)	Nob Hill Blvd: 40th Ave to 48th Ave	Widen corridor to 5 lanes	Medium	$	2,910,000
R-24	Mead Ave Reconstruction (Rudkin-Fair)	Mead Ave: Rudkin Rd to Fair Ave	Partner with Union Gap to reconstruct E. Mead Avenue, install curb, gutter, sidewalk and storm drainage system.	Medium	$	3,790,000
R-25	Rudkin Rd Reconstruction (Viola-Rainier)	Rudkin Rd: Viola Ave to Rainier Pl	Reconstruct roadway, install curb, gutter, sidewalk and storm drainage. Partner with Union Gap to install additional sewer force main.	Medium	$	3,740,000
R-29	Lincoln Ave Safety Improvements	Lincoln Ave: 40th Ave to	Convert 4-lane street to 3-lane street with bike lanes.	Medium	$	740,000

	(40th-Powerhouse)	Powerhouse Rd			
YAK11	Bravo Company Blvd Extension (H-Lincoln)	10th St: 'H' St to Lincoln Ave	Construct new 5-lane roadway including water, sewer, curb, gutter, sidewalk, street lighting and storm drainage system. Connects new East-West corridor in Mill Site to Lincoln/MLK corridor.	Short	$ 6,000,000
WA-13520	H St Extension, Phase 2 (10th-I 82)	H' St: 10th St to I-82	Construct 5-lane new roadway including water, sewer, curb, gutter, sidewalk, street lighting and storm drainage system. Creates Mill Site east-west roadway.	Short	$ 6,500,000
N-4	Fruitvale Blvd to H Street Connection (5th-1st)	New arterial roadway between Fruitvale Blvd/5th Ave intersection and 1st St/H St intersection.	Construction new arterial roadway to connect the Fruitvale Blvd and H St corridors to provide a continuous east-west corridor. RR crossing would be grade separated.	Long	$ 43,850,000
N-5	H St Extension, Phase 3 (I 82-Butterfield)	H' St: I-82 to Butterfield Rd	Complete new east-west corridor across the Yakima River to Butterfield Road	Medium	$ 87,710,000
O-1	I-82 / Yakima Ave Interchange Improvements	I-82 Corridor: SR 12 to Nob Hill	Reconstruct/extend off-ramp from existing I-82 offramp for Lincoln Avenue (Fair Avenue) to vicinity of 'G' Street (the new east-west corridor). Construct Collector-Distributer (CD) roads and auxiliary lanes along I-82. Construct new diamond interchange with 'H' Street extension. Connect 'H' Street ramps and Yakima Avenue interchange ramps to CD roads. Fair Ave Loop connector converted to limited access one-way road (right-in from Yakima, right-out to Fair Ave).	Medium	$ 131,560,000

O-2	Ahtanum Road	Ahtanum Road from 26th Avenue to 42nd Avenue	Reconstructing and widening roadway to three lanes, with a separated bike/pedestrian pathway.	Short	$ 11,510,000

Exhibit 4-30. Active Transportation Improvement Projects

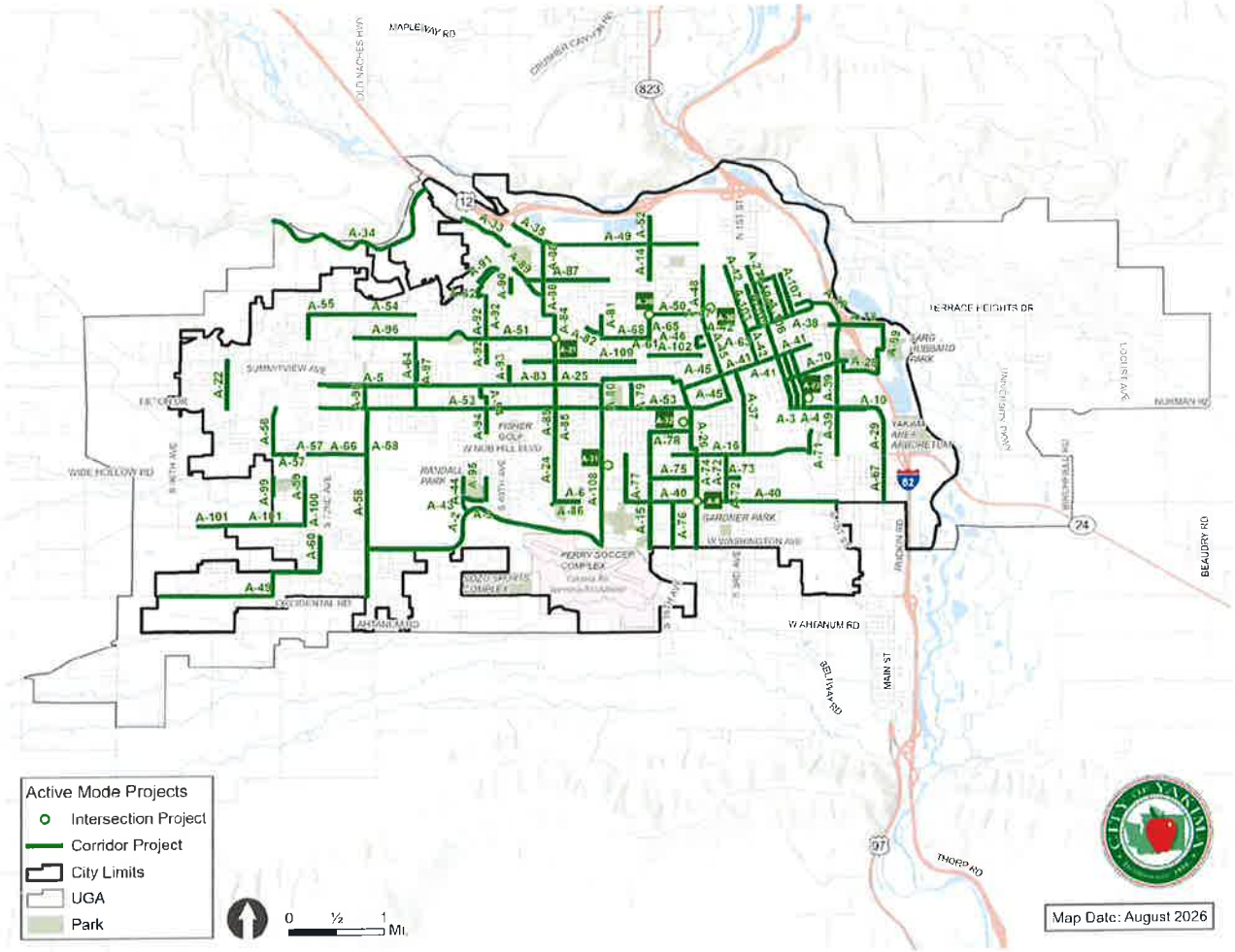


Exhibit 4-31. Active Transportation Improvement Projects

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
WA-15117	Fred Meyer Active Transportation Pathway - Fruitvale Blvd	Intersection	Roundabout, Rectangular Rapid Flashing Beacons (RRFB), New Marked Crosswalk, Green Pavement/Bicycle	Short	$ 1,330,904

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
	& 40th Ave Roundabout		Intersection Crossing Markings, ADA Curb Ramps, Audible Pedestrian Signal, Bicycle Wayfinding Signs/Markings, Shared-use Path/Trail		
YAK114	N 16th Avenue Sidewalk	River Road to US 12 Off Ramp	Construct sidewalk on west side of roadway	Short	$ 446,219
YAK103	Nob Hill Elementary School Safety Improvements	various locations to various locations	This project will make various pedestrian safety improvements in the vicinity of Nob Hill Elementary School, such as new sidewalk and constructing ADA ramps	Short	$ 674,520
WA-15118	Prasch Avenue Sidewalk Improvements	S 20th Avenue to S 16th Avenue	Construct sidewalks against existing curbing on Prasch Avenue from S. 16th Avenue to S. 20th Avenue, and along S 16th Ave from Prasch Avenue to Nob Hill Blvd.	Short	$ 185,000
YAK116	Zier Road Sidewalk Improvements	75th Avenue to West Valley High School	Add sidewalk.	Short	$ 980,000
A-2	Washington Ave Bike Corridor (64th-24th)	Washington Ave: 64th St to 24th St	Add low stress bike trail on north side of corridor	Medium	$ 4,470,000
A-3	Naches Avenue Sidewalk	Pacific Ave. to Walnut Ave.	Remove the existing sidewalk on both sides of the road and install new sidewalk	Medium	$ 580,000
A-4	4th Street Sidewalk	Pacific Ave. to Walnut Ave.	Remove the existing sidewalk on both sides of the road and install new sidewalk	Medium	$ 550,000
A-5	Chestnut Avenue Sidewalk	56th Ave. to 70th Ave.	Construct curb, gutter and sidewalk on the north side of the road	Medium	$ 790,000
A-6	Mead Avenue Sidewalk	27th Ave. to 28th Ave.	Construct curb, gutter and sidewalk on the south side of the road	Medium	$ 30,000
WA-13522	Browne Avenue Sidewalk	7th Ave. to 16th Ave.	Remove the existing sidewalk on both sides of the road and install new sidewalk	Medium	$ 440,000

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
YAK113	Mead Avenue Pedestrian Signal	10th Ave to 10th Ave.	Install pedestrian signal across Mead Avenue north of 10th Avenue	Short	$ 400,000
A-9	44th Avenue Sidewalk	Viola to Randall Park	Construct sidewalk on the west side of the road.	Medium	$ 480,000
A-10	Pacific Avenue Sidewalk	Fair Avenue to Jail Property	Construct sidewalk on both sides of the road where needed.	Medium	$ 530,000
YAK-109	Fair Avenue Sidewalk	Pacific Ave. to Nob Hill Blvd.	Construct sidewalk on the west side of the road.	Medium	$ 490,000
YAK110	Nob Hill Blvd. Sidewalk	12th Street to 14th Street	Construct sidewalk on the south side of the road.	Medium	$ 170,000
A-15	16th Ave Sidewalk Improvements (Washington-Nob Hill)	16th Ave: Washington Ave to Nob Hill Blvd.	Install 7-foot sidewalk on the west side of 16th Avenue.	Medium	$ 1,280,000
A-16	Nob Hill Blvd Sidewalk Improvements (16th-6th)	Nob Hill Blvd: 16th Ave to 6th St	Construct sidewalk in locations where it doesn't exist on the south side of Nob Hill.	Medium	$ 2,630,000
A-20	Powerhouse Trail Connection (16th Ave)	Intersection of 16th Ave/ Englewood Ave	Add lower stress bike connection between existing Powerhouse Trail endpoints, across intersection.	Medium	$ 390,000
A-21	32nd Ave/Lincoln Ave Bike Crossing	Intersection	Add RRFB for north-south bike crossing	Medium	$ 70,000
YAK107	88th Ave Reconstruction (Tieton-Summitview)	88th Ave: Tieton Dr to Summitview Ave	Construct curb, gutter, sidewalk and storm drainage system on the east side of 88th Avenue.	Medium	$ 591,000
A-23	Adams ES & Washington MS Safety Improvements	Various Streets	This project will make various pedestrian safety improvements in the vicinity of Adams Elementary School and Washington Middle School, such as, constructing sidewalks, improving roadway crossings, installing flashers and installing fencing.	Short	$ 490,000

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
A-24	32nd Ave/34th Ave Bike Corridor	Along 32nd Ave, from Mead Ave to Englewood Ave; Along 34th Ave, Englewood Ave to Fruitvale Blvd	Add bike boulevard treatments and wayfinding to corridor with a two lane bike lane	Medium	$ 1,470,000
A-25	Chestnut Ave Bike Corridor	Along Chestnut Ave, 72nd Ave to 24th; Jog north along 24th, then along Yakima Ave, 24th to 14th; Jog along Terrace St, 12th Ave, Chestnut Ave, 11th Ave to Walnut Ave; Along Walnut Ave, 11th Ave to 5th Ave	Add bike boulevard treatments (or bike lanes in wider sections) and wayfinding to corridor	Medium	$ 2,140,000
A-26	10th/11th Ave Bike Corridor	Along 11th Ave, Walnut St to Steward St; Jog along Steward St; Along 10th Ave, Steward St to Washington St	Add bike lanes or bike boulevard elements along corridor to lower stress	Medium	$ 1,120,000
A-27	3rd Street Bike Corridor	Along 3rd St, I St to Pacific Ave	Add bike lanes, buffered bike lanes, or widen buffered bike lanes to lower stress	Medium	$ 1,420,000
A-28	Maple St/Parks Bike Corridor	Along Maple St, 3rd St to 13th St; Along 13th St, Maple St to Beech St; Along Beech St, 13th St to Chalmers Rd; Along Chalmers Rd, Beech St to Riverside St; Along Riverside St, Chalmers Rd to 18th St; Along 18th St, Riverside St to Bike Trail Connection	Intersection crossing improvement at 6th St; Add bike lanes and wayfinding; Along Beech St remove yellow centerline and add fog lines to indicate low volume roadway	Medium	$ 910,000
A-29	Pacific/18th St Bike Corridor	Along Pacific Ave, 3rd St to 18th St; Along 18th St,	Add bike lanes by removing parking or removing center median	Medium	$ 1,030,000

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
		Pacific Ave to Nob Hill Blvd			
A-30	Garfield ES Safety Improvements	Various Streets	This project will make various pedestrian safety improvements in the vicinity of Garfield Elementary School, such as, constructing sidewalk, improving roadway crossings, installing flashers.	Short	$ 250,000
A-31	McClure ES Safety Improvements	Various Streets	This project will make various pedestrian safety improvements in the vicinity of McClure Elementary School, such as, constructing sidewalk, ADA ramps and improving crosswalks.	Short	$ 470,000
A-32	McKinley ES Safety Improvements	Various Streets	This project will make various pedestrian safety improvements in the vicinity of McKinley Elementary School, such as, replacing dilapidated sidewalk, constructing ADA ramps, and installing a HAWK pedestrian crossing system.	Short	$ 840,000
A-34	Cowiche Canyon Trail Improvements	Cowiche Canyon: Powerhouse Rd to Trailhead	Construct a 10-foot wide pathway, including two bridges over Cowiche Creek.	Short	$ 3,510,000
A-35	34th Ave to Greenway Trail Connection	Along Fruitvale Blvd: 34th Ave to 40th Ave	Provide cycle track or trail on north side of Fruitvale Blvd to provide low stress bike connection between two primary bike corridors.	Medium	$ 330,000
A-36	Yakima Ave Bike Corridor Connection (16th-Terrace)	Yakima Ave: 16th Ave to Terrace St	Add short section of cycle track on south side of Yakima (300 feet east of 16th Avenue to Terrace St) by removing one eastbound vehicle lane.	Medium	$ 140,000
A-37	3rd Avenue Sidewalk	Nob Hill Blvd to Walnut Ave.	Remove the existing sidewalk on both sides of	Medium	$ 840,000

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
			the road and install new sidewalk		
A-38	E G St / N 6th St Bike Lane	Along E G St / N 6th St: N 3rd St To E Martin Luther King Jr Blvd	Add 3630ft of Bike Lane	Long	$ 40,000
A-39	S Fair Ave Bike Lane	Along S Fair Ave: E Nob Hill Blvd To E MLK JR Blvd/E Lincoln Ave	Add 9410ft of Bike Lane	Long	$ 110,000
A-40	W Mead Ave Bike Lane	Along W Mead Ave: S 16th Ave To S Fair Ave	Add 10600ft of Bike Lane	Long	$ 130,000
A-41	W Walnut St Bike Lane	Along W Walnut St: S 6th St To S 8th St	Add 760ft of Bike Lane	Long	$ 10,000
A-42	N Front St Bike Lane and Sidewalk improvements	Along N Front St: E Walnut St To E I St	Add 5760ft of Bike Lane, add sidewalk on one side from MLK to I Street	Long	$ 3,120,000
A-43	Randall Dog Park Shared Use Trail	Along Randall Dog Park: S 48th Ave To S 44th Ave	Add 1350ft of Shared Use Trail	Long	$ 540,000
A-44	S 48th Ave Protected Bike Lane	Along S 48th Ave: W Washington Ave To 200ft north of Randal Dog Park South Lot	Add 870ft of Protected Bike Lane	Long	$ 50,000
A-41	W Walnut St Buffered Bike Lane	Along W Walnut St: N 5th Ave To S 6th St	Add 4550ft of Buffered Bike Lane	Long	$ 20,000
A-45	S 5th Ave Protected Bike Lane	Along S 5th Ave: Tieton Dr To W Lincoln Ave	Add 3850ft of Protected Bike Lane	Long	$ 230,000
A-46	W MLK/Pierce Ave/W Lincoln Ave Buffered Bike Lane	Along W MLK/Pierce Ave/W Lincoln Ave: N 6th Ave To N 6th Ave	Add 1130ft of Buffered Bike Lane	Long	$ 30,000
A-47	N 5th Ave Bike Lane	Along N 5th Ave: W Lincoln Ave To 270ft south of Cherry Ave	Add 970ft of Bike Lane	Long	$ 10,000
A-48	N 5th Ave Protected Bike Lane	Along N 5th Ave: 270ft South of Cherry Ave To W I St	Add 2970ft of Protected Bike Lane	Long	$ 170,000
A-49	Occidental/S 80th Ave/Coolidge	Along Occidental/S 80th Ave/Coolidge Rd/S	Add 20060ft of Shared Roadway	Long	$ 60,000

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
	Rd/S 72nd Ave Shared Roadway	72nd Ave: Western City Limits To Sali Rd			
A-50	Cherry Ave Buffered Bike Lane	Along Cherry Ave: N 16th Ave To N 5th Ave	Add 3000ft of Buffered Bike Lane	Long	$ 80,000
A-51	W Lincoln Ave Bike Lane and sidewalk improvements	Along W Lincoln Ave: N 56th Ave To N 32nd Ave	Add 8230ft of Bike Lane, add sidewalk on one side of W Lincoln b/t N 40th Ave and N 56th Ave	Long	$ 4,460,000
A-52	N 16th Ave Shared Use Trail	Along N 16th Ave: River Rd To US 12	Add 1490ft of Shared Use Trail	Long	$ 600,000
A-53	Tieton Drive Bike Lane	Along Tieton Drive: S 72nd Ave To S 5th Ave	Add 23150ft of Bike Lane	Long	$ 270,000
A-54	Englewood Ave Bike Lane and Sidewalk improvements	Along Englewood Ave: N 66th Ave To N 56th Ave	Add 3350ft of Bike Lane and sidewalk on one side of street	Long	$ 1,810,000
A-55	N 74th Ave and Englewood Ave Climbing Lane & Shared Roadway	Along N 74th Ave and Englewood Ave: W Lincoln Ave To N 66th Ave	Add 3930ft of Climbing Lane & Shared Roadway	Long	$ 30,000
A-56	S 80th Ave Bike Lane	Along S 80th Ave: W Nob Hill Blvd To Tieton Drive	Add 2650ft of Bike Lane	Long	$ 30,000
A-57	W Nob Hill Blvd Bike Lane	Along W Nob Hill Blvd: S 80th Ave To S 72nd Ave	Add 1960ft of Bike Lane	Long	$ 20,000
A-58	S 64th Ave Buffered Bike Lane	Along S 64th Ave: Occidental Rd To Tieton Dr	Add 10630ft of Buffered Bike Lane	Long	$ 280,000
A-59	S 75th Ave/ City Owned Property Shared Use Trail	Along S 75th Ave/ City Owned Property: West Valley Community Park Lot Entrance To W Viola Ave	Add 910ft of Shared Use Trail	Long	$ 360,000
A-60	S 72nd Ave Bike Lane	Along S 72nd Ave: Sali Rd To Spokane St	Add 1000ft of Bike Lane	Long	$ 10,000
A-61	W Lincoln Ave Shared Use Trail	Along W Lincoln Ave: N 24th Ave/Powerhouse Rd To N 20th Ave	Add 1300ft of Shared Use Trail	Long	$ 520,000

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
A-62	Yakima Valley Canal Shared Use Trail	Along Yakima Valley Canal: N 44th Ave To Castlevale/Fechter Road	Add 2610ft of Shared Use Trail	Long	$ 1,040,000
A-63	E Martin Luther King Jr Blvd/ E Lincoln Ave Buffered Bike Lane	Along E Martin Luther King Jr Blvd/ E Lincoln Ave: N Front St To N 8th Street via E Lincoln Ave	Add 5210ft of Buffered Bike Lane	Long	$ 140,000
A-64	S 56th Ave Bike Lane	Along S 56th Ave: Tieton Drive To W Lincoln Ave	Add 3960ft of Bike Lane	Long	$ 50,000
A-65	N 16th Ave Buffered Bike Lane	Along N 16th Ave: W Lincoln Ave To Englewood Ave/Cherry Ave	Add 1310ft of Buffered Bike Lane	Long	$ 30,000
A-66	W Nob Hill Blvd Buffered Bike Lane	Along W Nob Hill Blvd: S 72nd Ave To S 64th Ave	Add 2600ft of Buffered Bike Lane	Long	$ 70,000
A-67	S 18th St Bike Lane	Along S 18th St: E Mead Ave To E Nob Hill Blvd	Add 2720ft of Bike Lane	Long	$ 30,000
A-68	W Lincoln Ave Buffered Bike Lane	Along W Lincoln Ave: N 16th Ave To N 20th Ave	Add 1320ft of Buffered Bike Lane	Long	$ 30,000
A-69	S 18th St Sidewalk Project	Along S 18th St: Chalmers St to E Yakima Ave	Add sidewalks to both sides of S 18th Street and Riverside St. 3,400ft	Long	$ 1,760,000
A-70	E Maple St Sidewalk Project	Along E Maple St: S 8th St to S Fair Ave	Add sidewalks to north side of E Maple between S 8th and S Fair Ave. 2100ft	Long	$ 1,100,000
A-71	S 6th St Sidewalk Project	Along S 6th St: E Nob Hill Blvd to E Arlington St	Fill sidewalk gaps on east side of S 6th St. approx. 780 linear feet	Long	$ 650,000
A-72	S 6th Ave Sidewalk Project	Along S 6th Ave: W Mead Ave to W Nob Hill Blvd	Add sidewalks to west side of 6th ave b/t W Mead Ave and W Nob Hill Blvd ave, include sidewalks on both sides for section of 6th b/t Logan and Viola. 3270ft	Long	$ 330,000
A-73	W Viola Ave Sidewalk Project	Along W Viola Ave: S 6th Ave to S 4th Ave	Add sidewalks to north side of W Viola Ave. 700ft	Long	$ 370,000

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
A-74	S 10th Ave Sidewalk Project	Along S 10th Ave: W Washington Ave to W Nob Hill Blvd	Add sidewalk to west side of S 10th. 5,200ft	Long	$ 2,780,000
A-75	W Viola Ave Sidewalk Project	Along W Viola Ave: S 16th Ave to S 10th Ave	Add sidewalks to south side of Viola Ave to connect to existing south side sidewalk at Viola and 10th. 2600ft	Long	$ 1,370,000
A-76	S 12th Ave Sidewalk Project	Along S 12th Ave: W Washington Ave to W Mead Ave	Add sidewalks to S 12th Ave on both sides between W Washington and W Pierce St, Add sidewalks to east side of 12th between Pierce and Mead. 3130ft	Long	$ 1,230,000
A-77	S 20th Ave / W Mead Ave Sidewalk Project	Along S 20th Ave / W Mead Ave: W Nob Hill Blvd to S 16th Ave	Add sidewalks to north side of W Mead b/t S 20th and S 16th, and along S 20th On the east side between Mead and Nob Hill Blvd. 4000ft	Long	$ 2,100,000
A-78	S 16th Ave / W Arlington St Sidewalk Project	Along S 16th Ave / W Arlington St: W Nob Hill to S 11th Ave	Add sidewalk to fill gaps on S 16th Ave and W Arlington St from W Nob Hill to S 11th Ave	Long	$ 2,200,000
A-79	S 19th Ave Sidewalk Project	Along S 19th Ave: Tieton Dr to W Yakima Ave	Add sidewalks on east side of S 19th between Tieton and Chestnut - not practical to extend sidewalk to Yakima. 1320ft	Long	$ 700,000
A-80	S 24th Ave Sidewalk Project	Along S 24th Ave: Tieton Dr to W Chestnut Ave	Add sidewalks to west side of S 24th Ave. 1300ft	Long	$ 680,000
A-81	N 24th Ave Sidewalk Project	Along N 24th Ave: Powerhouse Rd to Englewood Ave	Add sidewalks to east side of N 24th Ave. 1000ft	Long	$ 550,000
A-82	Powerhouse Road Sidewalk Project	Along Powerhouse Road: 160 ft northwest of N 26th Ave to N 24th Ave	Add sidewalks to both sides of Powerhouse Road. 1800ft	Long	$ 890,000
A-83	W Chestnut Ave Sidewalk Project	Along W Chestnut Ave: S 45th Ave to Henry Ave	Add sidewalks to one side of Chestnut - whichever is most practical. 6900ft	Long	$ 3,670,000
A-84	N 32nd Ave Sidewalk Project	Along N 32nd Ave: W Chestnut Ave to Englewood Ave	Fill sidewalk gaps on east side of N 32nd Ave. 3500ft	Long	$ 1,880,000

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
A-85	S 32nd Ave Sidewalk Project	Along S 32nd Ave: W Arlington St to Tieton Dr	Add sidewalk to the east side of S 32nd b/t Arlington and Webster, and to the west side between Arlington and Tieton 1300ft	Long	$ 690,000
A-86	W Mead Ave Sidewalk Project	Along W Mead Ave: S 32nd Ave to S 29th Ave	Add sidewalk to the north side of W Mead Ave. 700ft	Long	$ 390,000
A-87	Castlevale Rd Sidewalk Project	Along Castlevale Rd: Powerhouse Rd to Fruitvale Blvd	Add sidewalk to the south side of Castlevale Rd. 4700ft	Long	$ 2,470,000
A-88	N 34th Ave Sidewalk Project	Along N 34th Ave: Powerhouse Rd to Fruitvale Blvd	Add sidewalk to west side of N 34th Ave. 2300ft	Long	$ 1,550,000
A-89	Powerhouse Rd Sidewalk Project	Along Powerhouse Rd: N 40th Ave to N 34th Ave	Add sidewalk along Powerhouse Rd from N 40th Ave to N 34th Ave	Long	$ 1,240,000
A-90	N 40th Ave Sidewalk Project	Along N 40th Ave: Kern Rd to Castelvale Rd	Add sidewalk to the west side of N 40th. 4000ft	Long	$ 420,000
A-91	Conestoga Blvd/Fechter Rd Sidewalk Project	Along Conestoga Blvd/Fechter Rd: Surrey Ln to Congdon Canal	Add sidewalk to East side of Conestoga blvd, connecting with sidewalk on south side of Fechter Rd @Congdon Canal. 1200ft	Long	$ 660,000
A-92	N 44th Ave Sidewalk Project	Along N 44th Ave: W Lincoln Ave to Northern Terminus of N 44th Ave	Between Summitview and Uplands, add sidewalk on one side of N 44th. 940ft. Between W Lincoln and Douglas, add sidewalk to east side of 44th 640ft. Between Douglas and Englewood, add sidewalk to both sides of 44th 635ft. between Englewood and Gardenpark way, add sidewalks on east side of 44th 1060ft. 3275ft total	Long	$ 1,740,000
A-93	N 40th Ave Sidewalk Project	Along N 40th Ave: 620 north of W Chestnut Ave to Summit View Ave	Add sidewalk to east side of N 40th Ave 700ft	Long	$ 400,000

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
A-94	S 44th Ave Sidewalk Project	Along S 44th Ave: W Arlington St to W Chestnut Ave	Between Arlington and Tieton, add sidewalks to west side of 44th 1300ft. Between Tieton and W Chestnut add sidewalks on one side of 44th/W Walnut/45th 1300ft. 2600ft total	Long	$ 1,380,000
A-95	S 48th Ave Sidewalk Project	Along S 48th Ave: Randall Park West Lot to Signalized crossing @ MultiCare Cottage property	Add sidewalk to West side of S 48th Ave 2100ft	Long	$ 410,000
A-96	W Lincoln Ave Sidewalk Project	Along W Lincoln Ave: N 66th Ave to Bitterroot Way	Add sidewalk to south side of W Lincoln Ave 3400ft	Long	$ 2,070,000
A-97	N 56th Ave Sidewalk Project	Along N 56th Ave: 325ft north of W Chestnut Ave to Summitview Ave	Fill sidewalk gaps on West side of N 56th Ave 1000ft	Long	$ 510,000
A-98	S 65th Ave Sidewalk Project	Along S 65th Ave: Tieton Dr to W Chestnut Ave	Add sidewalk to east side of S 65th Ave 1400ft	Long	$ 700,000
A-99	S 80th Ave Sidewalk Project	Along S 80th Ave: W Plath Ave to Wide Hollow Rd	Add sidewalk to both sides of S 80th Ave 1000ft	Long	$ 1,000,000
A-100	S 75th Ave Sidewalk Project	Along S 75th Ave: 570ft west of S 75th Ave to W Mead Ave	Add sidewalk to east side of S 75th Ave 2300ft	Long	$ 1,220,000
A-101	Zier Road Sidewalk Improvements	Along Zier Rd: S 96th Ave to 570 ft west of S 75th Ave	Add sidewalk to both sides of Zier Rd OR add multiuse Path to South Side	Long	$ 6,050,000
A-102	Browne Avenue Sidewalk Replacement	7th Ave to 15th Ave	Replace Sidewalk	Short	$ 936,000
A-103	2nd Street Sidewalk Replacement	G Street to MLK Blvd	Replace Sidewalk	Short	$ 1,917,400
A-104	3rd Street Sidewalk Replacement	G Street to MLK Blvd	Replace Sidewalk	Short	$ 1,899,400
A-105	4th Street Sidewalk Replacement	G Street to MLK Blvd	Replace Sidewalk	Short	$ 1,783,200

ProjectID	Project Name	Location (Extents)	Description	Time Frame	Cost
A-106	6th Street Sidewalk Replacement	G Street to MLK Blvd	Replace Sidewalk	Short	$ 1,817,400
A-107	7th Street Sidewalk Replacement	G Street to MLK Blvd	Replace Sidewalk	Short	$ 1,869,700
A-108	24th Avenue Road Diet - Bike Lane	Nob Hill to Washington Drive	reduce car lanes, add bike lanes	Medium	$90,000
A-109	Summitview Ave Sidewalks	37th ave to 16th ave	Add sidewalks to both sides of street where missing	Medium	$3,290,000

4.4. Financing Program

The list of transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Yakima. Estimated project costs and future revenues are presented and options to fund the projects are described in this section. Implementation strategies are discussed and include items such as coordination with WSDOT, Yakima County, and Yakima Valley Conference of Governments (YVCOG) to prioritize and fund regional improvements. The implementation plan sets up the framework for the City to prioritize and fund the improvements identified in the transportation plan.

The GMA requires the Transportation Element of the Comprehensive Plan to include a multi-year financing plan based on the identified improvement needs in the transportation systems plan. The financing plan is to be the basis in developing the required six-year Transportation Improvement Program (TIP). If probable funding is less than the identified needs, then the transportation financing program must also include a discussion of how additional funding will be raised or how land use assumptions will be reassessed to assure that level of service standards will be met. Alternatively, the city can adjust its level of service standards.

A summary of costs for capital improvement projects and citywide maintenance and operation programs are presented in this chapter. The capital project and maintenance and operations program costs are compared to estimated revenues from existing sources used by the City to fund transportation improvements. Other potential funding sources to help reduce the projected shortfall are described. Lastly, a summary of a reassessment strategy for the city to use for reviewing transportation funding in the context of the overall Comprehensive Plan is also included.

4.4.1. Project and Program Cost Estimates

Exhibit 4-33 summarizes the costs of the recommended transportation improvement projects and programs. These cover City of Yakima capital improvements, maintenance and operations. The costs are summarized for the life of the Plan. Improvements under the responsibility of WSDOT, or Yakima

County, are not included in the summary table. However, the city may choose to include a share of the costs of WSDOT improvements in its transportation impact fee or other funding options.

Exhibit 4-32. Transportation Project and Program Costs (2027 – 2050)

Improvement Type	(2027-2050) Total Costs[1]	Percent of Total Costs
Transportation Capital Projects[2, 3]		
Intersection	$ 114,160,000	19.5%
Roadway Capital Projects (includes maintenance)	$ 77,930,000	13.3%
New Roadway	$ 144,060,000	24.6%
Active Transportation	$ 102,410,000	17.5%
Other (includes non-city led projects)	$ 143,070,000	24.5%
Studies	$ 3,490,000	0.6%
Total Costs	$585,120,000	100%

1. All costs in 2026 dollars, rounded to $1,000
2. Does not include other agency improvements
3. Transportation Improvement Program (TIP) funding and projects may vary from the Comprehensive Plan

Planning-level cost estimates were developed for the capital improvements and presented in the Forecast and Evaluation Chapter. The planning estimates were prepared based upon average unit costs for transportation projects within the region. Planning-level costs were developed with the assumption that costs would include associated storm water development requirements, property acquisition, wetland mitigation, and utility extensions and/or upgrades, based upon historic costs for those items. More detailed cost estimates will need to be prepared as the projects are closer to design and construction. Future design studies will identify specific property impacts and options to reduce costs and impacts on properties.

The estimated capital cost of the Transportation Plan is approximately $585.1 million (in 2026 dollars). Approximately 17.5% percent of the capital costs are associated with completion of the active transportation network in the city. These costs cover upgrading roadways to provide expanded options for pedestrians and bicyclists, along with construction of urban features such as crosswalks and sidewalks. Approximately 24.6% of costs are for the construction of new planned roadways, while intersection improvements (like roundabouts and new signals) account for 19.5% of planned improvements. Roadway improvement projects (which includes roadway maintenance), account for 13.3% of total costs. The "other" project category includes a new interchange along I-82, a major capital project that would be led by WSDOT and would not be the responsibility of the City of Yakima to fund.

Maintenance and operations costs are included as part of the roadway capital projects – as they both use the same Street Fund. These projects include roadway resurfacing and often include sidewalk and bike lane enhancements as part of those projects (such as the recent improvements along N 1st Street).

4.4.2. Funding Analysis with Existing Revenue Sources

The City has historically used city and state tax revenues, a transportation benefit district, and grants to construct and maintain their transportation facilities. In early 2026 the City of Yakima changed the method of collecting Transportation Benefit District revenues from $20 vehicle tab fees to a 0.1% tax increase. Funds from the 0.1% sales and use tax are used for resurfacing and rehabilitation on City streets, such as 1st Street Revitalization Phase 2, as allowed in RCW.82.14.0445. The description of this and other available funding sources and projected revenues are listed in Exhibit 4-34.

Exhibit 4-33. Estimated Transportation Revenues (2027 – 2050)

Capital Fund Type	Revenues Sources	Estimated Biennial Budget	Percent of Total Revenues
Streets & Traffic Fund	> Property Taxes (REET 2) > State Gas Tax > Intergovernmental Revenues (Stormwater/Street Sweeping) > Charges for Goods & Services > Miscellaneous Revenues (Insurance Reimbursements for Motorist Damage) > Other Financing Sources (Uses)	$8,422,000	27.0%
Transportation Benefit District	0.1% sales tax	$6,910,000	22.2%
Street Overlay & Reconstruction	> Federal Grants > Capital Imp. Gas Tax > TBD or Transfer from TBD > Property Taxes > Fed. Highway Admin. > Dept. of Transp. > TIB > SEID Grant - Yakima County > Street Assessments	$15,850,000	50.8%
Estimated Total Revenues (biannual budget x 12)		**$374,184,000**	

Revenue projections were estimated based upon the City's 2024 budget, and 5-years of historical revenues. Based on recent historical data, it is estimated that revenues would be more than $374 million during the 24-year period.

Developer Transportation Funding

The city uses several programs to help offset the increased traffic impacts of new development or redevelopment. These include construction of frontage improvements such as curb, gutter, and sidewalks, with or without dedication of right-of-way, and new roadways needed to serve the development. The City is also required to review the potential transportation impacts of development and define appropriate mitigation under the State Environmental Policy Act (SEPA) and GMA concurrency requirements. In addition, the City previously adopted a Transportation Impact Fee program as allowed for by the GMA to help fund growth-related transportation system improvements.

Other Developer Mitigation and Requirements

The City has adopted specific development-related requirements which will help fund the identified improvements. These include requirements for frontage improvements, mitigation of transportation impacts under SEPA, and concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include reconstructing abutting streets to meet the City's current design standards. These improvements can include widening of pavement, drainage improvements, and construction of curb, gutter, and sidewalks.

Several of the projects identified in the Transportation Plan could be partially funded and constructed as part of new developments.

The city also evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation. These could include impacts related to safety, traffic operations, active transportation, or other transportation issues. The needed improvements may or may not be identified as specific projects in the Plan.

The city also requires an evaluation of transportation concurrency for development projects. The concurrency evaluation is intended to identify project impacts that will cause City facilities to operate below the City's level of service standard. To resolve such a deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, or another agency or developer to fund improvements to resolve the deficiency. According to the GMA, the City must deny any proposal that will cause the level of service for transportation facilities to decline below the adopted standard unless a financial commitment is in place to complete measures to achieve the LOS standard within six years. (RCW 36.70A.070(6)(b).

Grants

Over the past several years the city has had significant success in securing grants for transportation improvements. Grant funding is typically tied to specific improvement projects and distributed on a competitive basis, often with a local funding match.

4.4.3. Forecasted Revenue Shortfall

Exhibit 4-35. summarizes the City's proposed transportation financing strategy plan's program expenditures. The Plan results in a shortfall of approximately $211 million. This assumes that the level of grants and developer commitments will be generated as estimated in the Transportation Plan. The deficit could be greater if the level of development or the level of grant funding is less than forecast. The former would be offset by a reduced need for transportation improvements to accommodate growth. If

the City is more successful in obtaining grants or other outside funding for projects, then the potential deficit could be reduced, as discussed in the next section.

Exhibit 4-34. Estimated Transportation Revenues (2027 – 2050)

Revenue Source[1]	Total (2027-2050)
Transportation Capital Revenues	$374,184,000
Total Capital Project Costs	$585,120,000
Total Estimated Shortfall	**($210,936,000)**

1. All revenues in 2026 dollars

Revenue Shortfall

The approximately $211 million shortfall in funding would primarily affect the ability of the city to fund all the identified capital improvement projects during the planning period. As evidenced by the formation of the Transportation Benefit District, the City is committed to funding the existing maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. The maintenance and operations cost will expand with transportation system improvements and the future annexation of the City's unincorporated UGA.

4.4.4. Potential Options to Balance the Plan

As noted above, projected existing revenue sources would allow the city to fund the majority of the identified transportation improvement projects and program costs. The City could address this shortfall through delaying lower priority projects or increasing revenue allocations from discretionary sources, primarily the General Fund.

Transportation Impact Fees

The GMA allows agencies to develop and implement a Transportation Impact Fee (TIF) program to help fund part of the costs of transportation facilities needed to accommodate growth. State law (RCW 82.02) requires that TIF programs are:

- Related to improvements to serve new growth and not existing deficiencies;
- Assessed proportional to the impact of new developments;
- Allocated for improvements that reasonably benefit new development, and;
- Spent on facilities identified in the adopted Capital Facilities Plan.

TIFs can only be used to help fund improvements that are needed to serve new growth. The cost of projects needed to resolve existing deficiencies cannot be included.

The TIF program must allow developers to receive credits if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. The city is in the process of updating its existing program based on the updated Transportation Plan. The City of Yakima is one of the only cities across Washington State that does not collect Transportation Impact Fees.

Options for Reducing the Funding Shortfall for Capital Improvement Projects

The city can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies or additional grants as available. Alternatively, the city could delay implementation of projects, especially lower priority improvements. Possible applications of these funding strategies are discussed below.

Delaying Improvement Projects

The City will not likely be able to, or may choose not to, fund lower priority projects within the 20-year horizon without additional funding sources. Some of these projects may be funded through impact fees and/or frontage improvement requirements as development (or re-development occurs). As developments occur in these areas the city may require project-specific facility improvements including SEPA mitigation measures, as appropriate. The city also may identify other programs or opportunities to partially or fully fund some of these improvements.

Additional Grants and Other Agency Funding

As discussed above, the transportation financing analysis estimates that the city may receive approximately $22 million in grant funding over the life of the Plan. If the City is able to pursue and receive grants at a higher rate, shortfalls may be less than projected.

Tax Increment Financing

Washington State allows cities to create "increment areas" that allows for the financing of public improvements, including transportation projects within the area by using increased future revenues from local property taxes generated within the area. The specific rules and requirements are noted in the Community Revitalization Financing (CRF) Act.

The Local Infrastructure Financing Tool (LIFT) program is a potential tool for the City to pursue. Under this concept the annual increases in local sales/use taxes and property taxes can be used to fund various public improvements.

The city may choose to further consider these types of funding programs in the future as part of its annual budget and six-year Transportation Improvement Program (TIP) processes.

Voter Approved Bond/Tax Package

Bonds do not result in additional revenue unless coupled with a revenue generating mechanism, such as a voter approved tax. The debt service on the bonds results in increased costs which can be paid with the additional tax revenues. Although the city does not anticipate issuing bonds in the near future, it remains an option for generating additional transportation revenues to fund some of the higher cost improvement projects.

Local Improvement Districts

A local improvement district (LID) is a special assessment area established by a jurisdiction to help fund specific improvements that would benefit properties within the district. LIDs could be formed to construct sidewalks, upgrade streets, improve drainage or other similar types of projects. A LID may be in residential, commercial, or industrial areas or combinations depending on the needs and benefits. LIDs can be proposed either by the city or by property owners. LIDs must be formed by a specific process which establishes the improvements, their costs, and assessments. The assessments are added to the property tax which helps to spread the costs over time.

4.4.5. Reassessment Strategy

Although the financing summary identifies the potential for a total revenue shortfall of approximately $211 million (in 2026 dollars) over the life of the Plan, the city is committed to reassessing transportation needs and funding sources each year as part of its six-year Transportation Improvement Program (TIP). This allows the city to match the financing program with the short-term improvement projects and funding. To implement the Transportation Plan, the city will consider the following principals in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual six-year Transportation Improvement Program (TIP);
- Consider creation of a transportation impact fee (TIF) program
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards;
- Explore ways to obtain more developer contributions to fund improvements;
- Coordinate and partner with WSDOT, Yakima County, and others to implement improvements to I-82;
- Vigorously pursue grant funds from state and federal sources;
- Work with Yakima County to develop multiagency grant applications for projects that serve growth in the city and its UGA;
- Review and update the TIF program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations;

Some lower priority improvements may be deferred or removed from the Transportation Plan. The city will use the annual update of the six-year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed, and priorities revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the city and its UGA. The city will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the city's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

5. Capital Facilities

5.1. Overview

The GMA grants broad discretion for local jurisdictions deriving which types of capital facilities are provided and the levels of service required to evaluate for future growth and land development. Capital facilities include those owned by the City of Yakima and by other public entities. While transportation facilities are covered in this capital facilities element, these facilities are covered in more detail within the Transportation Element. Parks and Recreation facilities are included here to supplement the Parks and Recreation Element in Volume I. Under RCW 36.70A.070 (3), the GMA requires the capital facilities element must include the following:

- An inventory of existing capital facilities owned by public entities;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities;
- A capital facilities finance plan (covering a minimum of six-years) indicating projected funding capacities and sources of public money; and
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

Prior periodic updates to the Capital Facilities Element included reference to a separate Capital Facilities Plan document where level of service standards and financing were separately addressed in a technical manner. This update consolidates the basis for capital facility level of service standards and financing projections into the Capital Facilities Element of the Comprehensive Plan. Therefore, the Capital Facilities Element should be updated on a regular basis to ensure consistency with City's financial budget planning, and Land Use Element of the Comprehensive Plan.

The following sections provide a snapshot of the GMA's capital facility element requirements based on long-range plans and facility programs available at the time. Funding expenditures and sources are referenced from the City of Yakima's 2025-2029 Capital Budget, 2026-2031 Six Year Capital Improvement Plan, and/or 2025-2030 Six Year Transportation Improvement Program.

5.1.1. Inventory

Water

Water services in Yakima are provided by the City of Yakima Water/Irrigation Division and Nob Hill Water Association. The Terrace Heights UGA area is served by Yakima County. The City's water system, shares boundaries with four other water purveyors in the area, with the non-profit Nob Hill Water Association, as the only other water purveyor located within the city limits. The City's water system generally serves central and eastern Yakima. Water service is extended on request, and new development pays for the extension of infrastructure.

Yakima Water/Irrigation Division operates a surface water treatment plant on the Naches River and is supplemented by four active wells that are used for seasonal emergencies and to meet peak demands. The City developed a Water System Plan in July of 2017 to anticipate and meet the target growth and land use plan impacts derived by this Comprehensive Plan. (Yakima, 2017)

The City of Yakima Water/Irrigation Division serves over 73,000 customers with the facilities identified below. See Exhibit 5-1 for the numbers of fire hydrants, valves, pump stations and pipe length that move water throughout the city's multi-level pressurized system.

Exhibit 5-1. City of Yakima Water Facilities Inventory

Facility	Fire Hydrants	Pipe (Feet)	Valves
District 1	370	227,694	1,163
District 2	519	312,140	1,637
District 3	455	293,985	1,425
District 4	333	210,240	989
District 5	629	385,817	1,821
District 6	75	53,383	272
District 7	50	27,930	146
Outside City Limits	21	56,574	84
Total	**2,451**	**1,567,762**	**7,537**

Source: City of Yakima, 2026; City of Yakima 2017 Water System Plan, 2016; Perteet, 2026

In 2023, the Nob Hill Water Association served a population of over 33,500 across the western side of the City of Yakima. Approximately 11,243 customer meter connections and 12,864 equivalent residential units were provided with water. The Association sources water from a total of nine wells and distributes that water through eight booster stations, five storage facilities, fifteen pressure-reducing stations, and over one million feet of mainline. (NHWA, 2024)

The City of Yakima and Nob Hill Water Association share two emergency interties assisting with pressure and flow control. The emergency interties each share unique operating characteristics in which one location can provide the City with additional conveyance, and the other provides Nob Hill with added conveyance in emergency situations.

Irrigation

The City of Yakima operates an irrigation utility that provides irrigation water to users in certain areas within the City. As the City limits expanded into areas with irrigated farm land, the existing irrigation

systems were maintained and converted into systems that irrigate lawns, gardens, and small farms. In addition to the City's irrigation utility, some irrigation users within the City of Yakima are served by private irrigation systems or directly from canals. Homes without irrigation use the domestic water supply to maintain their lawns and gardens. The City's irrigation system also operates under both its own water rights as well as purchased shares from other nearby irrigation canal companies. Exhibit 5-2 shows irrigation facilities in Yakima.

Exhibit 5-2. City of Yakima Irrigation Facilities Inventory

Facility	Valves	Pipe (Feet)
District 1	134	110,109
District 2	105	68,743
District 3	175	117,387
District 4	189	120,139
District 5	166	124,912
District 6	0	0.0
District 7	9	4,521
Outside City Limits	0	0
Total	**778**	**545,810**

Source: City of Yakima, 2026; City of Yakima 2017 Water System Plan, 2016; Perteet, 2026

Wastewater

The Yakima Regional Wastewater Treatment Plant (YRWWTP) processes wastewater from homes and businesses in Yakima, 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, challenging physical conditions, or past development allowed on septic systems.

The City provides wastewater collection services for approximately 29,300 accounts through over 365 miles of wastewater gravity mains, force mains, and industrial waste trunk lines. The system also includes 11 lift stations (Yakima, 2023). See Exhibit 5-3 for the inventory in each district.

Exhibit 5-3. City of Yakima Wastewater Facilities Inventory

Facility	Sanitary Sewer Pipe (Miles)	Industrial Waste Pipe (Miles)	Lift Stations	Maintenance Appurtenances (Manholes, etc.)
District 1	33.29	2.55	1	556
District 2	41.56	2.99	4	701
District 3	55.43	0	0	1,041

District 4	33.46	1.21	2	558
District 5	53.6	1.16	2	1,159
District 6	59.11	0	2	1,304
Total	**357.76**	**7.91**	**11**	**6,734**

Source: City of Yakima, 2026; City of Yakima Wastewater Collection System Master Plan, 2023; Perteet, 2026

Stormwater

Yakima's stormwater collection area includes the City of Yakima and some of the West Valley area outside of city limits. With hot, dry summer weather and cold, dry winters, the majority of the annual precipitation occurs between October and March. Runoff typically occurs during rapid warming events and is tied closely to the snowfall conditions in the Cascades. In accordance with the NPDES Western Washington Phase II Municipal Stormwater Permit, the City requires development to provide on-site stormwater management to mitigate these impacts. Level of service standards require stormwater quantity and quality treatment to be consistent with the City stormwater manual.

The City possesses one stormwater source well, referred to as Naches River WTP, in which water is treated by chlorination, filtration, fluoridation, and other methods. Exhibit 5-4 shows facilities by districts in Yakima.

Exhibit 5-4. City of Yakima Stormwater Facilities Inventory

Facility	Storm Pipe (Miles)	Catch Basins	UIC Wells	Manholes	Swales
District 1	19.3	838	29	196	2
District 2	20.8	744	79	164	4
District 3	37.85	850	57	539	0
District 4	14.87	692	31	170	0
District 5	17.71	655	91	266	9
District 6	20.22	1099	268	224	0
District 7	28.47	1403	409	317	21
Outside City Limits	13.29	38	4	28	0
Total	**172.51**	**6,319**	**968**	**1,904**	**36**

Source: City of Yakima, 2026; City of Yakima Stormwater Management Program, 2024; BERK, 2026

Solid Waste / Refuse

According to Yakima County's April 2023 Solid Waste and Hazardous Waste Management Plan, the City of Yakima serves 25,879 residential customers in the solid waste collection program. Customers are

charged weekly by the size of their bin, with additional charges incurred for items placed outside of the bin, overfilling bins, additional collection trips, yard waste, and temporary metal bins. All refuse within the City is collected by the Refuse Division of the department of public works, a licensed collector, or taken to the sanitary landfill for disposal. Yakima Waste System offers biweekly curbside recycling for a fee.

The Refuse Division operates 14 daily routes with 20 drivers utilizing 14 frontline trucks and 7 spare trucks. Customers can pay for 96-gallon or 32-gallon refuse carts and waste carts. Annually, around 37,647 tons are collected, with around 90% of the tonnage categorized as garbage and around 10% categorized as recycled yard waste. See Exhibit 5-5.

Exhibit 5-5. Refuse Facility Inventory

Facility	Location/Inventory
Regional Landfills	Terrace Heights Landfill
Regional Transfer Stations	Terrace Heights Transfer Station
Garbage Pickup	36,600 Residential 500 Multi-family
Curbside Recycling Pickup	Yakima Waste System
Rural Recycling Centers	Yakima Waste System

Source: City of Yakima Refuse Division, 2026; ACS 5-yr Estimates; Perteet, 2026

5.1.2. Other Facilities Inventory

Fire & Emergency Services

The facilities used by the Yakima Fire Department (YFD) include five active stations, two inactive stations, a maintenance shop, and a drill facility. In total, the YFD operates out of 61,755 square feet with seven engines, one ladder truck, and various other fleet vehicles that support the Department's work. Administrative and support staff total 15 employees and comprise 12% of the YFD's total staff. At a ratio of 1.04 firefighters per 1,000 population, YFD hosted approximately 104 firefighters during the 2024 calendar year. YFD also utilizes city civilian staff and partnerships with Yakima County Emergency Management.

For Emergency Management Services (EMS), the YFD utilizes a third-party provider contracted for all medical incident response. Staffing for medical calls are dependent upon the assigned engine or ladder unit and include either two or three personnel from the private ambulance provider. Medical calls also include either two EMTs or a paramedic and an EMT depending on the call severity and availability (YFD, 2025). Exhibit 5-6 shows existing fire and emergency services facilities in Yakima.

Exhibit 5-6. City of Yakima Fire & Emergency Services Facilities Inventory

Facility	Location	Size (Sq Ft)	Size (Sq Ft)
Station 91	401 North Front Street	12,540	1 Engine, ladder truck, rehab, 2 command, multiple staff units
Station 92	7707 Tieton Drive	8,032	Engine, brush, utility
Station 93	511 North 40th Ave.	9,188	Engine, platform truck, brush, utility
Station 94	2404 W. Washington Ave.	6,568	Engine, tender, 2 ARFF units, MCI
Station 95 & Drill Facility	807 East Nob Hill Blvd.	10,939	2 Engines, tech rescue, boat, raft, Tech Rescue & HazMat Trailer, multiple staff units
Maintenance Shop	2200 Fruitvale Blvd.	6,500	Bucket Truck, service truck, staff unit, reserve apparatus
Race Station	1216 Race Street	4,988	General storage
Fruitvale Station	2200 Fruitvale Blvd.	3,000	
Total		**61,755**	

Source: City of Yakima Fire Department, 2026

Law Enforcement

The Yakima Police Department's (YPD) most recent annual report (2018) notes 131 commissioned police officers serving nine separate policing districts spanning city-wide. Approximately 53,000 calls for service were received by the YPD, resulting in a decline of reported crime events when compared to the prior three years. While the report notes hiring 10 new employees in 2018, as of 2025, the YPD employs 124 commissioned officers. (Boyle, 2026)

Schools

The City of Yakima is primarily served by the Yakima School District and the West Valley School District. The East Valley School District serves the unincorporated UGA east of the Yakima River. Exhibit 5-7 shows the number of students and teachers, and student-teacher ratio in each School District.

Exhibit 5-7. School District Student-Teacher Ratios

School District	Students (2023-2024)	Teachers (2023-2024)	Student-Teacher Ratio (2023-2024)
Yakima School District	15,621	1,031	15.5:1
West Valley School District	5,570	323	17.2:1
East Valley School District	3,383	199	15:1

Source: Yakima School District and West valley School District, 2026

Parks

Park inventory listed in the exhibits below are adjusted slightly from the acreages listed in in the adopted 2022-2027 Yakima Parks and Recreation Comprehensive Master Plan. This exhibit separates parks and recreation facilities that have had changes of ownership since the plan's adoption or park types that do not count towards LOS standards. The acreages also exclude sports fields and other recreation facilities owned by school districts. Yakima and West Valley School Districts manage several baseball, soccer, and football, and multi-purpose fields that are open to the public. However, these facilities but do not count towards the parks LOS standards despite providing recreation opportunities to Yakima residents and visitors. See Exhibit 5-7 and Exhibit 5-8.

Exhibit 5-8. LOS-Included Park Acres by Park Type (Exclusions Applied)

Park Type	Acres
Mini Park	10.32
Neighborhood Park	47.88
Community Park (includes Fisher Golf Course and Gloria's Park*)	226.40
Parkway	16.38
Total	300.98

Source: 2022-2027 Adopted Parks Plan, 2021; BERK, 2026
*Gloria's park not listed on 2022-2027 Adopted Parks Plan but has since been identified as a YPR Community Park.

Exhibit 5-9. LOS-Excluded Park Acres by Park Type including Rationale

Park name and Type	Rationale for Exclusion from LOS	Acres
Yakima Arboretum - Community Park	This facility is publicly owned but capital improvements and operations are managed by a 501(c)(3) non-profit entity	60.00
Sozo Sports Complex	The developed portion of this facility is publicly owned but capital improvements and operations are managed by a 501(c)(3) non-profit entity	38.50
Sunrise Rotary Park – Mini Park	This facility is owned and operated by Yakima Greenway, a 501(c)(3) non-profit entity	3.63
Sarg Hubbard – Community Park	This facility is publicly owned but capital improvements and operations are managed by Yakima Greenway, a 501(c)(3) non-profit entity	28.00
Tahoma Cemetery	This facility is publicly owned and operated by the City of Yakima. However, it is not a traditional park property as it does not provide recreational opportunities	55.00

	defined in the LOS standards and is considered a special use property.

Source: 2022-2027 Adopted Parks Plan, 2021; BERK, 2026

Streets and Sidewalks

The street network serving motorized traffic across the city and surroundings area includes the following functional classifications: local streets, neighborhood collectors, collector arterials, minor arterials, and primary arterials. Each street classification is defined by its intended purpose and context within the overall transportation network and provides a range of mobility and accessibility through specified design standards. Active transportation facilities, such as sidewalks, bike lanes, and ADA facilities are predominantly located along the side of street rights-of-way are the most evident in the downtown area.

The City of Yakima maintains approximately 750 miles of streets and 250 miles of sidewalk. To further understand street classifications, reference the Transportation Element or the Transportation Chapter of this document, or see the City of Yakima 2040 Transportation System Plan. (Yakima, 2025c)

Street Lights

The City of Yakima maintains 4,925 streetlights. The approximate cost for power consumption is around $300k per year which works out to be about $61 per light per year.

Transit

Yakima Transit serves the cities of Yakima and Selah, operating under the direct responsibility of the City Council and a Transit Manager overseeing the daily operating activities. Yakima Transit has 53 employees and contracts with private organizations for paratransit and commuter services. (Yakima, 2025c) Within the City of Yakima, fixed-route services are provided on ten different routes and two park-and-ride lots are available.

Airport

The Yakima Airport (McAllister Field) is a general aviation air facility between Washington Avenue and Ahtanum Road in the south-central part of the city. The airport handles small passenger aircraft that includes flights to and from SeaTac Airport in Seattle. The Yakima Airport Terminal covers 825 acres and is owned and operated by the City. There are two active runways located at McAllister Field, which provide primary air transportation for the region. Other facilities at the Yakima Air Terminal include runway and taxiway lighting systems, visual and electronic navigation aids, aviation hangers and tiedown aprons, a passenger terminal building, support and maintenance facilities, and airport offices.

Public Buildings

The City manages and maintains several municipal and cultural buildings including City Hall, the Capital Theater, and the Convention & Events Center. See Exhibit 5-10 for a complete list of public buildings and their details.

Exhibit 5-10. Public Buildings Inventory (2026)

FACILITY	Location	Size (Sq Ft)
District 1		
Convention Center	10 N 8th St	68,344
YPAL	602 N 4th St	10,472
District 2		
ONDS Office	112 S 8th St	2,352
Probation Office	207 E Spruce	5,376
Henry Beauchamp, Jr. Community Center	1211 S 7th St	19,352
District 4		
City Hall	129 N 2nd St	61,230
Capital Theater	19 s 3rd St	55,700
Trolley Barn	404 S 3rd Ave	13,572
YPAC	124 S 2nd St	6,160
City Gas Island	302 N 1st St	15,000
District 5		
Public Works	2301 Fruitvale Blvd	93,565
Total		**351,123**

Source: City of Yakima, 2026

5.1.3. Level of Service

Water

Water demand forecasting present in the 2017 City's Water System Plan was based on population estimates for 2015. Estimates and demand forecasting noted here are based on a service population of 100,000 in 2025 and a projected population of 107,443 in 2046. The LOS standard is based on maximum day demand (MDD), representing the maximum demand on the system on any given day. Based on 2017 projections, the City estimates 233 gallons per day (gpd) per equivalent residential unit (ERU) and applies that to the projected land use and associated population growth. By 2046, with an estimated 0.5 million gallons per day (MGD) increase per 5-year period, a reserve of 0.3 MGD is anticipated. See Exhibit 5-11.

Exhibit 5-11. Water LOS Analysis – Millions of Gallons per Day (MGD)

Year	Service Area Populations	Projected Maximum Day Demand (MGD)	Current Water Treatment Plant Capacity (MGD)	Net Reserve or Deficit (MGD)
2025	100,000	19.3	21.6	2.3
2046	107,443	21.3	21.6	0.3

Source: City of Yakima, 2026; City of Yakima 2017 Water System Plan, 2016; Perteet, 2026

In 2023, the Nob Hill Water System Plan estimates approximately 344 gpd per ERU and has an average day demand that is expected to increase from 316.7 gpd/ERU in 2023 to 345.3 gpd/ERU in 2044. Its maximum day demand is expected to increase from 5,776 gpm in 2023 to 8,946 gpm in 2044. The System Plan bases the ERU projections on an estimated increase of 212 ERUs per year, consistent with maximum increase between 2015-2021.

Irrigation water

The City of Yakima Water/Irrigation Division currently provides irrigation water service through over 545,000 feet of pipe to 10,690 parcels, totaling over 2,000 irrigated acres. The level of service standard provides for minimum design pressure of 20 psi. The City's priority to is to maintain service to existing irrigation users. City Council has the authority to authorize additions or expansions to the current service areas when certain criteria are met. Wastewater**5-12**Wastewater

Wastewater

The Yakima Regional Wastewater Treatment Plant (YRWWTP) has a total design capacity of 21.5 million gallons per (MGD). In 2020, the YRWWTP had an average flow of 8.24 MGD based on a population of 111,278, providing for long-term capacity to serve at current levels. Based on the projected population for 2046 and 89,658 pounds of organic loading capacity, a surplus of 52,827 pounds of organic treatment capacity will be available. (Yakima, 2023). See Exhibit 5-12 for wastewater LOS analysis.

Exhibit 5-13. Wastewater LOS Analysis

Year	Service Area Populations*	lbs. of Organic Treatment Capacity Needed to Meet Target LOS Standard*	Organic Treatment Capacity Available (lbs)	Net Reserve or Deficit (lbs.)*
LOS Standard = 342.8 pounds of maximum monthly organic loading per 1,000 population				
2025	100,000 (COY) 121,838 (Actual)	34,280 (COY) 41,766 (Actual)	53,400	19,120 (COY) 11,634 (Actual)
2046	107,443 (COY) 131,127 (Actual)	36,832 (COY) 44,951 (Actual)	53,400	16,568 (COY) 11,634 (Actual)

Source: City of Yakima, 2026; City of Yakima Wastewater Collection System Master Plan, 2023; Perteet, 2026
* (COY) = City of Yakima; (Actual) = Total Service Area Population

Stormwater

Stormwater level of service is regulated by the city's codes and design standards that comply with state regulations. All new development must meet water quality, runoff, and erosion control requirements of the local and state regulations. In 2005, Yakima County and the cities of Yakima, Union Gap, and Sunnyside entered an Interlocal Governmental Agreement for compliance under the Eastern Washington Phase II Municipal Stormwater Permit. The Stormwater Management Manual for Eastern Washington provides the design and management practices for facilities in compliance with federal, state, and local jurisdictional requirements.

As new development or redevelopment occurs within the City, the developments will be required to install new stormwater management systems. Maintaining level of service through 2046 will require maintaining the existing system and ensuring new facilities are constructed in accordance with the Municipal Stormwater Permit.

Solid Waste / Refuse

The Solid Waste and Recycling Division operates under the mission of protecting the public health and safety of the City of Yakima and its residents through providing solid waste services that are efficient, cost effective, and environmentally responsible.

Based on the current rate of 1.05 tons of garbage per household each year and a projected increase of 4,818 households in 2046, garbage collection will increase by about 13%, or 4,924 tons. See Exhibit 5-13.

Exhibit 5-14. Refuse LOS Analysis

Year	Yakima Households*	Total Tons Removed to Meet Target LOS Standard	Approx. Amount Removed in 2025	Percent Increase from Current Refuse Tonnage Removed
LOS Standard – 1.05 Tons per Household Per Year				
2025	35,726*	37,512	37,647	1%
2046	40,544*	42,571		13%

Source: City of Yakima Refuse Division, 2026; ACS 5-yr Estimates; Perteet, 2026
* Based on 2024 American Community Survey (ACS) 5-year Estimates for number of households and average household size (2.65).

Other Facilities

Fire & Emergency Services

Fire facilities have capital needs based on facility location and staffing. These two factors feed into a unit's response time, which is how LOS is generally measured. Response time is defined as the amount of time between the initial call for assistance and the arrival of the full first alarm response to an

incident. Response time is evaluated based on meeting the 90th percentile for all calls for each fire station. The department also measures turnout times (the time between a call and when apparatus is mobilized) and travel times (the time before the first engine company arrives) (YFD, 2025). The length of response time is mitigated by distributing stations throughout the city strategically, the type of equipment available at each of the facilities, and the level of staffing.

The current targeted total response time for fire calls is less than 6 or 7 minutes, 90% of the time. The target total response time consists of a 60-second call processing, 60 or 80 second turnout time (dependent upon day or night), and a 4-minute travel time for the first arriving engine. These benchmarks serve as operational targets, not fixed requirements. Geography, staffing levels, and traffic patterns can affect whether these targets are consistently achieved.

YFD relies on the EMS third-party provider, AMR, to respond to all medical calls within the city. The EMS targeted response time is ten minutes or less to 90% of the calls. The City of Yakima accounts for approximately 50% of the calls that AMR responds to within Yakima County. See Exhibit 5-14.

Exhibit 5-15. Yakima Emergency Response Times

Measure	Policy	2024 Average Across all Stations (Seconds)	% of Time Policy Was Met in 2024 Across All Stations
Fire Suppression			
Call Processing (Dispatch)	≤ 60 seconds	N/A	N/A
Turnout Time* (Day/Night)	≤ 120/140 seconds, met 90% of the time	223	49%
Travel Time	≤ 240 seconds, met 90% of the time	424	54%
First Full Alarm Assignment	≤ 360-420 seconds, met 90% of the time	576	51%

Source: City of Yakima Emergency response Division, 2026

Law Enforcement

The Yakima Police Department's LOS is 1.8 officers per 1,000 residents. With a current force of 124 commissioned officers, the City has a deficit of 56 officers under the current population of approximately 100,000 residents. An additional 13 officers will be needed to meet the needs of the increased population (Boyle, 2026). See Exhibit 5-15.

Exhibit 5-16. Yakima Police Department LOS Analysis

Year	Yakima Population	Officers Needed to Meet Target LOS Standard	Current Officers Available	Net Reserve or Deficit
LOS Standard = 1.8 Officers per 1,000 population				
2025	100,000	180	124	(56)
2046	107,443	193	124	(69)

Source: City of Yakima Police Department, 2026

Schools

The City of Yakima UGA is served by three school districts. Two of the districts, East Valley and West Valley, also serve areas outside of the UGA. School LOS is determined by assessing the student to teacher ratio. As more students begin attending the schools, more teachers will be needed. However, without knowing the percentage of student enrollment living in the Yakima UGA or the distribution of new students between the school districts, determining the future needs of each school is not possible. This evaluation is based on the average student to teacher ratio at each school district and the number of new school aged children expected to live within the City.

Currently, 20% of the population of Yakima is school aged, between 5-17 years old. If the City grows by 7,443 people, 1,488 of those people may be school aged. With an average student to teacher ratio of 15.9:1, as shown in Exhibit 5-16, 93 more teachers will be needed between the three school districts.

Exhibit 5-17. Yakima School District LOS Analysis

School District	Student-Teacher Ratio (2023-2024)
Yakima School District	15.5:1
West Valley School District	17.2:1
East Valley School District	15:1
Average	15.9:1

Parks

The Yakima Parks and Recreation Department does not currently have an officially adopted level of service standard but has instead adopted the NRPA recommendations as a placeholder when adopting the 2022-2027 Adopted Parks Plan. Exhibit 5-17 shows the level of service standards from this plan.

Exhibit 5-18. Yakima Adopted Parks Standards

Facility Type	Level of Service Standard

Community Park	5 Acres per 1,000 residents
Neighborhood Park & Mini Parks	2 Acres per 1,000 residents
Softball Fields	1 per 5,000 residents
Lit Baseball Fields	1 per 30,000 residents
Unlit Baseball Fields	1 per 5,000 residents
Soccer Fields	1 per 10,000 residents
Football Fields	1 per 20,000 residents
Tennis courts	1 per 2,000 residents

Sources: 2022-2027 Adopted Parks Plan, 2021; BERK, 2026.

Yakima Parks and Recreation Department (YPR) denoted these park standards with the knowledge that they are met through a coordinated effort with other public entities with public parks facilities. YPR is highly dependent on the Yakima and West Valley school districts to meet service needs for softball, baseball, soccer, football, and tennis and has noted the following coordination efforts in the 2022-2027 Adopted Parks Plan. YPR is the main provider of neighborhood and community parks to Yakima residents and a majority of YPRs investments are to improve or expand these facilities.

- Softball – YPR owns and maintains 10 softball fields in the city with several additional softball fields located on school facilities throughout the city. Softball is a popular sport for adults and youth in Yakima and the plan highlights a deficiency in meeting its LOS standards and the demand for programming through either YPR facilities or coordination with external providers.
- Baseball – YPR owns and maintains one unlit adult baseball field and four unlit youth baseball fields at Elks memorial park. All other public lit and unlit baseball fields are provided at public school facilities.
- Soccer – YPR owns and maintains four soccer fields at Chesterley Park and one at West Valley Community Park. Additional fields are owned and operated either by the West Valley School District, the Yakima School District, or the Sozo Sports Complex. The 2022-2027 Adopted Parks Plan highlights the popularity of soccer in the City and the consistent growth in the need for additional YPR facilities or coordination with external providers.
- Football – YPR does not own or maintain any dedicated football fields but instead relies on public fields owned and maintained by the West Valley School District and the Yakima School District
- Tennis – YPR owns and maintains 26 tennis courts in parks including Lion's Park and Kiwanis Park. While this number technically is not above the NRPA standard as listed in the 2022-2027 Adopted Parks Plan, school-district owned tennis courts help to meet the LOS standard.

Park Acres – YPR does not currently own and maintain sufficient park and facility acreage to meet the LOS standards. See Exhibit 5-18 for parks and recreation facilities needs and deficiencies in Yakima.

Exhibit 5-19. Yakima Parks and Recreation Facility Needs and Deficiencies – 2025-2046

Park Type	Inventory	2025 Needs	2025 Deficit	2046 Needs	2046 Deficit
Neighborhood Parks / Mini Parks/ Parkways	78	200	122	249	170
Community Parks	254	500	274	621	367

Sources: 2022-2027 Adopted Parks Plan, 2021; BERK, 2026

In 2025, Yakima was deficient in neighborhood parks, mini parks, and parkways by approximately 122 acres, and deficient in community parks by 274 acres based on the estimated 2025 population of 100,000 residents. It is estimated that Yakima including UGA will reach a population of 124,259 by 2046. Without significant investment in parks acquisition, improved coordination with external providers, or a lower level of service standard for these park facilities, deficits are expected to reach 170 acres for neighborhood parks, mini parks, and parkways and 367 acres for community parks based on the unofficial NRPA LOS that is mentioned in the 2022-2027 Adopted Parks Plan. This does not include 266 acres of Yakima Sportsman State Park which is a significant facility for Yakima.

Despite the current and projected deficits, YPR asserts that public recreation access near Yakima provides ample recreational opportunities to residents and a combination of future improvements and LOS adjustments for YPR facilities will help meet demand for YPR owned and operated facilities.

> *"Even with lower numbers presented above, Yakima citizens do have the advantage of being close to a variety of outdoor recreation opportunities with easy access to the Cascades Mountains to the west and multitude of river and lake access to the east. In addition, generally favorable climate in the spring, summer and fall months provide greater opportunity to recreate outside than other cities west of the mountains which receive a substantially greater amount of rain."*
>
> *- Ch. 7; 2022-2027 Adopted Parks Plan*

Streets and Sidewalks

Traffic and multimodal level of service is described in the Transportation Chapter of this document, the Transportation Element, and the City of Yakima Transportation System Plan.

Street Lights

The City is in the process of converting street lights to energy-saving LED lights. There is no adopted level of service standard.

Transit

A level of service methodology has not been established by the City or related agencies (Yakima, 2025c)

Air Terminal

The Master Plan identifies the mission of developing and maintaining an airport that serves the region with reliable and safe air service at a facility that is compatible with the community. According to the 2020 Update of the Airport Master Plan a total of 81,600 enplaned passengers were forecasted for the 2025 and 92,600 are forecasted in 2040. Overall, the Yakima Airport Terminal anticipates a one to two percent increase annually through 2040. The Airport Safety Overlay ordinance as adopted by the City of Yakima and Union Gap addresses land use compatibilities surrounding the Yakima Airport Terminal, to prevent obstruction of operations.

Public Buildings

The City established a LOS of 2,400 square feet per 1,000 persons based on the population and total public building square footage in 2017. The Capital Theater and Convention & Event Center are not included in the LOS standards due to the separate uses and the capital funds used for maintaining these facilities. Using the current population, the City has a deficit of . To maintain this ratio through 2046, the City would result in 2,110 square feet per 1,000 persons. See Exhibit 5-19.

Exhibit 5-20. Public Buildings LOS Analysis

Year	Yakima Population	Square Feet Needed to Meet Target LOS Standard	Current Square Feet Available	Surplus or (Deficit)
LOS Standard = 2,400 square feet per 1,000 population				
2025	**100,000**	**240,000**	**227,079**	**(12,921)**
2046	**107,443**	**257,863**	**227,079**	**(30,784)**

Source: City of Yakima; BERK, 2026

5.2. Needs and Financing

Project planning is crucial for capital facilities management as it ensures that resources are allocated effectively and that the projects align with the community's needs and long-term goals. Proper planning helps in identifying upgrades and enhancements, setting priorities based on urgency and feasibility, coordinating resources when collaborations are available, and ensuring outcomes lead to long-term value and sustainability.

Natural hazards threaten the long-term value and sustainability of Yakima's capital facilities due to possible service interruptions, required emergency interventions, and increased maintenance and improvement costs. Coordinating resources and understanding natural hazards will ensure that future and existing city facilities are resilient to observed and well-documented increased risk and impacts of extreme weather events. Extreme weather events that impact Yakima includes extreme heat, extreme precipitation (including drought), and regional wildfires. Additional analysis on vulnerability of and risk to key capital facilities in Yakima can be found in Appendix A alongside possible strategies to increase their resilience to natural hazards.

Each of the following subsections addresses each facility's commitment to long-term success, enhancement of the Yakima community, and resilience to natural hazards.

5.2.1. Water

The City of Yakima's 2025-2029 Capital Budgets Plan notes multiple funded improvement projects on new and existing facilities as well as updates to the Water System Master Plan. Examples of funded projects range from coordinated replacements and upgrades related to ongoing transportation improvement projects, conversion of metering and data collection systems, pump station updates in anticipation of future domestic demands, condition/leak assessments, and replacement of system components like chlorine generator cells, and variable frequency drives, The Terrace Heights Water System Distribution Improvements project, planned for approximately 2027, includes improving capacity. The CIP also includes five unfunded projects to construct new wells to improve water quality and keep up with increasing system demands (Yakima, 2025a).

The Nob Hill Water Association 20-year CIP list improvement categories comprised of water main, pressure zone, pressure reducing valve, facility, miscellaneous, and developer-funded improvements. Of these categories over 85 improvement projects are listed but do not include expected timelines for executions in order to provide flexibility to coordinate them with other road projects as well as the uncertainty of the timing of other developer-led improvement projects. Projects are awarded with prioritization scores so that the implementation schedule can be prepared in alignment with the annual water budget.

Exhibit 5-21. Water System Improvements and Funding

PROJECT	2025	2026	2027	2028	2029	2030
Revenues Forecast						
Transfers	$3,557,378	$3,200,000	$2,000,000	$2,000,000	$2,500,000	
Miscellaneous Revenue	1,276					
Total Revenue Forecast	**$3,558,654**	**$3,200,000**	**$2,000,000**	**$2,000,000**	**$2,500,000**	
Funded Expenditures						
City Service Allocation	$47,021	$18,650	$19,210	$19,786	$20,380	
6th Ave Waterline	150,000	1,500,000				
34th & River Road Roundabout	600,000					
AMI to Orion Cell Conversion	600,000	600,000				
ASR Permit Completion	20,000	20,000				
Fair/Nob Hill Waterline	1,200,000					
N 1st Street Phase 3	50,000					

PROJECT	2025	2026	2027	2028	2029	2030
Unserved Areas - Waterlines	200,000	50,000				
Water Main Replacement	25,000	25,000	25,000	25,000	25,000	
Water Rate & Fee Study	10,000					
Cast Iron Waterline Replacement	50,000	1,000,000	500,000	2,000,000	1,000,000	
Galvanized Water Service Replacement	25,000	25,000				
Kissel Well Variable Frequency Drive	50,000					
Reservoir Cleaning & Inspection	20,000				20,000	
Water Main Leak Detection	50,000	50,000				
Gleed PS Generator		250,000				
Miscellaneous Waterline Replacement.		50,000	1,000,000	50,000	1,500,000	
Water System Master Plan		150,000				
Water Filter Refurbish.		20,000				
Chlorine Generator Cell					300,000	
Gleed PS Additional. Pump					50,000	
Pump Station/Reservoir Site Security					100,000	
Transmission Main Assess.					50,000	
Total Funded Expenditures	**$3,097,021**	**$3,758,650**	**$1,544,210**	**$2,094,786**	**$3,065,380**	

Source: Yakima 2025-2029 Capital Budget, 2024; BERK, 2026.

Irrigation water

The City's Irrigation Improvement Fund provides capital funding for all irrigation water supply, distribution, transmission, storage, pumping stations, and control systems. The primary source of funding is services rate charges with some grants and bond proceeds also contributing. The rate charge is comprised of an operations and maintenance components and a capital improvement component. Projected expenses based on the City's Capital Budget include pump station improvements and irrigation main replacements.

Exhibit 5-22. Irrigation System Improvements and Funding

PROJECT	2025	2026	2027	2028	2029	2030
Revenues Forecast						
Department of Ecology Grant	$4,600,000	$	$	$	$	
Charges for Services	1,675,810	1,726,084	1,803,758	1,884,927	1,969,749	
Bond Proceeds	10,000,000					
Total Revenue Forecast	$16,275,810	$1,726,084	$1,803,758	$1,884,927	$1,969,749	
Debt Service Expenditures						
2020 Irrigation Rev Bonds	$274,900	$273,750	$272,450	$271,000	$269,400	
Funded Expenditures						
City Service Allocation	$191,377	$27,014	$27,824	$28,659	$29,519	
Interfund Loan & Interest Repayment	2,052,519	2,076,729				
Nelson Dam Phase 2	8,000,000	4,400,000				
Pump Station Improvement	25,000	25,000	25,000	25,000	25,000	
Irrigation Main Replacement			50,000	50,000	50,000	
Total Debt Services and Funded Expenditures	$10,543,796	$6,802,493	$375,274	$374,659	$373,919	

Source: Yakima 2025-2029 Capital Budget, 2024; BERK, 2026.

5.2.2. Wastewater

The City funds wastewater capital improvement projects through one operating fund and three additional funds encompassing improvements, rehabilitation, and professional services related to construction activities associated with the Facility Plan, Biosolids Management Plan, and other planning documents associated with National Pollutant Discharge Elimination System (NPDES) Permit compliance. Funding is received from capital and connection charges and transfers form the Wastewater Operating Fund. Example projects from the City's Capital Budget include coordinated replacements and upgrades related to ongoing transportation improvement projects, conversion of automated metering infrastructure, and replacement or rehabilitation of dewatering, grit, clarifier, and ultraviolet systems (Yakima, 2025a).

Exhibit 5-23. Wastewater System Improvements and Funding

PROJECT	2025	2026	2027	2028	2029	2030
Revenues Forecast						
Terrace Heights Sewer	$ 40,000	$40,000	$40,000	$40,000	$40,000	
Union Gap Sewer (472)	81,000	81,000	81,000	81,000	81,000	
City of Yakima Transfer (472)	879,000	879,000	879,000	879,000	879,000	
Wastewater System Transfer (476)	1,557,378	1,500,000	2,000,000	2,000,000	2,000,000	
Wastewater Treatment Fac Transfer (478)	4,000,000	4,000,000	3,000,000	3,000,000	3,000,000	
Miscellaneous Revenue	71,390	38,365	38,365	38,365	38,365	
Total Revenue Forecast	**$6,628,768**	**$6,538,365**	**$6,038,365**	**$6,038,365**	**$6,038,365**	
Funded Expenditures						
City Service Allocation	$36,904	$105,185	$105,185	$105,185	$105,185	
Services & Pass-Through Payments	2,800,000	400,000	400,000	400,000	400,000	
Repair & Maintenance	725,000	725,000	725,000	725,000	725,000	
AMI to Orion Conversion (478)	600,000	600,000				
Biosolids Dewatering Impr (478)						
Collection System Rehabilitation (476)	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	
Primary Clarifier Rehab (472)						
Primary Digester/UASB Rehab (478)	1,800,000					
Infill for Unserved Areas (476)	250,000					
Fruitvale/34th Sewer Impr. (476)	600,000					
Grit System Replacement (478)	1,925,000					
Sludge Building Structural (472)	500,000					
WAS Thickening Impr. (478)	2,000,000					
Yard Pump Station Rehab (472)	300,000					
Headworks Compactor Repl (478)		4,775,000				
N 6th Ave Sewer Improvements (476)		750,000				
UV Cooling System Imprv (476)			500,000			

PROJECT	2025	2026	2027	2028	2029	2030
Total Funded Expenditures	**$11,136,90**	**$9,355,185**	**$6,318,792**	**$3,230,185**	**$3,230,185**	

Source: Yakima 2025-2029 Capital Budget, 2024; BERK, 2026.

5.2.3. Stormwater

The City completed an update to its Stormwater Collection System Master Plan in 2024. The plan identified over $100 million in capital improvement needs that would be funded through the City's Stormwater Operating Fund. Examples of funded expenditures include Drainage Improvement District Integration, Street Flood Hazard Reduction through the post-construction inspection program, and Urban Stream Flooding Mitigation that are comprised of box culvert installation and debris removal to increase stream conveyance. Other items paid from this fund include professional services, repairs and maintenance (Yakima, 2025a).

Exhibit 5-24. Stormwater System Improvements and Funding

PROJECT	2025	2026	2027	2028	2029	2030
Revenues Forecast						
Transfers	$2,557,421	$2,500,000	$800,000	$800,000	$800,000	
Miscellaneous	71,388	38,365				
Total Revenue Forecast	**$2,628,809**	**$2,538,365**	**$800,000**	**$800,000**	**$800,000**	
Funded Expenditures						
Funded Expenditures City Service Allocation	$4,367	$19,293	$19,872	$20,468	$21,082	
Services & Pass-Through Payments	76,000	77,000	78,000	79,000	80,000	
Repair & Maintenance	35,000	35,000	35,000	35,000	35,000	
Drainage Impr District Integration	1,000,000	500,000	500,000	500,000	500,000	
Street Flood Hazard Reduction	1,200,000	1,000,000	1,000,000	1,000,000	1,000,000	
Urban Stream Flood Mitigation	1,000,000	250,000	250,000	250,000	250,000	
Total Funded Expenditures	$3,315,367	$1,881,293	$1,882,872	$1,884,468	$1,886,082	

Source: Source: Yakima 2025-2029 Capital Budget, 2024; BERK, 2026.

5.2.4. Other Facilities

Solid Waste / Refuse

Planned capital projects over the 2025 – 2046 period for the Solid Waste and Recycling Division are not yet identified. The Solid Waste and Recycling Division is an enterprise fund, so rates are set to ensure reliable, competitively priced service for the customers. An operating reserve is maintained and reserves allow for replacement of trucks without interruption of service. At this time, no new trucks are planned to be purchased. Existing trucks will be replaced with newer trucks in accordance with their replacement schedule.

Fire & Emergency Services

As the number of calls increases and the city continues to increase population in the Western areas of the city the department could experience pressure on its ability to provide the same level of service in those affected areas. The city should enhance training and recruitment for firefighter and paramedic staffing, and modernize its response times and data management. Additionally, with 70% of emergency responses involving EMS, the city should consider strong oversight of contractual compliance within the city. (YFD, 2025b)

The YFD's General Fund supports a wide variety of services, assets, and payroll with goals to use expenditures for vacancy recruitment, pursuing grants, station improvements, and fire alarm monitoring upgrades. A Fire Capital Fund covers cost associated with fire apparatus and station equipment and firefighter gear, while a separate Emergency Services Fund, served by a tax levy, supports medical training, supplies, tools and equipment for emergency medical technicians. The Public Safety Communication Fund aids with 911 emergency dispatch and record keeping processes along with public safety radio communication alerts. (Yakima, 2025b) Planned capital projects include training equipment, back-up generators, siding and roof replacements, dorm remodeling, and sidewalk/driveway replacements. (Yakima, 2025a). Exhibit 5-24 shows fire system expenditure and funding.

Exhibit 5-25. Fire System Improvements and Funding

PROJECT	2025	2026	2027	2028	2029	2030
Revenues Forecast						
Transfers	$100,000	100,000	$100,000	$100,000	$100,000	
Fire Protection Services	63,000	63,000	63,000	63,000	63,000	
Miscellaneous Revenue						
Total Revenue Forecast	$163,000	$163,000	$163,000	$163,000	$163,000	
Funded Expenditures						
City Service Allocation	$	$	$	$	$	
Supplies for Consumption & Resale	30,000	30,000	30,000	30,000	30,000	
Repair & Maintenance	50,000	50,000	50,000	50,000	50,000	
Total Funded Expenditures	$80,000	$80,000	$80,000	$80,000	$80,000	

Total Unfunded Expenditures					
Facility Upgrades – Generators	$100,000	$50,000	$	$	$
Zetron Fire Station Alerting System	190,000				
Station 94 Roof Replacement		20,000			
Stations 91 & 95 Exterior Siding		100,000			
Station 91 Concrete Aprons			200,000		
Station 92 Concrete Aprons			200,000		
Training Tower Gas Propane Repair				250,000	
Station 95 Dorm Remodel					3,500,000
Total Unfunded Expenditures	$290,000	$170,000	$400,000	$250,000	$3,500,000

Source: Yakima 2025-2029 Capital Budget, 2024; BERK, 2026.

Law Enforcement

The Police Department continues its commitment to recruitment, evaluating, training, and allocating resources in order to foster a positive community through trusted communication and evidence-based policing. (YPD, 2018) The Law & Justice Fund (PD - Fund 333) serves as the primary funding source for the YPD equipment and technology expenses, as well as technical equipment for SWAT. Some of the Law & Justice funds also support facility maintenance expenses such as the Law & Justice Center security upgrade, carpet replacement, and parking lot resurfacing. The REET 1 Fund (RT – Fund 342) also provides funding for capital improvements including the YDP Zais Center and SAU Building and projected expenses for the YPD Annex Building. (Yakima, 2025a)

Schools

Based on projected student enrollment and estimated household sizes, by 2046 the Yakima School District will need 33 teachers, and the West Valley School District will need 24 teachers to meet student enrollment needs.

Parks

Future park investments in the City of Yakima are identified by Yakima Parks and Recreation and based on level of service standards set for in the 2022-2027 adopted Parks Plan. Currently the Yakima residents have sufficient access to recreation facilities, but as identified in Section 5.1.3. of this document, recreation facilities owned and operated by Yakima Parks and Recreation facilities are technically below the LOS standard for acres needed for Community Parks, Neighborhood Parks, and Mini Parks.

Parks projects have been identified in the 2022-2027 Adopted Parks Plan to help close these gaps. The plan also includes strategies to efficiently use capital funds and improve the overall service provision through additional coordination with nearby parks providers such as Washington State Parks, Non-

profit organizations, private landowners, and school districts that serve Yakima students. A list of funded future parks projects can be found in Exhibit 5-25 below as well as the LOS impacts that they will have based on the 2025-2029 Capital Budget.

Exhibit 5-26. Future Yakima Parks Projects; Funded, Budgeted, or Identified 2025-2029

Project	Cost	External Funding Source	Estimated completion	LOS Benefit
Aquatic center at Martin Luther King (MLK) JR. Park - Funded	$11,000,000	Commerce Grant – 1,000,000 Donations – 3,300,000	2025	N/A
Gloria's Park Development - Funded	$250,040	Commerce Grant - $225,840	2025	32 Acres of Community Park
Harman Center / Gailleon Park Irrigation System Upgrade – Budgeted/Unfunded	$40,000	Yet unfunded	-	N/A
Elks Park Playground & Picnic Shelter – Budgeted/Unfunded	$200,000	Yet unfunded	-	N/A
Miller Spray Park Upgrade – Budgeted/Unfunded	$15,000	Yet unfunded	-	N/A
West Valley Community Park Pedestrian Bridge – Budgeted/Unfunded	$900,000	Yet unfunded	-	N/A
Kissel Park Basketball Court and Walkways – Unbudgeted/ Identified need	-	-	-	N/A
Larson Park New Picnic Shelter and Playground – Unbudgeted/ Identified need	-	-	-	N/A
McGuinness Park Playground – Unbudgeted/ Identified need	-	-	-	N/A
Milroy Park Playground – Unbudgeted/ Identified need	-	-	-	N/A
Southeast Community Park Basketball Court – Unbudgeted/ Identified need	-	-	-	N/A

Source: Yakima 2025-2029 Capital Budget, 2024; BERK, 2026.

Streets and Sidewalks

To further understand planned transportation project and associated costs, reference the city's Six-Year Transportation Improvement Program (TIP), or see the City of Yakima Transportation System Plan. (Yakima, 2025c) While the city has not adopted a level-of-stress method for evaluating sidewalks, bike lanes, and trails, the city should consider using the metric in the future to prioritize active transportation improvements.

Street Lights

When roadways are constructed or reconstructed, street illumination is commonly included in the overall design. In some cases, power or electrical energy is not available and lighting may be limited to high congestion or high volume intersections. To further understand planned transportation projects that include street illumination, reference the city's Six-Year Transportation Improvement Program (TIP).

Transit

Yakima Transit does not have any significant operating changes planned at this time. The Yakima Transit six-year Transit Development Plan (2016-2021) addresses the future need for capital improvements across the transit system network. In 2024, investments to fleet buses included upgrades to modems, cameras, bus computers, and adding live streaming video capabilities. Planned improvement projects listed include the purchase of two new fixed-route transit buses every two to three years through 2031, and acquisition of FTA operating grants for fixed-routes. (Yakima, 2024)

Airport

Many of the planned capital projects in the Master Plan address expansion and upgrades to meet FAA criteria. The alternative analysis provided in the master plan notes the following considerations for future facility compliance, runway extensions and reconfigurations, expansion of the existing or construction of a new terminal, and consideration of hanger construction and aircraft parking needs. The Capital Improvement Plan (CIP) for the Yakima Airport Terminal provides three phases of development through 2048; Phase I – short-term (2021-2025), Phase II – mid-term (2026-2030), and Phase III – long-term (2031-2048).

Exhibit 5-27. Airport Improvements and Funding

PROJECT	2025	2026	2027	2028	2029	2030
Revenues Forecast						
Department of Ecology	$375,000	$375,000	$	$	$	
Department of Transportation	6,359,198	2,025,000	2,025,000	2,025,000	2,025,000	
PFC Revenue	175,000	180,000				
Miscellaneous Revenue	2,100	2,100				
Total Revenue Forecast	$6,911,298	$2,582,100	$2,025,000	$2,025,000	$2,025,000	

PROJECT	2025	2026	2027	2028	2029	2030
Funded Expenditures						
City Service Allocation	$27,166	$38,577	$39,734	$40,926	$42,154	
Design, Eng & Construction Taxi Lane						
Snow Removal Equipment						
Terminal Design Phase 1A	316,298					
Terminal Construction Phase 1A	4,499,478					
Terminal Design Phase 1B	2,250,000	2,250,000				
Total Funded Expenditures	$7,092,942	$2,288,577	$39,734	$40,926	$42,154	
Total Unfunded Expenditures						
Terminal Construction Phase 1B	$2,000,000	$	$	$	$	
Terminal Building Construction Ph2		7,141,094				
Taxiway A & Connector Pavement				1,444,444		
Runway 9/27 Pavement Maintenance					1,444,444	
Runway 4/22 Pavement Rehab Design					500,000	
Total Unfunded Expenditures	$2,000,000	$7,141,094	$	$1,444,444	$1,444,444	

Source: Yakima 2025-2029 Capital Budget, 2024; BERK, 2026.

Public Buildings

The City identifies capital maintenance, replacements, and other needed investments in its City Capital Budget (2025-2029) that help develop the capital improvement program and identify available revenues. The Capital Theater and Convention & Event Center are not included in the previous LOS standards due to the separate capital funds used for maintaining these facilities. All other public buildings are budgeted for or have estimated costs projected through the City's REET 1 Fund (RT – Fund 342), projected examples include, City Hall restroom renovation, Public Works facility equipment upgrade, and the Henry Beauchamp, Jr. Community Center fire alarm system update.

6. Glossary

This report uses some terminology, acronyms, or data sources that may be unfamiliar. Here are some definitions.

Affordable Housing

The United States Department of Housing and Urban Development (HUD) considers housing to be affordable if the household is spending no more than 30% of its income on housing costs. A healthy housing market includes a variety of housing types that are affordable to a range of different household income levels. However, the term "affordable housing" is often used to describe income-restricted housing available only to qualifying low-income households. Income-restricted housing can be located in public, nonprofit, or for-profit housing developments. It can also include households using vouchers to help pay for market-rate housing (see "Vouchers" below for more details).

American Community Survey (ACS)

This is an ongoing nationwide survey conducted by the U.S. Census Bureau. It designed to provide communities with current data about how they are changing. The ACS collects information such as age, race, income, commute time to work, home value, veteran status, and other important data from U.S. households. We use data from the ACS throughout this needs assessment.

Area Median Income (AMI)

This is a term that commonly refers to the area-wide calculation provided by the HUD for a county or metropolitan region.[21] Income limits to qualify for affordable housing are typically set relative to AMI. In this report, unless otherwise indicated, AMI refers to the HUD Area Median Family Income (HAMFI). In 2025, AMI for a 4-person household in Yakima County is $82,300.

Cost Burden

When a household pays more than 30% of their gross income on housing, including utilities, they are considered "cost-burdened." When a household pays more than 50% of their gross income on housing, including utilities, they are considered "severely cost-burdened." Cost-burdened households have less money available for other essentials, like food, transportation, and medical care.

Household

A household is a group of people living within the same housing unit.[22] The people can be related, such as a family. A person living alone in a housing unit or a group of unrelated people sharing a housing unit

[21] Note that HUD sometimes refers to HUD Area Median Family Income as just Median Family Income, or MFI. See https://www.huduser.gov/portal/datasets/il.html

[22] The Census sometimes refers to "occupied housing units" and considers all persons living in an occupied housing unit to be a single household. So, Census estimates of occupied housing units and households should be equivalent.

are also counted as households. Group quarters population, such as those living in a college dormitory, military barrack, or nursing home, are not considered to be living in households.

Household Income

The US Census Bureau defines household income as the sum of the income of all people 15 years and older living together in a household.

Income-Restricted Housing

This term refers to housing units that are only available to households with incomes at or below a set income limit and are offered for rent or sale at below-market rates. Some income-restricted rental housing is owned by a city or housing authority, while others may be privately owned. In the latter case the owners typically receive a subsidy in the form of a tax credit or property tax exemption. As a condition of their subsidy, these owners must offer a set percentage of all units as income-restricted and affordable to households at a designated income level.

Low-Income (HUD Income Limits)

Households that are designated as Low-Income may qualify for income-subsidized housing units. HUD categorizes families as Low-Income, Very Low-Income, or Extremely Low-Income relative to AMI, with adjustment for family size. Exhibit 6-1 shows the income thresholds as published by HUD. While these definitions are expressed as a percentage of AMI, HUD includes additional adjustments in Yakima County to increase the income thresholds.

Exhibit 6-1. HUD Income Limits by Household Size (Number of Persons in Household), 2025

Income Category	Household Income Level	1	2	3	4	5	6
Extremely Low-Income	30% of AMI	$19,950	$22,800	$26,650	$32,150	$37,650	$43,150
Very Low-Income	50% of AMI	$33,200	$37,950	$42,700	$47,400	$51,200	$55,000
Low-Income	80% of AMI	$53,100	$60,700	$68,300	$75,850	$81,950	$88,000

Source: US HUD, 2020; BERK, 2025.

Median Family Income (MFI)

The median income of all family households in an area. Family households are those that have two or more members who are related. Median income of non-family households is typically lower than for family households, as family households are more likely to have more than one income-earner. Data about median family income comes from the Census American Community Survey (ACS). However, HUD publishes current year MFI estimates for counties and metropolitan regions. These HUD MFI estimates are also known as AMI. Analyses of housing affordability typically group all households by income level relative to AMI.

Vouchers (Tenant-based and Project-based)

HUD provides housing vouchers to qualifying low-income households. These are typically distributed by local housing authorities. Vouchers can be "tenant-based", meaning the household can use the vouchers

to help pay for market-rate housing in the location of their choice. Or they can be "project-based", meaning they are assigned to a specific building.[23]

Universal Design

Universal design is "the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, or ability."[24] When integrated into the built environment, universal design principles ensure that residents who are aging or who have a disability are not blocked from accessing housing and services.

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[24] http://universaldesign.ie/What-is-Universal-Design/

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City of Yakima

Comprehensive Plan 2050

Volume I

September 2026









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1 Plan Foundation

1.1 Purpose of this Comprehensive Plan





This Comprehensive Plan guides Yakima's physical development over the 2026-2046 period. It describes community values, directs municipal activities and services, and provides policy direction about Yakima's desire for growth and character. This 2026 Comprehensive Plan fulfils the periodic review requirements of the Washington State Growth Management Act (GMA; RCW 36.70A) and replaces the 2017 Comprehensive Plan and associated annual amendments.

1.2 Chapter Overview

The Comprehensive Plan includes plan elements required under the GMA, and additional elements to reflect the unique vision and priorities of Yakima. It includes Land Use, Housing, Historic Preservation, Economic Development, Transportation, Capital Facilities, Utilities, Parks and Recreation, Natural Environment, Shoreline, and Energy Elements in individual chapters. Each chapter includes goals and policies. The Climate Element required under the GMA is integrated throughout the document. Each element includes goals and policies.

LAND USE

- Balanced growth between various uses and the natural environment
- Land for future needs, varied uses, and housing densities
- Economic vitality of downtown and mixed-use centers

HOUSING

- Various housing types for all income groups, families, individuals, and special needs
- Preservation and maintenance; prevention of displacement and discrimination

HISTORIC PRESERVATION

- Preservation of Yakima's history and culture
- Details in the Historic Preservation Plan
- Rehabilitation and heritage protection in downtown Yakima

ECONOMIC DEVELOPMENT

- High-quality and well-paying jobs for Yakima's economy
- Promotion of businesses from diverse sectors

TRANSPORTATION

- Safe, efficient and reliable multimodal transportation
- Multimodal levels of service
- Consistency with the Land Use Chapter

CAPITAL FACILITIES

- Public facilities and services to improve quality of life
- Accommodate and serve future growth
- Financing of facilities through capital budget

Growth Management Act Goals

State goals guide the City's comprehensive plan and development regulations:

- Guide growth in urban areas
- Reduce sprawl
- 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, protect habitat and develop parks and recreation
- Protect the environment
- Foster citizen participation
- Ensure adequate public facilities and services
- Encourage historic preservation
- Adapt to and mitigate the effects of a changing climate
- Integrate shoreline master program (SMP) goals and

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UTILITIES

- Collaboration with non-city owned utilities
- Safe, reliable, and resilient services



PARKS & RECREATION

- Consistency with 2022-2027 Parks and Recreation Division Comprehensive Plan
- Maintenance of existing park facilities, and plan for future facilities



NATURAL ENVIRONMENT

- Protection of natural environment and critical areas
- Protection of infrastructure, and life and safety of the community



SHORELINE

- Compliance with the Shoreline Management Act
- Protection of Yakima's shoreline, uses, access and activities



ENERGY

- Sustainable and affordable energy sources
- Efficiency and conservation of energy



CLIMATE

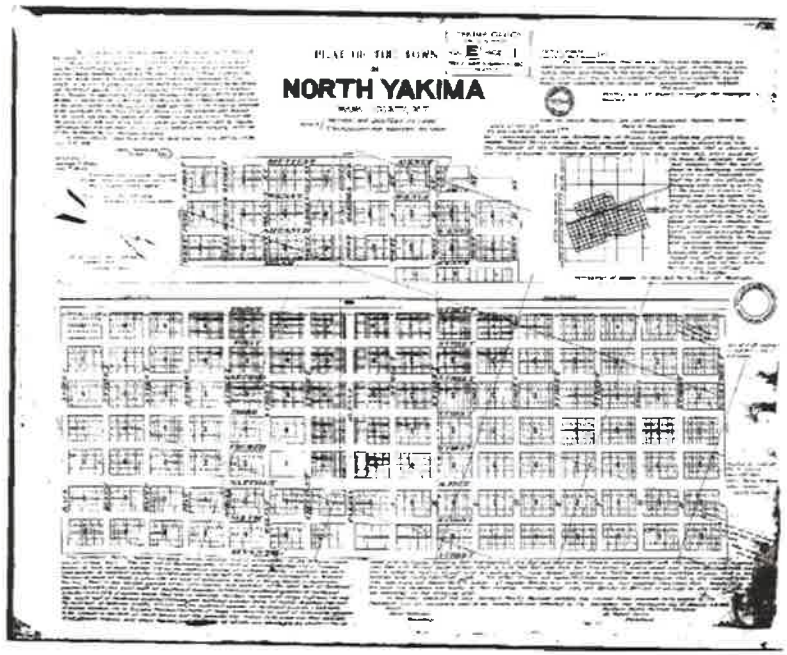
- Climate resilience integrated with all elements
- Resiliency against climate related hazards
- Protection of assets

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1.3 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



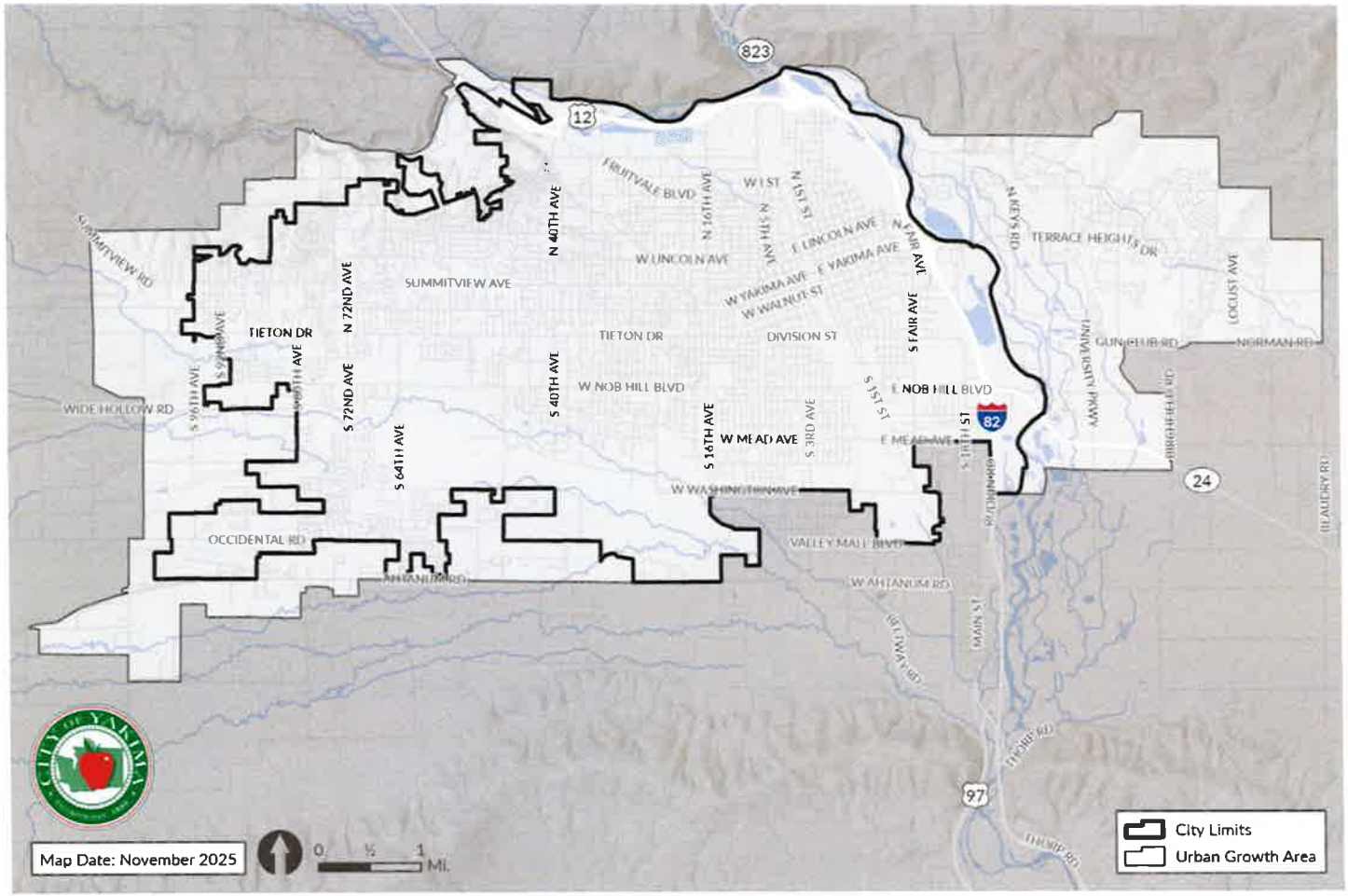


Top: Yakima Town Site 1886

Bottom: Historic Downtown Yakima

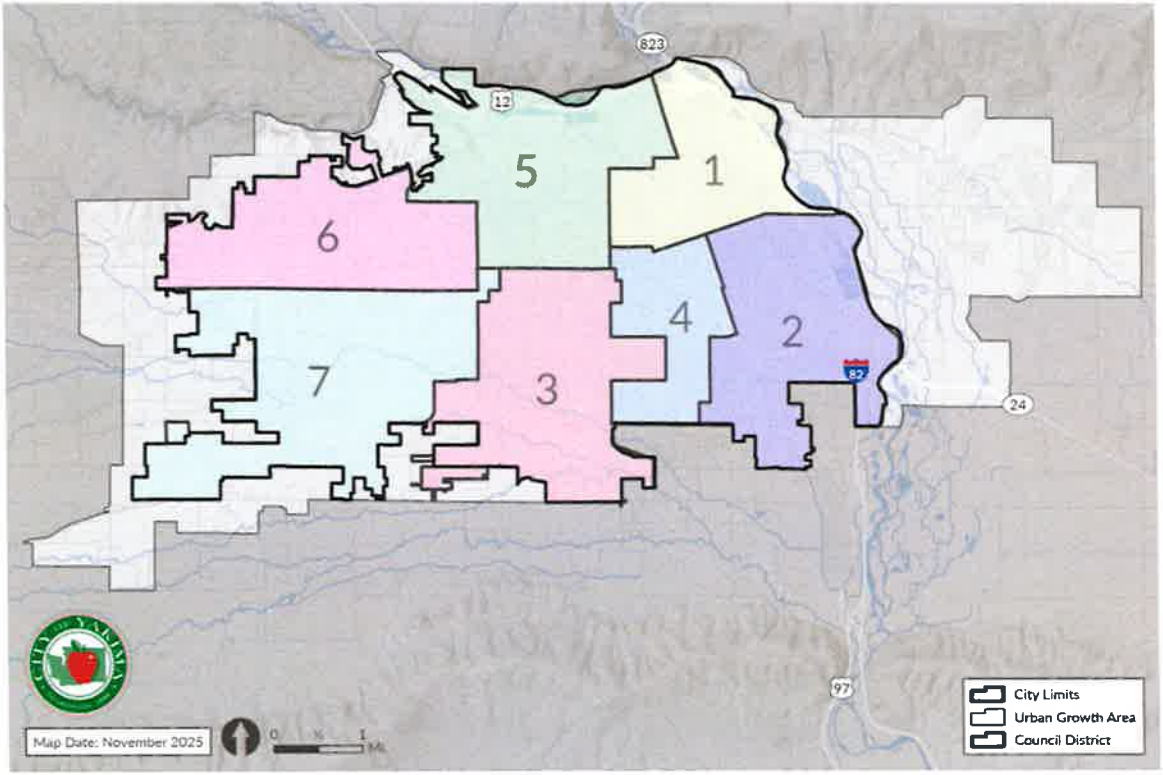
Yakima has grown substantially from its original 1,221 acres. Today, Yakima's city limits encompass 28.8 square miles or about 17,974 acres. (Washington State Office of Financial Management, 2025) See Exhibit 1-2.

Exhibit 1-2 Yakima UGA and City Limits Map



Source: City of Yakima, 2025; BERK, 2025.

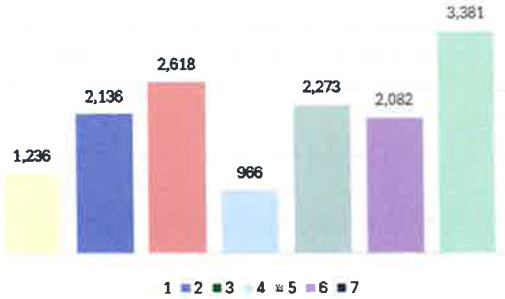
Exhibit 1-3 Yakima Council Districts



Yakima Facts

- **Population in 2025: 100,000**
- **City limits: 28.8 square miles**
- **Council districts: 7**
- **Household size: 2.61**
- **Median Household Income in 2023: $59,228**

Council Districts - Area in Acres



Source: City of Yakima, 2025; BERK, 2025.

The City of Yakima has worked with Yakima County to establish and maintain an Urban Growth Area (UGA) 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 Yakima incorporated city limits. Yakima County actively plans for the Yakima UGA in consultation with the City of Yakima.

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1.4 We are Yakima

Our People

This Comprehensive Plan serves the needs of the Yakima community today and through 2046. 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. In 2025, the City reached an estimated population of 100,000 residents, and the County had an estimated population of 264,650. The Yakima population is 38% of the total County population (OFM, 2025). By 2046, Yakima is expected to grow to 107,443 people within city limits and 16,816 in the unincorporated urban growth area (UGA), making it a home for 124,259 people in the entire UGA. See the population characteristics in the next sections. As the largest city in the county, Yakima provides services and employment opportunities accessed by the entire region. It is also a focal point for many cultural and civic events. Yakima's Land Use Element promotes equitable and sustainable development primarily by creating housing and job opportunities for the community. Creating additional housing and job opportunities (Chapters 2 and 3) is supported by the City's Capital Facilities (Chapter 7), Transportation (Chapter 6), and Parks Element (Chapter 9) which promotes investments in infrastructure, multimodal transportation, and quality parks.







Yakima is home to
100,000
people

38% of total
County population



By 2046,
107,443
people will live
in the city
124,259 in
the total UGA

Exhibit 1-4 Percent of Residents that Identify as Hispanic or Latino, City of Yakima, 2022

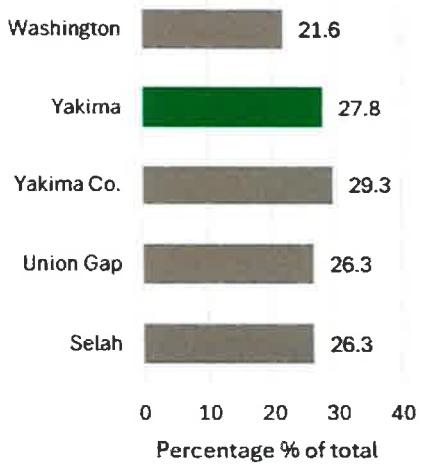


Source: US Census Bureau, American Community Survey 5-Yr Estimates, 2018-2022; BERK, 2025

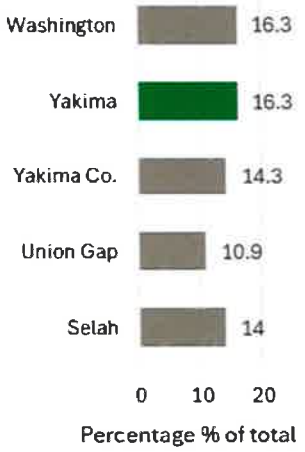
Yakima is diverse. Yakima's population has grown more diverse, driven largely by an increase in Hispanic residents. In 2022, 45,586 people, about 47% of the city's population, identified as Hispanic, up from 33,808 in 2010 and 43,041 in 2017. Between 2017 and 2022, roughly 71% of Yakima's overall population growth was among Hispanic residents. Exhibit 1-4 shows areas on the east half of the city and near downtown have the largest Hispanic or Latino population. The Comprehensive Plan Land Use (Chapter 2) and Historic Preservation (Chapter 4) Elements include policies that promote the cultural needs of the whole community.

Yakima is a community for the young and the old. The City's population is getting older on average, with more retirees than any other community in the county. As of 2021, about 16% of the population, or 15,250 residents in Yakima are aged 65. The number of young people under

Age Under 18



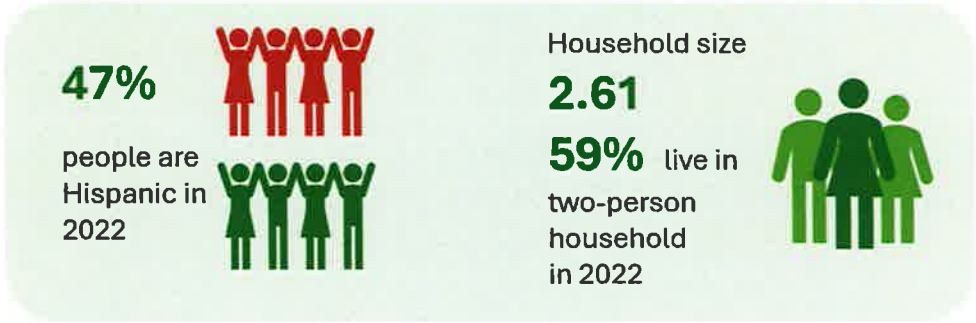
Age 65 and Over



Source: ACS 2023 5-yr estimates, BERK 2025

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18 is higher in Yakima than in the state and other cities in the region. The Comprehensive Plan Housing (Chapter 3) Element addresses housing and services for seniors, such as aging in place, health, and mobility.



Household size is decreasing in Yakima. More than half (59%) of the city's residents live in single or two-member households as of 2022. The average household size in Yakima is 2.61 people, down slightly from 2017's average size of 2.71.

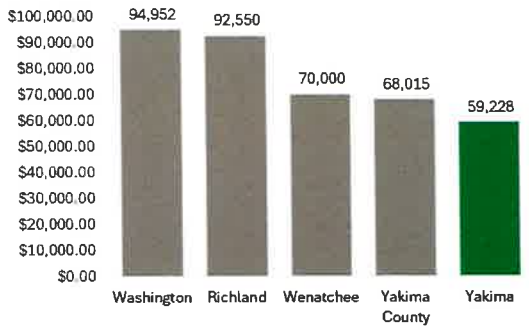
The City of Yakima has more persons with disabilities among lower income households. Among the 21,035 renters in the city, about 11,000 are persons with a disability. The most common disabling conditions include ambulatory limitations and hearing or vision impairments. People with disabilities often have special housing needs, and benefit from accessible layouts, supportive design, and proximity to healthcare services. The Housing Element portion of the Comprehensive Plan includes policies regarding design of housing and supportive services. Services are intended to meet the needs of this population; the Transportation Element (Chapter 6) addresses multiple modes to promote the mobility of all abilities.

Yakima residents earn lower incomes. In 2023, Yakima's median household income was $59,228. This is only 62% of the state median income, and incomes in Yakima are rising more slowly than they are statewide. New opportunities for family wage jobs through appropriate zoning and capital investments, and partnerships with agencies providing workforce training, are part of the Land Use (Chapter 2) and Economic Development (Chapter 5) Elements.

Area Median Income (AMI) and Cost Burden

Area median income (AMI) refers to the area-wide calculation provided by the US. Department of Housing and Urban Development (HUD) for a county or metropolitan region. It is based on the median income of family households. In contrast, **Median household income** is based on the incomes of all households, including non-family households that often have only one member.

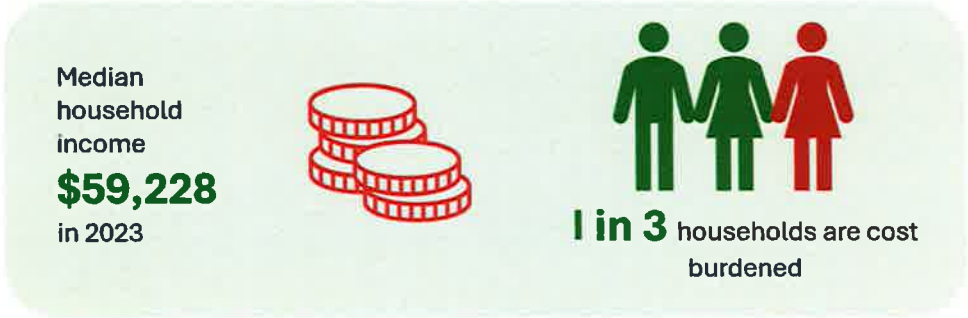
Cost burden is when a household pays more than 30% of their gross income on housing, including utilities.



Source: ACS 2023 12-month 5-year income estimates (2023), BERK 2025

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Nearly one-third of Yakima's households were cost burdened, and almost half of renters were cost burdened, as of 2021.These households spend more than 30% of their income on housing costs, limiting their ability to afford other necessities like food and transportation. 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 (Chapter 5) and Housing (Chapter 2) Elements.





Source: Yakima Herald



Source: City of Yakima

Yakima residents have a lower rate of achieving higher education. About 17.3% of residents have a bachelor's degree or higher relative to the state level at 36% (ACS, 2023). About 28% of residents have a two-year degree or higher relative to the state level at 48% (ACS, 2018 - 2022). Coordinating with higher education providers and determining appropriate supportive services is part of the Economic Development and Capital Facility Elements.

The City's jobs are diverse. The City contained 50,087 jobs as of 2022. Between 2017 and 2022, the City gained about 2,799 jobs, averaging roughly 1.2% growth (560 jobs) per year. Top sectors include health care, retail, agriculture, and manufacturing. The City of Yakima's agricultural and manufacturing employers are diverse and include packaging production and fruit processors. Jobs in the health sector reflect the city's role as a regional medical center, with a hospital and the nearby Pacific Northwest University of Health Sciences (in Terrace Heights). The highest concentration of jobs in Yakima is in Downtown and in the eastern part of the city. Investing in redevelopment such as the Cascade Mill Site, supporting a unique retail, service, and living experience in Downtown, expanding the Airport, and other activities will be important to catalyzing job opportunities. Planning for capital facilities and infrastructure and supporting partnerships in workforce training are other important City activities. See the Land

Use (Chapter 2), Economic Development (Chapter 5), Historic Preservation (Chapter 3), and Capital Facilities (Chapter 7) Elements.

Yakima experiences extreme weather in the form of heat, drought, wildfires, smoke, precipitation, and flooding. Climate related hazards affect Yakima's people and infrastructure. Climate hazards negatively impact public health, water systems, roads, and utility infrastructure.



Source: City of Yakima

Extreme heat and **drought** have been persistent problems in the City and throughout Washington State. Much of Washington State, including Yakima County and the City, has experienced seven years of drought conditions since 2014, and several recent summers have had devastating heatwaves, including the 2021 "heat dome". Yakima exists within a high desert ecosystem, but the persistent conditions have long-term impacts on both to the environment and the population. One impact of these conditions coupled with reduced winter snowpack is mass vegetation die-offs which in turn generates more fuel for **wildfires** when exposed to an ignition source, whether natural or human-made. These conditions result in longer fire seasons with more frequent fires, larger fires, and worse overall air quality.

In addition to the conditions listed above, including persistent drought, there is also a high likelihood that total annual precipitation in Yakima County (including the City) is projected to increase by 9.7% by 2070 and 13.2% by the end of this century. This increase in overall precipitation is likely to continue on the current trend, meaning that the intensity and frequency of **extreme precipitation** events will increase in the winter leading to more flooding on the Yakima River and its tributaries, mass wasting events (i.e. landslide, rockslide, rockfalls), and worse water quality. The combination of drought conditions along with increased rainfall events results low flow conditions in the summer, further creating strain on our natural water systems .

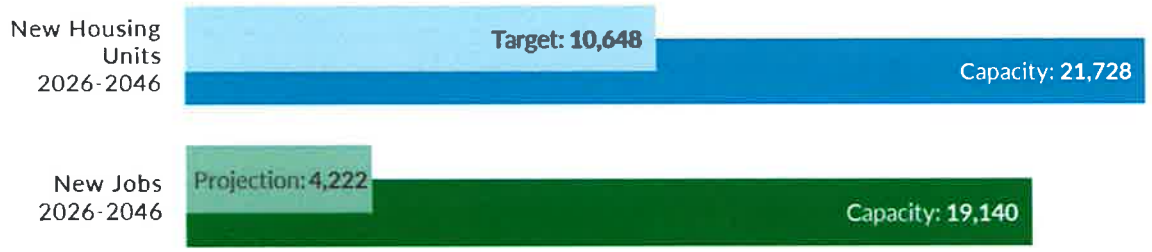
Goals, policies, and strategies to manage climate impacts are incorporated throughout the elements of this plan and specific analysis of vulnerabilities and impacts can be found in the attached Appendix A (Vulnerability and Risk Assessment). Also see the Capital Facilities (Chapter 7), Utilities (Chapter 8) and Natural Environment (Chapter 10) Elements of the Comprehensive Plan.

Our Future Growth

Yakima is the most populous city in the county and the county seat. Yakima County's population was estimated to be 263,200 in 2024, up from the 248,229 county residents in 2014. As the county's largest population center, the City of Yakima has also grown steadily in recent years. In 2025, the City reached an estimated population of 100,000 residents, and the County had an estimated population of 264,650. The Yakima population is 38% of the total county population (OFM, 2025).

The City of Yakima has experienced steady growth at 2.4% per year between 2000 and 2010, and under 1% per year in the years since. This is slower than most peer cities in eastern and central Washington. The City, including the UGA, is expected to continue growing. Between 2025 and 2046, Yakima is projected to gain 24,274 net new residents and 4,222 net new jobs. 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 expected to take 36% of the Countywide future population growth. The City has adequate capacity to meet its growth targets. Exhibit 1-5 shows the citywide capacity for additional housing units and jobs under 2025 land use designations and zoning districts. While there is capacity in the existing city limits, Yakima will continue to consider annexation requests, where appropriate.

Exhibit 1-5 Housing and Job Capacity and Projection 2046



Note: new housing units and jobs are calculated as the net increase from 2026 to 2046.
Source: WA State Department of Commerce, Growth Management Services Housing For All Planning Tool (HAPT), BERK, 2025

1.5 Comprehensive Plan Process and Public Engagement

The City of Yakima started the Comprehensive Plan update process in 2024 with a review of the City's existing conditions, plans, and programs. The project launched with a discussion between City staff from all applicable departments, including Community Development, Public Works, Utilities, and the consultant team. The consultant team reviewed and edited the contents of the existing plan with updated data analyses. This team was also responsible for identifying gaps between the existing Comprehensive Plan and the new requirements of the GMA. A public participation plan was developed early in 2024 to engage the community early and often throughout the process. Exhibit 1-6 shows the overall Comprehensive Plan update process.

Exhibit 1-6 Yakima Comprehensive Plan Update Process



This Public Participation Plan incorporates two interrelated public engagements:

- Public engagement under the Climate Planning Grant to meet specific outreach goals while developing the new Climate Element; and
- Public engagement meeting specific GMA requirements for the overall Comprehensive Plan.

Additionally, a web-based information hub was developed by the City to provide readily available education and information services, as well as a two-way communication tool with community surveys. The Planning Commission workshop was a venue for overall updates review. Public engagement focused on the **information** and **process objectives** as follows:

Information Objectives

- Broadly disseminate information to the public by providing easy and convenient access to project information on the City website.
- Ensure early and continuous outreach to Tribal governments and meet requirements of the Growth Management Act.
- Collaborate on a community vision for the Comprehensive Plan update.
- Identify local priorities to support social and economic activities.
- Build awareness of the comprehensive planning process and next steps.
- Center policy recommendations on the lived experiences of all people in Yakima.

Process Objectives

- Provide transparency in the process to community members, local officials, and city staff on key decision-making opportunities.
- Build community capacity to participate in civic processes.
- Identify long-term strategies for community engagement with city staff and engaged partners.
- Make the process accessible by allowing multiple methods of communication, such as in-person, virtual, and written communication, and via English and Spanish translations.



Source: BERK

Engagement Phases

Public engagement was employed in three phases for the duration of the project:

Phase 1: Interviews, Relationship Building, and Visioning

The first phase of engagement centered around building awareness of the comprehensive plan with local community groups. Goals of this phase included:

- Build awareness of the Comprehensive Plan process, and various tasks.

- Develop metrics for successful engagement.
- Identify a successful vision for the Comprehensive Plan.
- Identify potential priority topics for the Comprehensive Plan.
- Ask for participation in an advisory committee for the Comprehensive Plan.
- Inform additional strategies as needed.

An in-person visioning workshop with community groups and city staff was held to establish a vision statement and framework for the comprehensive plan.





Source: BERK

Phase 2: Advisory Committees Policy Engagement and Workshop

Phase 2 of the project was centered on diving deeper into policy development. Policy development engaged city staff, residents, businesses, community organizations, social service providers, and neighborhood advocates. The Planning Commission was heavily engaged in the policy discussion.

A Climate Policy Advisory Team (CPAT), called "Resilient Yakima" was formed to help the city meet new requirements for HB 1181, which requires jurisdictions to develop a new Climate Element.

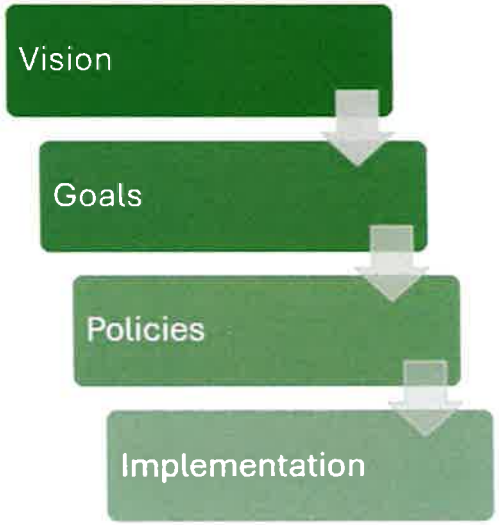
A second public workshop was hosted in the fall of 2025 to provide an overview of initial policy recommendations for the Comprehensive Plan update and inform the public of new requirements for the GMA. This workshop gathered input from the public for any adjustments to make in the Plan.

Phase 3: Public Comment and Next Steps

Phase 3 of the project included a public comment process for the comprehensive plan and to thank members of the CPSC and Resilient Yakima for their work. A final workshop was held in the summer of 2026 to share the Comprehensive Plan and inform next steps.

1.6 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. A visioning workshop was held in April 2025 to publicly kick off the Comprehensive Plan periodic update and create a broad vision for the city.



The Open House started with a presentation which provided an overview of what a Comprehensive Plan is and the key topics that will be discussed. After the presentation, meeting participants were divided into three small groups, with one group focused on individuals who spoke Spanish as a primary language. The majority of the meeting was centered around two exercises:

- A Map Exercise to identify opportunities for housing and job growth in Yakima, as well as the opportunities and challenges present.
- A Visioning Exercise to better understand what makes Yakima a unique place to live.

Feedback from the Open House was then presented to the Planning Commission for further review and refinement. Yakima's vision is below.

A Vision for Yakima's Future

Yakima is the Heart of Central Washington and the Yakima Valley, defined by a rich history of culture, economic prosperity, and natural landscapes.

The City is defined by:

- A home, that lives harmoniously with the natural environment and agricultural vistas that surround the City.
- Downtown Yakima is a thriving district to live, work, and play.
- A family-friendly city with quality public spaces, for all age groups and education for children.
- An active environment for walking and biking.
- A city with a robust economy with job opportunities in a variety of industries.

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- A well-connected and coordinated system of public infrastructure and services that meets the needs of all residents, as well as providing capacity for future residential and commercial development.
- Safe, residential neighborhoods with affordable housing for all residents with different cultures and backgrounds, while preserving historic streetscapes and structures.

Today and in 2046 we see Yakima as a place that values:

- **Yakima's people** – We are inclusive to all people.
  - We promote quality design in new housing, businesses, and public buildings, and streets to be accessible to all.
  - We encourage public engagement and multicultural communication in our planning process.
  - We invest in and deliver needed public services in a manner inclusive to all types of residents, businesses, and cultures.
  - We 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 the young and the 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.





Source: City of Yakima

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- 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.
  - 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 expanding 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, healthcare, manufacturing, tourism, new energy and others.
  - Small local businesses.
  - Targeted investments in capital facilities.







Source: City of Yakima

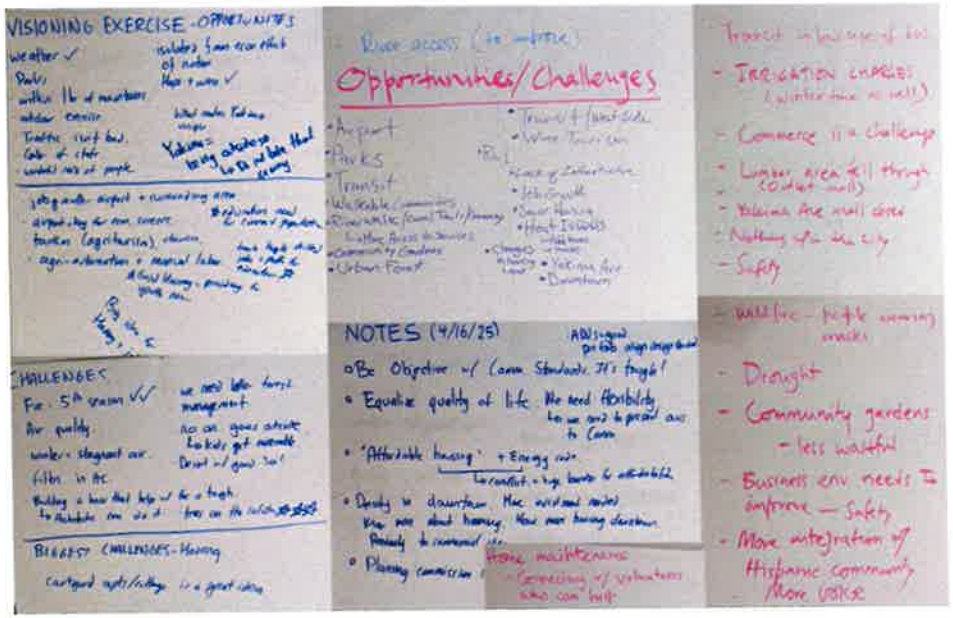
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  - Partnerships with higher education providers to support workforce training to attract new employers.

- **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.

Exhibit 1-7 shows the community visioning exercise notes.

Exhibit 1-7 Yakima Comprehensive Plan Community Visioning Exercise



1.7 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. Housing [1]
4. Historic Preservation [3]
5. Economic Development [2]
6. Transportation [1]
7. Capital Facilities[1]
8. Utilities [1]
9. Parks and Recreation [2]
10. Natural Environment [1]
11. Shoreline [1]
12. Energy [1, 3]

Volume II. Technical Analysis

1. Planning Framework
2. Land Use
3. Housing
4. Transportation
5. Capital Facilities

Notes:
1 Required by GMA or other state law. Climate resilience policies under Energy Element are required.
2 Required when the state provides funding; though funding is not available, these elements help Yakima seek grants.
3 Optional except for climate resilience policies under energy that are required.

Terms

- Vision: A community's most desired future
- Value: A standard or judgement of what is important in 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.

Volume I Comprehensive Plan contains topic-specific elements. Each element summarizes key existing conditions and trends. Each element identifies challenges and opportunities, future needs for Yakima, and plans to address these challenges and meet the needs. Plans for future needs drive policy proposals included in the goals – or broad aims – and policies –

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principles, protocols, or proposals for action. 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 Analysis contains detailed and relevant analysis of elements that are not included in the Comprehensive Plan. This includes land use and land capacity analysis, housing, detailed housing needs analysis and adequate provisions, transportation Levels of Service (LOS) analysis, capital facilities, and parks and recreation analyses.

Additional documents such as the Climate Vulnerability Assessment (VA) memo will remain as an appendix. This analysis is also integrated in the Comprehensive Plan elements.

An **Existing Conditions Report** was prepared, and information from the report is integrated in this Comprehensive Plan.



Source: City of Yakima

1.8 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. The GMA limits annual Comprehensive Plan amendments to no more than once per calendar year, except for certain exemptions and emergency actions. The scheduled update to the Plan is due on or before December 31, 2026 (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. Updates to major development regulations are due on or before December 31, 2026 (RCW 36.70A.130(5)(c)). 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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2 Land Use

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 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.



Source: City of Yakima

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.

2.2 Land Use - Today and Tomorrow

Conditions and Trends

Yakima's current land use pattern is dominated by single-family residential land uses both in the city limits and in the urban growth area (UGA). Single-family Residential land uses make up 38.5% of the full UGA.

Yakima is an urban city with a rural character

With a population of 100,000 (2025 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

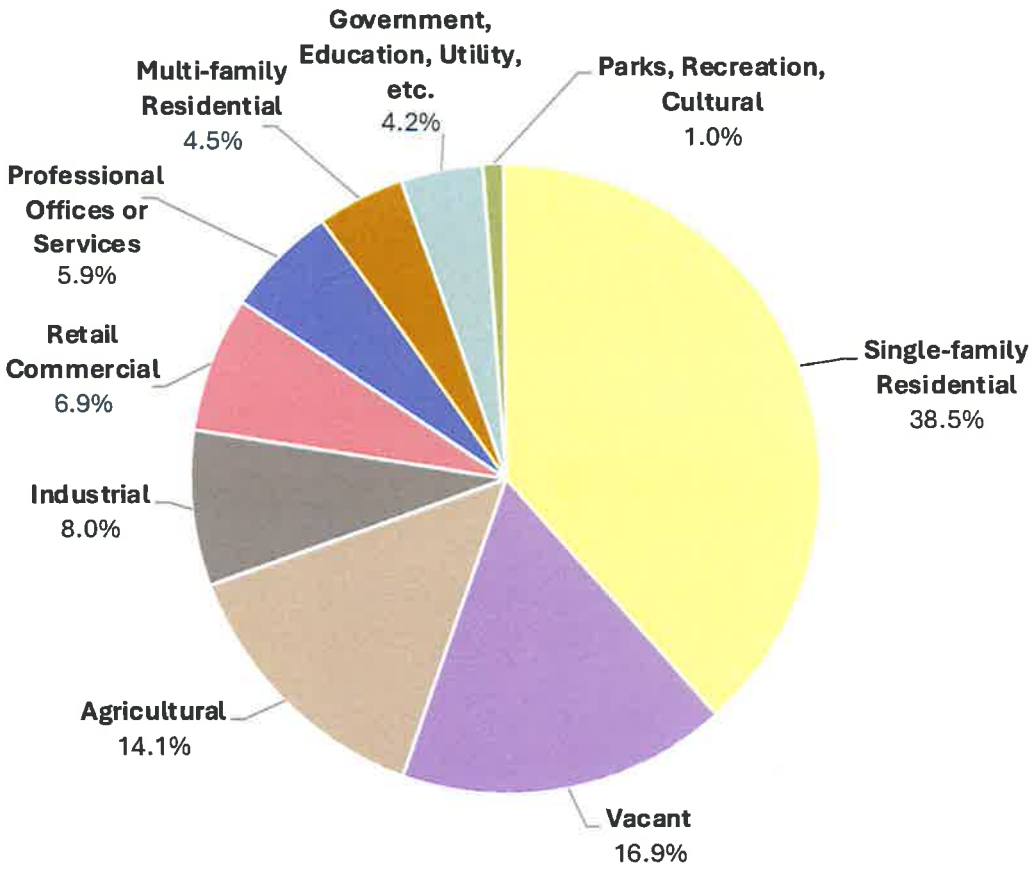
Single-family Residential accounts for 38.5% of the existing land use in the Yakima urban growth area in 2025. Its corresponding Future Land Use category, Low Density Residential, represents about 53% of the UGA in the Future Land Use Map. Single-family housing accounts for around 61% of structures. However, recent years have seen an increase in units in multi-family structures. This is consistent with recent changes to the GMA requiring the City of Yakima to allow for at least four units per lot, and the unincorporated UGA to allow for at least two accessory dwelling units on any lot that allows for detached single-family homes. For more information, see the Housing Element (Chapter 3).

Land Use Element under 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. Mitigate the risk to lives and property posed by wildfires by using land use planning tools. (RCW 36.70A.020(1))

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Exhibit 2-1 Existing Land Use, Full Urban Growth Area, 2025



Source: City of Yakima, 2025; Yakima County Assessor, 2025; BERK, 2025.

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Yakima's Downtown revitalization is important

Downtown Yakima has suffered from a high retail vacancy rate and competition from other commercial centers with big-box retail formats and strip malls inside and outside the city limits. It was further exacerbated by the COVID pandemic starting in 2020. Past improvement plans, such as redevelopment of the Yakima Mall site, were stalled during the pandemic. However, retail demand is estimated to grow in the city as a whole.

The Downtown Association of Yakima (DAY) maintains the Main Street program for downtown Yakima. Since 2015, the DAY has offered the Façade Improvement Grant Program, funding 11 different projects. Multiple projects, such as streetscape improvements combined with private investments and new and renovated building projects have helped improve the character and liveliness of Downtown.



Source: Yakima Herald

The 2013 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. However, there were concerns from the public that the plaza would take away parking near businesses and might not guarantee reviving the downtown (Donofrio, 2025). In 2018, residents voted against the plaza. The City completed other components of the master plan, such as a parking plan and Chestnut Avenue improvement. The City is discussing to initiate a new strategic plan in 2026 to identify goals and actions for Yakima's downtown.

Yakima has development potential in the City, including its mixed-use centers



Source: City of Yakima

Yakima has several areas that contain large tracts of vacant land, including the Cascade Mill Site and Congdon Properties. Areas near South 64th Avenue and Nob Hill Boulevard intersection, and south of Fruitvale Boulevard near North 16th Avenue have potential for developments with a mix of residential and commercial. Areas near North 40th Avenue and Summitview Avenue intersection, and South 40th Avenue and Nob Hill Boulevard already include a mix of residential and commercial developments. These areas offer a significant opportunity for Yakima to create new destination development(s) and create key economic

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development nodes. Incentivizing new development in specific industries will be important for the long-term success of these areas. For the purpose of this Comprehensive Plan, these areas are referred to as mixed-use centers for Yakima. 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.

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 is posing increased traffic challenges. Furthermore, since these corridors are heavily used, the design of these corridors is very important. The quality and character of development that has occurred along these corridors can be improved with additional area-specific planning and design guidelines.



Source: City of Yakima

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Yakima's climate is changing, impacting communities, land and resources

Climate related hazards such as heat, drought, wildfire and smoke, extreme precipitation, and flooding are impacting Yakima community, its land and resources. Areas with concentrations of sensitive populations, especially children and older adults, coincide with Urban Heat Island hotspots. Extreme heat in certain areas wildfire, and smoke cause health hazards for people with certain health conditions, including children and older adults. Regional wildfires can also significantly damage local and regional infrastructure such as canals, roadways, and power lines. Infrastructure damage can increase costs, reduce resiliency, and hurt the ability of emergency personnel to respond to these disasters.

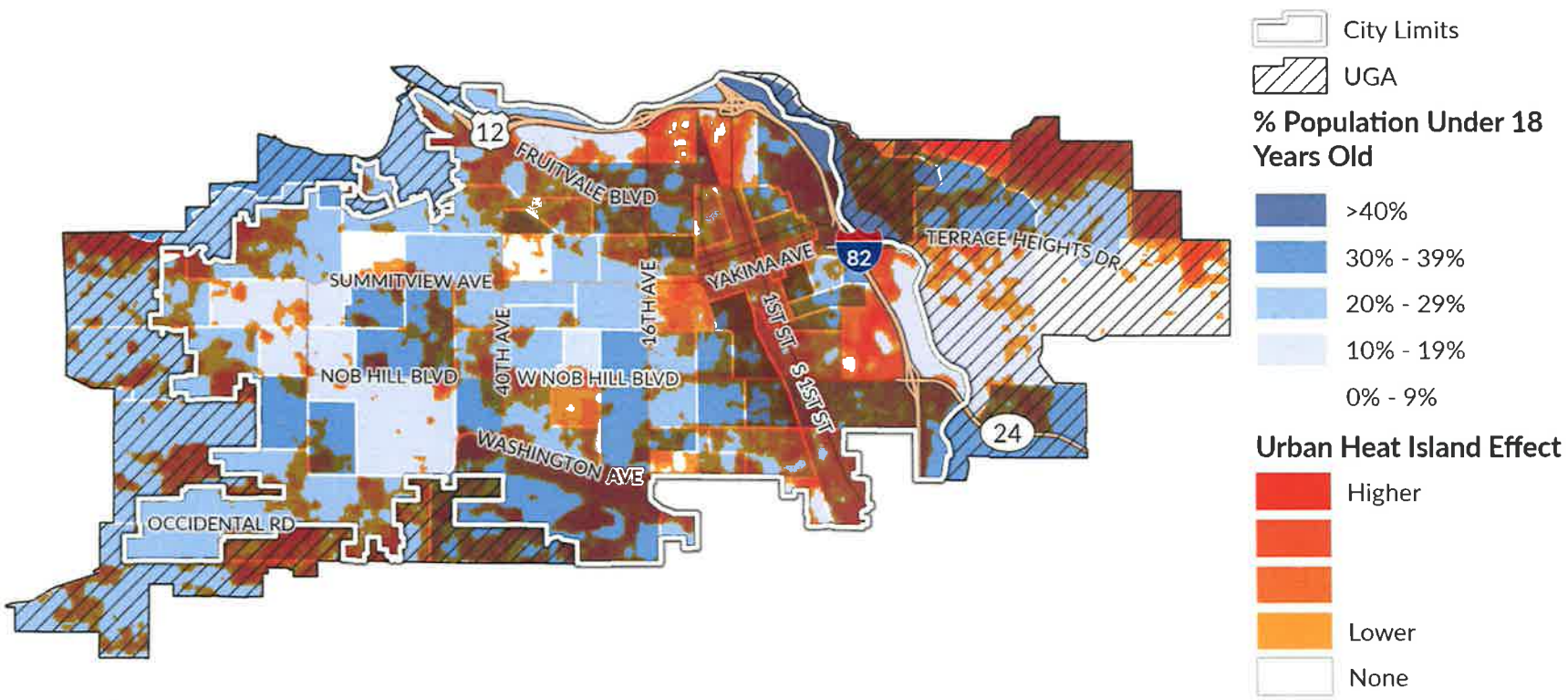
Extreme precipitation and flooding have a significant impact on sensitive populations, including older adults and youth (who are more likely to need assistance evacuating), and low-income residents, who have fewer resources to prepare and recover from flooding events. Floods can also threaten water infrastructure in the floodplain, leading to flooding beyond floodplains if infrastructure is compromised. See the Climate Vulnerability Assessment Memo in Appendix A. Also see Capital Facilities (Chapter 7), Utilities (Chapter 8), and Natural Environment (Chapter 10) Elements of the Comprehensive Plan.

Urban Heat Islands

"Urban heat islands" occur when cities replace natural land cover with dense concentrations of pavement, buildings, and other surfaces that absorb and retain heat. Structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies. Urban areas, where these structures are highly concentrated and greenery is limited, become "islands" of higher temperatures relative to outlying areas.

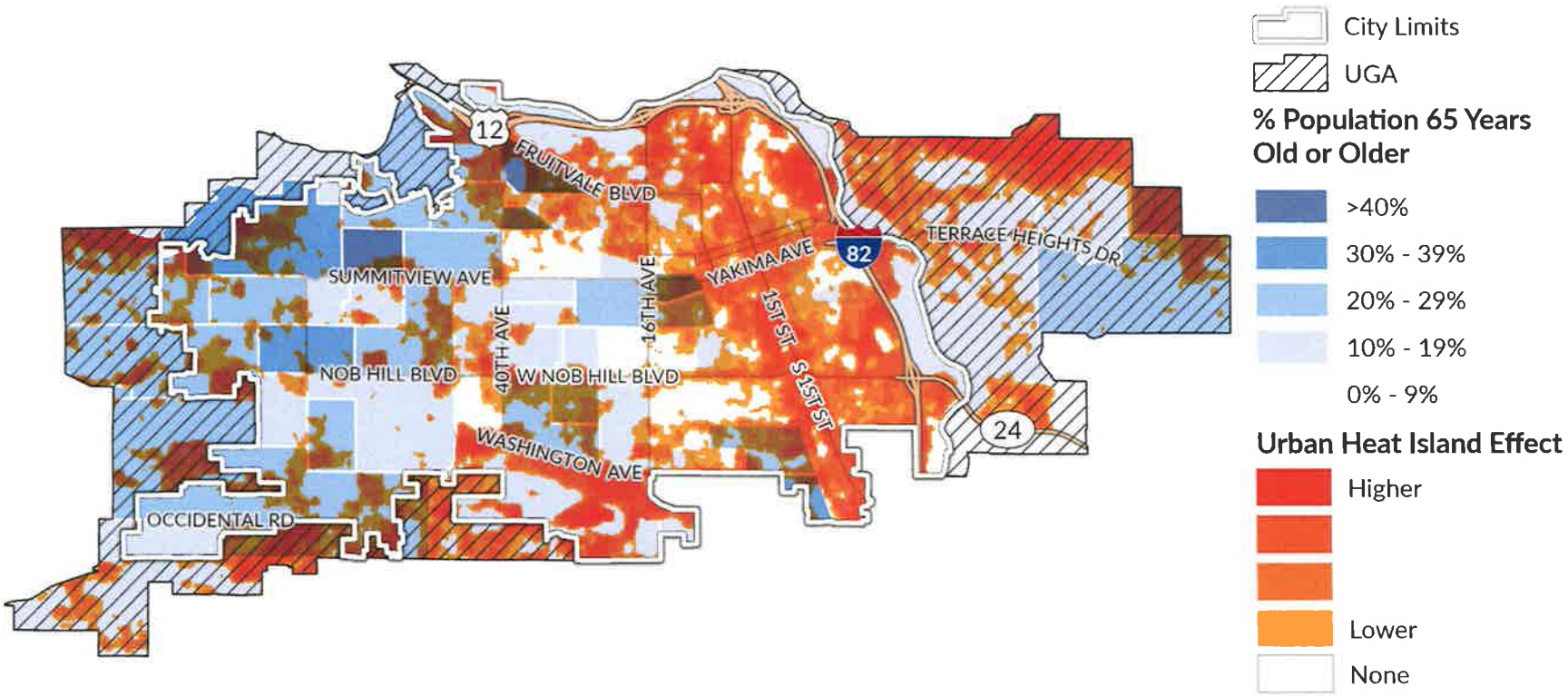
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Exhibit 2-2. Urban Heat Islands and Block Group Youth Population, City of Yakima, 2022



Source: U.S. Census Bureau, American Community Survey 5-Yr Estimates 2018-2022; Trust for Public Land, 2025; BERK, 2025.

Exhibit 2-3. Urban Heat Islands and Block Group Senior Population, City of Yakima, 2022



Source: U.S. Census Bureau, American Community Survey 5-Yr Estimates 2018-2022; Trust for Public Land, 2025; BERK, 2025.

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

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facilities, and large-scale industrial and agricultural operations. With all of these available services, facilities, housing, and employment, residents do not typically need to leave the city to meet their needs. 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. The City needs specific policies to encourage more multi-family and middle housing 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 and implementing its downtown master plan, that will attract investment and retain/attract talent.

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

- Stabilizing and enhancing older neighborhoods.
- Mitigating land use incompatibilities.
- Providing a greater mix of land use for housing sizes and types to accommodate Yakima's evolving population.
- Enhancing design character of the City to promote tourism, attract investment and talent.
- Protecting land and the community from climate related hazards.

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

- Coordinating land use and transportation efforts to enhance walkability and circulation.
- Planning for underutilized commercial and industrial lands.
- Considering of annexation requests where appropriate.





Source: City of Yakima

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- Consider optimal use of urban lands currently used for agricultural purposes.

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 within 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 Local Infrastructure Financing Tool (LIFT) financing through a competitive award process which considered sites statewide. 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 in their Comprehensive Plans and other supporting documents. City efforts include environmental clean-up, street and utility construction, and I-82 freeway access. In 2021, the City of Yakima removed the Municipal Solid Waste (MSW) and wood waste under the street corridor of Bravo Company Boulevard. The City is working with the State Department of Ecology related to options for environmental cleanup.







Source: City of Yakima

Future Needs

Yakima needs a variety of land uses to support housing, employment, and recreation needs. Yakima has adequate land for future growth for the next 20 years to accommodate 10,648 new housing units and 4,222 jobs. Some reallocation and readjustment in the land use designation are required to ensure a variety of housing mixes in close proximity to employment. Streamlined land use designations are needed for the ease of implementation.

2.3 Our Land Use Plan

Yakima's Population growth will require additional housing, employment opportunities, and places to obtain goods and services in the city. These growth needs must be balanced with the preservation, enhancement, and restoration of the natural environment and habitats. This

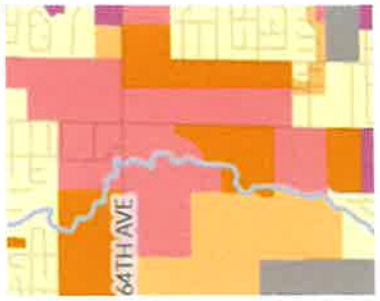
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plan presents the community's land use plan for future growth in ten future land use categories across the city as shown in Exhibit 2-2. Land use categories are further defined in Policies 2.2.1 through 2.2.7. Each land use designation is implemented by various zoning designations contained in the City's zoning and development regulations and in other design, development, and environmental regulations. Land use implemented by zoning designations is identified in Exhibit 2-2. Some additional revisions to the development regulations in parallel are necessary to implement the Future Land Use Map (FLUM) and meet future growth needs. These changes include, but not limited to, varied combinations of increased densities, lot size, coverages, and building heights, as well as expanded housing type options and reduced minimum lot areas.

The land use plan identifies mixed-use centers as discussed under Conditions and Trends sub-section of this Element. The Land Use Plan identifies these areas with capacity for future growth. The land use plan aims to put urban uses within the City limits with an aim to promote developments on vacant and underused lands, including vacant agricultural lands.

2.4 Goals & Policies

GOAL 2.1	**ESTABLISH A DEVELOPMENT PATTERN CONSISTENT WITH THE COMMUNITY'S VISION**
Policy 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.
Policy 2.2.2	Establish land use designations, and densities and intensities for urban growth as shown under Goal 2.2.
Policy 2.1.3	Review proposed Future Land Use designation changes for consistency with Yakima Municipal Code Ch. 16.10 and the following criteria:



Example of various land use designations in Yakima.
Source: BERK

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- 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 is incompatible with surrounding land use?

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.

Policy 2.1.4 Manage and maintain the City's Official Zoning Map to align with the Future Land Use Map (see Exhibit 2-4) to ensure that Yakima has adequate capacity for housing and jobs over the planning period.

Policy 2.1.5 Implement land use designations through a clear regulatory process that ensures transparency, fairness, and predictability in the land development process.

Policy 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.

Policy 2.1.7 Allow new development only where adequate public services can be provided.

Policy 2.1.8 Work with other jurisdictions and agencies, educational and other organizations, and the business community to develop and carry out a

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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.

Policy 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.
- The annexation boundary should not impede the function of the natural environment and, when possible, should prioritize resilience to natural hazards
- 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

Policy 2.1.10 Continue to coordinate with Yakima County on future land use, shoreline, critical area, and infrastructure policies, plans, and permit reviews in the Yakima UGA.

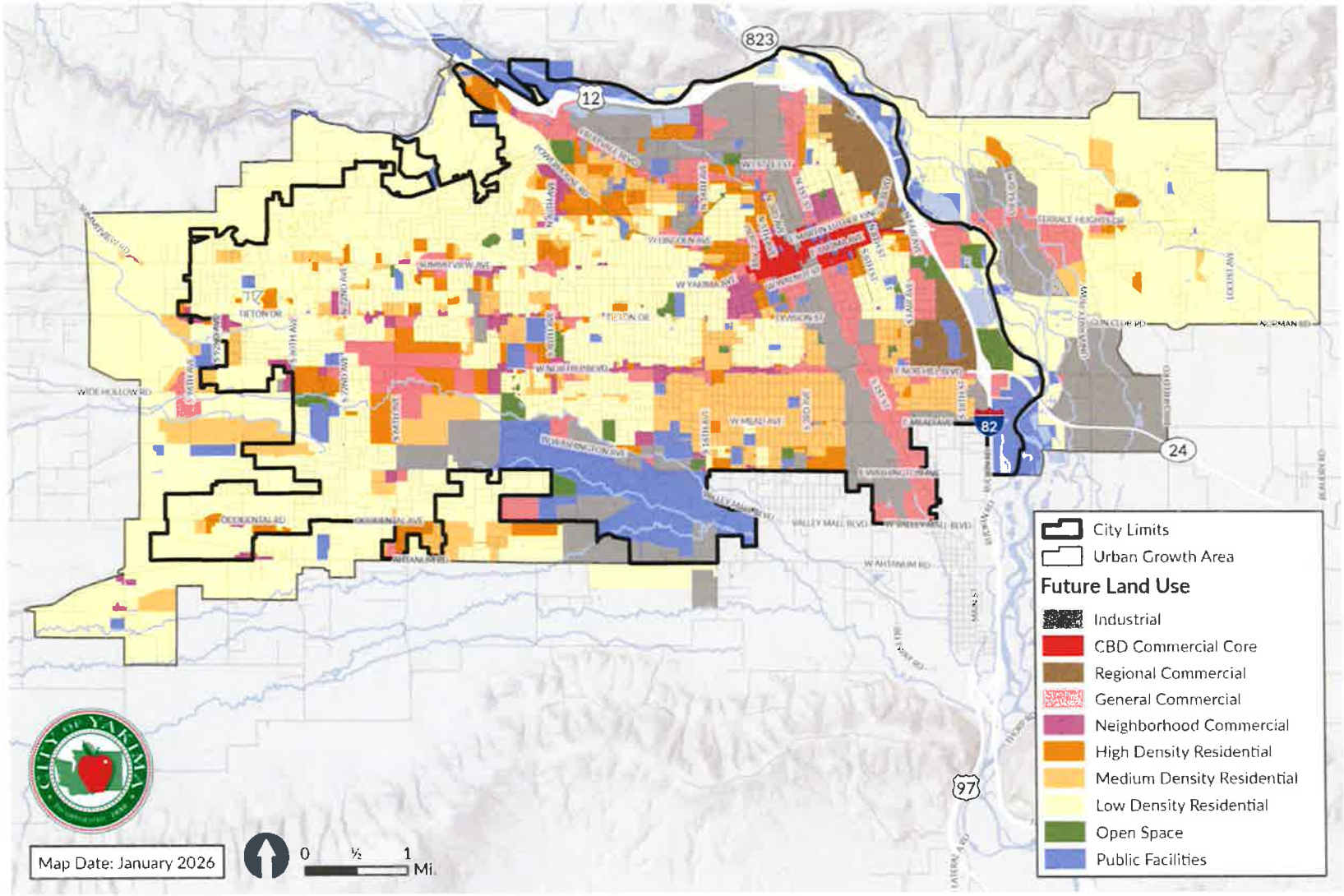
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Policy 2.1.11 Work in collaboration with Yakima County and cities through regional forums such as the Yakima Valley Council of Governments and the Yakima Basin Integrated Water Resource Management Plan.

Policy 2.1.13 Use best available science when designating critical areas for protection and preservation within the City limits or the Yakima UGA.

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Exhibit 2-4 Future Land Use Map



Source: City of Yakima, 2025; BERK, 2025

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GOAL 2.2. PROVIDE A MIX OF LAND USE DESIGNATIONS TO MEET THE COMMUNITY'S NEED

Exhibit 2-5 Land Use Designations and implementing zoning districts

Zoning ↓	Low Density Residential	Medium Density Residential	High Density Residential	Neighborhood Commercial	General Commercial	CBD Commercial Core	Regional Commercial	Industrial	Open Space	Public Facilities
SR	X								X	
R-1	X								X	X
R-2		X							X	X
R-3			X						X	X
B-1				X					X	X
B-2				X					X	X
HB				X					X	X
SCC					X				X	X
LCC					X				X	X
GC					X				X	X
CBD						X			X	X
RD							X		X	X
M-1								X	X	X
M-2								X	X	X
AS								X	X	X

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Source: Yakima Municipal Code, 2025; BERK, 2025

Policy 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 allowed include single-family attached, accessory dwellings (ADUs), duplexes, triplexes, fourplexes, and cottage housing. The permitted density ranges between four to seven net dwelling units per acre. On larger sites (over two acres), more flexibility in lot sizes and layout are envisioned, provided overall density standards are met.

d) Implementing zoning district: SR and R-1.

Dwelling Units

- **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.

Policy 2.2.2 Medium Density Residential:

a) Purpose: This designation provides for areas with a mixture of moderate density housing types.

b) Locational criteria: Intended for areas now characterized by, and/or appropriate for, a mixture of housing types between low density residential areas and commercial services, transit access, and/or parks and other public recreational amenities. This designation is intended to create a transition from high density to low density residential areas.

c) Principal uses & density: A mix of single-family, duplex, townhomes, multiplexes, and multifamily dwelling units. The permitted minimum

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density is 8 net dwelling units per acre and maximum 12 dwelling units per acre. 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

Policy 2.2.3 High Density Residential:

a) Purpose: This designation provides for areas with high density residential use.

b) Locational criteria: Intended for areas characterized by and/or appropriate for high density housing such as multiplexes and apartments, within a close proximity to commercial services, transit access, and/or parks and other public recreational amenities.

c) Principal uses & density: A mix of multiplex and multifamily dwelling units. The permitted minimum density is 13 net dwelling units per acre or more. 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.







Source: Google Map

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d) Implementing zoning districts: R-3

Policy 2.2.4 Neighborhood Commercial:

a) Purpose: This designation is intended to allow for a mixture of neighborhood scaled retail, commercial service, office, and various 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 or commercial areas.

c) Principal uses & density: A mix of retail, commercial service, office, and high density residential uses depending on the area's context. Commercial corridors and neighborhood centers can accommodate a greater mix of retail and commercial uses while some transitional areas near the edge of residential neighborhoods are more appropriate for a mix of office and residential uses. The permitted minimum residential density is 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.



Source: JEM development



Source: City of Yakima

d) Implementing zoning districts: B1, B2, and HB

Policy 2.2.5 General Commercial:

a) Purpose: This designation is intended to allow for a variety of retail, commercial, office, and high density residential uses.

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b) Locational criteria: Existing and planned future mixed use center areas, and areas along key arterials and collector streets.

c) Principal uses & density: A mix of retail, commercial service, office, and high density residential uses depending on the area's context. The permitted minimum residential density is 13 net dwelling units per acre, which can accommodate mixed use or multi-family developments. 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: SCC, LCC and GC

Policy 2.2.6 Central Business District (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).

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d) Implementing zoning districts: CBD

Policy 2.2.7 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.



Source: City 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

Policy 2.2.8 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.



Source: City of Yakima

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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

Policy 2.2.9 Open Space:

a) Purpose: This designation provides for various parks, natural areas and open spaces.

b) Locational criteria: Existing park and recreational facilities, environmentally sensitive areas that may be publicly or privately operated. Additional areas may be designated depending on parks need and ownership criteria.

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. Residential uses are not allowed in this land use designation

d) Implementing zoning districts: All zoning districts.

Policy 2.2.10 Public Facilities:

e) Purpose: This designation provides for land to serve various public purposes under public ownership.

f) Locational criteria: Existing public facilities and additional facilities as needed by the public agencies to provide various community and public services.

g) Principal uses & density: Public service facilities, schools, police and fire stations, waste water treatment facilities etc. Residential uses are not allowed in this land use designation.

h) Implementing zoning districts: All zoning districts.

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i)

GOAL 2.3. **PRESERVE AND ENHANCE THE QUALITY, CHARACTER, RESILIENCY, COMMUNITY WELL-BEING, AND FUNCTION OF YAKIMA'S RESIDENTIAL NEIGHBORHOODS.**

Policy 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.

j) Accessory dwelling units (ADU). Allow for attached and detached ADU's in all residential districts provided regulatory provisions are included to promote compatibility with surrounding uses.

k) Standard single-family. Continue to allow for attached or detached single-family dwellings in residential districts.

l) Small lot single-family. Allow for small lot single-family development (lots smaller than 5,000 square feet) to meet different housing needs.

m) 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

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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n) 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.

o) Townhouses. Encourage the development of townhouses in the R-2 and R-3 zones and commercial zones as an efficient form of housing. Design standards should emphasize pedestrian-oriented design, façade articulation, and usable open space.

p) Senior and assisted housing. Encourage these housing types in the R-2 and R-3 zones and zones and commercial zones. Design standards should emphasize pedestrian-oriented design, façade articulation, and usable open space.

q) Walk up apartments and stacked flats. Encourage these housing types in the R-2 and R-3 zones and commercial zones. Design standards should emphasize pedestrian-oriented design, façade articulation, and usable open space.







Source: City of Yakima

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r) Live-work units. Promote opportunities to combine live and work spaces in commercial and mixed-use zones.

Policy 2.3.2 Preserve and enhance established residential neighborhoods. Specifically:

a) Ensure that new development is consistent with the and scale, style, and aesthetic quality to an established neighborhood.

b) Protect the character of various residential neighborhoods by placing low density homes away from the major centers, and allowing higher intensity residential 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 City code compliance.

e) Carefully review proposed land use designation changes to more intensive residential designations, commercial, or industrial. Specifically:

- Proposals should conform to locational criteria set forth for the desired designation in the applicable policies under Goal 2.2.
- The proposed site should be physically suited for the proposed designation.
- Avoid spot zones or similar changes that may create instability with the surrounding neighborhood.

f) Allow home occupations that would not generate excessive traffic, create parking problems, or degrade the livability the neighborhood.

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





Source: City of Yakima

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Policy 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.



Source: City of Yakima

Policy 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.

d) A covered entry facing the street.

e) Minimize the impacts of garages and driveways on the streetscape.

f) Minimum amount of façade transparency to promote more "eyes on the street" for safety and to create a welcoming streetscape.

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Policy 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 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.





Source: City of Yakima

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

Policy 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.

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GOAL 2.4. **ENHANCE THE CHARACTER , RESILIENCY, COMMUNITY WELL-BEING, AND ECONOMIC VITALITY OF YAKIMA'S DOWNTOWN.**

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

a) Community Gathering Space: 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.
- Ensure year round usability and longevity of structures throughout the historic core through street and building design standards that protect residents from extreme heat and flooding.
- 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.

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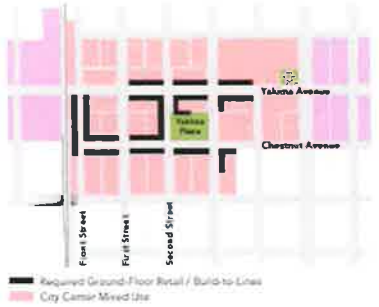
b) Main Street: Emphasize Yakima's Main Street Program such as exploring Chestnut Avenue between Front and Fourth Streets as a destination for retail shopping and entertainment. Streetscape elements could include:

- 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.
- 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 – Continue access to parking in downtown Yakima in the City operated parking lots according to the parking plan that promotes downtown redevelopment.
- 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.





Source: City of Yakima

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.

Policy 2.4.2. Maintain and strengthen downtown uses as the center for civic, retail, cultural, dining and entertainment activity in Yakima.

a) 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.

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 2-6):

- Promote retail development at key intersections.
- Allow more flexibility in the range of allowed uses.

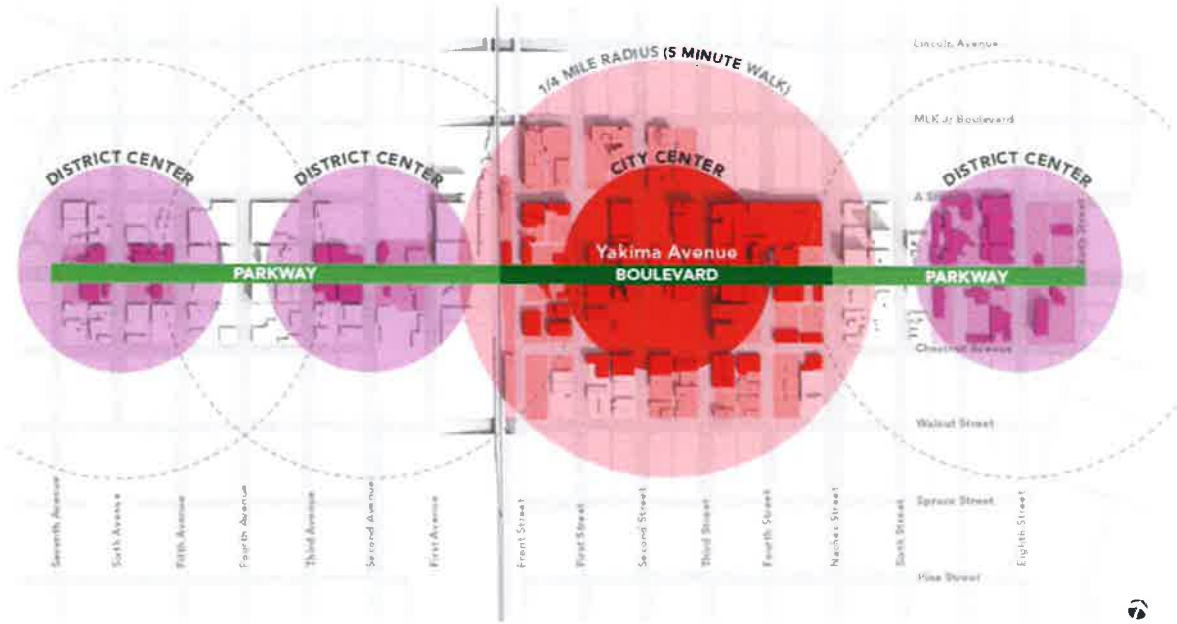




Source: City of Yakima

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Exhibit 2-6 Fundamental Downtown Master Plan concept



Source: City of Yakima

Policy 2.4.3. Develop and apply community 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 building features that reduce the impacts of extreme heat (particularly on west facing facades).

b) Accommodate a variety of pedestrian-friendly building frontages on side streets.

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c) Minimize untreated blank walls facing the street.

d) Promote the continued preservation and restoration/rehabilitation of historic and contributing buildings.

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.

i) Integrate "shade infrastructure" into downtown areas. This includes increasing tree canopy, vegetation, and installing shade structures such as awnings.



Source: City of Yakima

Policy 2.4.4. 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.

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

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standards should include general requirements and design elements addressing roadway sidewalk design as suggested in the 2013 Downtown Master Plan.

GOAL 2.5. **ENHANCE THE CHARACTER, RESILIENCE, COMMUNITY WELL-BEING, FUNCTION, COMPATIBILITY OF USES, AND ECONOMIC VITALITY OF YAKIMA'S ARTERIAL CORRIDORS AND MIXED-USE CENTERS.**





Source: City of Yakima

Policy 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, 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.

e) Improve standards for public and private development to reduce urban heat island effect.

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Policy 2.5.2. Craft and adopt design standards for Yakima's most visible corridors and centers, with the highest priority being First Street, General Commercial designated areas, Summit view Avenue, Nob Hill Boulevard, North 16th Avenue and select Commercial Mixed-Use centers. Consider 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.



Source: City of Yakima

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Policy 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).

Policy 2.5.4. Prioritize streetscape improvements for the most visible corridors and centers. Possible improvements include lighting, landscaping, sidewalk, underground utilities, bicycle, and pedestrian furniture. Emphasize landscaping elements as one of the character defining features of the City.

Policy 2.5.5. Commercial Mixed-Use area centered on W. Nob Hill Boulevard & S. 64th Avenue – Promote coordinated master planned development that integrates a mix 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.

Coordinated development concept example

Includes a focal point, a connected circulation system, careful siting of parking areas, and a mix of uses.



Source: City of Yakima

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g) Integrate a range of on-site open spaces to serve residential uses and make the center attractive to neighborhood residents and visitors.

Policy 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

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framework for development to orient around and provide attractive connections between uses and amenities.

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).

GOAL 2.6. PROMOTE COMPATIBLE HIGH QUALITY DEVELOPMENT THAT ENHANCES THE CHARACTER, RESILIENCY, COMMUNITY WELL-BEING AND IDENTITY OF YAKIMA.

Policy 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 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.



Source: City of Yakima

Policy 2.6.2. Site and design public facilities to support and strengthen Yakima's community character, resiliency, community well-being, and identity.

a) Recognize that the design 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.

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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, 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 facilities to be resilient to certain hazards such as wildfires, poor air quality, extreme heat, and extreme precipitation, in order to protect community well-being and public health.

f) Locate and design public spaces that reflect and enhance Yakima's sense of place and function as welcoming formal and informal gathering spaces.

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

Policy 2.7.1 Maintain and strengthen regulations to protect sensitive natural areas, critical areas, and shorelines. Pursue strategies/actions to restore degraded natural areas and increase their resilience to current and future hazards.

Policy 2.7.2 Update development regulations to emphasize and prioritize sustainable design in new developments, including forms of low-impact development (e.g., bio-swales, rain-gardens, drought tolerant landscaping).

Policy 2.7.3 Encourage retrofits to existing development and infrastructure to reduce environmental impact and decrease the risks to infrastructure to natural disasters. Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy as well as incentives for retrofits that improve indoor air quality of

Environmental Stewardship

Please see the **Natural Environment Element** for additional guidance, goals and policies on the natural environment.

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occupants, stormwater management, and passive cooling capacity of buildings.

Policy 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.

Policy 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.

Policy 2.7.6 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

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

See Policy 2.4.1.above regarding downtown community gathering space.

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

Policy 2.8.1. Adopt development regulations that provide for the integration of usable public open space in residential, commercial, and mixed-use developments.

Policy 2.8.2. Pursue strategic public/private partnerships with large developments to integrate public space with new development.

Policy 2.8.3. Continue to encourage public participation in the design of public spaces throughout the City.

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

Policy 2.9.1 Develop industrial and manufacturing lands that minimize impacts on surrounding land uses, especially residential land uses and natural areas. 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 surrounding areas.

Policy 2.9.2 Encourage infill and promote efficient utilization of vacant land within areas that are designated for industrial uses.

Policy 2.9.3 Encourage development of compact, small-scale industrial parks through Industrial Planned Development (Industrial PD).

Policy 2.9.4 Encourage multiple business manufacturing development, providing a more stable economic base through diversity, as opposed to a single large manufacturing business.

Policy 2.9.5 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.

Policy 2.9.6 Protect industrial and manufacturing lands from encroachment by other land uses, which would reduce the economic viability of industrial lands.





Source: City of Yakima

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

Policy 2.10.1 Adopt development standards that facilitate a complementary mix of uses within mixed-use centers that encourage walking and bicycling between uses.

Policy 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).

Policy 2.10.3 Adopt development standards that encourage the integration of recreational space with multifamily, mixed-use, and planned residential developments.

Policy 2.10.4 Integrate heat, drought, wildfire, and flood-resistant public recreational amenities such as shade infrastructure or native plants accessible to all Yakima residents, workers, and visitors. Provide highest priority on locations, facilities, and activities that serve underserved communities. (also see the Parks and Recreation Element for more details)

Policy 2.10.5 Increase access to food by encouraging the location of fresh food markets and community food gardens close to multifamily zones, mixed-use developments, and transit facilities, and prioritizing underserved communities through zoning regulations

Policy 2.10.6 Promote the use of sustainable design techniques to enhance environmental quality. Low-impact development techniques which reduce urban flood potential and capture stormwater runoff 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.

Policy 2.10.7 Treatments along the edges of developments need to consider current and possible future conditions on adjacent sites. Rather than simply walling off







Source: City of Yakima

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edges, development plans should include design treatments that allow for better integration of uses.

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

Policy 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.

Policy 2.11.2 Institutions within established commercial and industrial areas will be regulated under the codes affecting those land uses and zones.

Policy 2.11.3 Institutions proposed for location in or adjacent to residential areas will be reviewed under the "Institutional Overlay" zoning requirements.

Policy 2.11.4 Access to institutions shall be from the nearest arterial and should not increase traffic on local residential streets.

Policy 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.

Policy 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.

Policy 2.11.7 All new development or expansion of hospital and higher educational facilities can be developed through the "Institutional Overlay" zoning requirements.

Policy 2.11.8 The 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.

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Policy 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.

Policy 2.11.10 Require development and expansion of institutions to be compatible with the adjacent residential neighborhoods, and to minimize the parking and traffic impacts on the adjacent residential neighborhoods.

Policy 2.11.11 Identify areas resilient to climate hazards where community serving facilities or emergency shelters can be placed in the event of an emergency. Siting should prioritize accessibility in underserved areas of the city to improve support to vulnerable community members.

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 AND OTHER PUBLIC SERVICE DELIVERY FOR YAKIMA RESIDENTS.**

SEE THE CAPITAL FACILITIES ELEMENT FOR RELATED GOALS AND POLICIES.

Policy 2.12.1 Encourage the location of new elementary and middle schools within the residential neighborhoods the schools will serve.

Policy 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.

Policy 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.

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Policy 2.12.4 Co-locate and design schools and recreational facilities to function as an important community resource during off-school hours.

Policy 2.12.5 Locate and design public school facilities, schools and associated recreational facilities in alignment with the critical facilities requirements of the City of Yakima Critical Areas Ordinance to function as resilience hubs for non-conventional emergency facilities in the event of emergencies or natural disasters especially in areas with fewer public emergency resources.

Policy 2.12.6 Support school infrastructure upgrades and maintenance including routine heating, ventilation, and air conditioning system (HVAC) assessments and improvements. Consider other infrastructure upgrades, such as use of reflective building materials, passive cooling retrofits, and renewable energy systems.

Siting Essential Public Facilities

Essential public facilities include those that are often difficult to place because they may have unavoidable impacts. 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 GMA 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.

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Policy 2.13.1 Essential public facilities shall be located and developed to be compatible with adjoining land uses to the greatest possible extent.

Policy 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.

Policy 2.13.3 All essential public facilities providing County-wide or State-wide services shall be identified according to the requirements under the Yakima County-wide Planning Policies Section C.3.1through C.3.2 (see Appendix F).

Policy 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).

Policy 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, improving emergency response, decreasing vulnerabilities to natural hazards, and supporting affordable housing.

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

Policy 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.

Policy 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.

Policy 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.

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Policy 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.

Policy 2.14.5 The master plan must include land acquisitions and easements to ensure exclusion of non-noise-sensitive uses.

Policy 2.14.6 The following uses serve as compatible examples with Yakima Air Terminal operations:

Aviation Industries	Airport Related Uses	Open Spaces	Other Uses
▪ Air Freight Terminal ▪ Air Cargo Forwarders ▪ Aircraft/Parts Manufacturer ▪ Aircraft Repair Shops ▪ Aerial Survey Companies ▪ Aviation Schools ▪ Aviation Research and Testing	▪ Trucking Terminals ▪ Taxi/Bus Terminals ▪ Parking Facilities and Auto Storage ▪ Car Rental Agencies ▪ Gas Stations ▪ Restaurants ▪ Night Clubs	▪ Golf Courses ▪ Picnic Areas ▪ Forests ▪ Landscape Nurseries ▪ Arboretum ▪ Farming ▪ Mining and Excavation ▪ Cemeteries	▪ Storage Facilities ▪ Warehouses ▪ Wholesale Distribution Center ▪ Shopping Centers ▪ Banking Services ▪ Office Buildings ▪ Factories ▪ Large Store Retail Sales

Policy 2.14.7 The following uses serve as incompatible examples with Yakima Air Terminal operations:

Residential	Institutional	Sanitary	Wildlife	Other Uses
▪ Residential Development > 1 DU/Acre ▪ Mobile/Manufactured Home Parks ▪ Multi-Family	▪ School ▪ Church ▪ Hospital ▪ Outpatient Surgery Centers ▪ Nursing Home ▪ Day Care Facilities	▪ Landfill ▪ Sewage Pond ▪ Transfer Station ▪ Sludge Disposal	▪ Water Reservoir ▪ Feed Lot ▪ Slaughter House ▪ Waterfowl Production ▪ Wildlife Refuge/Sanctuary ▪ Fish Pond	▪ Convention Centers ▪ Sports Stadiums ▪ Other Large Assembly

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Residential	Institutional	Sanitary	Wildlife	Other Uses
			▪ Lake/Pond ▪ Wetland Pond Sanctuary	▪ Facilities that attract high concentrations of people

GOAL 2.15 **MANAGE USE AND DEVELOPMENT IN AREAS THAT ARE AT RISK FOR EXTREME WEATHER OR OTHER NATURAL HAZARDS TO PROTECT PUBLIC HEALTH AND SAFETY.**

Policy 2.15.1 Maintain GIS systems that map existing and projected risks for flooding, wildfires, and worsening extreme heat.

Policy 2.15.2 Promote denser development in highly environmentally suitable areas to minimize human health and safety impacts of projected natural processes and hazards.

Policy 2.15.3 Communicate directly with developers and the public on these hazards and the associated land use and development decisions moving forward

2.5 Implementation

The primary implementation tool for the Land Use Element is the zoning code and map, and other supporting development regulations. The Comprehensive Plan process has identified necessary code updates for implementation. See Appendix B (Code review memo). The City will develop and maintain a five year implementation plan after the adoption of the Comprehensive Plan.

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3 Housing

3.1 Introduction

Housing affordability is a growing challenge in Yakima. A crucial element of this plan is accommodating the current and future housing needs of Yakima's population, including needs for 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.

The City of Yakima acknowledges that the marketplace will generally provide adequate housing to meet the demand of those in the upper economic brackets. However, meeting the needs of middle and lower income residents would require a combination of appropriately zoned land, housing funding and rehabilitation programs, and innovative techniques. Understanding this challenge and current housing trends helps the City plan for the future.

Housing Goal- Growth Management Act

Plan for and accommodate housing affordable 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))

New State Laws under GMA

Since Yakima's previous comprehensive plan update in 2017, the Washington State Legislature adopted several significant changes to the GMA goals and requirements for

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housing. Exhibit 3-1 summarizes the major legislative changes that apply to Yakima. The City is addressing each requirement in this plan and in its development regulations. See the Technical Analysis (Volume II) for details.

Exhibit 3-1. New GMA Requirements Related to Housing that Apply to Yakima

Legislation (Year)	Summary of New Requirements
HB 1377 (2019)	**Density Bonus for Affordable Housing for Religious Organizations.** Requires fully planning cities and counties to provide a density bonus for low-income affordable housing on properties owned by religious organizations. A density bonus is a zoning tool that allows a developer to build higher, more units, or with more floor space than normally permitted in that area
HB 1754 (2020)	**Limitations on Regulating Temporary Housing Provided by Religious Organizations.** Places new limitations on the ability of jurisdictions to regulate temporary housing for unhoused individuals on religious organization property. Allows jurisdictions to require a religious organization hosting the homeless and the agency managing the hosting to enter into a memorandum of understanding to protect the public health and safety of residents.
HB 1220 (2021)	**Affordable Housing, Displacement, and Racially Disparate Impacts.** Requires local jurisdictions to plan for and accommodate housing affordable to all economic segments of the population, including moderate, low, very low, and extremely low income, as well as emergency shelters and permanent supportive housing. Mandates that comprehensive plans identify land use capacity, barriers, and programs to address housing shortage. Requires jurisdictions to assess and address racially disparate impacts, displacement, and exclusion in housing, identify areas at high risk of displacement, and establish anti-displacement policies.
HB 1337 (2023)	**Accessory Dwelling Units (ADUS).** At least two ADUs (both attached, both detached, or one attached and one detached) per lot must be allowed in residential zones in urban growth areas (UGAs) within all zones in urban growth areas where single-family homes are permitted. Applicable standards for Yakima include: ▪ Two ADUs are allowed per lot

How are GMA requirements addressed in Yakima's Comprehensive Plan?

See the Introduction chapter in Volume II for a more detailed summary of all new GMA requirements and corresponding updates to Yakima's Comprehensive Plan and development code.

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Legislation (Year)	Summary of New Requirements
	▪ ADUs do not require owner occupancy ▪ ADUs allow separate sale ▪ Parking requirements ▪ Maximum size limit shall be no less than 1,000 sq-ft ▪ Setback should not be more restrictive than those of the primary units (can be on lot lines in certain circumstances). ▪ Height limit at least 24 ft.
ESHB 1293 (2023)	**Design Review.** May not impose aesthetic standards or requirements for design review that are more restrictive for ADUs than those for principal units.
HB 1110 (2023)	**Middle Housing.** Requires cities to allow a broader range of housing types in areas that previously allowed predominantly detached homes. For Yakima (a Tier 1 City of at least 75,00) must include: At least six of the nine middle housing types (duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, cottage housing.) 4 units per lot (6 units per lot near major transit)
SB 5258 (2023) **&** **SB 5559 (2025)**	**Unit Lot Subdivision.** Unit lot subdivision is a method of dividing a single parent parcel into unit based lots that can be sold to individual owners. SB 5258 requires local governments to incorporate this provision into their short plat regulations. SB 5559 clarified that only cities and towns in counties planning under the GMA must adopt the new unit lot subdivision regulations.
HB 1998 (2024)	**Co-housing.** Requires communities to allow co-living on any lot located within a UGA that allows at least six multifamily residential units, including mixed-use zoning. This includes any lots required to allow six middle housing units.
SB 6015 (2024)	**Residential Parking.** Establishes new rules for residential parking standards, including limitations on what can be required to meet minimum parking requirements. It provides various ways to count parking such as enclosed of unenclosed, tandem, grass block paved surface etc.

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Legislation (Year)	Summary of New Requirements
SB 5184 (2025)	**Parking Reform.** Reduces or eliminates parking requirements for certain residential uses and commercial spaces in cities with a population of 30,000 or more. Yakima must adopt this by January 2027.

3.2 Housing Today and Tomorrow

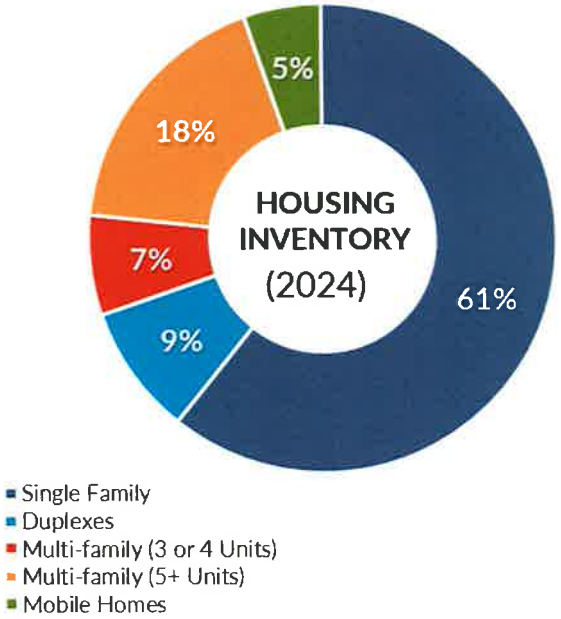
Conditions and Trends

Most of Yakima's Housing Stock is Detached Single-Family Homes

There were 38,584 housing units in Yakima in 2024. Around 61 percent of these units were single-family detached homes, as shown in Exhibit 3-2. Small multifamily structures like duplexes, triplexes, and quadplexes make up about 16 percent of the housing stock, while larger multifamily structures like apartment buildings make up 18 percent. About two-thirds of all housing units have either two or three bedrooms (U.S. Census Bureau, 2022).

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Exhibit 3-2. Housing Inventory by Type in City of Yakima, 2024



Source: Washington Office of Financial Management, 2024; BERK Consulting, 2025.

Where are different housing types located?

See the Land Use chapter in Volume II for detailed maps of existing land uses within each council district. These maps show the location of parcels with single-family homes and multifamily homes.

Yakima Needs More Housing Diversity

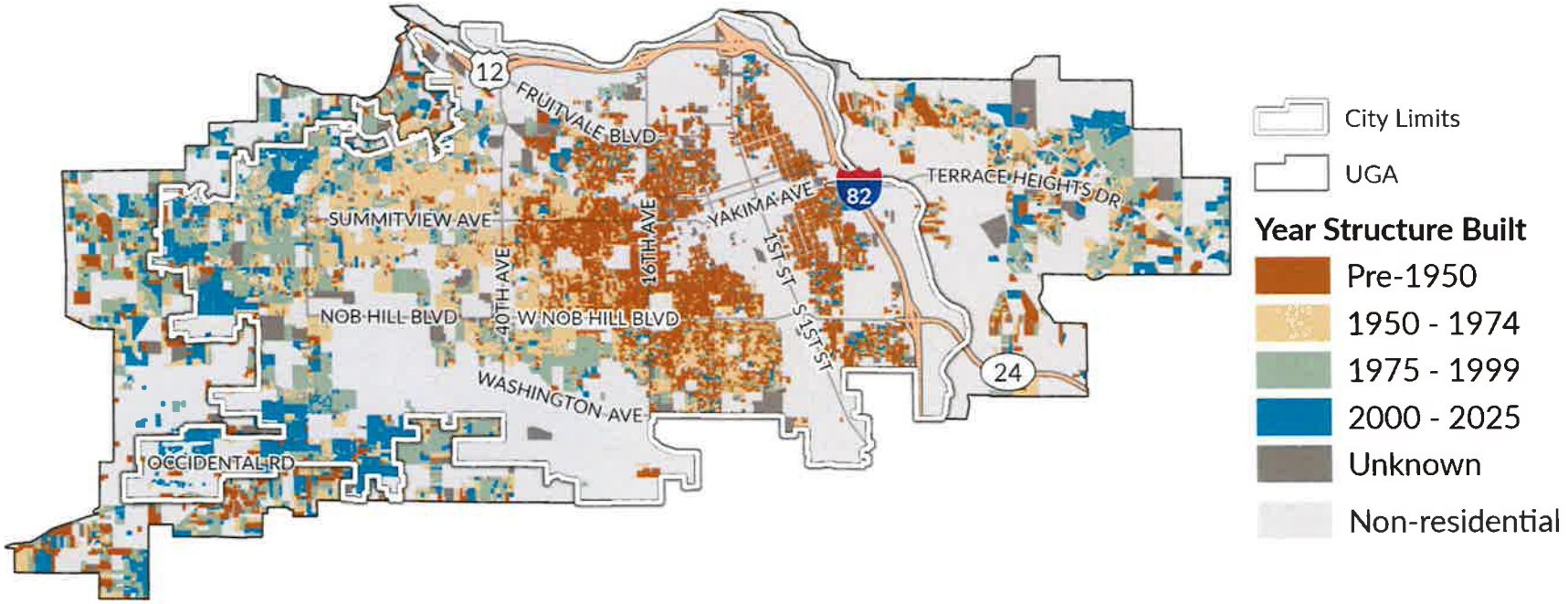
Over 60% of all housing in the City of Yakima is single-family homes. Not all households require, or can afford, that much space. For example, 30% of all households in Yakima are individuals living alone. Yet only 6% of housing units in Yakima are studios, and only 11 % have just one bedroom. Increasing the diversity of housing options available will increase housing supply and provide more choices for residents seeking more affordable housing that meets their current needs.

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Most of Yakima's Housing Stock is Old

As of 2025, about 20 percent of residential structures were built since 2000, and nearly two-thirds (63.1 percent) of units were built 40 or more years ago. Since housing units generally have a functional life of around 40 years, those units older than 40 years require additional investments. Preserving existing housing is important to maintain affordability. A map of structure age (both residential and commercial) is shown in Exhibit 3-2; the vast majority of structures in the city are residential with older stock focused between 40th Ave and Highway 82.

Exhibit 3-3. Year Built for Residential Structures



Source: City of Yakima GIS, 2025; BERK, 2025.

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The overall age of housing structures is indicative of structural 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.

Most New Housing Units Produced are in Multifamily Buildings

Recent development in Yakima is helping to increase housing diversity. Between 2019 and 2024, Yakima added 2,341 units through new housing construction. About 70 percent of these new units were in multifamily structures, from duplexes up to larger apartment buildings (OFM, 2024). This new housing is expanding the range of housing options in Yakima.



Source: City of Yakima

Yakima has a Shortage of Housing Compared to Demand

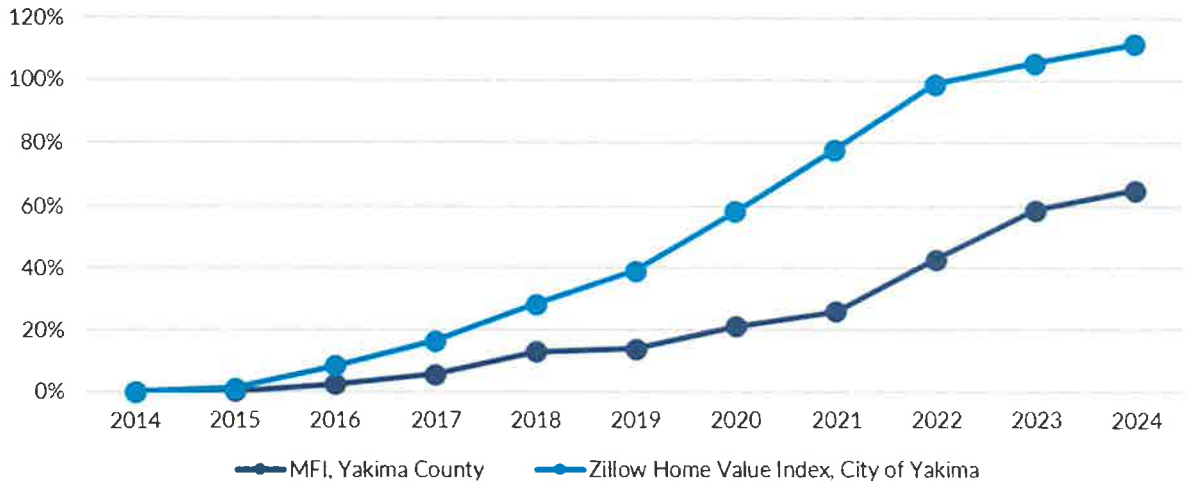
Vacancy rates, as an indicator of housing markets, can provide information about how supply and demand interact and how the market and prices may react. The City is working to increase the supply to offset the demand for housing. As of 2024, only 2.4% of rental housing units in Yakima were vacant, which is lower than what is considered a healthy rate of 5% to 6%. The supply of ownership housing is also constrained. When vacancy rates and supply are low, people looking for homes have fewer options, increasing competition for the limited units available. This drives up both rents and housing prices.

Housing prices are rising faster than incomes

Between 2014 and 2022, the typical home value in Yakima increased by 99%, from $163,074 to $324,075. Over the same period, the median family income only increased by 43% (from $47,369 to $67,644). This indicates that homeownership is getting further out of reach for many prospective buyers. See Exhibit 3-4.

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Exhibit 3-4. Percent Change since 2014 in Typical Home Value and Median Family Income (MFI)



Note: Historic MFI and home value data are not adjusted for inflation.
Source: Zillow, 2025; US Census Bureau, American Community Survey, 2014-2024; BERK, 2025

Many Households in Yakima are Cost-burdened

Between 2017 and 2021, 32% of all households in Yakima were cost-burdened. Nearly half (44%) of renter households, and just under a quarter (23%) of owner households, were cost-burdened. Cost-burdened households spend a large portion (over 30%) of their available income on housing costs. This leaves less money available for other vital needs like food, transportation, healthcare, and education.

Housing Needs are Greatest among Low-income Households

About 75% of all households with incomes below 50% of the Area Median Income (AMI) are cost-burdened. Over half of these households are severely cost-burdened, meaning they spend over 50% of their income on housing costs. While there are low-income households

How affordable is homeownership in Yakima?

As of 2025 a household would need an annual income of about $112,000 to afford the average single-family home. Average home price is about $345,000. New homes are even more expensive. See the Housing chapter in Volume II for a more detailed analysis of homeownership and rental housing affordability.

living in neighborhoods across the city, the greatest concentration of low-income households is in eastern Yakima, and many of these households are of Hispanic/Latino ethnicity.



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 Department of Commerce's Snapshot of Homelessness in Washington State for July 2024, there were 11,971 persons who were homeless or unstably housed in Yakima County (Commerce, 2024). This was approximately 5% of the county population.
- As described above, the elderly make up almost 16% of the city's population in 2022 (U.S. Census Bureau, 2022). The elderly often have disabilities – about 46% – 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.
- Another challenge for elderly households is housing affordability. There are 3,405 cost-burdened elderly households in Yakima. About a third of these households are elderly persons (age 62+) living alone, and nearly all have incomes well below the county median (U.S. HUD, 2024). These residents are spending more than 30% of their income on housing costs and often have fixed incomes that don't keep pace with rising housing costs over time.

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

Environmental Hazards and Impacts to Housing Stock

Scientists predict that environmental hazards, such as extreme heat, precipitation, and wildfires, will increase in severity and frequency in Yakima[1]. Older homes can be retrofitted with efficient heating and cooling to increase resiliency. However, these retrofits are expensive, and low-income households may be unable to bear the cost. Additionally, residential land use patterns can exacerbate environmental hazards. For instance, building new detached single-family homes on the outskirts of urban areas near forests and open space can put them at greater risk of wildfires. Additionally, new pavement and buildings contribute to increased stormwater runoff. This runoff increases the risk of flooding. See the Climate Vulnerability Assessment Memo in Appendix A for further analysis.

[1] Raymond, C., & Rogers, M. (2022). Climate Mapping for a Resilient Washington. Retrieved from https://cig.uw.edu/resources/analysis-tools/climate-mapping-for-a-resilient-washington/

Challenges and Opportunities

Compared to other areas in Washington, Yakima still provides relatively lower-cost housing, 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 contribute to 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, young and first-time home buyers, special needs populations, those aging in place, and multi-generational households. 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 2046. Yakima's strategy is to focus on infill housing downtown, in mixed-use centers, and throughout the City, with compatible transitions to 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.

Future Needs

The GMA requires cities to accommodate future housing needs by affordability level. Yakima received its allocation of countywide housing from Yakima County, as shown in **Exhibit 3-5**. The City must make accommodations to enable housing growth to meet these needs through the year 2046. **Exhibit 3-6** shows the allocation and projected housing needs for the City and UGA. Meeting these needs will require increasing the rate of new housing development, with a focus on multifamily housing and lower-cost ownership options such as townhomes and condominiums.

Exhibit 3-5. Projected Housing Needs, Yakima County (2020-2046)

	Total	Affordability Level (% of Area Median Income)[¥]							
		0-30%		30-50%	50-80%	80-100%	100-120%	120%+	Emergency Housing/ Shelter Beds
		Non-PSH	PSH						
Total Future Housing Needed (2046)**	114,482	8,261	4,495	25,742	36,353	12,706	8,282	18,643	1,951
Estimated Housing Supply (2020)*	89,425	4,351	228	20,264	33,325	10,917	7,070	13,270	572
Net New Housing Needed (2020-2046)	25,057	3,910	4,267	5,478	3,028	1,789	1,212	5,373	1,379

PSH = Permanent Supportive Housing.
[¥] Area Median Income levels for housing are established under the GMA, and guidelines are provided by the State Department of Commerce.
* 2020 supply excludes homes in recreational use, such as vacation homes and short-term rentals. Supply of PSH in 2020 is beds. However, projections of Net New Housing Needed (2020-2046) are in housing units.
** Total Future Housing Needed (2046) excludes 2020 homes in recreational use, such as vacation homes and short-term rentals.

Source: WA State Department of Commerce, Growth Management Services Housing For All Planning Tool (HAPT). Calculations are based on the Yakima County 2046 Population Projections and Allocations.

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Exhibit 3-6. City of Yakima and UGA Combined Allocation of Projected Housing Needs, 2020-2046

Jurisdiction	Total Units Allocated	Affordability Level (% of Area Median Income) [¥]							Emergency Housing/ Shelter Beds
		0-30%		30-50%	50-80%	80-100%	100-120%	120%+	
		Non-PSH	PSH						
City of Yakima + UGA	10,648	1,750	1,911	2,450	1,286	760	514	1,977	617

Source: WA Department of Commerce, 2025; BERK, 2025.
[¥]Area Median Income levels for housing are established under the GMA, and guidelines are provided by the State Department of Commerce.

3.3 Our Housing Plan

Yakima's plan to accommodate its current and future housing needs builds upon its land use plan and is implemented through multiple zoning districts. New GMA requirements now allow various housing types in zones where single-family homes are allowed. This will allow additional homes such as duplexes, triplexes, townhomes, accessory dwelling units etc. in the City's low-density land use and zones. Through revisions to zoning and development regulations, the city will reduce barriers to the production of new housing, with a focus on multifamily housing in high-density zones, townhomes, cottage housing, accessory dwelling units, and manufactured homes.

Actions include providing for greater flexibility with regard to density limits, lot sizes, building heights, and parking standards. The Planning and Building divisions should coordinate code and policy changes, prioritizing reducing barriers for the development of housing. Another way to reduce barriers is streamlining the city's permit application process and increasing SEPA thresholds. Targeted infrastructure investments to enable higher density infill development will also support this plan.

Does Yakima's zoning and land capacity allow for enough new development to meet all projected housing needs?

Yes, it does. See the Housing chapter in Volume II for an analysis of Yakima's buildable land capacity compared to housing needs.

To encourage and support income-restricted affordable housing projects for lower-income residents, the City can provide incentives such as an expanded multifamily tax exemption (MFTE) program, or the donation of public land.

3.4 Goals and Policies

GOAL 3.1	**ENCOURAGE DIVERSE AND AFFORDABLE HOUSING CHOICES.**
Policy 3.1.1	Monitor market rate and affordable housing needs. Review and adjust land capacity for housing development and redevelopment based on housing needs.
Policy 3.1.2	Promote the preservation, improvement, and development of middle housing and single-family homes in Yakima by ensuring that new development is not in areas with existing and projected risks for flooding, wildfires, or worsening extreme heat.
Policy 3.1.3	Encourage mixed-use infill development, particularly Downtown and in commercial nodes.
Policy 3.1.4	Allow diverse housing types that meet the needs of aging, young professionals, and small and large households.
Policy 3.1.5	Facilitate small lot sizes, condominiums, townhomes, accessory dwelling units, clustering, and other middle housing options that increase the supply of affordable homeownership options and the diversity of housing types.
Policy 3.1.6	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.
Policy 3.1.7	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.

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Policy 3.1.8 Promote the improvement of existing mobile home parks to meet health and safety standards and quality of life needs of residents.

Policy 3.1.9 Encourage and incentivize affordable housing development for moderate, low, very low, and extremely low-income households.

Policy 3.1.10 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 including middle housing
- Ownership housing when possible
- Long-term affordability



Source: City of Yakima

Policy 3.1.11 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.

Policy 3.1.12 Encourage a range of affordable homeownership options and provide access to education for first time buyers.

Policy 3.1.13 Participate in efforts to secure land available for affordable housing.

Policy 3.1.14 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 3.2 **PRESERVE AND IMPROVE EXISTING RESIDENTIAL NEIGHBORHOODS.**

Policy 3.2.1 Improve existing neighborhoods through various programs and investments such as street light maintenance, sidewalk improvements, safe route to school, bike and non-motorized mobility improvements, etc.

Policy 3.2.2 Support programs that improve and preserve Yakima's existing housing stock, such as various capital improvements in the neighborhoods.

Policy 3.2.3 Prevent demolition of housing structures, when possible, by providing resources for periodic maintenance and upgrade, and using various funding sources for maintenance based on need.

Policy 3.2.4 Encourage maintenance and preservation of existing housing. Maintain the City's Housing Repair Assistance Program for low- and moderate-income homeowners.

Policy 3.2.5 Encourage cooling retrofits and passive cooling measures for existing housing to ensure effective cooling in case of extreme heat.

Policy 3.2.6 Encourage energy efficiency and water efficiency retrofits for existing homes to lower utility demand during and leading up to natural hazard events.

GOAL 3.3 **ENSURE AN ADEQUATE SUPPLY OF HOUSING FOR ALL INCOME GROUPS AND PERSONS WITH SPECIAL NEEDS.**

Policy 3.3.1 Prioritize the provision of housing opportunities to all economic segments of the population, including supportive housing as allocated through the regional allocation process.

Policy 3.3.2 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 to age in place as their housing needs change.

Policy 3.3.3 Support programs that offer assistance to homeless individuals and families.





Source: City of Yakima

Policy 3.3.4 Support programs and housing options that allow the senior population to age in place as their housing needs change.

Policy 3.3.5 Support programs to ensure that individuals and families vulnerable to natural hazard impacts have adequate housing options. Vulnerable communities include the following:

- older adults and children
- those with pre-existing health conditions including pulmonary conditions
- individuals with mobility challenges
- low- and extremely low-income individuals
- people with limited literacy
- people who speak English as a second language

GOAL 3.4 ENCOURAGE DESIGN, CONSTRUCTION, AND MAINTENANCE OF HIGH QUALITY HOUSING WITHOUT MAKING UNITS COST PROHIBITIVE.

Policy 3.4.1 Promote sustainable development practices in housing development such as the use of energy efficient and durable building material, maintenance of indoor air quality, protection of natural environment, provision of walkability, and others.

Policy 3.4.2 Ensure densities, design and landscape standards promote planned goals.

Policy 3.4.3 Encourage development of well-designed new housing in coordination with population growth, employment growth, and transportation goals.

Policy 3.4.4 Coordinate future housing development with capital planning and investment.

Policy 3.4.5 Implement utility standards that encourage infill development and middle housing.

Policy 3.4.6 Encourage or incentivize residential development standards which increase resiliency to natural hazards such as extreme heat, severe storms, drought,

and wildfire smoke through cross-ventilation, passive cooling window coverings, and energy efficiency upgrades.

Policy 3.4.7 Ensure multimodal public and private transportation options are developed in coordination with new and redeveloped housing.

Policy 3.4.8 Promote complete streets and trails to interconnect Yakima's neighborhoods and promote walkability.

Policy 3.4.9 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, particulates from wildfire smoke, mold, and air toxin concentrations in the homes.

GOAL 3.5 FOSTER A CARING COMMUNITY THAT NURTURES AND SUPPORTS INDIVIDUALS, CHILDREN, AND THEIR FAMILIES.

Policy 3.5.1 Make human services more inclusive and accessible to the Yakima community, especially to marginalized populations to prevent them from being displaced from their community.

Policy 3.5.2 Develop strategies that result in human services involvements proactive and preventative of marginalized populations being displaced or homeless.

Policy 3.5.3 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.

Policy 3.5.4 Consider human services objectives in developing City regulations and codes. Ensuring there are community resources to assist these residents, before they are abated, is critical.

Policy 3.5.5 Cooperate with school districts and non-profit human service providers to identify needs and effective delivery of services to individuals, children, and families

Policy 3.5.6	Educate the community about and promote affordable and special needs housing and human services facilities and programs.
Policy 3.5.7	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.
Policy 3.5.8	Connect with isolated community groups to ensure effective human service delivery and ensure people and homes are safe in the event of emergencies.
Policy 3.5.9	Evaluate services, service delivery, and community-based resources as they relate to making individuals, children, and families more resilient to natural hazards of extreme heat, flooding, wildfires, and drought events.
GOAL 3.6	**PREVENT DISCRIMINATION, AND DISPLACEMENT IN THE DEVELOPMENT AND MAINTENANCE OF HOUSING.**
Policy 3.6.1	Collaborate with community groups, organizations, non-profits, and businesses to help vulnerable groups obtain and maintain housing.
Policy 3.6.2	Evaluate the potential for displacement on lands proposed for rezone or redevelopment for public use.
Policy 3.6.3	Collaborate to understand the drivers of displacement through involvement of community groups, organizations, and institutions in affected areas.
Policy 3.6.4	Ensure community development works with residents does not result in displacement of marginalized population or homelessness.

3.5 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 3-7. Housing Implementation

Implementation Item	Action Type	Desired Result
Adequate Provisions Action Items (2026)	The Comprehensive Plan Volume II Technical Analysis includes a list of action items related to affordable housing incentives, development regulation changes, and permit process improvements. There are some overlaps between this list of actions and prior studies, such as the Housing Action Plan.	Reduce barriers to new housing development that can accommodate housing needs at all income levels
City of Yakima Consolidated Plan (2025-2029)	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. Many of the actions identified in this plan to support housing affordability are mirrored in the HAP. This plan also addresses needs for supportive services and poverty reduction.	▪ Data on housing inventory and needs ▪ Inventory of affordable housing providers ▪ Increase in affordable housing
Annual Action Plan for CDBG and HOME Investment Partnership Funds, 2024	This plan includes the strategies, goals, and objectives established in the FY 2020-2024 Consolidated Plan and is the basis for the annual funding application for the US Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) and HOME programs.	▪ Investment in affordable housing needs and community development needs

Implementation Item	Action Type	Desired Result
City of Yakima Housing Action Plan (HAP) (2021)	This plan identified six objectives for promoting affordable housing options for all community members across all neighborhoods. To achieve these objectives, it identifies 37 strategies. While some strategies would be pursued in partnership with other organizations, the following high priority strategies can be implemented by the City: ▪ Update city regulations to remove barriers to innovative housing types. ▪ Make strategic investments in infrastructure. ▪ Encourage rent-to-own opportunities and sweat equity programs. ▪ Expand and update down payment assistance programs. ▪ Donate or lease surplus or under-utilized city property to support affordable housing development. ▪ Incentivize landlords to improve the quality and maintenance of housing.	▪ Encourage diverse housing development within existing neighborhoods. ▪ Create and preserve affordable homes. ▪ Create homeownership opportunities for low- and moderate- income households. ▪ Support housing options that meet the diverse needs of older adults. ▪ Address the needs of those struggling with homelessness. ▪ Protect against displacement and poor housing conditions
Yakima County's 5-Year Plan to Address Homelessness 2019-2024	The Yakima County 5-Year Homelessness Housing Strategic Plan serves three critical purposes: ▪ Establishing a strategy to address homelessness in Yakima County. ▪ Setting clear, measurable goals to achieve that strategy, and to hold stakeholders within the system accountable to their roles.	▪ Reduce homelessness in Yakima County ▪ Ensure that anybody's experience with homelessness is brief, rare, and one-time through an efficient and effective homeless response system that prioritizes and focuses first on putting people into stable housing.

Implementation Item	Action Type	Desired Result
	▪ Creating concise objectives generated by local experts that can be used in making funding decisions for Yakima County.	
Yakima County Farmworker Housing Action Plan, 2011 – 2016	Strategic plan for approaching issues related to farmworker housing.	▪ Housing needs data for seasonal and year-round farmworkers ▪ Increased housing stability for farmworkers

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4 Historic Preservation

4.1 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). It is also 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 Historic Preservation Plan (Preservation Plan). The Preservation Plan was developed in 2016 and was adopted in 2017 as part of this Historic Preservation Element.

Housing Goal – 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))

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4.2 Our Past, Today, and Tomorrow

Archaeological Resources

Yakima began as a Euro-American agricultural community on lands historically owned by local indigenous communities, including the Yakama Nation. The Yakama Nation is 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.

Historic resources after the 1850s may also include a wide variety of residential, industrial and agricultural resources owned by Native Americans, since Yakima's farms, factories and canneries reportedly employed Yakama people. In addition to Native American heritage, the presence and contributions of other ethnic groups are observed in the community, including but not limited to Spanish Basques, Chinese, Japanese, Filipino, and Latino.



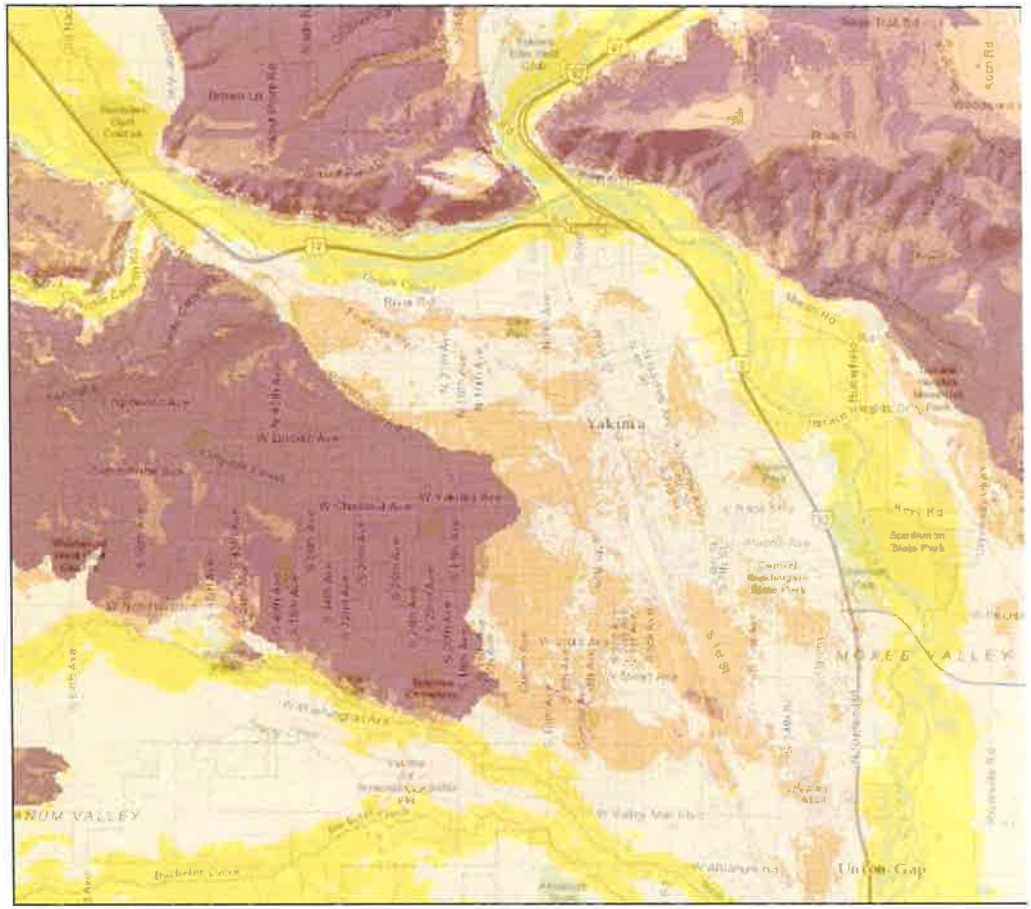
Source: City of Yakima

Euro-American Settlement

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. Post-World War II, decades have brought additional changes and modernization to the City.

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Exhibit 4-1. Predictive Model of Cultural Resources Presence



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

Source: Department of Archaeology and Historic Preservation, 2017

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Survey and Listing

The Historic Preservation Plan includes a survey as part of the inventory. This 2016 survey and listing efforts have produced the following:

- Over 16,000 properties surveyed; though the majority of this 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.
- There are four properties listed only to the Yakima Register of Historic Places, including a historic district.
- There are 12 properties listed in either the Yakima Register of Historic Places or the National Register of Historic Places.
- There is one property listed in both 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.

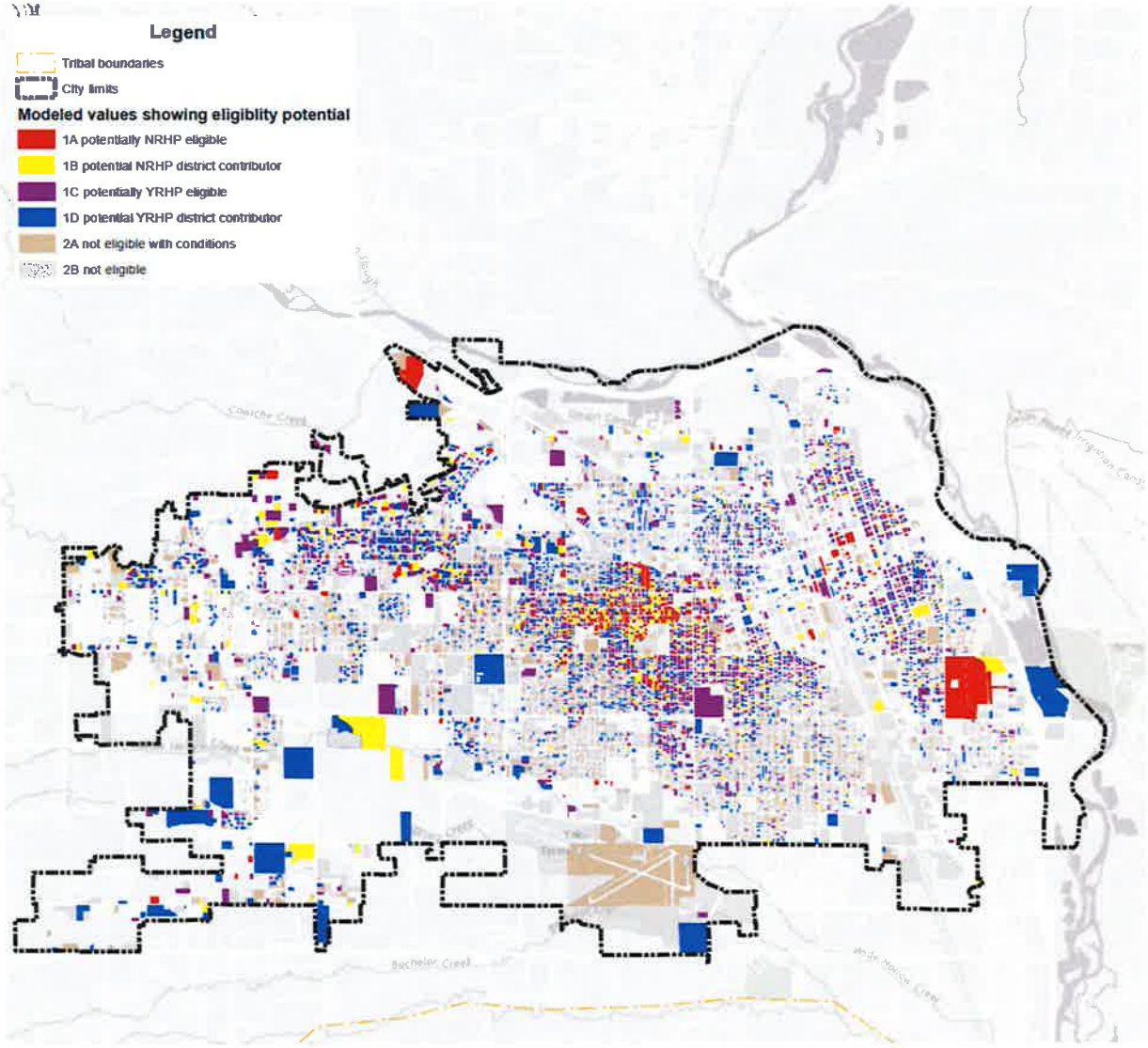
The following are major survey projects conducted in Yakima:

- Barge-Chestnut Neighborhood
- Yakima Downtown
- Yakima Fairgrounds

The Historic 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 4-2. Exhibit 4-3 shows historic properties officially identified by the Department of Archaeology & Historic Preservation (DAHP).

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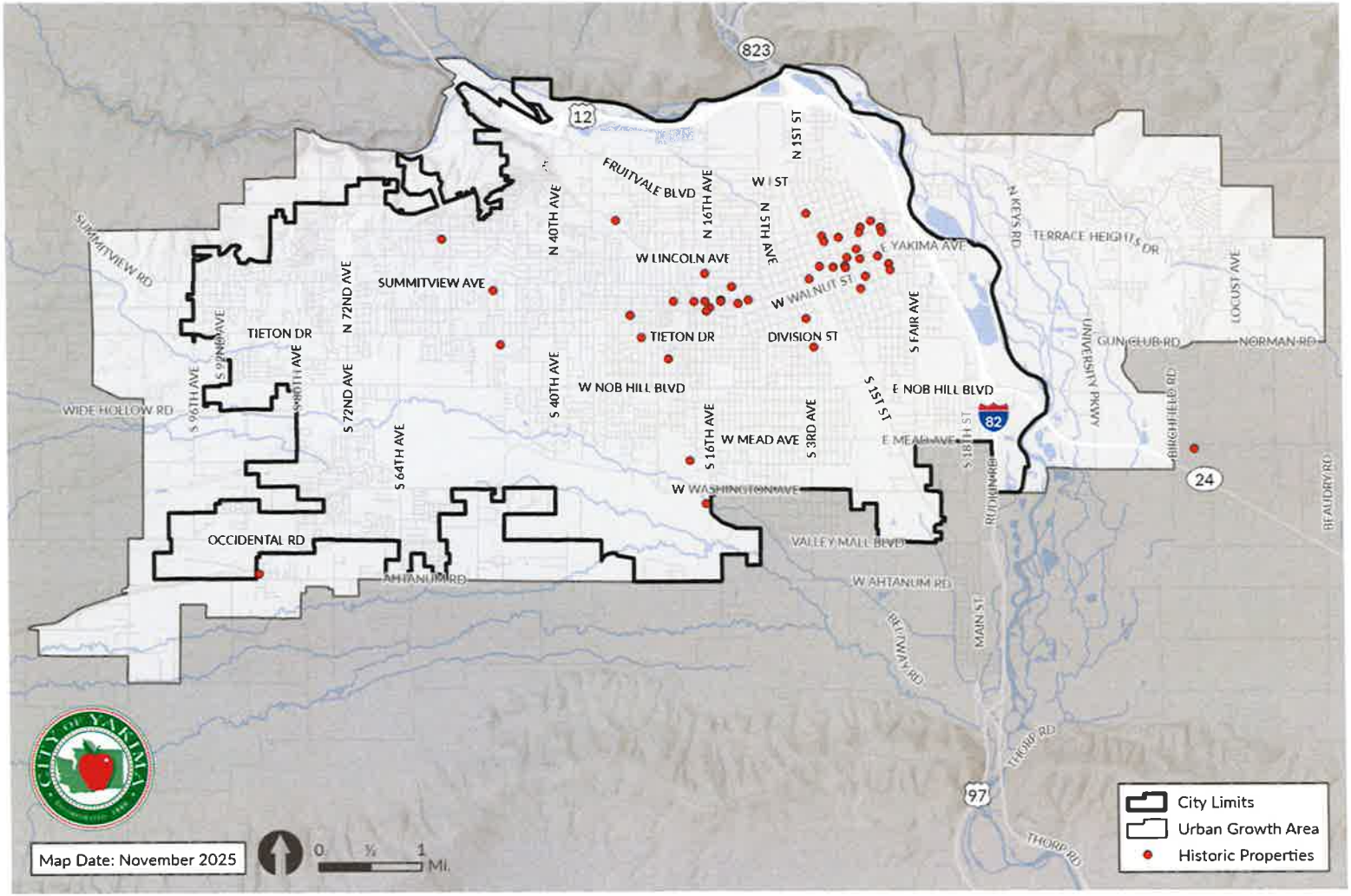
Exhibit 4-2. Potentially Eligible Properties



Source: Historic Preservation Plan 2016, City of Yakima

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Exhibit 4-3. DAHP Officially Inventoried Historic Properties



Source: City of Yakima, 2025; BERK, 2025.

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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 community that values the important places and buildings that embody their community's heritage.

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

Historic preservation, as a value and a strategy, is valued as a strategy and is considered 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.





Source: City of Yakima

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,

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especially if historic district designation is sought. 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 site of 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

Risk to Historic Structures and Practices from Natural Hazards

As noted above, there are risks to preserving historic structures related to cost of maintenance and modern development pressures. Alongside these economic risk factors there are also natural risks that can hurt both historic structures but also cultural resources and practices such as indigenous food traditions, sometimes referred to as "first-foods", and other at-risk practices and resources that help to bolster Yakima's sense of community. These historic structures, practices, and resources can remain resilient to the impacts of wildfires, drought, heat, and flooding through retrofitting, stewardship, and coordination with experts.

4.3 Our Historic Preservation Plan

It is important for Yakima to retain its historic character and resources. Yakima's Historic Preservation Element and associated Historic Preservation Plan provide paths to preserve the community's history and culture. The Historic Preservation Plan creates a detailed inventory to identify what to preserve, integrates preservation into the overall development process and emphasizes rehabilitation and heritage projects in downtown Yakima. Overall, the plan aims

to protect Yakima's historic character in downtown and older neighborhoods along with maintaining their economic benefits.

4.4 Goals and Policies

These Goals and Policies compliment the Yakima Historic Preservation Plan.

GOAL 4.1	**PROMOTE BROAD AWARENESS AND APPRECIATION OF YAKIMA'S HERITAGE.**
Policy 4.1.1	Develop a broad understanding of the city's history, including the roles and contributions of various ethnic groups.
Policy 4.1.2	Cultivate an appreciation of the city's unique history and how it is represented by extant historic properties.
Policy 4.1.3	Foster partnerships between heritage organizations.
Policy 4.1.4	Utilize Certified Local Government (CLG) grants, potential tax revenue sources, or other sources to fund specific projects.
GOAL 4.2	**INTEGRATE HISTORIC PRESERVATION AND TRIBAL COORDINATION INTO YAKIMA'S PLANNING AND DEVELOPMENT STRATEGIES.**
Policy 4.2.1	Identify historic preservation as a city-wide priority. a) Review the city's Capital Improvements Plan annually for potential effects on historic properties
Policy 4.2.2	Identify historic preservation issues early in the permitting process.
Policy 4.2.3	Utilize community development activities to protect historic properties and neighborhoods.
Policy 4.2.4	Encourage the mutual reinforcement of sustainability and preservation.
Policy 4.2.5	Clarify and strengthen the Yakima Historic Preservation Commission role and functions.

Policy 4.2.6	Maintain active communication with the Confederated Tribes and Bands of the Yakama Nation and formalize a consultation process for archaeological reviews through a mutually agreeable memorandum of agreement.
Policy 4.2.7	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.
Policy 4.2.8	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 as well as a mutually agreeable memorandum of agreement with the Confederated Tribes and Bands of the Yakama Nation.
Policy 4.2.9	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.
Policy 4.2.10	Development that might 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.
Policy 4.2.11	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 4.3	**IDENTIFY, REGISTER, AND PROTECT HISTORIC BUILDINGS, PLACES, LANDSCAPES, AND TREES.**
Policy 4.3.1	Increase the number of inventoried properties in Yakima.

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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

Policy 4.3.2 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 4.4 ENCOURAGE BUILDING AND CULTURAL RESOURCE REHABILITATION IN DOWNTOWN YAKIMA.

Policy 4.4.1 Stimulate downtown rehabilitation activity.

c) Encourage nominations to national and local historic registers to qualify for rehabilitation incentives.

d) Develop design guidelines for the central business district to identify character-defining features and guide compatible infill development and signage.

e) Prioritize upper floors for housing and office use, with ground floor focused on commercial use.

Policy 4.4.2 Enhance historic downtown amenities.

f) Include an assessment of the effects of the proposed projects on historic buildings as part of project undertakings in downtown.

g) Develop long-range capital improvement plans with the Capitol Theatre (Capital Theatre Committee)

Policy 4.4.3 Prioritize the adaptive reuse of historic buildings, recognizing the emission-reduction benefits and cultural importance of retaining existing buildings while also balancing the need to increase the resilience of these buildings to certain hazards.

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Policy 4.4.4 Ensure that cultural resources and practices including significant historic sites and culturally important traditional foods and natural resources are resilient to the impacts of extreme weather and other natural hazards.

GOAL 4.5 ENCOURAGING THE PROTECTION OF THE HISTORIC CHARACTER OF YAKIMA'S OLDER NEIGHBORHOODS

Policy 4.5.1 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.



Source: City of Yakima

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 4-4. Historic Preservation Element Implementation

Implementation Item	Action Type	Results
Historic Preservation Plan	Long Range Plan List of actions are identified in the Preservation Plan	▪ Inventory and best practices
Fire Code	Regulatory law	▪ Rehabilitation ▪ Removal of debris after fire

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Building Code	Regulatory law	▪ Certificate of Appropriateness
Zoning Code	Regulatory law	▪ Land use
State Environmental Policy Act	Regulatory law	▪ Environmental review considers historic properties
Energy Code	Regulatory law	▪ Character defining features may be exempted

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5 Economic Development

5.1 Introduction

A thriving economy benefits the people of Yakima with a variety of job opportunities, goods and services, entertainments, and the overall quality of life. Yakima's economy is built by the people who live and work here – small-business owners, farmers and packers, tradesmen, manufacturers, retailers, and workers they employ. The City's role is important in areas such as keeping fees and taxes affordable, keeping regulations predictable, protecting private properties, and providing the basic public services (roads, water, sewer, public safety) that let private investments flourish.

Economic Development Element provides an overview 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. The intent of this Element is to provide policy direction for maintaining, expanding, and attracting economic activity across the City.

Economic Development - Growth Management Act and Key Components

An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life (RCW 36.70A.070(7)).

The element includes: (a) A summary of the local economic conditions such as population, income, employment sectors, market; (b) challenges and opportunities of the local economy (c) policies, programs, and projects to foster economic growth and development and to address future needs; and (d) Implementation.

5.2 Today and Tomorrow

Conditions and Trends

Demographics

Yakima is the largest and most populous city in Yakima County and is the County Seat. As discussed in the Plan Foundation Chapter, the City reached an estimated population of 100,000 residents in 2025 (OFM, 2025), the threshold at which Yakima formally becomes a "large city" for state purposes. The City's population is up from 93,410 in 2016, and 71,845 in 2000. Yakima's population has grown roughly 2.4% per year between 2000 and 2010, and well under 1% per year in the years since. As a major City, Yakima is expected to take 36% of the Countywide future population growth.

The City retains a relatively young population (median age 34) with a high share under age 18 (27.8% of its population), this means a large number of future workers and consumers is already in schools. Yakima's median age of 34 is lower than the State at 38.2 but higher than Yakima County as well as several nearby communities as shown in **Exhibit 5-1**.



Source: City of Yakima

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Exhibit 5-1. Age Profile of Yakima , Yakima County, Washington State and nearby Communities

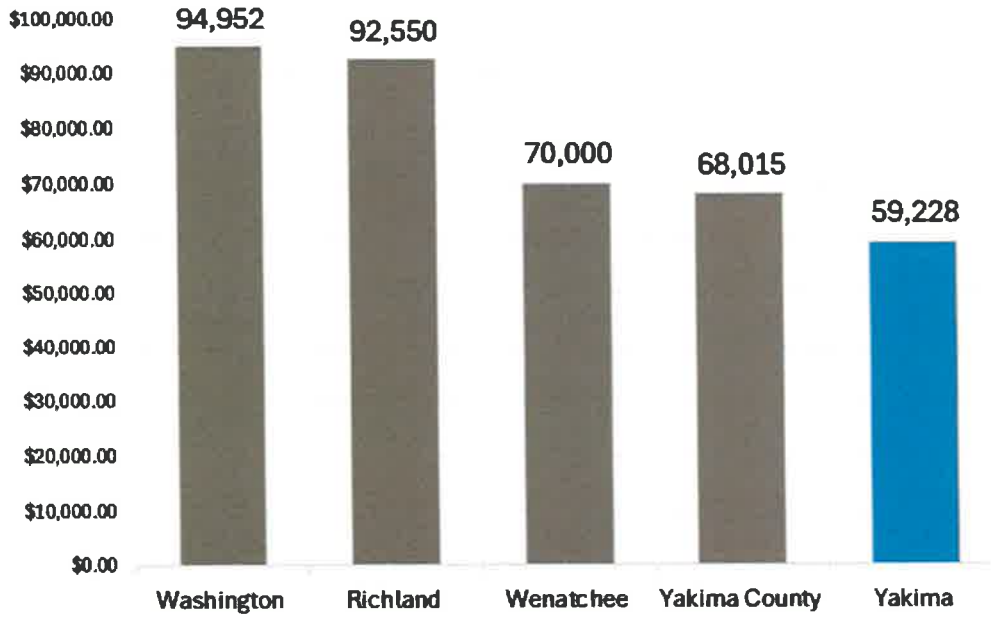
Geography	Median Age	Percent Under 18
State of Washington	38.2	21.6 %
Yakima County	33.2	29.3 %
City of Yakima	34.0	27.8 %
City of Grandview	28.1	38.6 %
City of Moxee	34.2	27.3 %
City of Selah	34.2	26.3 %
City of Union Gap	32.7	26.3 %

Source: ACS 2023 5-year Estimates, Table S0101; BERK 2025.

Educational attainment remains low in Yakima. High-school completion in Yakima still trails the state, and bachelor's-or-higher attainment is roughly half the statewide rate. Although the majority of the City's residents above 18 years have achieved a high school diploma or higher at 78.0%, this is lower than the state at 91.7%. In terms of higher education for residents above 25 years of age, about 20.8% of residents have a bachelor's degree or higher compared to 38.8% at the State level and 35.0% nationally (ACS 2023 5-year Estimates, Table S1501).

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Exhibit 5-2. Median Household Income, Yakima, Yakima County, Washington State and nearby Communities



Source: ACS 2023 12-month 5-year income estimates (2023), BERK 2025

Income and Cost of Living

The City of Yakima has lower median incomes than other comparable communities. See **Exhibit 5-2**. The 2024 American Community Survey estimates the median household income in the City at roughly $62,800. The median income was $59,228 in 2023. About 17.0% of the City's population earns incomes below the federal poverty level, higher than the County and State, which are 15.4% and 9.9% respectively (ACS 2023 5-year Estimates). According to 2024 Census data, about 16.6% persons in Yakima are in poverty which is similar to the Yakima County poverty rate of 16.7% (well over the Washington statewide rate of about 9.9%). Yakima's housing cost has caused about one in three households being cost burdened. Yakima strives to strengthen the local economy by targeting strategic areas such as cultivating

new opportunities for family-wage and private-sector jobs, aligning zoning and capital investments to attract commercial growth, streamlining the permitting process to actively support entrepreneurs and small businesses, partnering with regional agencies to expand workforce training, and reducing tax and utility burdens on working households.

Employment

Across Yakima County, the 2024 Quarterly Census of Employment and Wages (QCEW) reports approximately 116,553 covered jobs, with total payroll exceeding $6 billion and an average annual wage of about $52,100. The largest single sectors countywide are agriculture/forestry/fishing (roughly 29,200 jobs), government (roughly 18,800 jobs), healthcare and social assistance (roughly 18,400 jobs), retail trade (over 11,000 jobs), and manufacturing (close to 8,000 jobs). The City of Yakima holds a large share of the healthcare, retail, government, and office employment. Agricultural and food-processing employment is dispersed across the valley but anchored to shipping, packing, and processing operations whose corporate addresses are often inside the City. Currently, the City has 46,295 primary jobs (US Census Bureau, 2023) as shown in Exhibit 5-4.

Yakima's civilian labor force[2] is roughly 43,580 people, with an estimated 40,081 employed individuals and 3,499 (~8.0% of labor force) unemployed.

Yakima has a smaller percentage of individuals above the age of 16 in the labor force and a higher unemployment percentage than both the State and Yakima County as noted in Exhibit 5-3.

[2] The civilian labor force is a metric of non-institutionalized individuals above the age of 16 who are either employed or seeking employment

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Exhibit 5-3 Employment Percentages Relative to Labor Force in Yakima

	In Labor Force (16+) (%)	Employed (%)
Washington	65	94
Yakima County	63	93
Yakima City	60	92

Source: US Census Bureau, Table DP03, 2023

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

NAICS Industry Sector	2023 Count	Share
Health Care and Social Assistance	11,230	24.3%
Agriculture, Forestry, Fishing and Hunting	5,666	12.2%
Retail Trade	5,573	12.0%
Educational Services	3,454	7.5%
Accommodation and Food Services	3,409	7.4%
Manufacturing	3,269	7.1%
Public Administration	3,181	6.9%
Wholesale Trade	1,681	3.6%
Construction	1,530	3.3%
Professional, Scientific, and Technical Services	1,407	3.0%
Other Services (excluding Public Administration)	1,182	2.6%
Administration & Support, Waste Management and Remediation	939	2.0%
Finance and Insurance	878	1.9%

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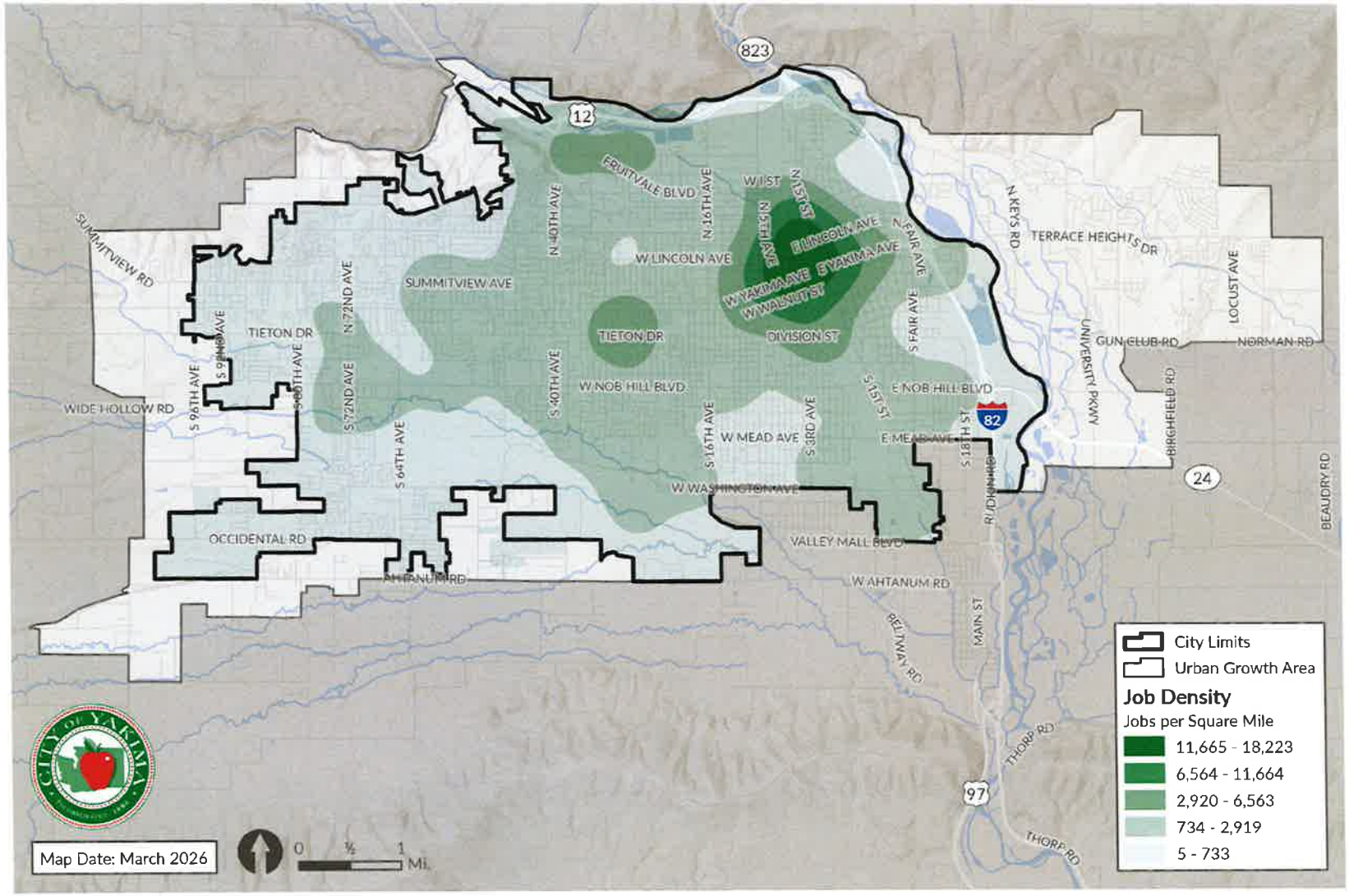
NAICS Industry Sector	2023 Count	Share
Transportation and Warehousing	864	1.9%
Arts, Entertainment, and Recreation	673	1.5%
Real Estate and Rental and Leasing	579	1.3%
Information	415	0.9%
Management of Companies and Enterprises	191	0.4%
Utilities	172	0.4%
Mining, Quarrying, and Oil and Gas Extraction	2	0.0%
Total	**46,295**	

Source: (US Census Bureau, 2023)

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

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Exhibit 5-5. Job Density, City of Yakima, 2023



Source: US Census Bureau, Longitudinal Employer-Household Dynamics, 2023; BERK, 2025.

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Top private employers in the County include Washington Fruit & Produce, Yakima Valley Farm Workers Clinic, MultiCare Yakima Valley Memorial Hospital, and Borton Fruit. See **Exhibit 5-6**. Healthcare and tree-fruit remain the two core areas for private employment. The fruit industry in particular is internationally competitive and water-, land-, and labor-sensitive, meaning state and local water policy, ag-overtime rules, and land-use regulations matter to Yakima's wage-base.

Exhibit 5-6. Top Private Employers in Yakima County

Employer	Employees
Washington Fruit & Produce	3,800
Yakima Valley Farm Workers Clinic	2,518
MultiCare Yakima Memorial Hospital	2,500
Borton Fruit	2,500
Walmart – Yakima/Sunnyside/Grandview	1,950
Zirkle Fruit	1,500
Monson Fruit	1,437
Allan Bros., INC.	1,300
Yakama Nation Government Operations	1,289
Astria Health-Yakima/Sunnyside/Toppenish	1,200

Source: New Vision Yakima County Development Association, 2025



Source: hectre.com





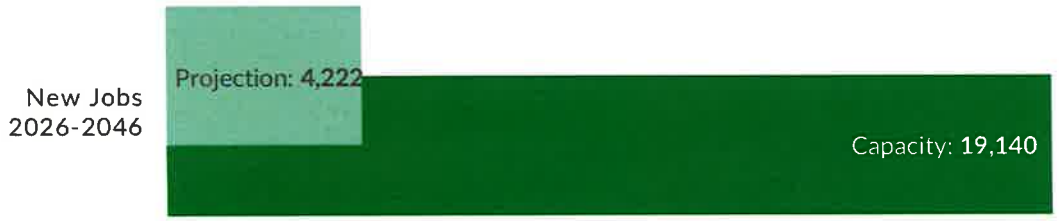
Source: City of Yakima

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Employment Capacity

The City of Yakima 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 2046. The land capacity analysis has identified nine (9) parcels within the entire Yakima UGA that are zoned industrial and are 20 acres or larger, suitable for industrial development. Similarly, the City has ample capacity for residential growth and associated population with the current zoning. Exhibit 5-7 shows overall population and job capacity.

Exhibit 5-7. Population and Jobs Capacity



Source: Chmura JobsEQ, 2025; BERK Consulting 2025
Note: Projections are based on 10-year forecast and compounded annual growth rate to extrapolate out to 20 Capacity refers to buildable land capacity only and does not incorporate economic conditions

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Market Position for Commercial and Industrial Development



The City of Yakima 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 did not rank as high in categories such as Real Estate, Transportation, Entrepreneurship and Innovation, Sustainability, Incentives, the Convention Center, and Business Climate. In response to the Strategic Plan, the Goals and Policies in this element are designed to strengthen Yakima's economic opportunities, continue ongoing positive efforts, and stimulate further economic success in those areas that need improvement.

Possible Environmental Risks to Outdoor Workers and Employment Centers



Source: City of Yakima

As seen in Exhibit 5-4, Exhibit 5-6 and Exhibit 5-6, outdoor workers, including those working in fruit and produce, make up a large portion of the workforce in Yakima. Although the processing facilities are mostly indoor, some of these workers are exposed more directly to extreme heat and wildfire smoke than those who work indoors and have access to filtration or cooling systems. While there are some protections for outdoor workers, worsening and more frequent heat and smoke events may hinder their ability to make a living in the short term or decrease the number of years that they may be able to work in the long term.

Aside from the possible economic losses from this, there are health impacts from prolonged exposure to smoke and extreme heat that may disproportionately impact lower-income outdoor workers. Flood and wildfire damage to employment centers located near the Wildland Urban Interface (WUI) or near floodplains may also adversely impact the economic opportunities and employment of workers and business owners in Yakima. See the Climate Vulnerability Assessment Memo in Appendix A for further analysis.

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Challenges and Opportunities

Key Investments and Projects

- **Sites for Business.** Businesses need a place to call home. Yakima is well-positioned with available industrial and commercial sites. By identifying and readying sites for business development, the City can preserve land for economic opportunities, increase the tax base, and improve its image as a vibrant place for business with desirable curb appeal. The City will need to work with these private landowners to make this happen.
- **Mill Site Redevelopment.** The location of the mill site, at Yakima's northeast boundary has the potential to improve the first impression of the community and will have excellent transportation access when a proposed interchange with I-82 is developed. The site needs environmental cleanup, which can be costly for the City. The City intends to bring this site to productive private use as quickly as the environmental cleanup would allow. The City can work to secure various economic development and infrastructure grants for environmental cleanup and future planning. Due to deed restrictions, any development would be limited to non-residential uses. Changes in the office and retail sectors post-COVID mean limited opportunity for that type of development. The land is also privately held and the motivation and desire of the land owners may be different from that of the community. A market analysis and strategic development plan are essential for long-term and quality economic development for Yakima.
- **Public Authority District.** A public authority district, such as a Port or Public Development Agency, can be an effective resource for supporting strategic initiatives, such as the operation of a business accelerator and/or business development at the Mill Site and Airport. A variety of benefits can be structured with the mechanism of a public authority district, such as property ownership and development, incentives, investment in infrastructure, and funding of dedicated staff for specific development projects.
- **SIED, TIF and Targeted 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. Washington State limits many traditional incentives provided in other states. The primary incentive is the development and public funding of public infrastructure to encourage development. Yakima County administers a





Source: City of Yakima



Source: Yakima Valley College

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Supporting Investments in Economic Development (SIED) program that funds public infrastructure (water, sewer, road, rail) tied to private job creation. Washington's 2021 tax-increment-financing (TIF) statute allows the City to capture future incremental property tax revenue to repay infrastructure costs that enabled the increment. These tools can fund public infrastructure that pays itself back through private investment that would not otherwise have occurred. Incentive packages should pass a return-on-investment test, monitor job and investment targets, sunset on a date, and be approved in a public process. Broad-based tax and fee reductions remain the preferred lever, but targeted tools should be available where they are economically viable.

- **Educational Alignment.** Access to talent is the leading factor for business growth, productivity, and viability. Competitive communities stay on top of matching the needs of local employers with skills to advance quality business services and production. As educational attainment remains a challenge in Yakima, the City can address this with strategic measures such as employers offered training and educational support. With the retirement of 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. Existing employment provides limited opportunities for living-wage jobs.
- **Air Service and Airport Business Growth.** The Yakima Air Terminal is an asset for the city. To competitively meet the travel needs of businesses and residents, Yakima needs to continue efforts to expand air services – both in 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 trade-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 startups. Incubators provide workspace, permitted facilities, resources, equipment, and networking opportunities, etc., to support startup businesses. Locally grown businesses are more likely to stay and grow where they originate. This provides an avenue for job creation and allows for business concept test that compliments local business retention, expansion, and new business attraction efforts. An incubator can also become a destination asset in Yakima (such as food-focused or agricultural-product-





Source: City of Yakima

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focused incubators), depending on the goods and services produced by target occupants. Incubators in Yakima could benefit from specialization in a single industry, such as a public commissary kitchen to allow for prospective restaurateurs to lower upfront costs.

- **Promote Cluster Industries.** Trade-sector businesses produce and sell products and services outside of the area, thus bringing wealth to Yakima and hiring people for living-wage, quality jobs. The City can target industries that diversify the local economy, that will achieve more stability through economic cycles. Yakima's competitive advantages (agriculture, food and beverage processing, water, sunshine, an under-utilized airport, and a non-coastal cost structure) can act as benefits for these sectors.
- **Revolving Loan Fund.** Revolving loan funds are business loans distributed through eligible entities by the Federal Economic Development Administration (EDA). Eligible entities are intermediaries for Economic Adjustment Assistance (EAA) grant funding, which funds revolving loan funds targeting businesses that cannot otherwise obtain traditional bank financing. The City of Yakima qualifies as an eligible entity and may choose to apply for EAA grant funding over the planning period to support businesses in the city and create economic opportunities.

Downtown Revitalization

Downtown Yakima's vacancy problem is real, and its historic building stock is a genuine asset. The 2013 retail market study and the Downtown Plan correctly diagnosed competition from big-box and mall formats. The plan focused on "catalyst sites." The downtown also sits inside a federally designated Opportunity Zone (Census Tract 1 is one of four OZs in Yakima County), which means private investors can defer and reduce federal capital gain taxes by deploying gains into qualified downtown projects without the City fund. A market-oriented approach can prioritize the following: removing parking minimums and use restrictions, allowing residential-over-retail in historic buildings, not charging downtown property owners higher effective rates through assessments, and treating the Millennium Plaza as an amenity to maintain. The City completed other components of the master plan such as a parking plan and the Chestnut Avenue improvements. The City is discussing initiating a new strategic plan in 2026 to identify goals and actions for Yakima's downtown.



Source: Downtown Association of Yakima





Source: City of Yakima

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The Downtown Association of Yakima (DAY) maintains the Main Street program for downtown Yakima. Since 2015, the DAY has offered the Façade Improvement Grant Program, funding 11 different projects. Multiple projects, such as streetscape improvements combined with private investments, and new and renovated building projects have helped to improve the character and liveliness of Downtown.

Given the changing retail landscape, Downtown Yakima may offer an advantage in its ability to create a distinctive retail experience with its historic character, agriculture and viticulture entrepreneurship, local food and beverage and community facilities, and events programming.

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.

The 2017-2020 Economic Development Strategic Plan identified 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 a symbol of pride for residents.

5.3 Future Needs

One of the most significant concerns with respect to ongoing city operations is whether the City can provide services and grow its economy. The City of Yakima needs to increase its tax base for fiscal sustainability. The three fundamental revenue sources for the City are sales tax, utility tax, and property tax in that order.

The City needs to provide resources and opportunities for business and skills development. Infrastructure improvements and public safety are crucial for the City's economic development. The Downtown area has public safety concerns from Yakima residents. Strategies to promote active storefront businesses, mixed-use developments, walkability, and various features and amenities in downtown are important to make Yakima downtown vibrant



Source: Downtown Association of Yakima

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and safe. Additionally, focusing economic growth on manufacturing and large-scale utility-intensive industries will provide the City with a significant revenue base and is needed for a robust economy.

5.4 Our Economic Development Plan

The 2017-2020 Economic Development Strategic Plan was published to guide the City's economic growth as the population and economic conditions change. The goals in the plan are aimed at spurring and sustaining the growth of Yakima's economy over the long term by collectively working to grow quality jobs – those jobs that pay well, enabling resident workers to buy homes and afford a quality lifestyle. The City should take measures to improve its economic vitality such as:

- providing business-ready sites.
- revitalizing downtown Yakima.
- providing education and training opportunities for workers.
- improving housing and workspace conditions.
- incentivizing startups and small businesses.
- utilizing the airport for airport-related business opportunities.
- promoting Yakima's identity and heritage, and presence of Hispanic community and culture.
- Economic development plans are only good for five years. The City should update its economic development strategic plan as a follow on to the development of the Comprehensive Economic Development Strategy (CEDS).



Source: City of Yakima

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5.5 Goals and Policies

GOAL 5.1	**PROMOTE REGULATORY AND TAX INCENTIVES FOR PRIVATELY OWNED SITES TO OPEN AND OPERATE FOR BUSINESSES WITHOUT SIGNIFICANT UPFRONT COSTS.**
Policy 5.1.1	Develop a system for maintaining complete information (zoning, infrastructure, planned and funded infrastructure, incentive zones, pricing, terms, etc.) online.
Policy 5.1.2	Pursue certified sites designation for potential properties which have remediated any contamination and have some or all necessary infrastructure in place to operate after sale.
Policy 5.1.3	For commercial and industrial zones, publish a list of uses permitted and remove uses that are not compatible.
Policy 5.1.4	Maintain a permit process that is timely and easy for businesses.
GOAL 5.2	**SUPPORT ENVIRONMENTAL CLEANUP AND REMOVE BARRIERS FOR REDEVELOPMENT OF THE MILL SITE TO ACCOMMODATE JOBS.**
Policy 5.2.1	Provide an inventory of the remaining environmental cleanup steps at the Mill Site and publish a document showing necessary requirements for clean closure under Department of Ecology oversight, required cost and funding sources.
Policy 5.2.2.	Define desired site concept. Zone the Mill Site for the broadest reasonable mix of industrial, manufacturing, distribution, and commercial uses, consistent with adjacent uses.
Policy 5.2.3	Make public-finance tools available such as SIED grants, infrastructure, TIF authorized under RCW 39.114, special assessment districts, LIDs for the Mill Site to fund the public infrastructure needed to make redevelopment feasible.

GOAL 5.3. **EXPLORE PUBLIC FINANCING TOOLS AND THE POTENTIAL OF A PUBLIC AUTHORITY DISTRICT AS A TOOL TO FUND PUBLIC INFRASTRUCTURE AND SUPPORT YAKIMA'S COMPETITIVENESS TO ATTRACT AND RETAIN BUSINESSES**

Policy 5.3.1 Research the process to establish a port district or other public development authority. Support such district for identified projects and establish limited authorities consistent with the City's policies.

Policy 5.3.2 Coordinate actively with the Yakima County Development Association on the County's SIED program. Pursue SIED grants and low-interest loans for City public-infrastructure projects that enable private job creation.

Policy 5.3.3 Use Washington's tax-increment-financing authority (RCW 39.114) when: (a) the project would not occur without the public infrastructure being financed; (b) the increment area is geographically narrow; (c) impacted taxing districts (schools, fire, library) are consulted; (d) the TIF area sunsets on a certain date; and (e) the package includes claw-back if private investment targets are not met.

Policy 5.3.4 For public-finance tools, use a public process with cost-benefit and return-on-investment analysis, a list of public infrastructure assets to fund, job and capital-investment performance target with performance monitoring, and a sunset date.



Source: Downtown Association of Yakima

GOAL 5.4 **PROMOTE REDUCTION IN THE BUSINESS COST AND TARGETED INCENTIVES THAT ENTICE BUSINESSES FROM DIVERSE SECTORS TO RELOCATE TO OR INVEST IN YAKIMA.**

Policy 5.4.1 Find ways to reduce various fees and taxes (e.g., B&O tax) for Yakima businesses over a set timeframe.

Policy 5.4.2 Research gaps in the process where Yakima falls behind or costs more than neighboring or similarly positioned jurisdictions.

Policy 5.4.3	Promote existing City permitting services as an incentive and examine ways to further streamline the permitting process.
Policy 5.4.4	Develop and adopt an incentive policy to define criteria for projects that align with Yakima's Economic Development goals.
Policy 5.4.5	Seek Economic Adjustment Assistance grant awards through U.S. Economic Development Administration.
Policy 5.4.6	Provide information on an estimated cost of businesses per unit area in Yakima and update it every year.

GOAL 5.5 **PROMOTE ENTREPRENEURSHIP IN YAKIMA.**

Policy 5.5.1.	Support targeted investment at high-demand or emerging industries with shared space or permitting assistance.
Policy 5.5.2	Encourage commissary kitchen to support prospective restauranteurs or food service providers when offered by various organizations and institutions; support private incubator or co-operative business initiatives
Policy 5.5.2	Expand home-occupation permits that allow a diverse range of home-based businesses.

GOAL 5.6 **SUSTAIN AND PROMOTE COMMERCIAL AIRLINE SERVICE AT THE YAKIMA AIRPORT (YKM).**

Policy 5.6.1	Leverage WA Department of Commerce marketing to aircraft and aerospace manufacturers, including relevant industry conferences and trade shows.
Policy 5.6.2	Zone airport-adjacent parcels, including parcels with direct taxiway access, appropriate for aviation, aerospace, manufacturing, MRO, distribution, and ancillary commercial uses.
Policy 5.6.3	Ensure that water, sewer, and power capacity to the airport industrial area is sized for industrial-scale tenants, and publish that capacity so prospective tenants can size their projects accordingly.



Source: City of Yakima

Policy 5.6.4	Coordinate with the Air Terminal operator to ensure airport fees and lease rates remain competitive with comparable regional general-aviation airports, without City subsidy to make up shortfalls in airport operations.
GOAL 5.7	**LOCATE TRADE-SECTOR BUSINESSES THAT COMPLIMENT YET DIVERSIFY YAKIMA'S ECONOMIC BASE.**
Policy 5.7.1	Define requirements and priority location factors of target industries, develop outreach plans to meet with businesses of target industries, and budget the necessary funds to carry out this activity.
GOAL 5.8	**SUPPORT PROPERTY OWNERS, TENANTS, AND BUSINESSES TO REVITALIZE DOWNTOWN YAKIMA.**
Policy 5.8.1	Allow and promote residential-over-retail and small mixed-use conversions in historic downtown buildings.
Policy 5.8.2	Eliminate parking minimums in the downtown core.
Policy 5.8.3	Maintain Millennium Plaza and existing downtown right-of-way improvements.
Policy 5.8.4	Actively market downtown Yakima's federal Opportunity Zone designation to private investors, qualified opportunity funds, downtown property owners, and the brokerage community.
GOAL 5.9	**SUPPORT PROGRAMS, PROJECTS, AND DEVELOPMENT EFFORTS THAT ENHANCE THE JOB MARKET AND PROMOTE COMMUNITY PRIDE.**
Policy 5.9.1	Support educational resources that are aligned to meet the comprehensive current and future needs of employers in Yakima.
Policy 5.9.2	Support the Yakima Convention & Event Center through construction grants, ticket revenue, donor pledges, and admission fees; attract more events and improve the attendee experience.

Policy 5.9.3	Support the establishment of a Latino cultural center to honor the diverse cultural assets of the Yakima community.
Policy 5.9.4	Work with the private hospitality industry and the convention/visitor's bureau to market Yakima, enhance local pride in the community and foster positive "buzz" about Yakima.
GOAL 5.9	**COORDINATE WITH EMERGENCY MANAGEMENT PARTNERS TO INCREASE THE RESILIENCY OF THE LOCAL ECONOMY FROM BUSINESS CLOSURES OR LOSSES DUE TO CLIMATE IMPACTS SUCH AS FIRE, FLOODING, AND EXTREME HEAT AND OTHER NATURAL DISASTERS.**
Policy 5.9.1	Reduce workforce exposure to extreme heat and poor air quality, through best practices for outdoor work or through collaboration with economic development partners to expand indoor job opportunities for current outdoor workers.
Policy 5.9.2	Ensure safe routes to work and safe conditions for essential workers and essential business operations during natural hazard events, and prioritize businesses and workers that can support response and emergency efforts to natural hazards as part of their work.
Policy 5.9.3	Supporting businesses in creating low-barrier, low-emissions energy back-ups to ensure businesses can bounce back in the event of a natural disaster.

5.6 Implementation

Yakima's Comprehensive Plan is implemented through actions and investments made by the City, with 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 and can be implemented by multiple departments and partnering agencies.

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Exhibit 5-8. Economic Development Element Implementation

Implementation Item	Action Type	Results
Apply for EDA grant awards	Intergovernmental grant and funding opportunity	▪ Create economic opportunities for businesses outside traditional financing or who need additional support.
Update 2013 Downtown Master Plan	**Update of strategies implementation plan**	▪ **Encourages downtown redevelopment.**
Zoning Code	Clear regulatory requirements and appropriate zones.	▪ Zoning designations conducive to new developments.
Development Review	**Streamlined permit process; potential fast track permitting for priority projects.**	▪ **Removes barriers for new developments.** ▪ **Promotes faster development.**
Transportation Plan	Transportation Improvement Plan. Secure transportation grants and funding.	▪ Identify key planned corridors and truck routes. ▪ Promotes site accessibility.
State Environmental Policy Act	**Regulations**	▪ **Environmental review that establishes different thresholds based on development.**

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6 Transportation

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, Chapter 5 of the Comprehensive Plan Volume II Technical Analysis, 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, multimodal 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 the Volume II Technical Analysis are based on a study of Yakima's existing transportation network, combined with a 20-year (2050) projection of future growth and transportation needs and serves to update the previous Transportation Plan (Yakima 2040). The Transportation Element establishes a policy framework for making

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 multimodal 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.

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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 Volume II Technical Analysis is intended to serve as a guide for transportation decisions to address both short- and long-term needs.

6.2 Planning Context

The 2050 Transportation Element was developed to address future land use growth and identify transportation needs to support future growth. This plan is required to satisfy GMA requirements and to update the City's transportation improvement projects and programs. This chapter of the Plan summarizes the regulatory setting and regional planning efforts that guided the development of the Transportation Plan.



Source: Transpo

Plan Development

The purpose of the 2026 Transportation Element is to provide an update to the existing Transportation Element by identifying and evaluating the transportation improvement plans for the City from the years 2026 to 2050. The Element also incorporates new state regulations required for transportation planning including regulations that place an emphasis on alternative transportation options including transit, walking and rolling. This expanded focus is referred to throughout this chapter as "multimodal" transportation planning.

Changes Since Last Plan Update

Since the last plan was completed in 2015 and updated in 2017, the City of Yakima has completed several transportation studies. They are discussed in more detail below.

Active Transportation Plans

Subarea and corridor plans provide the footprint for future capital projects to address capacity and safety improvements as well as a "sense of place" for subareas and corridors. In this way, improvements that are both functional and aesthetically pleasing may be developed.

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City of Yakima Bicycle Master Plan

The 2017 Bicycle Master Plan was developed to improve bicycle transportation throughout the City of Yakima. The Plan will guide planning, development, and management of existing and future bicycle connections within the City of Yakima. The plan builds upon previous City of Yakima initiatives, including the 1995 Bicycle Master Plan, the Yakima Greenway Master Plan, and numerous on- and off-road bicycle investments made to date.

City of Yakima Pedestrian Master Plan

The 2021 Yakima Pedestrian Master Plan (PMP) is a comprehensive guide adopted by the city to improve walking safety, accessibility, and connectivity for people of all ages and abilities. It establishes a framework to address infrastructure gaps, reduce pedestrian injuries, and promote active transportation. The PMP provides a structured framework the city can use to develop infrastructure improvements and builds upon other planning efforts such as the Yakima County Trails Plan.

Annexations and UGA

As areas in the UGA have been annexed, the total land area and number of residents within the City limits has increased over the years. As of 2025, the City includes over 27 square miles and approximately 100,000 residents (Washington OFM).

Governing Legislation

The 2050 Transportation Element fulfills the requirements of the Washington State GMA. Other state legislation requires the Plan to include projects that address Healthy Communities and the Clean Air Conformity Act. Projects must also comply with the Americans with Disabilities Act (ADA).

Growth Management Act and Concurrency

Under the GMA (RCW 36.70A.070), referred to herein as the GMA, the Transportation Plan is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. The GMA was significantly updated in 2023 as part of HB 1181, and now requires that the Transportation Plan must contain:

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- Inventory of existing facilities;
- Assessment of future facility needs to meet current and future demands;
- Multi-year plan for financing proposed transportation improvements;
- Forecasts of traffic for at least 10 years based on adopted land use plan;
- Multimodal Level of Service (LOS) standards for arterials and public transit, including actions to bring deficient facilities into compliance;
- Transportation Demand Management (TDM) strategies; and
- Identification of intergovernmental coordination efforts.

Additionally, under GMA, development may not occur if the development causes the transportation facility to decline below the City's adopted level of service standard unless adequate infrastructure exists or strategies are identified to accommodate the impacts of the development within six years of the development. Finally, the element must include a reassessment strategy to address how the Plan will respond to potential funding shortfalls.

Healthy Communities

Recognizing the growing need for physical activity among residents, the Washington State Legislature amended the GMA in 2005 with the Healthy Communities Amendment, ESSB 5186. Comprehensive plans are directed to address the promotion of Healthy Communities through urban planning approaches that promote physical activity (in land use plan) and require the Transportation Element to include a bicycle and pedestrian component.

Clean Air Conformity Act

The Transportation Plan is also subject to the Washington State Clean Air Conformity Act that implements the directives of the Federal Clean Air Act. Because air quality is a region-wide issue, the City must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990, and provides comprehensive civil rights protections to persons with disabilities in the areas of employment,

state and local government services, and access to public accommodations, transportation, and telecommunications. Of the five titles or parts to the ADA, Title II is most pertinent to travel within the public right-of-way. Part 35, Subpart D – Program Accessibility § 35.150 (d)(3)) of Title II requires local agencies to conduct a Self-Evaluation and Transition Plan. The City completed an ADA Self-Evaluation and Transition Plan in 2016 and has been working to improve accessibility across the City by removing the barriers identified in the plan through incorporation of accessibility improvements in maintenance and operations activities and capital projects where appropriate.

6.3 Policy Framework

The GMA 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 multimodal 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.



Source: Transpo

Creating a functional, coherent, and seamless regional multimodal transportation system 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, which manage the regional transportation plan for the region. Direction contained in each of these documents is incorporated into the goals and policies of this element.

Relationship with Other Plans

The Transportation Element describes both policies and actions that are required by the City to implement the intent of the transportation plan. It is essential that the Plan be coordinated with the Comprehensive Plan, including the Capital Facilities Plan, the six-year Transportation Improvement Program and the Yakima Valley Conference of Governments Regional Transportation Plan.

City of Yakima Bicycle Master Plan

The 2017 Bicycle Master Plan (BMP) was developed to improve bicycle transportation throughout the City of Yakima. The BMP will guide planning, development, and management of existing and future bicycle connections within the City of Yakima. The BMP builds upon previous City of Yakima initiatives, including the 1995 BMP, the Yakima Greenway Master Plan, and numerous on- and off-road bicycle investments made to-date. The BMP serves as the basis for the city's new bicycle level of service standard.

City of Yakima Pedestrian Master Plan

The 2021 Yakima PMP is a comprehensive guide adopted by the city to improve walking safety, accessibility, and connectivity for people of all ages and abilities. It establishes a framework to address infrastructure gaps, reduce pedestrian injuries, and promote active transportation. The plan provides a structured framework the city can use to develop infrastructure improvements and builds upon other planning efforts such as the Yakima County Trails Plan. The PMP serves as the basis for the city's new pedestrian level of service standard.

Airport Master Plan

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. 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.

Transit Development Plan

The City of Yakima Transit division prepares a six-year Transit Development Plan annually. The plan identifies existing fixed route, paratransit, vanpool, park & ride lots, school service, and multimodal connections. The plan also includes short and long-range public transportation operating and capital improvement projects.

Yakima County-Wide Planning Policy

The GMA also requires that counties adopt Countywide Planning Policies (CWPPs) to guide and coordinate issues of regional significance. The *Yakima County-Wide Planning Policy*, originally adopted in 1993 and updated in 2003 guides and coordinates the development of the comprehensive plans of Yakima County and all cities and towns within the county that contain goals and policies for transportation and other planning elements.

Yakima Valley Conference of Governments

The Yakima Valley Conference of Governments (YVCOG) coordinates planning efforts for the region, including the development of a regional travel demand model and the *Yakima Valley Regional Transportation Plan*. Adopted in 2024, the *Plan* contains goals and policies for the region.

Relationship with Funding

Identifying and securing the necessary funding for multimodal transportation projects is essential. Current projections reflect a short-fall in needs versus revenue sources. The city needs to pursue a wide range of potential funding sources at the local, regional, statewide and national level to address future capacity constraints and multimodal needs, preserve system integrity, address safety concerns and promote responsible economic development. Securing these funds will require collaboration with regional partners to jointly pursue grant opportunities.

Grant Opportunities

Grant funding is typically tied to specific improvement projects and distributed on a competitive basis, often with a local funding match. Due to reduced federal and state

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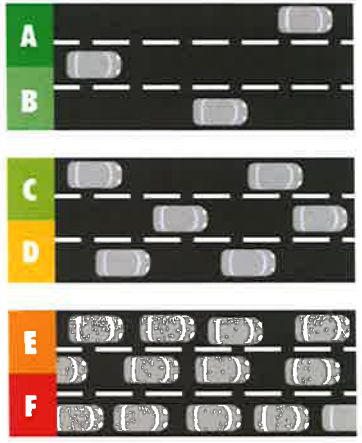
allocations, the pool of available grant funds will likely decrease in the future. In addition, more local agencies are pursuing grants resulting in a more competitive environment.

Agency Level of Service Standards

Traffic operations analyses provides quantitative method for evaluating how the transportation system is functioning. It is applied to existing and forecast conditions to assist in identifying issues and potential improvement options. Level of service is a measure of the quality of traffic flow and operations. It can be described in terms of speeds, travel times, delays, convenience, interruptions, and comfort.

Vehicle Level of Service

The Highway Capacity Manual (HCM) (Transportation Research Board, 2010), provides methodologies for evaluating level of service (LOS) for transportation facilities and services. The HCM criteria range from LOS A indicating free-flow conditions with minimal delays, to LOS F indicating extreme congestion and long vehicle delays.



LOS	CONTROL DELAY (per Vehicle)	DESCRIPTION
A	10	Free flow
B	>10 20	Stable flow (slight delays)
C	>20-25	Stable flow (acceptable delay)
D	>35-55	Approaching unstable flow (tolerable delay, occasional wait through more than one signal)
E	>55-80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

Source: Transpo

State Highway Level of Service Standards

Cities in Washington are required to include the LOS standards for all state routes in the Transportation Plan of their local comprehensive plan. US 12 and I-82 are state highways serving the City of Yakima and are designated as highway of statewide significance (HSS). The LOS standards for HSS facilities are jointly set by WSDOT and YVCOG. The LOS standard for facilities in Yakima County that are in urban areas is LOS D and for facilities in rural areas is LOS C. US 12 within the City of Yakima is designated as urban and has a LOS D standard.

WSDOT applies these standards to highway segments, intersections, and freeway interchange ramp intersections. When a proposed development affects a segment or intersection where the LOS is already below the state's adopted standard, then the pre-development LOS is used as the standard. When a development has degraded the level of service on a state highway, WSDOT works with the local jurisdiction through the State Environmental Policy Act (SEPA)'s process to identify reasonable and proportional mitigation to offset the impacts. Mitigation could include access constraints, constructing improvements, right-of-way dedication, or contribution of funding to needed improvements.

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Yakima County Level of Service Standards

The County's standard allows flexibility for LOS to be expressed in terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility and safety. The regional LOS standards are contained in the *Yakima Valley Regional Transportation Plan* that identifies a standard of LOS D or better, when feasible and cost effective.

City Level of Service Standards

The City has established LOS standards to provide for adequate mobility of traffic at intersections and adjacent roadways. The City has maintained an LOS standard of D for all intersections, including traffic signals, roundabouts, and stop-controlled intersections.

Active Transportation Level of Service Standards

Recent updates to the Washington State GMA require cities in Washington to develop Level of Service standards for active (walking and rolling) modes in addition to those set for vehicle traffic. The focus for measuring LOS for active modes in this plan is on network connectivity rather than vehicle throughput or user counts since a person's choice to walk, bike or roll is primarily influenced by the availability of well-connected routes, as well as user perception of safety and conflict. People walking, biking, and rolling in wheelchairs and mobility devices are the most vulnerable users of the transportation system because they:

- Do not have a vehicle structure to protect them.
- Are smaller and lighter than larger and heavier vehicles.
- Travel at slower speeds (10-15 mph) than vehicles.
- Are exposed to vehicle passing and turning conflicts.
- Are at higher risk of injury in collisions with vehicles.

Active transportation LOS standards were developed for this plan by drawing on previous planning efforts within Yakima, namely the 2021 Pedestrian and 2017 Bicycle Master Plans. Each of these planning efforts focused on creating a network of low stress facilities that connect neighborhoods to key destinations such as schools, urban centers, commercial areas, parks and greenways.

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For the pedestrian LOS, standards focus on the presence or absence of adequate sidewalks along key routes identified by their network typology as defined by the PMP. For routes along corridors identified as Downtown/Main Street Commercial, Major Street Commercial, and School/Park/Campus Areas, sidewalks on both sides of the street are essential for providing safe access to the services and amenities found along these streets. Routes defined as Low Density Corridors and Primary Connectors are corridors without a high density of destinations along their length but that provide key connections between neighborhood centers. A map of pedestrian network typologies is shown in Exhibit 6-4 and the LOS Standards for Pedestrians are shown below in Exhibit 6-1 while Exhibit 6-5 displays the current LOS for the pedestrian network.

Exhibit 6-1. Pedestrian Level of Service

Pedestrian Network Typology	LOS - Green	LOS - Orange	LOS - Red
Downtown/Main Street/Major Street/School/Park/Campus	Sidewalk Both Sides	Sidewalk on One Side	No Sidewalk
Low Density Corridor/Primary Connector	Sidewalk One Side Only		No Sidewalk

For the bicycle LOS, standards focus on completing the buildout of projects recommended in the 2017 Bicycle Master Plan. The plan recommended 78 new miles of facilities such as bike lanes, shared lanes, bicycle boulevards or greenways, and improved trail connections. Where dedicated roadway space is called for via the construction of bicycle lanes or improvements to existing facilities that have not been completed, the LOS is Red, or deficient. The Bicycle Master Plan identified several corridors where traffic volumes and speed limits are already low and as such can function as shared use roadways that could be improved via signage and traffic calming strategies. Where these corridors were identified but improvements are still needed, the LOS is Orange. Where adequate facilities exist as identified in the Bicycle Master Plan, such as the Yakima River Greenway, Powerhouse Trail and 6th Avenue multiuse path, the LOS for these corridors is Green. The map of planned bicycle facilities is shown in Exhibit

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6-6 and the existing LOS for the network is shown in Exhibit 6-7. The LOS standards for Bicycles are shown below in Exhibit 6-2.

Exhibit 6-2. Bicycle Level of Service

LOS Standard	LOS Description
Green	Dedicated bicycle facility present
Orange	Bicycle Boulevard (dedicated space not required) not present
Red	Dedicated bicycle facility not present

Transit Level of Service

As part of the multimodal standards required by GMA, this plan adopts level of service standards for transit stops within Yakima. Yakima Transit utilizes 648 stop locations along city streets. The LOS standard for these stop locations in the city Right of Way is measured by proximity to sidewalks which provide vital first and last mile connections for transit users. The quality of sidewalk connections at stops directly impacts ridership, accessibility, and convenience, and high-quality pedestrian routes may help extend the reach of existing service and encourage transit use over private vehicles. LOS **Green** indicates that sidewalk is immediately adjacent to a bus stop and there is no break in connectivity between the transit and pedestrian network. LOS **Orange** indicates that sidewalk exists within 100ft of a bus stop meaning that there is some break in connectivity between networks that might discourage transit use but does not present as large a barrier as LOS **Red** which indicates that the nearest sidewalk is more than 100ft away from a stop. This plan recommends that the city coordinate with Yakima Transit to prioritize stop locations that are below standard for improving sidewalk connectivity.

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6.4 Today and Tomorrow

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 multimodal 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. Safety is discussed further in section 5.1.3 of the technical appendix.

- Over the last 5 years (2020-2024), there were 8,082 crashes on City of Yakima roadways, of which 169 (2%) resulted in serious injury or fatality.
- According to the Yakima Valley Conference of Governments Regional Safety Action Plan - unsafe driver behavior, lack of pedestrian facilities, and worn pavement markings are some of the largest contributors to serious and fatal collisions in Yakima.
- Pedestrian and bicycle crashes were the most common cause of serious injury or fatality for collisions in Yakima. Approximately 27% of serious injury and fatal collisions were due to a pedestrian or bicycle being involved.



Source: Transpo

Land Use Changes

The 2050 Future Land Use Plan was developed to establish a framework for the Plan and to identify future traffic operational deficiencies. The Future Land Use Plan assumes current land uses and zoning within city limits remaining in place and household and employment growth allocated throughout the City consistent with historical trends.

Yakima Regional Airport

The Yakima Air Terminal – McAllistar 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.

The Yakima Airport currently serves over 70,000 passengers per year, with plans to double by 2030. Currently, Yakima Airport provides five roundtrip flights operated by Alaska and Empire Airlines. (The Yakima Airport has seen recent growth since the beginning of the COVID-19 Pandemic in the number of enplanements with 2024 having 41,471 enplanements, a 72.48% increase since 2023. This is a decrease from 73,378 enplanements in 2016 and the 2015 Airport Master Plan goal of 75,508 by 2020.

Yakima Airport also has a significant economic impact on the region and the State of Washington. According to the WSDOT Airport Economic Impact Study, Yakima Airport has over $591 million in business revenue and provided 2,366 jobs in 2018. In 2023, Yakima Airport transported 849,545 lbs of domestic air cargo, and 4,454 lbs of international air cargo. 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.

Roadway and Infrastructure Damage from Environmental Hazards

As noted in Appendix A, Climate Vulnerability Assessment Memo, road users including drivers, pedestrians, cyclists, and transit riders may experience interruptions related to roadway and infrastructure damage caused by extreme precipitation, extreme heat, and wildfires. Extreme precipitation can lead to urban flooding which may limit routes and create dangerous conditions for road users who need to access their homes, jobs, or services. Additionally, extreme heat, worsened by the urban heat island effect, can damage roadways and lead to increased repair and maintenance costs and possibly unsafe conditions. Each of the hazards, including wildfire and smoke, can present major interruptions to non-drivers as poor air quality, high heat, or flooding can limit Yakima residents' ability to walk, bike, or take transit to their destinations. This disproportionately impacts low-income individuals who may not have access to a motor vehicle or other mode of transportation. See the Climate Vulnerability Assessment Memo, Appendix A, for further analysis.

Transportation Systems Plan

The Transportation Systems Plan provides the blueprint for improvement projects and programs to meet the multimodal transportation needs of the community. Each mode has a separate systems plan that harmonize together to build the overall City plan. The Transportation Systems Plan is based on the evaluation of existing system deficiencies and forecasts of future travel demands.



Source: Transpo

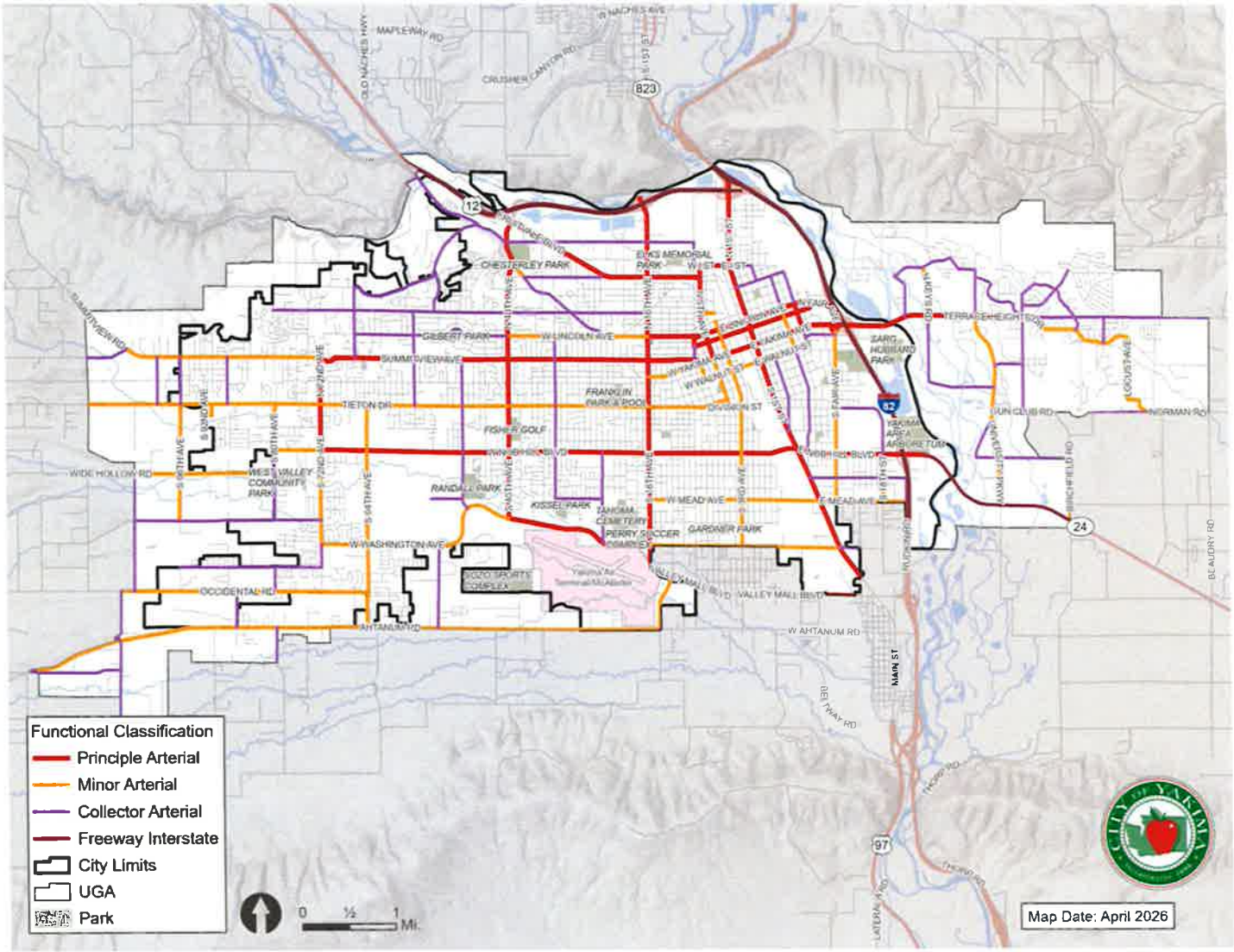
Highway and Street System Plan

Exhibit 6-3 highlights the City's highway and street system based on connectivity of City arterials and collectors. Most principal arterials are 4 to 5 lanes to best facilitate vehicular travel throughout the city. Widening principal arterials is not in the system plan, but greater access management is a tool the city can employ to improve traffic flow, and these improvements can be anticipated over time. Example corridors include 40th Street, 16th Street, 1st Street, Fruitvale Boulevard, Summitview Boulevard, Nob Hill Boulevard, and Valley Mall Boulevard.

Minor Arterials would be 3 to 4 lanes wide depending on anticipated traffic volumes in the area. Major Collectors would be limited to 2 to 3 lanes, with possible exceptions in commercial areas. Existing Major Collectors with 4 lanes would likely be reduced to 3 lanes in the future. Local streets are mostly 2 lanes with possible exceptions in commercial areas.

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Exhibit 6-3. Roadway Functional Class

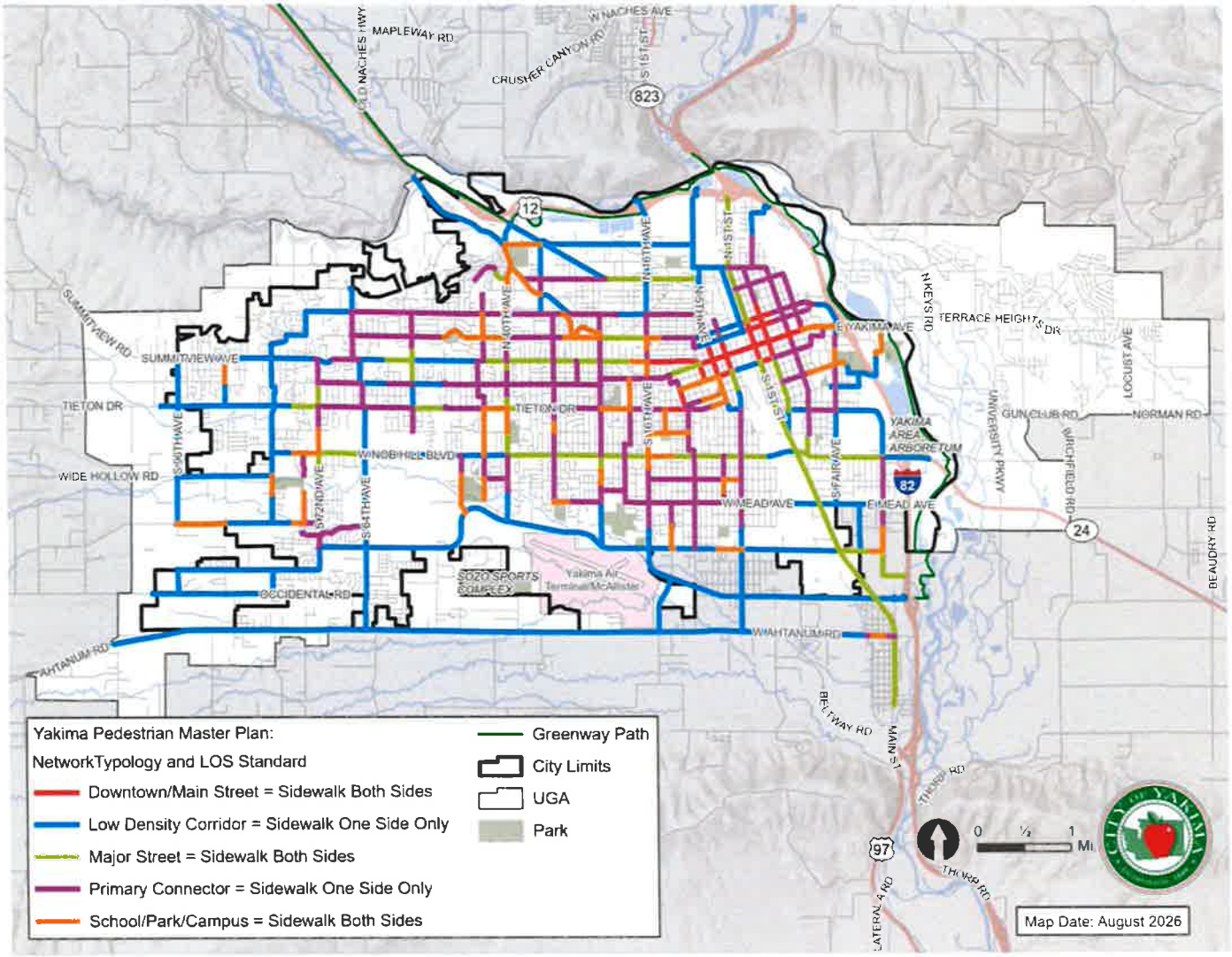


Source: City of Yakima, 2025; Transpo, 2025

Pedestrian System Plan

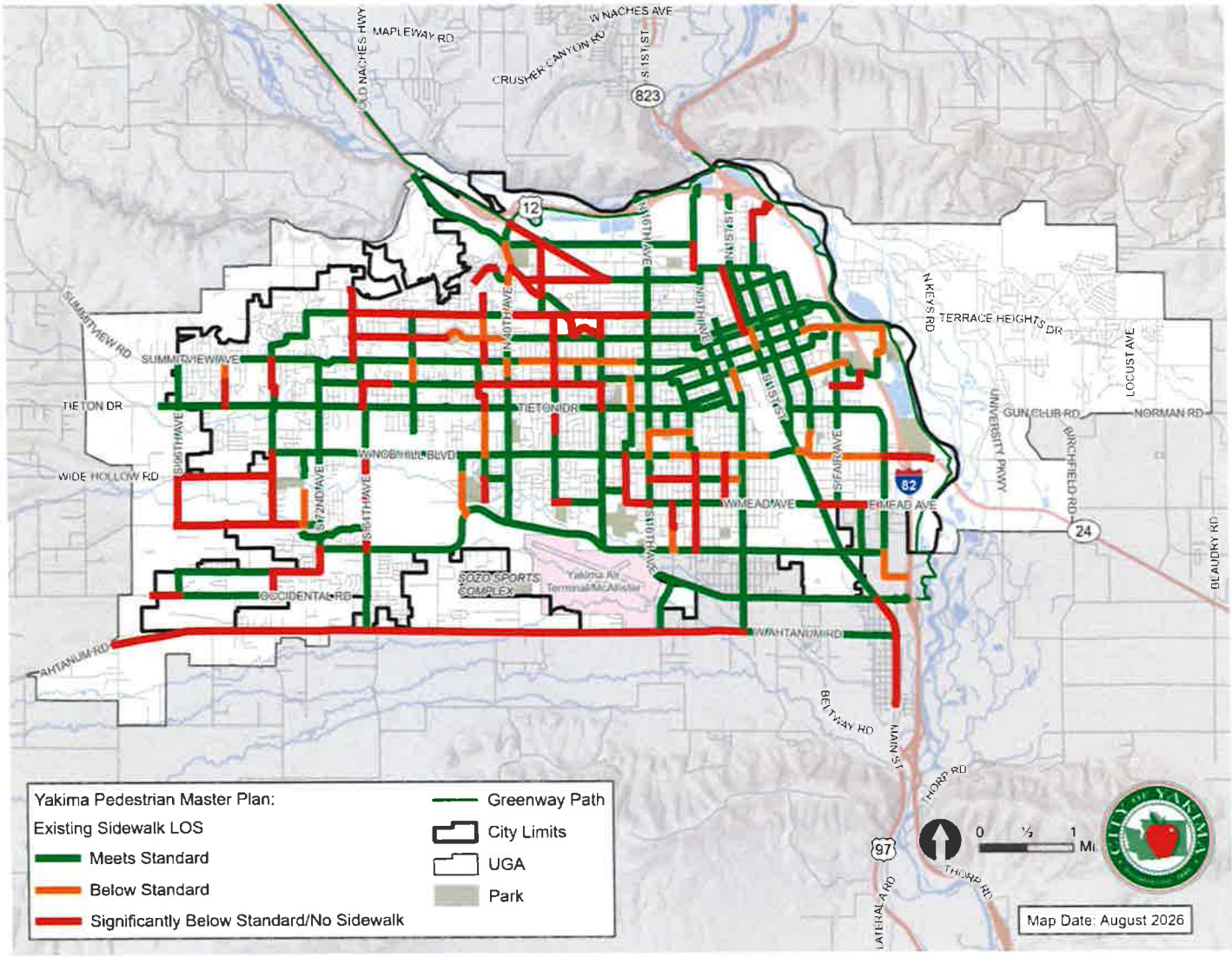
Sidewalks, walkways, and multiuse trails are integral to the City's overall transportation system. The City generally desires to have sidewalks or comparable pedestrian facilities on both sides of streets, unless special circumstances make it physically or cost prohibitive. In addition, safe crossings are desired at regular intervals along a corridor to discourage unsafe pedestrian and cyclist crossings of arterial roadways. Exhibit 6-4 illustrates the priority pedestrian system for the City.

Exhibit 6-4. Pedestrian System Plan



Source: City of Yakima, 2025; Transpo, 2025

Exhibit 6-5 Pedestrian Network Existing Levels of Service

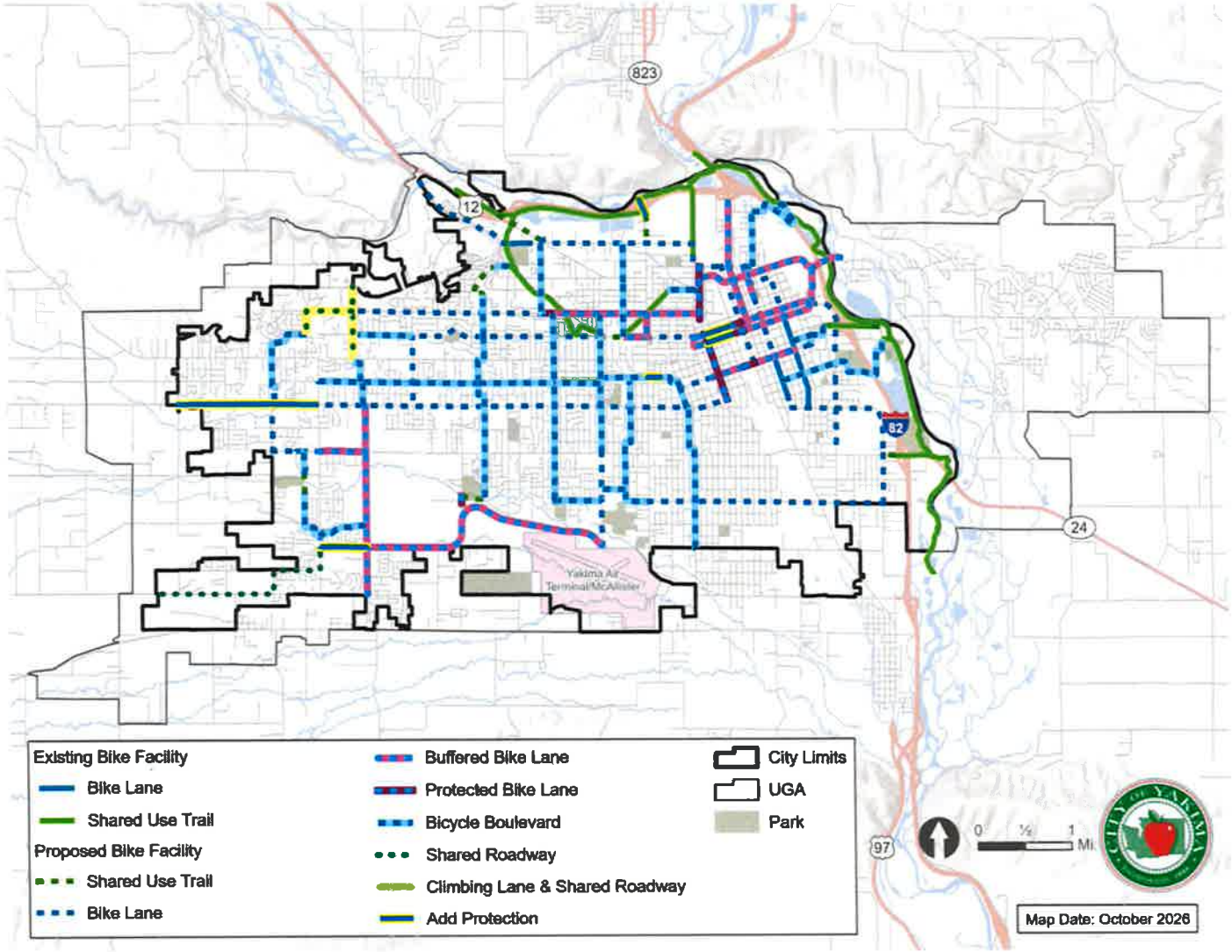


Source: City of Yakima, 2025; Transpo, 2025

Bicycle Systems Plan

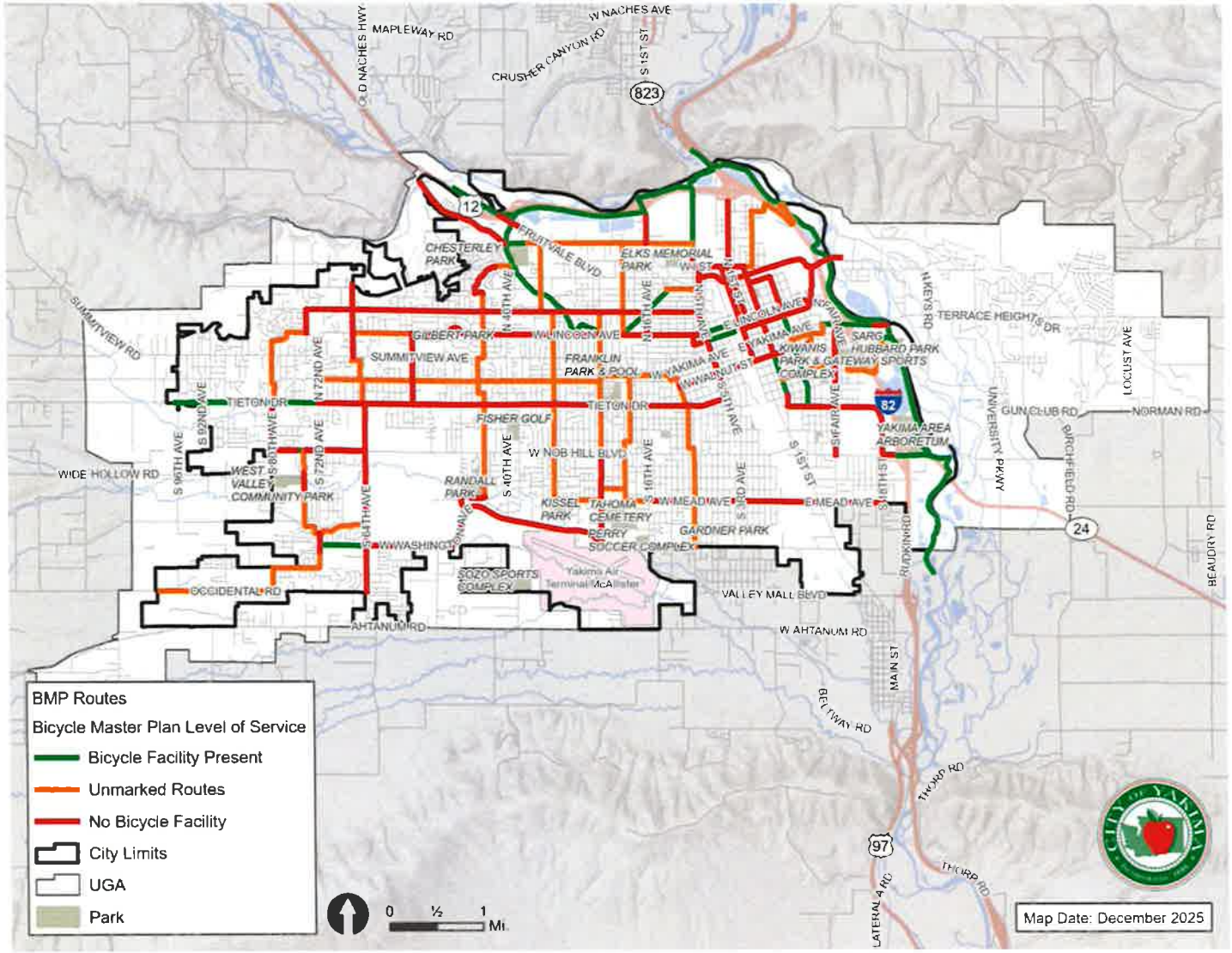
Exhibit 6-6 shows the planned bicycle system plan for Yakima and the surrounding areas. The bicycle system plan provides comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks. The bicycle facilities will include multiuse trails, protected bike lanes, buffered bike lanes, bike lanes, bike routes, and bicycle boulevards on lower volume roadways. The 2017 bicycle master plan identified a skeleton network that, once built, would make connections with existing facilities and provide connections through downtown Yakima and to the Yakima Greenway. Many of these projects have yet to be completed, and these routes are considered part of the primary network. The primary bicycle routes indicate those corridors that have the highest priority for establishing a completely connected bicycle facility network. The secondary network indicates the arterials and collector streets that also should have basic bicycle facilities. Wide shoulders on higher speed roads and shared lane markings on low speed, low volume roads are appropriate bike facilities in the adjacent rural areas. Specific improvements for each corridor are identified; however, project level planning and engineering studies are still required to determine feasibility on a project by project basis.

Exhibit 6-6. Bicycle System Plan



Source: City of Yakima, 2025; Transpo, 2025

Exhibit 6-7 Bicycle Network Existing Levels of Service



Source: City of Yakima, 2025; Transpo, 2025

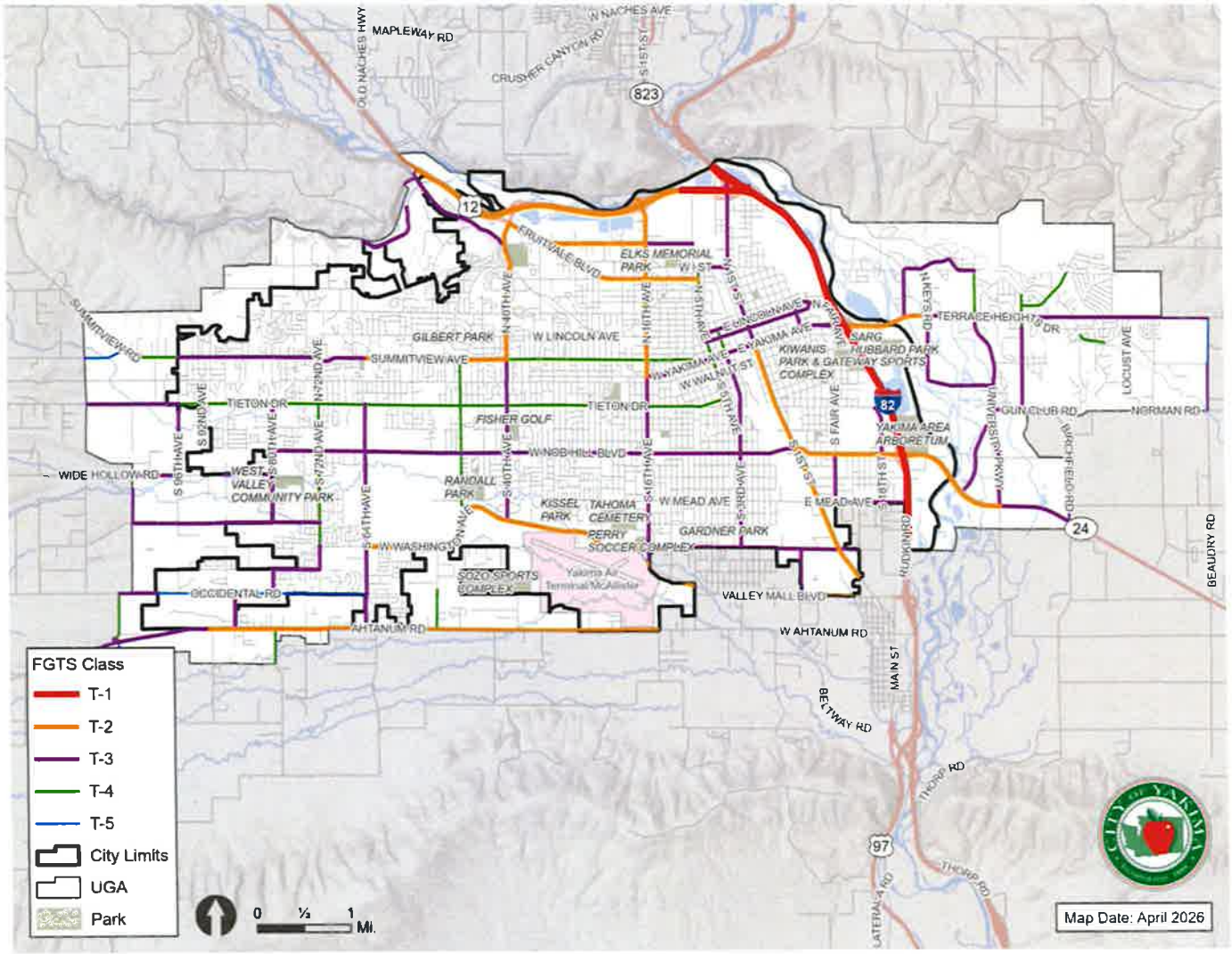
September 2026

Freight Systems Plan

The City of Yakima has a significant level of truck activity. With increased commercial and employment growth forecast through 2040, the level of truck activity will also increase. To systematically address the needs of future truck travel, the City has adopted a defined system of truck routes.

As shown in Exhibit 6-8, the Truck Route system (called Freight and Good Transportation System, or FGTS – a Washington State designation used to categorize roadways by freight volumes carried) generally connects freight generating areas with I-82 and US 12. In northwest Yakima, Summitview Avenue and 40th Avenue are the major routes. In northeast Yakima, 16th Avenue and 1st Avenue connect Fruitvale Boulevard and Downtown areas to US 12. Yakima Avenue, Lincoln Avenue, and Martin Luther King Boulevard connect downtown areas to I-82. In southeast and southwest Yakima, Nob Hill Boulevard, Washington Avenue, Valley Mall Boulevard, and Ahtanum Road connect areas to I-82.

Exhibit 6-8. Truck Route Classification



Source: City of Yakima, 2025; Transpo, 2025

Transportation Improvement Projects

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include previously identified projects as well as potential improvements identified by the City of Yakima. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities. shows a map of the projects.

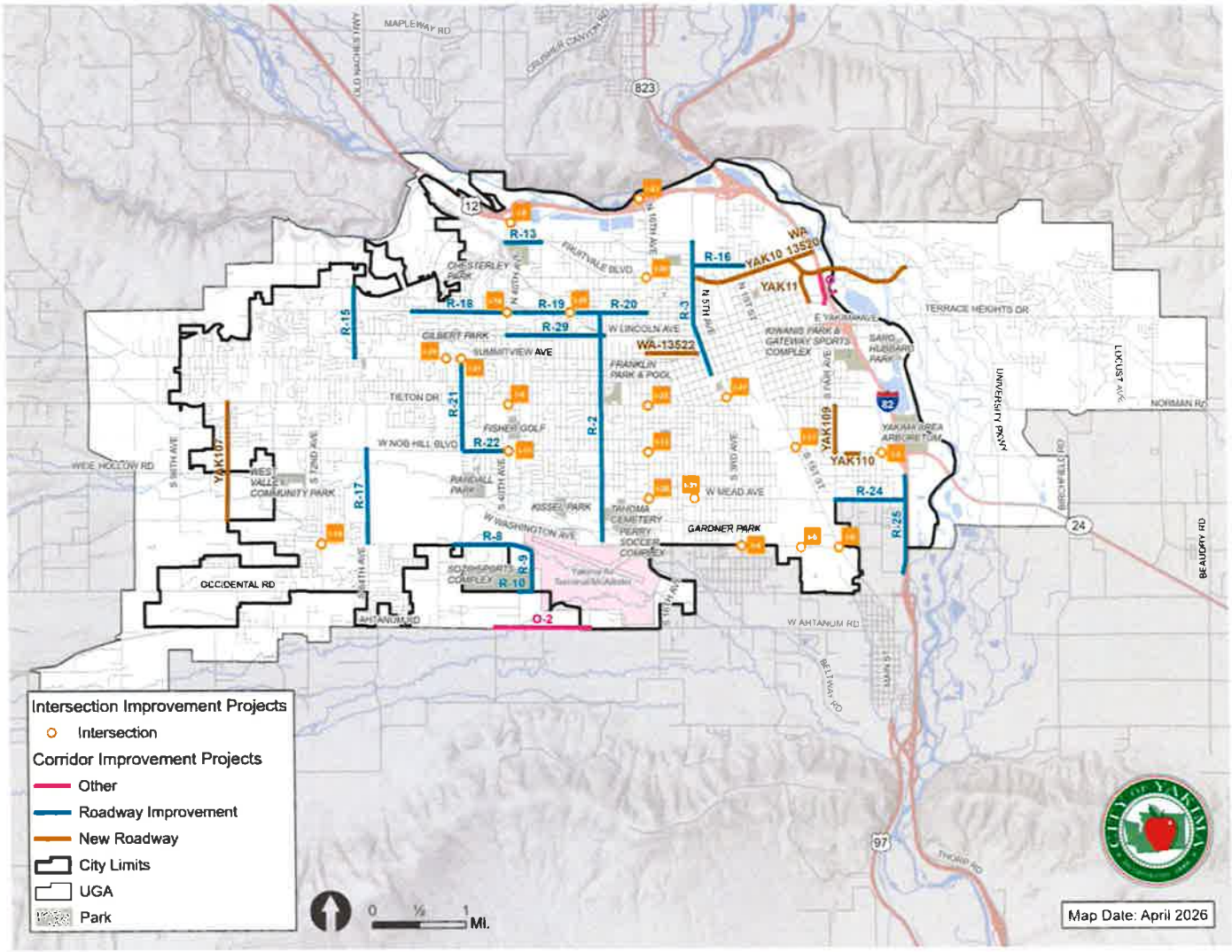
The projects were categorized as follows:

- **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.

Recommended transportation improvement projects are shown in Exhibit 6-9 and Exhibit 6-10.

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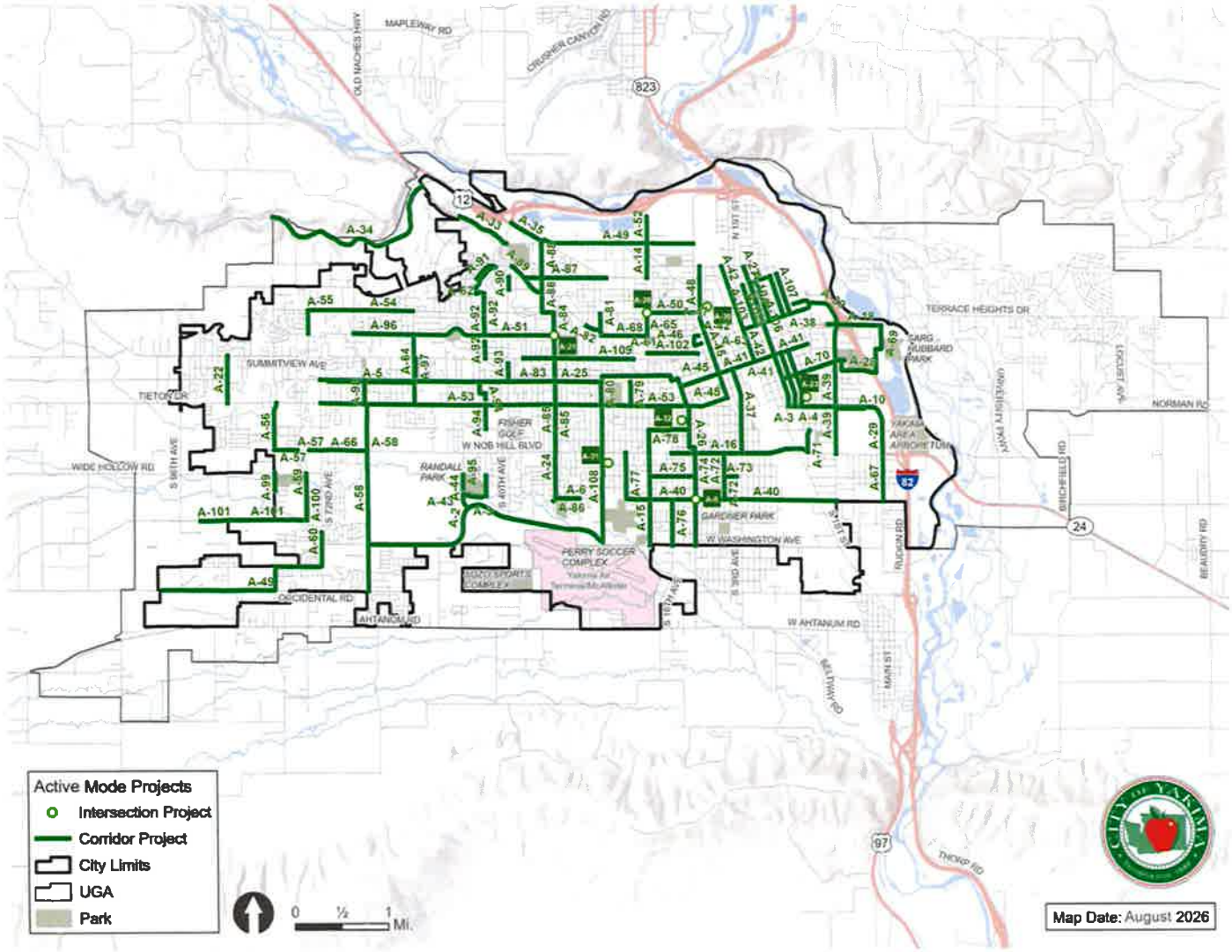
Exhibit 6-9. Roadway and Intersection Improvement Projects



Source: City of Yakima, 2025; Transpo, 2025

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Exhibit 6-10. Active Transportation Improvement Projects



Source: City of Yakima, 2025; Transpo, 2025

Full details (including cost estimates) of the recommended projects are included in Volume II of the Comprehensive Plan. Each of the projects have been assigned a likely timing horizon of short-range (2027-2032), mid-range (2033-2040), and long-range (2040-2050). The timing blends the relative priority of each project with the likely timing to be able to fund, design, and construct an improvement project.

6.5 Goals and Policies

The Transportation Element goals and policies help guide implementation of the City's multimodal 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, active transportation facilities, bus and rail transit service and facilities, and transportation demand management (TDM).



Source: City of Yakima

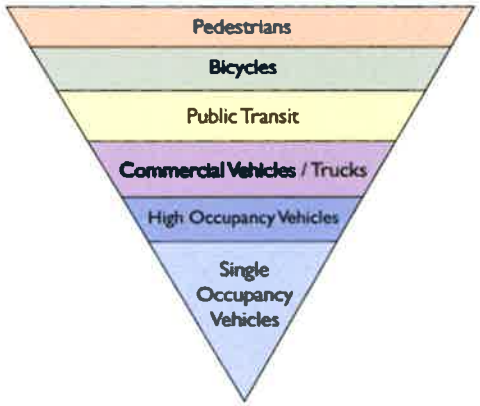
GOAL 6.1	**DEVELOP AN INTEGRATED AND BALANCED TRANSPORTATION SYSTEM IN YAKIMA THAT PROVIDES SAFE, EFFICIENT, AND RELIABLE MULTIMODAL TRANSPORTATION.**
Policy 6.1.1	Use a combination of enforcement, education, and engineering methods to promote safety for all users while maintaining vehicular travel patterns and travel speeds consistent with the intent of street functional classification.
Policy 6.1.2	Enforce intersection clear-view standards at intersections and access points to promote safety for all users of the transportation system.
Policy 6.1.3	Maintain street signage, wayfinding, and lane markings to industry standards to heighten traffic safety, support emerging vehicle technology, and maintain clean community image.
Policy 6.1.4	Monitor and analyze WSDOT vehicle collision data to identify high priority safety improvements to reduce fatal and serious injury collisions.

Policy 6.1.5 Accommodate the transportation needs of special population groups (such as ADA-related, school age, and/or elderly) in the design for all publicly funded transportation projects. Use design standards for consistent application.

Policy 6.1.6 Intentionally design the multimodal 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.

Policy 6.1.7 Balance the mobility needs of all transportation system users, but emphasize the safety needs of vulnerable road users in planning and funding transportation improvement projects by promoting transportation mode priorities as follows:

A. Pedestrian
B. Bicycle
C. Transit
D. Freight
E. Carpool
F. Single Occupant Vehicle



Policy 6.1.8 Discourage new 4-lane and 5-lane arterial streets. Where feasible, convert existing 4-lane and 5-lane streets to 3-lane streets, with bike lanes, turn restrictions, or on-street parking, depending on forecasted vehicle volumes, street classifications, multimodal use, and adjacent land uses.

Policy 6.1.9 The City adopts vehicle LOS standard D for intersections based on Highway Capacity Manual methodology.

Policy 6.1.10 WSDOT has adopted LOS D for state routes within Yakima and LOS C for state routes within Yakima County.

Policy 6.1.11 Coordinate ADA and transit facility improvements on all projects. Evaluate if additional or relocated stops, pull-outs, shelters, or other special improvements for safety and accessibility are needed.

Policy 6.1.12 The Transit LOS Standard is based on ADA accessibility of Yakima Transit bus stops within the public road right-of-way. The prioritization and completion of ADA upgrades at all bus stops provides mutual benefit to the City and transit agency.

Policy 6.1.13 Support the development and adoption of a Long-Range Transit System Plan.

Policy 6.1.14 Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.

Active Transportation Levels of Service (LOS) Standards

- A GREEN LOS indicates that a primary facility meets the minimum standards set in the bicycle or pedestrian master plans for the type of facility required on that roadway.
- An ORANGE LOS indicates a primary facility partially meets the minimum standards set in the bicycle or pedestrian master plans. For example, sidewalks may exist on one side of the street when both sides are called for, or the level of traffic stress may already be low on a roadway even though no dedicated facilities exist for bikes.
- A RED LOS indicates that there are no designated active mode facilities provided where required and is considered inadequate.

6.1.15 Educate pedestrians, cyclists, and drivers regarding state laws protecting pedestrian and bicycle safety, sharing the road, and Rules of the Road,

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including multimodal rules. Promote and support special events (races and bicycle rodeos) that encourage bicycling and pedestrian safety.

6.1.16 Provide freight routes to serve the Yakima Regional Airport, significant industrial centers, and other freight activity centers.

6.1.17 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.

6.1.18 Support future services of rail interests by anticipating any necessary transportation network changes in the vicinity of the rail facilities.

GOAL 6.2 INCREASE THE SHARE OF TRIPS MADE BY ACTIVE TRAVEL MODES.

Policy 6.2.1 Ensure that the city multimodal transportation networks have good connectivity to provide safe alternate routes and more direct travel. Where possible, encourage small block sizes.

Policy 6.2.2 Employ Commute Trip Reduction (CTR) and Transportation Demand Management (TDM) strategies to reduce vehicle miles traveled (VMT), greenhouse gas (GHG) emissions, and the need for costly vehicle capacity projects with investments in transit, active transportation, and higher density, mixed use development.

Policy 6.2.3 Prioritize multimodal transportation 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.

Policy 6.2.4 Work to improve pathway linkages to regional and off-street trail systems as identified in the ADA Transition Plan and Bicycle Master Plan.

Policy 6.2.5 Provide bicycle storage facilities at transit facilities, buses, and civic centers. Require storage facilities at employment, retail, and mixed-use developments.

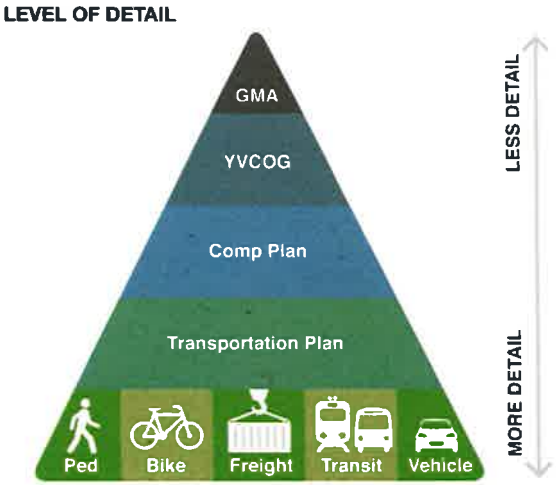
GOAL 6.3 **PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS THE CITY'S LAND USE PLAN AND IS CONSISTENT WITH OTHER LOCAL AND REGIONAL PLANNING EFFORTS INCLUDING THE WASHINGTON TRANSPORTATION PLAN, YAKIMA VALLEY METROPOLITAN AND REGIONAL TRANSPORTATION PLAN, AND YAKIMA COUNTY COMPREHENSIVE PLAN.**

Policy 6.3.1 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.

Policy 6.3.2 Require new development, infill development, and redevelopments to provide pedestrian, bicycle, and transit facilities along their street frontage consistent with adopted street design standards, ADA Transition Plan, Bicycle Master Plan, and Transit Development Plan.

Policy 6.3.3 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.

Policy 6.3.4 Coordinate with WSDOT and neighboring jurisdictions regarding level of service definitions, concurrency requirements, and other impacts.



This graphic illustrates the relative context and level of detail from local modal plans up to state GMA requirements.

Source: Transpo, 2025

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

Policy 6.4.1 Maintain a program to repair and preserve existing streets surfaces, drainage, sidewalks, street lighting, and trails; including ADA-related upgrades.

Policy 6.4.2 Maintain and update the City inventory of sidewalks, curb ramps, marked crosswalks, trails, bicycle facilities, transit facilities, and roadways to provide an Annual Concurrency Report in advance of the Six-Year

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Transportation improvement Program (TIP) to assist staff and elected officials with transportation investment decisions

Policy 6.4.3 Where feasible, capital transportation improvements will be designed with low-impact development techniques for storm water runoff.

Policy 6.4.4 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.

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

Policy 6.5.1 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.

Policy 6.5.2 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.

Policy 6.5.3 Maintain a dedicated funding source for capital, operation and maintenance of the City's Transit System.

Policy 6.5.4 Encourage the use of public and private funding to remove gaps in pedestrian facilities on existing roadways.

Policy 6.5.5 Where needed, capital transportation improvements will include removal of fish passage barriers.

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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 6-11. Transportation Element Implementation

Implementation Item	Action Type	Result
Transportation Element	Functional Plan and Funding Plan for six and 20-year period	▪ 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**	▪ **Transportation investment programming over short-term.**
Airport Master Plan	Framework to guide future development of the airport	▪ 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**	▪ **Coordination with transit services and projects.**
Yakima Bicycle Master Plan	Bicycle facility design, maintenance, network, and projects	▪ Including bicycle facilities with new projects, where appropriate.

Financial Outlook

Exhibit 6-12 summarizes the costs of the recommended transportation improvement projects and programs. These cover City of Yakima capital improvements, maintenance and operations. The costs are summarized for the life of the Plan. Some improvements under the responsibility of WSDOT, or Yakima County are included in the summary table although they will not ultimately be funded by Yakima. However, the city may choose to include a share of the costs of WSDOT improvements in its funding options.

Exhibit 6-12. Transportation Project and Program Costs (2027 – 2050)

Improvement Type	(2027-2050) Total Costs[1,3]	Percent of Total Costs
Transportation Capital Projects[2]		
Intersection	$ 114,160,000	19.5%
Roadway Capital Projects (includes maintenance)	$ 77,930,000	13.3%
New Roadway	$ 144,060,000	24.6%
Active Transportation	$ 102,410,000	17.5%
Other (includes non-city led projects)	$ 143,070,000	24.5%
Studies	$ 3,490,000	0.6%
Total Costs	**$585,120,000**	**100%**

1. All costs in 2026 dollars, rounded to $1,000
2. Does not include other agency improvements
3. Project costs and project priorities subject to change over the life of this plan

Planning-level cost estimates were developed for the capital improvements and presented in the Forecast and Evaluation Chapter of Volume II. The planning estimates were prepared based upon average unit costs for transportation projects within the region. Planning-level costs were developed with the assumption that costs would include associated storm water development requirements, property acquisition, wetland mitigation, and utility extensions and/or upgrades, based upon historic costs for those items. More detailed cost estimates will

need to be prepared as the projects are closer to design and construction. Future design studies will identify specific property impacts and options to reduce costs and impacts on properties.

The estimated capital cost of the Transportation Plan is approximately $585 million (in 2026 dollars). Approximately 17.5% of the capital costs are associated with completion of the active transportation network in the city. These costs cover upgrading roadways to provide expanded options for pedestrians and bicyclists, along with construction of urban features such as crosswalks and sidewalks. Approximately 24.6% of costs are for the construction of new planned roadways, while intersection improvements (like roundabouts and new signals) account for 19.5% of planned improvements. Roadway improvement projects (which includes roadway maintenance), account for 13.3% of total costs. The "other" project category includes a new interchange along I-82, a major capital project that would be led by WSDOT and would not be the responsibility of the City of Yakima to fund.

Maintenance and operations costs are included as part of the roadway capital projects – as they both use the same Street Fund. These projects include roadway resurfacing and often include sidewalk and bike lane enhancements as part of those projects (such as the recent improvements along N 1st Street).

Funding Analysis with Existing Revenue Sources

The City has historically used city and state tax revenues, a transportation benefit district, and grants to construct and maintain their transportation facilities. In early 2026 the City of Yakima changed the method of collecting Transportation Benefit District revenues from $20 vehicle tab fees to a 0.1% tax increase. Funds from the 0.1% sales and use tax are used for resurfacing and rehabilitation on City streets, such as 1st Street Revitalization Phase 2, as allowed in RCW.82.14.0445. The description of this and other available funding sources and projected revenues are listed in Exhibit 6-13.

Exhibit 6-13. Estimated Transportation Revenues (2027 – 2050)

Capital Fund Type	Revenues Sources	Estimated Biennial Budget	Percent of Total Revenues
Streets & Traffic Fund	> Property Taxes (REET 2) > State Gas Tax > Intergovernmental Revenues (Stormwater/Street Sweeping) > Charges for Goods & Services > Miscellaneous Revenues (Insurance Reimbursements for Motorist Damage) > Other Financing Sources (Uses)	$8,422,000	27.0%
Transportation Benefit District	**0.1% sales tax**	**$6,910,000**	**22.2%**
Street Overlay & Reconstruction	> Federal Grants > Capital Imp. Gas Tax > TBD or Transfer from TBD > Property Taxes > Fed. Highway Admin. > Dept. of Transp. > TIB > SIED Grant - Yakima County > Street Assessments	$15,850,000	50.8%
Estimated Total Revenues (biannual budget x 12)		**$374,184,000**	

The Plan results in a shortfall of approximately $211 million (as shown in Exhibit 6-14). This assumes that the level of grants and developer commitments will be generated as estimated in the Transportation Element. The deficit could be greater if the level of development or the level of grant funding is less than forecast. The former would be offset by a reduced need for transportation improvements to accommodate growth. If the City is more successful in obtaining grants or other outside funding for projects, then the potential deficit could be reduced.

Exhibit 6-14. Estimated Transportation Revenues (2027 – 2050)

Revenue Source[1]	Total (2027–2050)
Transportation Capital Revenues	$374,184,000
Total Capital Project Costs	$585,120,000
Total Estimated Shortfall	**($210,936,000)**

1. All revenues in 2026 dollars

Although the financing summary identifies the potential for a total revenue shortfall of approximately $211 million (in 2026 dollars) over the life of the Plan, the city is committed to reassessing transportation needs and funding sources each year as part of its six-year Transportation Improvement Program (TIP). This allows the city to match the financing program with the short-term improvement projects and funding. To implement the Transportation Plan, the city will consider the following principals in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual six-year Transportation Improvement Program (TIP);
- Consider creation of a transportation impact fee (TIF) program
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;

- Fund improvements or require developer improvements as they become necessary to maintain LOS standards;
- Explore ways to obtain more developer contributions to fund improvements;
- Coordinate and partner with WSDOT, Yakima County, and others to implement improvements to I-82;
- Vigorously pursue grant funds from state and federal sources;
- Work with Yakima County to develop multiagency grant applications for projects that serve growth in the city and its UGA;
- Review and update the TIF program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations;

Some lower priority improvements may be deferred or removed from the Transportation Plan. The city will use the annual update of the six-year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed, and priorities revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the city and its UGA. The city will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the city's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.



7 Capital Facilities

7.1 Introduction

The Capital Facilities Element and associated Capital Facilities Section in Volume II - Technical Analysis are designed to provide adequate public facilities to serve existing and new development in an efficient, effective, and equitable manner. The element, along with the Capital Facilities Section of Volume II, 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 facility planning, as required by the 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 needs.

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))

7.2 Today and Tomorrow

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.



Source: City of Yakima

Exhibit 7-1. Capital Facility Service Providers

Facility Type	Provider	Description	Applicable Plans
Public Buildings	City of Yakima	Includes City-owned public buildings.	Biennial Adopted City Budget, 2025-2026; Capital Budget, 2025-2029
Fire and Emergency Services	Yakima Fire Department	Provides facilities that support the provision of fire and emergency services.	Yakima Fire Department Annual Report, 2025-2030
Law Enforcement	Yakima Police Department	Provides facilities that support the provision of law enforcement services.	Yakima Police Department 2018 Annual Report
Schools	Yakima School District	Provides elementary and secondary facilities for instruction in several branches of learning and study	Yakima School District Strategic Plan 2020-2026; West Valley

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Facility Type	Provider	Description	Applicable Plans
	West Valley School District East Valley School District	required by the Basic Education Code of the State of Washington. The Yakima School District serves most students within the city, the West Valley School District serves the western part of the city, and the East Valley School District serves the unincorporated UGA east of the Yakima River.	School District Strategic Plan, 2024-2030 East Valley School District Strategic Plan, 2026-2030
Parks	Yakima Parks and Recreation	Provides facilities for passive and active recreational activities.	Parks and Recreation Comprehensive Plan, 2022-2027
Streets	Yakima Public Works	Provides streets, sidewalks, traffic controls, and street lighting.	6-Year TIP, 2025-2030; Yakima Urban Area Transportation Plan, Update 2025
Transit	Yakima Transit	Provides transit service in and around the City of Yakima.	Transit Development Plan Annual Report for 2024 and Six-Year Plan 2025-2030
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; 2020 ALP Update

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Facility Type	Provider	Description	Applicable Plans
Wastewater	Yakima Public Works	Provides facilities used in collection, transmission, storage, and treatment or discharge of waterborne waste within the city.	Wastewater Collection System Master Plan, 2023 Draft; WWTP Facility Master Plan, 2022; 2024 Annual Pretreatment Report
Stormwater	**Yakima Public Works**	**Provides facilities that collect and transport stormwater runoff.**	**Stormwater Management Program for City of Yakima, 2024;** **2023 NPDES Annual Report**
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, July 2017; Nob Hill Water Association Draft Water System Plan, August 2024
Irrigation	**Yakima Public Works**	**Provides supply of non-potable irrigation water to portions of the City of Yakima.**	**City of Yakima Irrigation History, 2012**
Refuse	City of Yakima Refuse	Provides refuse collection to residential customers.	Biennial Adopted City Budget, 2025-2026;

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Facility Type	Provider	Description	Applicable Plans
			Capital Budget, 2025-2029

Source: Ardurra and BERK Consulting, 2025

The Capital Facilities Section of Volume II provides a detailed summary of inventoried 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 levels of service analysis are summarized below.

Public Buildings: The City manages municipal and cultural buildings including City Hall, Capitol Theatre, and the Convention & Event 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 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.





Source: City of Yakima

Fire and Emergency Services: The City of Yakima Fire Department (YFD) provides emergency and non-emergency fire, rescue, and medical services to the city and surrounding area by contractual agreements. YFD has provided fire protection and medical services to Yakima County Fire Protection District #11 (Broadway) through an interlocal agreement since 2016. YFD also provides fire protection for the remaining area of Yakima County Fire District #10 (Fruitvale). Most of District #10 was annexed into the City of Yakima many years ago leaving only a small section of the district just North of the city limits remaining. YFD has seen a steady increase in call volume over the past several years, with most calls being medical in nature. In collaboration with the City's dispatch center, 911 medical calls are now triaged using a nationally recognized software program to send the most appropriate level of resources to the call dependent on its nature. The current adopted response time for fire calls is six minutes, consisting of a two-minute turnout time and a four-minute response time for the first arriving engine. The full first alarm assignment standard is eight minutes, 90% of the

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time. As the number of calls increases and the western areas of the city continue to increase in population, the department could experience pressure on its ability to maintain the level of service in those affected areas.

Law Enforcement: The current LOS policy for the Yakima Police Department (YPD) is 1.8 officers per 1,000 residents. With a current population of 100,000, the department currently has a deficit of 56 officers. The projected population increase of 7,443 will require an additional 13 officers. YPD is already operating out of a constrained space; the addition of 70 officers to meet level of service standards will add to the need for new and expanded facilities.

Schools: The City of Yakima is primarily served by the Yakima School District and West Valley School District. The portion of the unincorporated UGA east of the Yakima River is served by the East Valley School District. Exhibit 7-2 shows the student-teacher ratios at each school. Based on the projected growth (7,443 new residents), the current percentage of the population that is school-aged (20%), and the average student-teacher ratio (15.9:1), 93 additional teachers between the 3 school districts will be required to meet future student enrollment.

Exhibit 7-2. School District Student Teacher Ratio

School District	Students (2023-2024)	Teachers (2023-2024)	Student-Teacher Ratio (2023-2024)
Yakima School District	15,621	1,031	15.5:1
West Valley School District	5,570	323	17.2:1
East Valley School District	3,383	199	15:1
Average			15:9:1

Source: Ardurra, 2025

Parks: The Yakima Parks and Recreation Division owns 401.80 acres of property within Yakima city limits, including neighborhood parks, community parks, mini-parks, pathways, parkways, one golf course, and the Tahoma Cemetery. Only 300.98 acres of park facilities meet the

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requirement to be counted towards the level of service standards. These facilities meet the standards of neighborhood parks, mini-parks, parkways, and community parks and meet the minimum requirement for ownership and operation by Yakima Parks and Recreation Division.

The City is not currently meeting the level of service standard for parks. The level of service standard for neighborhood parks, mini-parks, and parkways is 2 acres per 1,000 residents. Yakima's current service provision for these park facilities is 0.78 acres per 1,000 residents or 78 acres of these parks. The level of service standard for community parks is 5 acres per 1,000 residents. Yakima's current service provision for community parks is 2.54 acres per 1,000 or 254 acres of these parks. This does not include 266 acres of Yakima Sportsman State Park. The 2022-2027 Yakima Parks and Recreation Division Comprehensive Master Plan highlights state-, non-profit-, private-, interdepartmental-, and interagency-owned and/or operated park facilities that help close these existing level of service gaps and ensure that Yakima residents' recreation needs are being met.

Additional analysis on parks conditions, trends, deficiencies, investments, and 2046 needs can be found in the Parks and Recreation Element of this Volume of the Comprehensive Plan as well as in the Capital Facilities Section of Volume II.

Streets and Sidewalks: The City of Yakima maintains over 800 miles of streets and 250 miles of sidewalk. Street classification and level of service is discussed in greater detail in the Transportation Element.

Street Lights: 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.

Transit: The City of Yakima's Transit Division operates fixed-route buses and paratransit services within the city, as well as a Yakima-Ellensburg commuter service. Free Special-Event Shuttle buses transport attendees between designated park & ride locations and special events, such as Central Washington State Fair and the Arboretum's Luminaria event, providing a cost-effective benefit to attending community-based events. Yakima Transit is funded through local transit taxes as well as Federal and State grants, while additional funds are sourced through combination of grants, interlocal funding agreements, and continual budget

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forecasting. Yakima Transit utilizes a 6-year Transit Improvement Plan and Project List to assess available funding against needed upgrades to fleet vehicles and renovations to transit facilities. In 2024, investments to fleet buses included upgrades to modems, cameras, bus computers, and adding live streaming video capabilities (Yakima, 2024). A level of service methodology has not been established by the City or related agencies (Yakima, 2025c)

Air Terminal: The Yakima Airport (McAllister Field) is a general aviation air facility between Washington Avenue and Ahtanum Road in the south-central area of the City. The airport handles small passenger aircraft that includes flights to and from SeaTac Airport in Seattle. The Airport Terminal covers 825 acres and is owned and operated by the City. There are two active runways located at McAllister Field, which provide primary air transportation for the City and County.

The airport is a vital facility for local industries. In 2025, local business shipped over 1.6 million lbs of cargo (Statistics, 2026) out of the airport. The airport also offers land for manufacturing businesses with direct access for shipping or receiving cargo. Commercial, cargo, and passenger air service, as well as manufacturing and hanger use, is expected to continue to have a growth in demand and drive the local economy.

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. The City provides wastewater collection services for approximately 29,300 accounts, with approximately 339 miles of waste gravity mains, forced mains, and industrial waste truck lines and maintains 10 lift stations (Yakima, 2023). There are pockets of land in the City that are not served by sewers due to the land being vacant, 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 and the estimated engineering and construction costs.



Source: City of Yakima

The City drafted a Wastewater Collection System Master Plan in 2023, which considers future land use and growth. The Yakima Regional Wastewater Treatment Plant (YRWWTP) has a design capacity of 21.5 million gallons per day (MGD) with an average flow of 7.2 MGD, providing for long-term capacity to serve at current levels (Yakima, 2023). While the YRWWTP

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has a net reserve capacity in response to projected increasing demands, some upgrades or modification to lift stations may be considered.

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 the level of service through 2046 will require maintaining the existing system and ensuring new facilities are constructed in accordance with the Municipal Stormwater Permit.

Water: Domestic Water services within the Yakima UGA 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 (NHWA, 2024). Water service is extended on request, and new development pays for the extension of infrastructure. The current city-owned system capacity is 21.6 million gallons per day (MGD). In 2046, there will be an additional 0.3 mgd of capacity beyond the projected maximum day demand. The Nob Hill 2015 Water System Plan assumes a growth rate of over 2%. Planned growth in western Yakima is projected to increase the maximum day demand by 3,170 gpm between 2023 and 2044. and can be accommodated with the improvements identified in the association's Water System Plan.

Irrigation: Many areas within the City of Yakima were originally irrigated farmland, with irrigation provided by several private irrigation systems. Today the City's irrigation system allows customers to irrigate lawns, gardens, and small farms. The City of Yakima currently serves the irrigation customers within the City with a total of 103 miles of distribution pipe. The level of service standard provides for a minimum design pressure of 20 psi.



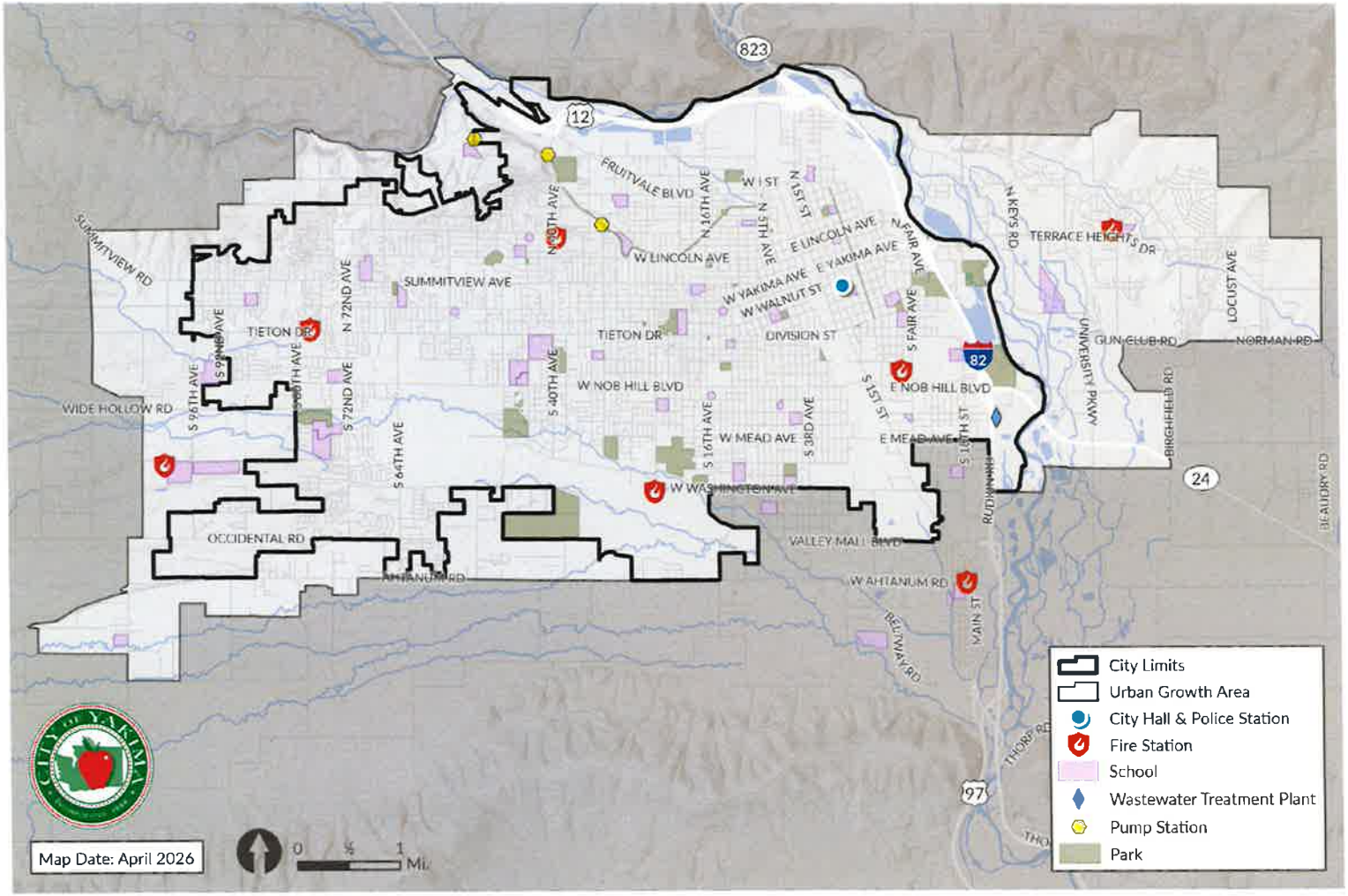
Source: City of Yakima

Refuse: The City of Yakima's Refuse Division provides weekly garbage collection to over 35,000 households located within the City of Yakima. Annually, around 37,000 tons are 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 Yakima and its residents through providing solid waste services that are efficient, cost-effective, and environmentally responsible. An additional 4,800 housing units by 2046 will generate about 4,900 more tons of solid waste, an increase of 13%. Additional capital costs and staffing may be required to absorb the increase in demand for garbage collection. In addition to the city services, there

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are other service providers serving in the city. Exhibit 7-3 shows key facilities' locations in Yakima.

Exhibit 7-3. Key Capital Facilities in Yakima



Source: City of Yakima, 2025; BERK 2025

Challenges and Opportunities

Risks Posed to Capital Facilities by Natural Disaster Impacts

Appendix A, The Climate Vulnerability and Risk Assessment Memo, addresses many of the risks posed to capital facilities, including but not limited to increased water demand during prolonged droughts; damage to irrigation canals from fires or landslides; heat damage to roadways, sidewalks, and other transportation infrastructure; added wastewater demand during extreme precipitation events; and heat-related stress for emergency personnel and outdoor public service employees. These facilities and public service providers are often the most critical assets in the event of natural disasters, extreme weather events, or other hazards and may also be the most at risk of negative impacts.



Source: City of Yakima

Financing of Facilities

The City is operating under limited resources in terms of both operating and capital budgets. Investing in new capital facilities and maintaining them can be challenging for the City, as well as other facilities providers. As the City grows, it will be important to provide capital facilities to accommodate future growth. The City can plan to make strategic investments by focusing growth in certain areas. Although the City has limited control over facilities provided by other service providers, the City can coordinate with them for a planned growth.

Future Needs

As the largest city in Yakima County, and with an estimated increase of 7,443 residents by 2046, the City of Yakima will need to position itself to provide adequate services. The resulting expansion and increase in demand to accommodate future growth of the Yakima community will require additional resource capacity to maintain consistent levels of service. The Capital Facilities Section in Volume II of this Comprehensive Plan provides additional analysis of inventoried capital facilities, level of service standards, future needs, and planned projects to

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support future growth. To ensure growth is accommodated comprehensively, each capital facility provider will need to evaluate its level of service to the community on a regular basis.

7.3 Our Capital Facilities Plan

The City of Yakima's plan for capital facilities consists of the goals and policies present in this element as well as the Capital Facilities Section of Volume II of the Comprehensive Plan.

The Capital Facilities Section of Volume II includes an inventory, level of service standards and analysis, and funding analysis of key facilities, and all known capital needs to accommodate growth in Yakima. It also provides an overview of the City's general government operations, police, schools, fire and EMS, transportation (streets, transit, air), parks, water, wastewater, irrigation water, stormwater, and solid waste facilities and their ability to serve current and future Yakima residents.

7.4 Goals and Policies

GOAL 7.1	**PRIORITIZE FUNDING AND INVEST IN FACILITIES TO PROVIDE SERVICES TO YAKIMA'S RESIDENTS THAT IMPROVE THE QUALITY OF LIFE, MEET SERVICE STANDARDS, AND ACCOMMODATE GROWTH.**
Policy 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, projected facility and infrastructure deterioration either naturally over time or from natural hazards, and the means and timing by which identified deficiencies will be corrected.
Policy 7.1.2	Maintain a six-year capital budget that more specifically identifies financing and implementation of facilities. Ensure the 20-year projected growth, level of service, and funding projections are also considered in the CFP.

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Policy 7.1.3	Ensure that capital investments and service standards are applied equitably throughout the city.
Policy 7.1.4	Ensure budget decisions are consistent with the Comprehensive Plan.
Policy 7.1.5	Manage capital facility planning and funding consistent with the City of Yakima Financial Management Policy and Stewardship of Public Funds.
Policy 7.1.5	Aggressively pursue funding from all levels of government and private agencies to accomplish the City's Capital Investment Program while optimizing resources.
Policy 7.1.6	Use the Capital Improvement Program and functional plans to prioritize facility funding.
Policy 7.1.7	Ensure consistency between land use planning and capital planning.
Policy 7.1.8	Use local population and employment projections as a baseline for capital facilities needs planning.
Policy 7.1.9	Plan for long-term facility maintenance, improvement, and replacement needs as well as short-term strategies to address acute maintenance and facility needs to expand system capacity, increase efficiency, and improve resilience to natural hazards in concert with the growth of this region.
Policy 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 7-4.



Source: City of Yakima

Exhibit 7-4. Level of Service Standards

Facility Type	Provider	Level of Service Standard
Public Buildings	City of Yakima	▪ In order to maintain existing level of service through 2046, the LOS policy would need to be 2,400 square feet per 1,000 population.

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Facility Type	Provider	Level of Service Standard
		▪ In order to maintain the current public building space without adding capacity through 2046, the LOS policy would need to be 1,900 square feet per 1,000 population.
Fire and Emergency Services	Yakima Fire Department	▪ First Full Alarm Response time: eight minutes, 90% of the time.
Law Enforcement	Yakima Police Department	▪ 1.8 Officers per 1,000 population.
Schools	Yakima School District West Valley School District East Valley School District	▪ Yakima School District: Student-teacher ratio of 15.2:1. ▪ West Valley School District: Student-teacher ratio of 17.2:1 ▪ East Valley School District: Student-teacher ratio of 15:1
Parks	Yakima Parks and Recreation	▪ 2 acres per 1,000 population for Neighborhood/Mini Parks. ▪ 5 acres per 1,000 population for Community Parks.
Transportation	Yakima Public Works, Yakima Transit, Yakima Air Terminal	▪ See Transportation Element and Transportation Plan.
Airport	City of Yakima	▪ Reliable and safe air service at a facility that is compatible with the community.
Street Lights	City of Yakima	▪ None.
Wastewater	Yakima Public Works	▪ 342.8 pounds of organic loading per day per 1,000 population.
Stormwater	Yakima Public Works	▪ Maintain per Ecology Stormwater Management Manual for Eastern Washington or equivalent as determined by the Stormwater Management Program for the City of Yakima.

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Facility Type	Provider	Level of Service Standard
Water	Yakima Public Works Nob Hill Water Association	▪ Yakima: 233 gallons per day (gpd) per equivalent residential unit (ERU). ▪ Nob Hill: 316.7 gpd/ERU.
Irrigation	Yakima Public Works	▪ Minimum design pressure of 20 psi.
Refuse	City of Yakima Refuse	▪ 1.04 tons of refuse per household per year. ▪ Set level of service consistent with existing service of collecting 1.04 tons per household per year. ▪ Set service standard for percent of solid waste diverted to recycling.



Source: City of Yakima

Policy 7.1.10 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.

Source: City of Yakima

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

Policy 7.2.1 Use departmental plan documents, including functional and supplemental analyses, to plan for the long-term facility needs of individual services.

Policy 7.2.2 Work with Yakima County, adjoining jurisdictions, and local purveyors to manage, regulate, and maintain the regional water, wastewater, and irrigations systems, factoring in the impacts of persistent drought, flooding, and precipitation conditions that are less predictable year over year.

Policy 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

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and entertainment facilities, public safety/public works, libraries, swimming pools, and other social and recreational facilities.

Policy 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.**

Policy 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.

Policy 7.3.2 Prioritize social, environmental, and economic equity in siting or expanding capital facilities.

Policy 7.3.3 Encourage public engagement and input into large public capital facility projects to identify community needs and community benefits.

Policy 7.3.4 Identify lands useful for public purposes as lands necessary for future capital facilities, or beneficial for recreational, educational, and other community-based uses.



Source: City of Yakima

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.**

Policy 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.

Policy 7.4.2 Encourage water conservation by residents and businesses and undertake municipal actions to conserve water and water resources as appropriate.

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Policy 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.
Policy 7.4.4	Extend City of Yakima sewer services within the city limits and UGA in accordance with planned growth.
Policy 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.
Policy 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.
Policy 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.
Policy 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.
Policy 7.4.9	Provide for municipal, maintenance, and public safety building space reflecting changing needs for staffing, information technology, and community service needs.
Policy 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.
Policy 7.4.11	Regularly update the Parks and Recreation Comprehensive Plan to consider appropriate LOS and capital needs for six and 20 years.





Source: City of Yakima

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Policy 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.
Policy 7.4.13	Reduce the solid waste stream and support reuse and recycling.
Policy 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.
Policy 7.4.15	Implement infrastructure system rehabilitation and improvements in order to safely manage services for residents and the environment.
Policy 7.4.16	Correct infrastructure deficiencies and increase system efficiency.
Policy 7.4.17	Study natural hazard risk to anticipate and correct for possible infrastructure failures that may result from natural hazards such as wildfires, flooding, or drought.
Policy 7.4.18	Require concurrency for new development for transportation facilities and invest in transportation facilities to meet adopted levels of service.
Policy 7.4.19	Protect, enhance, and restore natural systems and features for their infrastructure service and other values.
Policy 7.4.20	Promote public facility standards and guidelines that address distinct topographical, geologic, environmental, and other conditions that may lead to service interruptions or infrastructure damage.

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7.5 Implementation

Yakima's Urban Area Comprehensive Plan is implemented through 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 in Exhibit 7-5 aid in this process.

Exhibit 7-5. Capital Facilities Implementation

Implementation Item	Action Type	Result
Capital Facilities Plan	Functional Plan and Funding Plan for six- and 20-year period	▪ 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**	▪ **Capital investment programming over short-term**

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8 Utilities

8.1 Introduction

The Utilities Element of the Yakima 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 its 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 Section of Volume II of this Comprehensive Plan.

Electric and telephone utilities are generally available throughout the entire urban area. Cable television and natural gas are generally available within the city limits and available in some areas within the unincorporated portion of the urban area. The Washington Utilities and Transportation Commission (WUTC) regulates the 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 utilities through 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))

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8.2 Utilities Today and Tomorrow

Conditions and Trends

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





Source: City of Yakima

Exhibit 8-1. Utility Service Providers

Facility Type	Provider	Description	Applicable Plans
Electricity	Pacific Power	Provides supply of electrical power through transmission lines.	▪ 2025 Draft Integrated Resource Plan (PacifiCorp, 2025)
Natural Gas	Cascade Natural Gas Corporation	Provides supply of natural gas from interstate pipelines.	▪ 2025 (WA) Integrated Resource Plan (Cascade, 2025)
Telecommunications	▪ CenturyLink ▪ Charter Spectrum ▪ Cellular services are provided by a variety of national and regional carriers.	Provides transmission of information through telephone, radio, cellular telephone, and cable television.	▪ Unavailable

Electricity

Pacific Power and Light, formed in 1910 from several small electric companies within the Yakima Valley. Pacific Power and Light later restructured in the 1980s, forming Pacific Power as one of two subsidiary business units within PacifiCorp. Pacific Power serves portions of Yakima, Benton, Kittitas, and Walla Walla counties, including owning and maintaining the power grid within the city limits. (PacificCorp, 2025) The large concentration of agriculture,

food processing, and produce storage in Yakima makes up a good portion of energy demand in the city.

As a commitment to WA customers and communities, and in compliance with the Washington Clean Energy Transformation Act (CETA), PacifiCorp has established the Washington Clean Energy Plan and 2025 Clean Energy Implementation Plan (CEIP). The Clean Energy Action Plan is a 10-year planning document that provides a Washington-specific outlook on PacifiCorp's planning efforts for an equitable energy future. The 2025 CEIP lists specific actions taken by PacifiCorp over a four-year period toward compliance with CETA directives.

Natural Gas

Cascade Natural Gas Corporation provides natural gas service to Yakima and the surrounding area and is a subsidiary company of Montana Dakota Utilities (MDU) Resources Group, Inc. Cascade serves more than 318,500 customers spanning 95 communities across Oregon and Washington State (Cascade, 2025). Cascade obtains its supply from production areas in the Rocky Mountains as well as British Columbia and Alberta, Canada. Resources are transmitted through interstate pipelines from the production areas to the service area. The nearest storage facility, which serves low-load customers, is located approximately 100 miles to the southeast, providing network capacity support during seasonal and peak/low demand periods.

Cascade Natural Gas Corporation is served by three natural gas pipelines, each operated by Northwest Pipeline, LLC(Williams Companies), Gas Transmission Northwest (TC Energy), and Enbridge (Westcoast Transmission). For Cascade's serviceable areas across Washington state, load demand growth is anticipated to fluctuate between -0.09% and -0.06% annually, a relatively flat or slightly declining amount of growth. However, added storage capacity is anticipated for 2029 to maintain reliability and price flexibility.

The 2025 Draft Integrated Resource Plan also notes low carbon alternative fuel initiatives such as the emerging supply option called Renewable Natural Gas (RNG). RNG programs receive methane/hydrocarbon gases resulting from landfill organic material decomposition, wastewater treatment facilities, and anaerobic digesters, then process and refine the gases for end users across the system. Other energy efficiency initiatives addressed by the Cascade

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Natural Gas Company include compliance with the Climate Commitment Act entailing a Decarbonization Plan, Greenhouse Gas (GHG) emissions reduction policies, and demand side management targets related to captured efficiency through customer conservation programs.

Telecommunications - Digital

Yakima is served by CenturyLink and Charter Spectrum.

- CenturyLink offers Yakima customers cable and fiber internet, home phone, and television services.
- Charter Spectrum offers Yakima customers television, fiber-powered internet, mobile and home phone services.

Telecommunications – Cellular

Local telephone service is provided by CenturyLink (WUTC, 2016). Yakima's cellular network is served by Verizon, AT&T, T-Mobile, Dish Wireless, U.S. Cellular, and various other providers.

Challenges and Opportunities

Emerging Technology

The goals and policies expressed in this element support the ever-present societal, economic, political, and cross-industry challenges of managing regional utility distribution systems. Maintaining pace with emerging utility technologies may be the most fiscally and physically challenging for the utilities serving the City of Yakima. These challenges may be related to placement and equitability of battery energy storage systems, renewable natural gas, and high-density telecommunication coverage both within and surrounding Yakima. Public safety, hazard mitigation, and system resiliency will need to adapt as new technologies create varying impacts across the community of Yakima.

These challenges are not unique to the City of Yakima; communities across the nation are faced with similar challenges. The market demand for these technologies also creates

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opportunities for diversified energy resources, small business/job creation, and inclusive access to digital information.

Natural Hazard-Caused Damage to Utility Infrastructure

Utility infrastructure provided by both public and private entities requires significant investment in the built environment. As these investments that support Yakima span the entire region, both regional and local natural hazards, including wildfires, floods, and extreme heat, could hinder their ability to continue providing services and may even exacerbate the negative impacts of these events. Examples of this could be damage to regional electricity infrastructure during wildfires and extreme heat when energy demand for cooling and air filtration is likely the highest, or communications interruptions during events that require emergency communication, dispatch, and response. The risks posed to utility infrastructure and the need for resilient back-up resources are vital to ensure continued service provision even during periods of peak demand. See the Climate Vulnerability Assessment Memo, Appendix A, for further analysis.

Future Needs

Energy and telecommunications industries have been diversifying over the past few decades, including residential solar power generation and expanded 5G/broadband telecommunications coverage. But as demand increases for more electricity to power the growing community, the facilities needed to support that demand will need clear regulatory paths to ensure public health, safety, and welfare. While the demand and usage of natural gas is projected by Cascade Natural Gas Company to be relatively flat or slightly declining through 2050, the City of Yakima will need to ensure the placement and design of Renewable Natural Gas systems are in pace with building and fire code regulations. Service coverage by digital and cellular telecommunication providers continues to receive improvements across the city. As access to fiber internet and cellular services become more readily available, considerations should be made to ensure that infrastructure supporting expansion of these services provides both equitable opportunities and protects against degradation of community and publicly funded assets.

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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.**

Policy 8.1.1 Ensure adequate communication between the City and utility providers to coordinate housing, population, and employment growth, and the development of service capacities.

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

Policy 8.2.1 Ensure coordination with and in-between city departments, Yakima County, adjoining jurisdictions, and local purveyors to manage the placement and construction of utilities.

Policy 8.2.2 Use codified land use designations, engineering design specifications, and building/energy code policies and regulations to manage placement and construction of utilities, encouraging the efficient use of land and co-location of facilities where feasible.

Policy 8.2.3 Ensure that utility facilities are designed, built, and maintained to have a minimal impact on surrounding neighborhoods

Policy 8.2.4 Ensure that utility facilities are designed, built, and maintained to reduce safety hazards resulting from inclement weather, aging facilities, and support efficient emergency management and response efforts when needed.

Policy 8.2.5 Educate utility providers and utility consumers on the costs and benefits of emerging technologies that may provide added sustainability and reliability.



Source: nbcrightnow.com

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Policy 8.2.6 Allow Yakima to be geographically competitive and attractive for businesses to locate by encouraging provision of high quality telecommunications services.

Policy 8.2.7 Support the undergrounding of utility lines in new development and in substantial redevelopment or major rights-of-way improvements.

Policy 8.2.8 Ensure the resilience of utility services in the event of extreme weather events and natural disasters through redundancy

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 in

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Exhibit 8-2 aid in this process.

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Exhibit 8-2. Utilities Element Implementation

Implementation Item	Action Type	Results
Capital Facilities Plan	Functional plan and funding plan	▪ Capital investment in utilities
Land Use Code YMC Title 15	**Regulatory law**	▪ **Well-designed and appropriately-located utility facilities**
Development Review	Review process	▪ Review of private provider facilities
Cascade Natural Gas 2011 2025 Integrated Resource Plan	**System Plan, updated periodically**	▪ **Natural gas provided in coordination with growth**
Pacific Power 2015 2025 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**

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9 Parks and Recreation

9.1 Introduction

The mission of Yakima Parks and Recreation (YPR) is "to provide beautiful places with quality recreation opportunities that enrich the well-being of our community." The division offers recreational programs and activities, maintains facilities that are aesthetic and desirable for use, and enhances the well-being of Yakima's citizens. This element has been written based on the 2022-2027 Yakima Parks and Recreation Comprehensive Master Plan, which is an update to the 2017-2022 plan written to guide the future of park acquisition, development, and management that meets level of service standards as the city grows and changes over time.

Open Space and Recreation–Growth Management Act

Retain open space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities. (RCW 36.70A.020(9))

9.2 Today and Tomorrow

Conditions and Trends

Parks Inventory

There is approximately 756 acres of parks and open space land in the city limits and UGA. This includes city, state, and non-profits owned and operated parks. Yakima Parks and Recreation Division owns and manages approximately 332 acres of parks and recreation facilities. This inventory includes only parks that meet the criteria of neighborhood parks, mini-parks, community parks, and parkways and which are fully owned and operated by the Yakima Parks and Recreation Division. Parks that are either externally operated, externally owned, or do not meet size or amenity criteria described above are also included in Exhibit 9-1 but do not count towards overall YPR acreage or facilities.





Source: City of Yakima

Aside from the facility inventory, the City of Yakima Parks and Recreation Division offers a variety of passive and active recreational activities for adults, youth, and seniors through sports programs, the senior center, summer day camps, and other special events. Passive recreational activities in Yakima include walking, nature watching, fishing, etc. Active recreational activities are provided in various facilities such as sports fields, biking trails, etc. See Exhibit 9-1 for park types by acre. Exhibit 9-2 shows a map of Yakima's existing neighborhood parks, mini-parks, community parks, parkways and trails. A more detailed inventory of all parks and recreational facilities that serve the community is discussed in the City's 2022 – 2027 Parks and Recreation Comprehensive Plan.

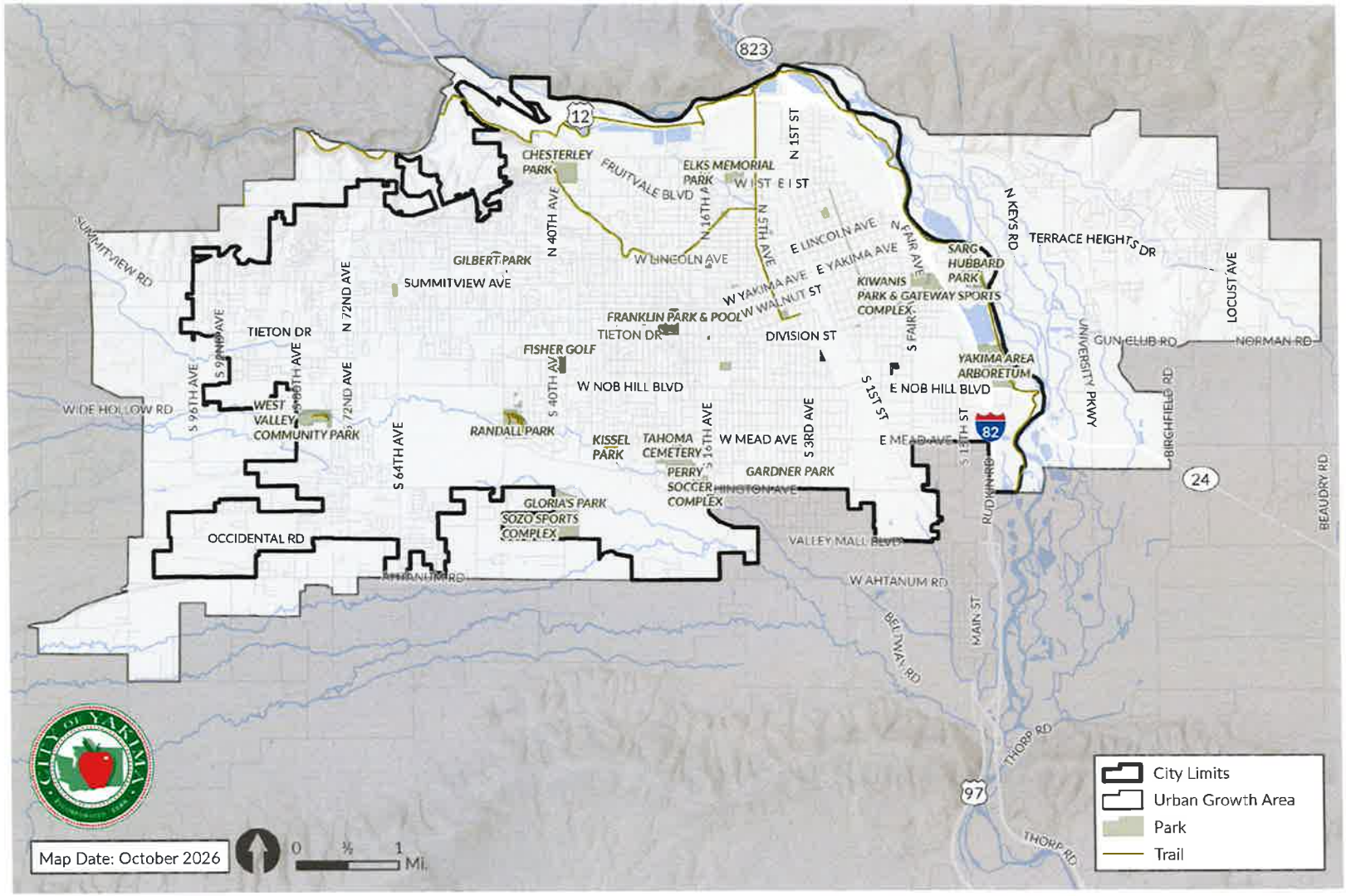
Exhibit 9-1. Parks Acres by Park Type in Yakima

Park Type	LOS-Included Acres	LOS-Excluded Acres*
Mini Park	10.32	3.63
Neighborhood Park	51.36	-
Community Park (includes Fisher Golf Course)	254.40	
Parkway	16.38	-
Cemetery	-	55
Arboretum	-	60
Sozo Sports Complex (Private)	-	38.5
Yakima sportsman state park		266
Total	**332.46**	**423.13**

*Parks that are not owned and/or operated by YRP or do not meet the criteria of these park types are excluded
Source: Yakima Parks and Recreation Division 2022 – 2027 Comprehensive Plan; City of Yakima, 2026; BERK, 2026.

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Exhibit 9-2. Parks in Yakima



Source: City of Yakima, 2026; BERK, 2026

Regional Trails Through Yakima

Parks in Yakima contain walking paths and trails that provide necessary, low-impact recreation to residents and visitors as well as safe and accessible routes from residential areas to commercial and public service areas. These trails serve as both passive recreation spaces and transportation routes and are further detailed in the Transportation Element and 2021 City of Yakima PMP. In addition to its local trail systems within parks, Yakima is served by two larger regional trails: the William O. Douglas Trail, which spans from Union Gap westward to Mount Rainier National Park, and the Yakima Greenway which spans from Union Gap to Naches along the Yakima River (see Exhibit 9-2).

William O. Douglas Trail

This hiking trail follows an 80-mile route through Yakima. It serves as an important recreation site for day hikers and backpackers alike and provides unique environmental education opportunities considering that the trail spans several distinct regional ecosystems. The trail also provides the opportunity to explore the life and legacy of U.S. Supreme Court Justice William O. Douglas, for whom the trail is named and for whom historical markers throughout the route are placed.

Yakima Greenway

Yakima Greenway is a non-profit managed trail that begins in the Union Gap, goes through Yakima, and ends in Naches. The 20-mile greenway runs along the Yakima River and provides parks, river access, and playgrounds that are highly used by the community in a variety of ways. The trail is also an important transportation corridor given that it is paved, relatively flat, and connects each of the cities with minimal interaction between motorists and trail users.

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Tree Canopy Inventory

The City of Yakima's tree canopy provides necessary ecosystem services as well as generating shade that is a vital resource to combat the urban heat island effect. The current tree canopy covers 45 % of the city, 33% of the unincorporated urban growth area, and 40% of park acres (see Exhibit 9-3). Canopy is concentrated outside of the Yakima downtown core. While YPRD-owned/managed facilities provide much of this tree canopy, less urbanized areas of the city with lower-density development make up the bulk of the tree canopy. Residential tree canopy increases overall access to shade but may be at risk of removal due to development pressure, aesthetic decisions by homeowners, or poor stewardship. Additionally, tree canopy which is concentrated in and near low-density population centers of Yakima increases the wildland urban interface, a key metric in determining the risk that wildfires may pose to the built environment. See Appendix A (Vulnerability Assessment Memo) for WUI analysis.



Source: City of Yakima

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Exhibit 9-3. Tree Canopy Calculation – City, UGA, and Parks

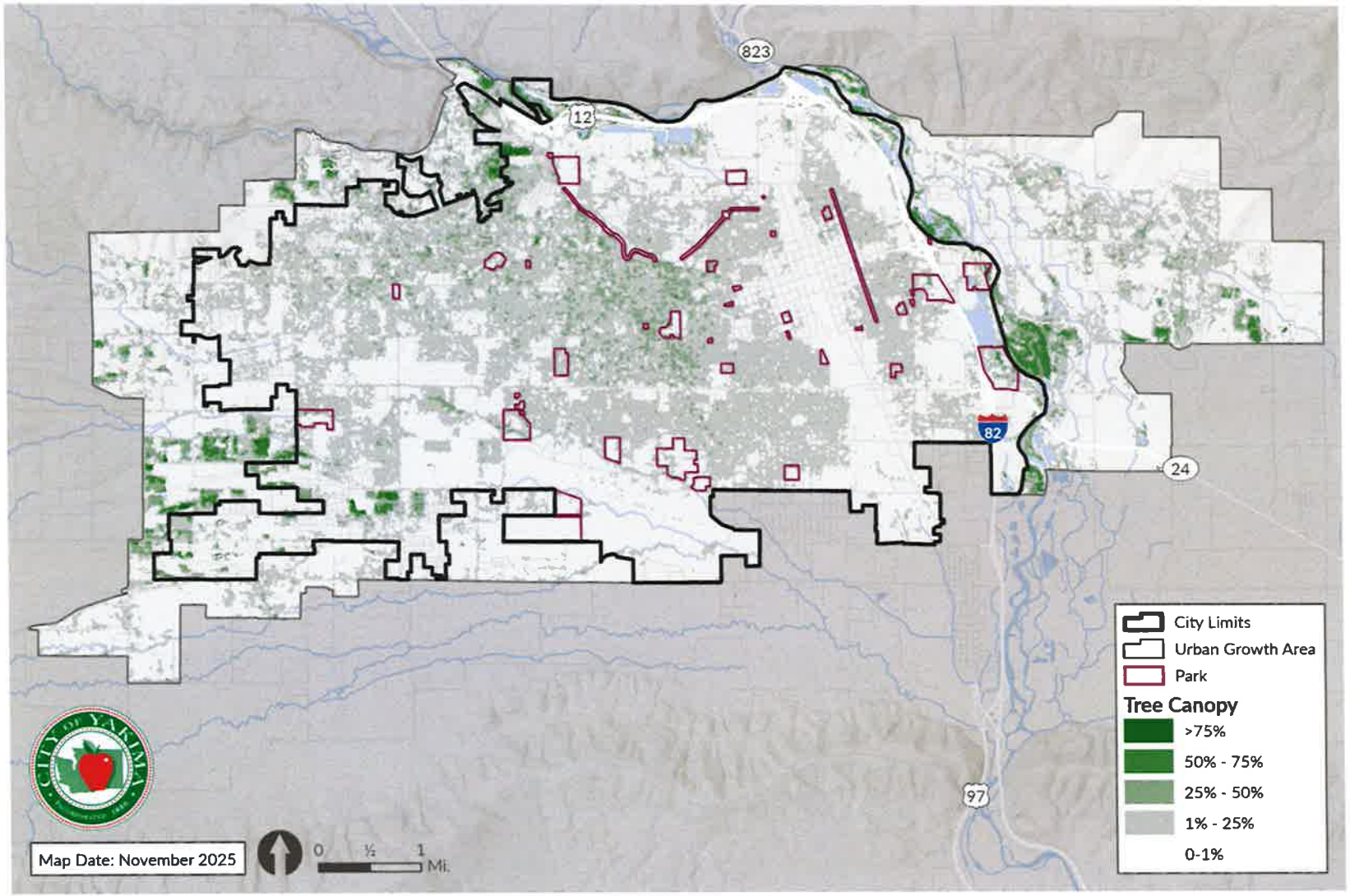
Geography	Tree Canopy Acreage	Total Acreage	% Tree Canopy Coverage
Incorporated City of Yakima	8,087	18,095	45%
Unincorporated UGA	3,492	10,696	33%
Full UGA (Incorp. + Unincorp.)	**11,579**	**28,791**	**40%**
Parks in City of Yakima	120	~300	40%

Source: US Forest Service, National Land Cover Dataset, 2023; City of Yakima, 2025; BERK, 2025.

While trees on privately owned lands improve air quality, sequester carbon, and create shade, publicly owned or maintained trees provide these same services with the additional benefit of publicly funded, routine maintenance from city agencies. Public tree canopy can be found along roadways and parkways, adjacent to public land, or within parks. The Yakima Parks and Recreation Division is responsible for the capital improvements and maintenance of trees in parks, open spaces, and along several parkways throughout Yakima. See Exhibit 9-4 for tree canopy cover and city parks in Yakima.

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Exhibit 9-4. Tree Canopy Cover and City Parks, City of Yakima, 2023



Source: US Forest Service, National Land Cover Dataset, 2023; City of Yakima, 2026; BERK, 2026.

Challenges and Opportunities

Yakima's park system includes an extensive inventory of passive and active recreation facilities. Repair and maintenance of these facilities 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. The community enjoys its outdoor facilities most of the year due to favorable weather in the spring, summer, and fall months. In recent years, as the City is experiencing more extreme weather due to heat and more days of poor air quality from nearby wildfires, residents may have fewer opportunities to enjoy the outdoors. Shade infrastructure and tree canopy will become important parts of parks and recreation facilities to ensure that residents continue to enjoy outdoor recreation in Yakima and live active lifestyles.



Source: City of Yakima

Increased access to existing trail systems, such as the William O. Douglas Trails, Yakima Greenway, and Powerhouse Canal Pathway, is also a priority.

Challenges to Increase Tree Canopy

Much of the urban tree canopy in Yakima is located on private property. This presents a challenge to ensure that the expense and effort to maintain these trees falls on the owners of the property. The City of Yakima can support these landowners through public programs for privately-owned canopy in recognition of the important stewardship role that these individuals have in this important resource.

Additionally, the City can prioritize maintaining existing public canopy and augment it through additional planting on publicly owned parcels or roadways that have less canopy, such as in areas near the downtown core. This can be done in coordination between the City of Yakima departments and in partnership with other agencies and organizations that manage public lands.

One additional challenge the Parks and Recreation Division faces is the important balance of providing tree canopy in parks without hindering the intended use of sports fields, pools, and playgrounds. This creates an opportunity to invest in areas with low canopy without these barriers to ensure continued recreation access.

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Future Needs

Future Park Needs

YPR owns and manages 37 park facilities ranging in size from 0.13 acres to 37 acres. These parks cover 332 acres of parkland within the city limits. This acreage does not include all recreation facilities in the City of Yakima. Facilities open to the public that have shared ownership, operations, or maintenance are excluded from this calculation but are listed below as they make up part of the recreation and open space in Yakima. Also, this does not include 266 acres of Yakima Sportsman State Park. The nature of their ownership, management, or intended use means that they fall outside of this LOS criterion and are not calculated as part of the level of service standard.



Source: City of Yakima

- Gyms, fields, and tennis courts owned and operated by school districts
- Henry Beauchamp, Jr. Community Center
- Facilities managed by the Parks and Recreation Division but are not parks, such as the Tahoma Cemetery.
- Yakima Arboretum
- Sozo Sports Complex
- Yakima Valley College fields

YPR facilities fall below the acreage standards set forth in the 2022-2027 YPR Comprehensive Master Plan for Community Parks and Neighborhood Parks/Mini Parks/Parkways. Additional analysis of the deficiency relative to the standard as well as future needs can be found in the Capital Facilities Section of Volume II of the Comprehensive Plan. Certain resource-sharing and public access agreements exist among Yakima Greenway, Yakima Arboretum, local school districts, and other private and non-profit entities that manage publicly available parks and open spaces. The resource-sharing and public access agreements are described in detail in the 2022-2027 Yakima Parks and Recreation Comprehensive Master Plan. These agreements ensure that despite the deficiency in YPR-owned and operated facilities, there are adequate publicly accessible facilities to meet the recreational and open space needs of residents.

Future Tree Canopy Needs

The 2022-2027 Yakima Parks and Recreation Division Comprehensive Plan identifies several parks capital investments that include tree planting, canopy maintenance, and replacement of dead or dying trees. These are vital steps to increase the tree canopy and ensure that it is comprised of healthy trees both in the City and the Urban Growth Area. Parks Department capital investments in tree canopy do not include routine maintenance of trees but rather specific investments to plant new trees or to replace trees that are dangerous to park users. These investments make up a small percentage (.1%) of the total capital improvements spending over the last 25 years. Moving forward, additional steps will be taken by the Yakima Parks and Recreation Division to evaluate tree health in parks throughout the city and UGA and prioritize investments which will increase canopy throughout parks (see Policy 9.8.5 below).

9.3 Our Parks and Recreation Plan

The 2022-2027 Yakima Parks and Recreation Division Comprehensive Plan is the guiding document for the Parks and Recreation Department. This document provides an updated list of facilities, activities, partnerships, and capital improvements that are necessary to meet the increased demand for recreation put on the department by the growing population of the City. The plan includes several needed capital improvements organized by district, which have then been listed in subsequent Capital Budgets, including the most recently adopted 2025-2029 Capital Budget. These two documents provide the necessary roadmap to ensure that partnerships are strengthened, park maintenance is provided, and capital improvements are identified and funded to ensure that parks service standards are met over the planning period.

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.**

Policy 9.3.1 Explore opportunities for leveraging local money for park development through both public and private grant funding.

Policy 9.3.2 Establish an ongoing Capital Improvement Plan (CIP) for Parks and Recreation facilities.

- 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.**

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



Source: City of Yakima

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

Policy 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 standard service levels and equitable distribution of parks facilities.
- Meet with local neighborhood associations and residents to identify their needs and interests.
- Consider possible flooding and damage from extreme precipitation in future land acquisition and park development
- Consider land acquisitions and park development that shrinks Yakima's wildland urban interface (WUI) to minimize the potential for wildfire damage to infrastructure and homes.
- Consider land acquisitions and park development that shrinks Yakima's urban heat island to mitigate the impacts of extreme heat
- Consider safe pedestrian and bicycle access in future land acquisition and park development.

Policy 9.5.2 Ensure that future park development and land acquisition is aligned with demand estimates and consistent with the City of Yakima Capital Facilities Plan.

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.**

Policy 9.6.1 Continue to cooperate and share resources to develop and expand the Yakima Greenway.

Policy 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.
Policy 9.6.3	Ensure that bikeways and pedestrian pathways are considered in surface transportation planning for the City of Yakima.
Policy 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.
Policy 9.6.5	Utilize greenway development as a means to improve stormwater management and to fragment urban heat islands through the implementation of low-impact development and landscaping practices.
Policy 9.6.6	When possible, use landscaping and 'complete street' principles to buffer greenway users from vehicle users.
Policy 9.6.7	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.
Policy 9.6.8	Consider alternative connections to the William O. Douglas Trail portion which goes through the City of Yakima.
Policy 9.6.9	Explore possibilities for establishing pathway connections between existing and future parks.
GOAL 9.7	**DEVELOP INNOVATIVE APPROACHES TO CREATING NEW PARK FACILITIES.**
Policy 9.7.1	Promote private, public and not profit partnerships for capital improvements to parks.
Policy 9.7.2	Encourage creation of a centrally located outdoor performing arts stage or facility through a public, private and/or business partnership.

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Policy 9.7.3	Encourage development of non-traditional recreation venues including a water park, BMX track, skate parks, disc golf courses, shoreline parks, and other facilities for emerging sports and activities.
Policy 9.7.4	Use city cultural and historical landmarks as a cornerstone for park development whenever possible.
Policy 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.**
Policy 9.8.1	Support continued expansion of the Yakima Greenway.
Policy 9.8.2	Support the fostering of a strong relationship between the Greenway and abutting city neighborhoods.
Policy 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.
Policy 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.
Policy 9.8.5	Evaluate tree canopy coverage within UGAs and ensure that the long-range plan preserves or improves tree canopy in parks within the UGA

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 in Exhibit 9-5 aid in this process.

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Exhibit 9-5. Parks and Recreation Implementation

Implementation Item	Action Type	Results
Capital Facilities Plan	Functional plan and funding plan, updated periodically	▪ Capital investment in parks; improvement of park facilities
Capital Improvements Budget	**Updated annually to reflect parks investments for the following four years**	▪ **Improvement and maintenance of parks**
Parks and Recreation Comprehensive Plan	Functional plan, updated periodically	▪ Guide future park needs ▪ Maintain grant eligibility consistent with the Washington State Recreation and Conservation Office (RCO) requirements
Bicycle Master Plan	**Strategic plan for bicycle circulation**	▪ **Improved bicycle network and connectivity between services and residences via parkways**

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10 Natural Environment

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 identifies the existing conditions, challenges, and opportunities of the City of Yakima with respect to those components and identifies future goals for management.

Natural Environment – Growth Management Act

- **Open space and recreation.** Retain open space, enhance recreational opportunities, enhance 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))

The City of Yakima has established a Critical Area Ordinance (CAO) to designate and protect critical areas through Chapter 15.27 of the Yakima Municipal Code. The CAO defines when the presence or proximity of a critical area requires analysis, avoidance, protection, conservation, and/or mitigation when the development activity results in the potential to impact these natural resources.

In addition, information collected in the attached Appendices (Vulnerability Assessment Memo, Appendix A) will be used to describe future trends related to resilience to worsening climate conditions that impact the natural environment. These appendices helped inform strategies, goals, and policies that are necessary to ensure resilience to projected impacts to the natural environment over the planning period and beyond.

Climate Resiliency - Growth Management Act

- **Climate change and resiliency**. ...Adapt to and mitigate the effects of a changing climate;... prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice. (RCW 36.70A.020(14)

10.2 Today and Tomorrow

Conditions and Trends

The following is a brief description of the components of Yakima's natural environment based on the analysis located in the Climate Vulnerability and Risk Assessment, prepared by Cascadia Consulting Group and BERK Consulting (2025) as well as the 2017 Existing Condition Report.

Critical areas in the City of Yakima, as regulated through Yakima's CAO pursuant to RCW 36.70A.170, include geologically hazardous areas, critical aquifer recharge areas, frequently flooded areas, wildlife habitat conservation areas, and wetlands. Each critical area is discussed throughout Section 10.2, along with map exhibits. Areas represented in the map exhibits are noted to contain, or likely to contain, environmental values or functions related to these protected natural resources.

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).



Source: City of Yakima

In 2020, the Yakima Regional Clean Air Agency updated its 2014 Air Plan with new regulations and rules that strive to ensure that Yakima County can maintain compliance with the standards for PM2.5 concentrations[3]. These smaller particulates pose a particular health risk to those with lung and heart problems, the elderly, and the young. The plan does not explicitly address the air quality impacts of wildfire smoke but instead focuses on controllable, non-emergency-related sources of air pollution. Outputs which the plan addresses include residential heating (wood-burning stoves), dust on gravel roads, and tilling of fields. Wildfire smoke poses severe air quality concerns, especially related to PM2.5.

Because of local topography, climate conditions, and increased likelihood and severity of regional wildfires, the concentrations and associated health problems can be most severe in the fall and winter. The YCRAA plan and Appendix A combine a number of regulatory and voluntary tools to achieve reduction targets for PM2.5 emissions, manage poor air quality, and decrease vulnerabilities in the natural and built environment.

[3] REGULATION 1 OF THE YAKIMA REGIONAL CLEAN AIR AGENCY, October 8, 2020. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.yakimacleanair.org/site/files/file_manager/page/shared/YRCAA_Regulation_1-_2020_adopted_8Oct2020_FINAL.pdf

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Geology

The Yakima Valley can be viewed as part of a larger geologic structural system that is underlain with folded flow layers of a thick sequence of Yakima basalt. The upper basalt layer is primarily composed of sedimentary rocks of the Ellensburg formation, up to 1,000 feet thick. These rocks are then overlain by cemented basalt gravel, up to 400 feet thick, comprising the second layer. The valley floor and final layer are composed of alluvial sand and gravel, up to 30 feet thick. [4]





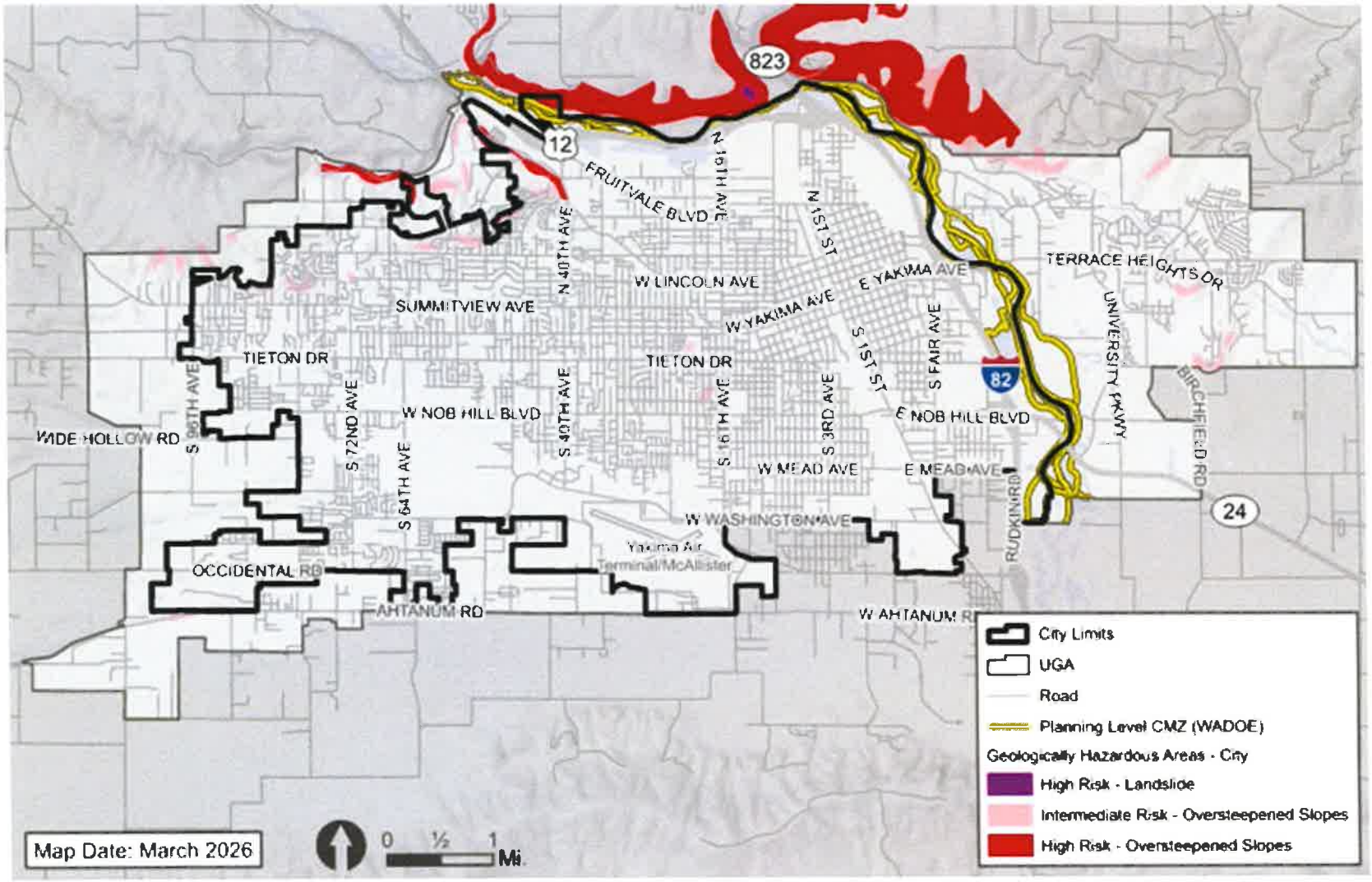
Source: City of Yakima

Geologically Hazardous Areas

Geologically hazardous areas include areas of erosion hazard, landslide hazard, seismic hazard, and other hazards, including volcanic hazards, mining hazards, 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 geological hazards have been mapped: high risk landslides, intermediate and high risk over-steepened slopes, and channel migration zones that are associated with shoreline waterbodies (Exhibit 10-1). 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. These classifications are used to derive the level of risk associated with land containing soil, geology, or steep slope gradients that pose a risk for erosion, landslides, earthquake activity, or instability. The presence of hydrologic activity and historical hazardous events also contribute to the potential for hazardous conditions. The Washington Department of Natural Resources (DNR) further supports the evaluation of hazardous seismic activity through assessment of liquefaction susceptibility of soils (Exhibit 10-2) and underlying geology (Exhibit 10-3) as well as site classifications identifying the need for additional structural engineering (Exhibit 10-4).

[4] Washington Geological Survey, 2024, Surface geology, 1:500,000 scale-GIS data, March 2024

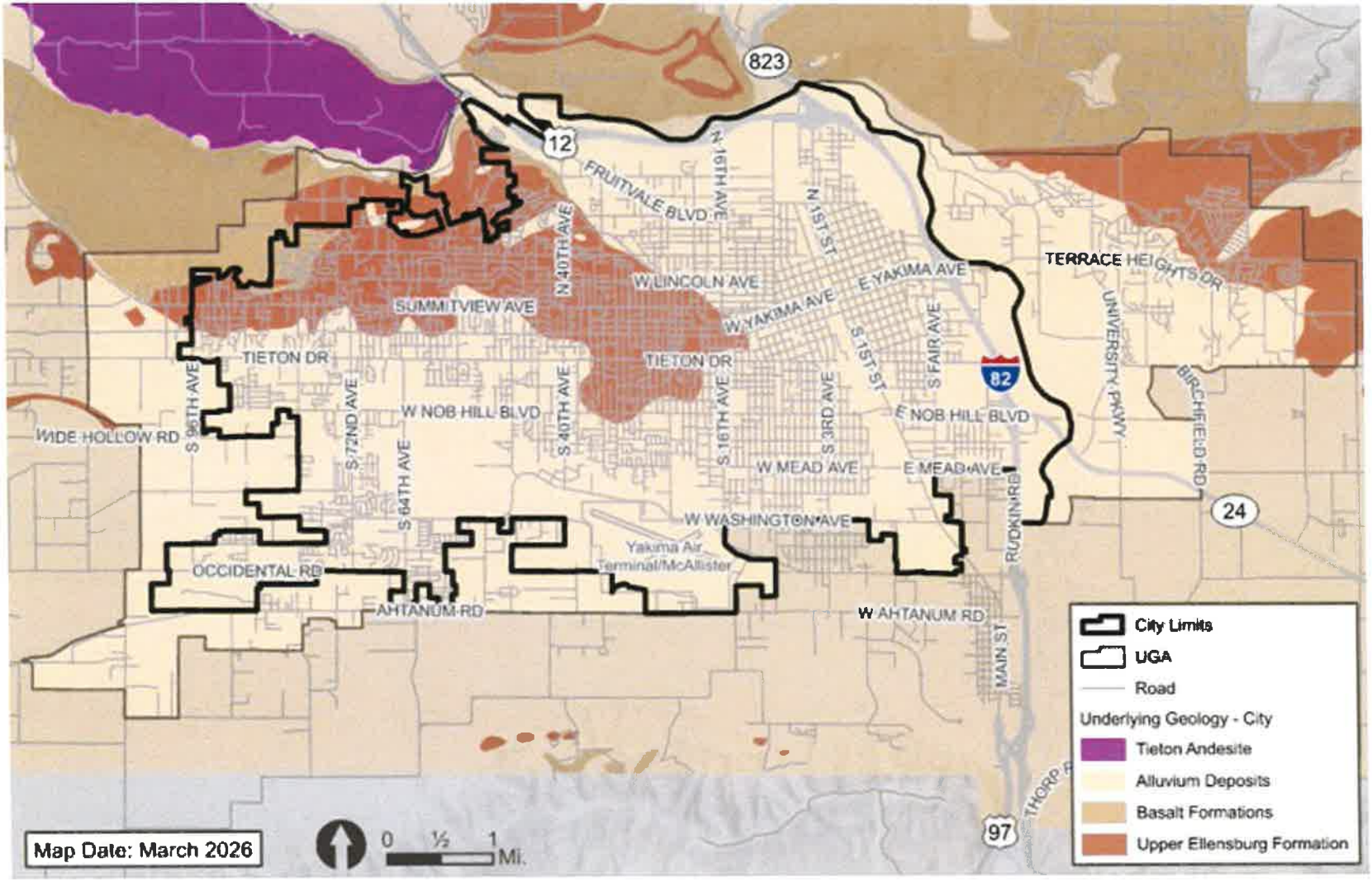
Exhibit 10-1. Geologically Hazardous Areas – City of Yakima



Source: City of Yakima GIS, 2025; WA Dept. of Ecology, 2025

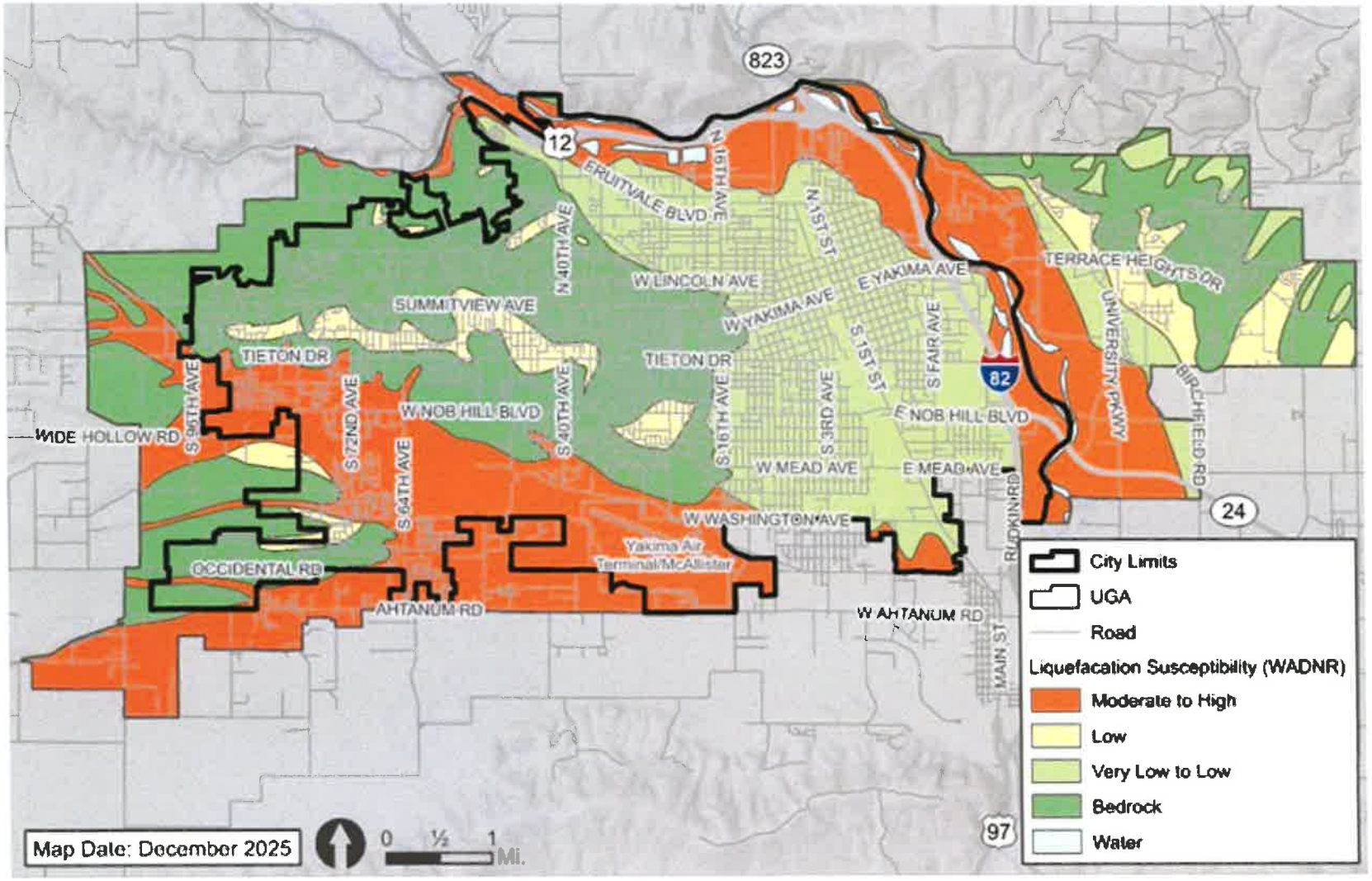
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Exhibit 10-2. Underlying Geology – City of Yakima



Source: City of Yakima GIS, 2025

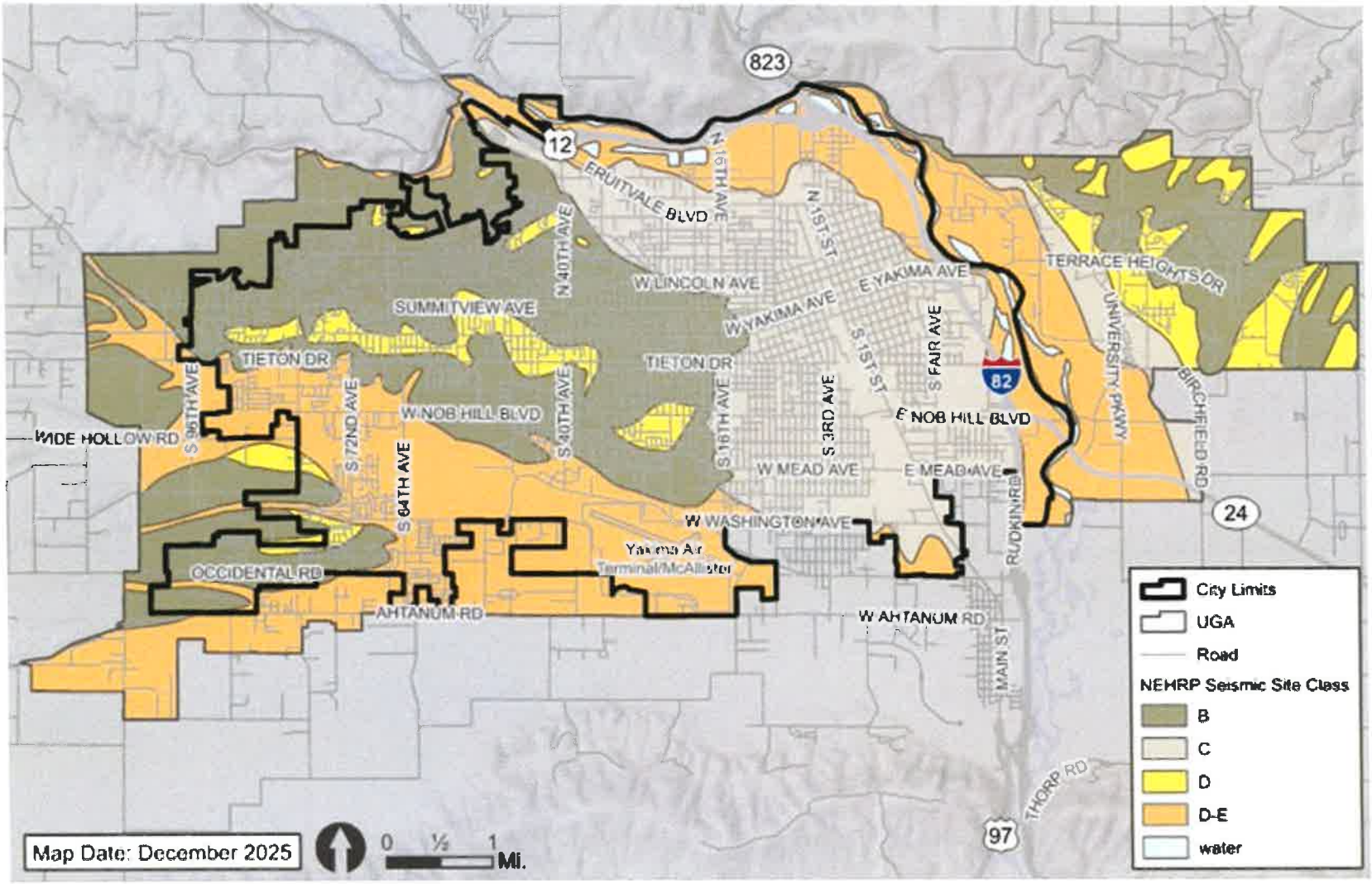
Exhibit 10-3. WA Dept. of Natural Resources, Liquefication Susceptibility – City of Yakima



Source: WA Dept. of Natural Resources GIS, 2025

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Exhibit 10-4. WA Dept. of Natural Resources, NEHRP Seismic Site Class – City of Yakima



Source: City of Yakima GIS, 2025

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 the 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 also has an impact on water temperatures. Increases in water temperature and pollutant loads as a result of human intervention or climatic conditions may put significant stress on species of plants, birds, and fish. These impacts may result in range depletion, increased mortality, shortened breeding periods, and increased competition between native species and invasive species.

As part of the federal Clean Water Act compliance, the Washington Department of Ecology implements a testing protocol and tracking procedures for impaired water in the state. Nine waterbodies in the city have been documented as exceeding standards for one or more parameters in the most recent assessment from 2022.

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Exhibit 10-5. Water Quality Impairment

Category	Waterbody – Parameter
5 – Polluted water bodies that are impaired, TMDL or other approved water quality improvement projects or pollution cleanup plans are required for the water bodies in this category	▪ Cowiche Creek – DDE, DDT, Fecal Coliform, E.Coli, pH, PCBs, ▪ Naches River – pH, Temperature ▪ Randall Park Pond Outlet – Dissolved Oxygen (DO), Temperature ▪ Rotary Lake – pH ▪ Wide Hollow Creek – Temperature, DDE, DDD, DDT, DO, pH ▪ Yakima River – pH, Temperature
4A — Impaired Water that does not require a TMDL (Total Maximum Daily Load) but already has an EPA-approved TMDL plan in place and implemented	▪ Cowiche Creek – Temperature ▪ Randall Park Pond Outlet – Fecal Coliform, E.Coli ▪ Shaw Creek– Fecal Coliform ▪ Wide Hollow Creek – Fecal Coliform, E.Coli
4C — Impaired Water that does not require a TMDL and is impaired by causes that cannot be addressed through a TMDL plan.	▪ Myron Lake – Non-Native Aquatic Plants ▪ Rotary Lake – Non-Native Aquatic Plants ▪ Wide Hollow Creek –Instream Flow
2 – Waters of Concern	▪ Cowiche Creek - DO ▪ Myron Lake – E.Coli, pH ▪ Randall Park Pond Outlet – Ammonia-N, pH ▪ Unnamed Tributary to Bachelor Creek – Fecal Coliform ▪ Wide Hollow Creek – Aldrin/Dieldrin, Endosulfan

Source: WA ECY, 2022

In 2024, the City continued to meet its obligations under the federal Clean Water Act by developing the Stormwater Management Program for 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

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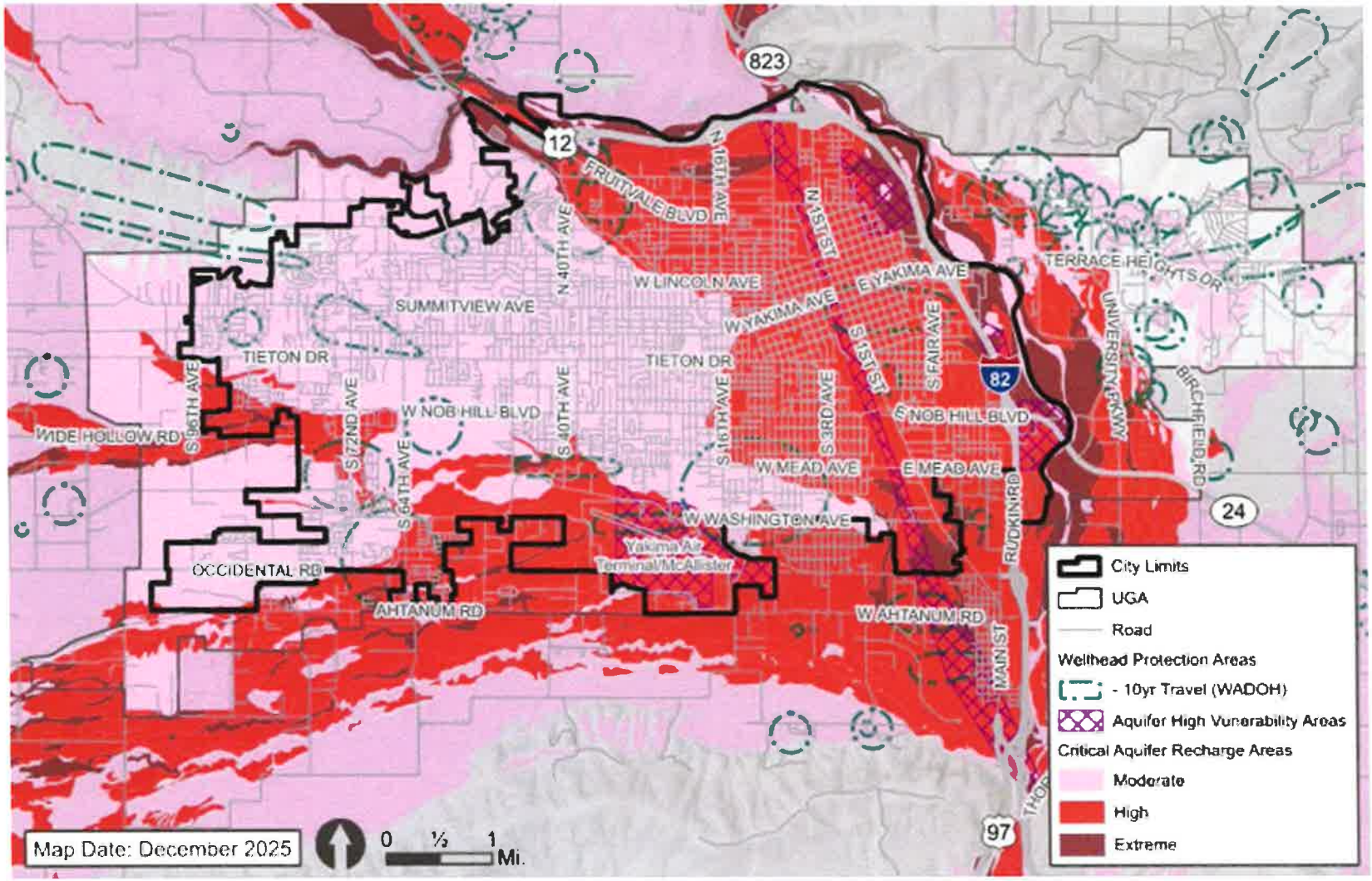
Washington Phase II Municipal Stormwater Permit, and plans and implements performance measures that reduce pollutants in stormwater to the "maximum extent practicable." The City also regulates construction and post-construction stormwater management under Chapters 7.82 and 7.83 of the Yakima Municipal Code. These chapters require use of the latest edition of Washington Department of Ecology's Stormwater Management Manual for Eastern Washington.

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 over approximately 11,000 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 10-5) that cover about 8% of the city limits. The Washington Department of Health maintains updated maps of wellhead protection zones around drinking water sources on its website. See Exhibit 10-6 for the critical aquifer recharge areas map in Yakima.

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Exhibit 10-6. Critical Aquifers Recharge Areas (CARA) – City of Yakima



Source: City of Yakima GIS, 2025; WA Dept. of Health GIS, 2025

Frequently Flooded Areas

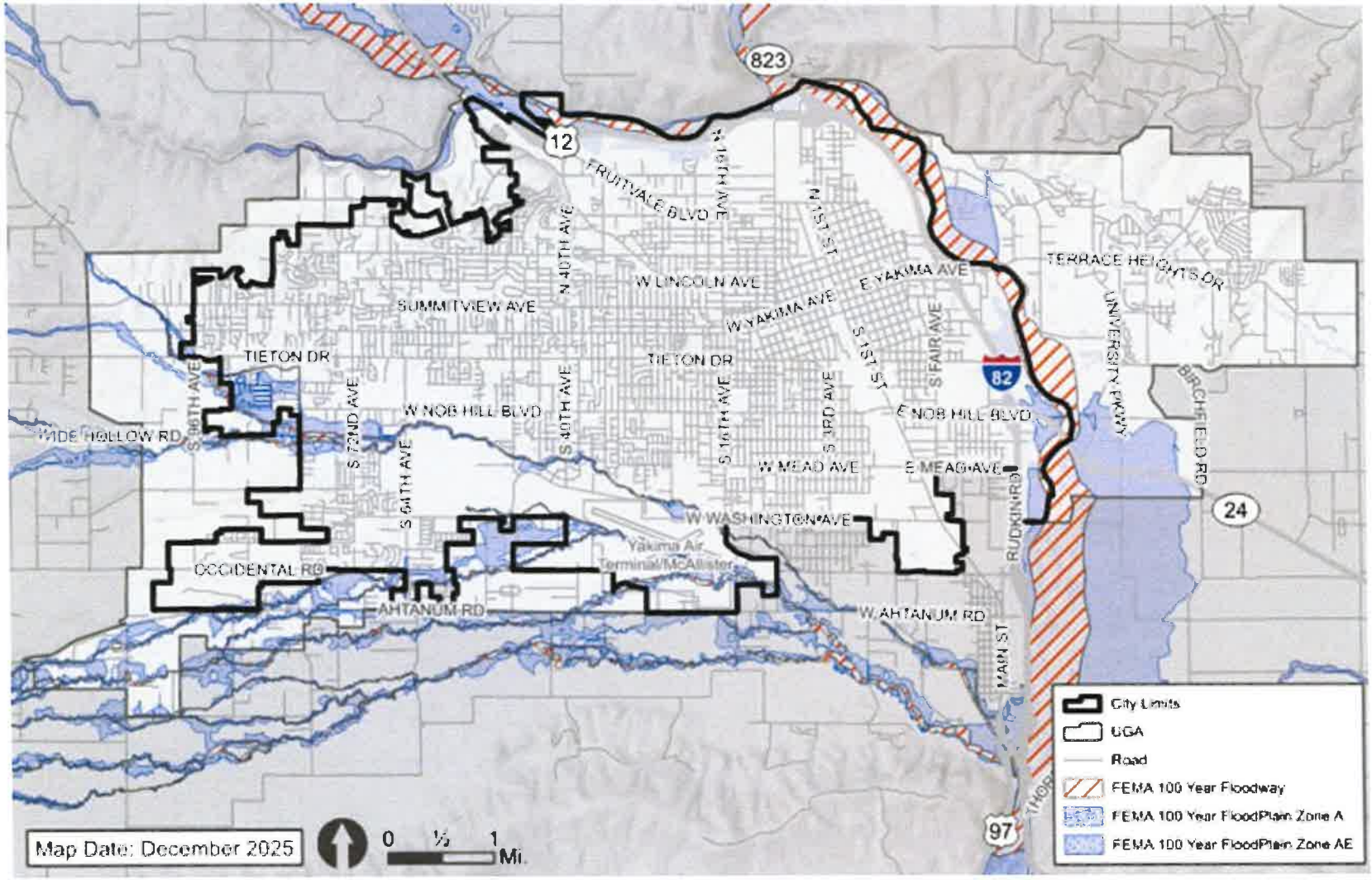
The Federal Emergency Management Agency (FEMA) has mapped the floodplains for the Yakima and Naches Rivers, as well as Wide Hollow, Bachelor, Spring, and Shaw Creeks (see Exhibit 10-7.). Frequently flooded areas are defined in the Washington Administrative Code 365-190-030 as "lands in the floodplain subject to at least a one percent or greater chance of flooding in any given year, or within areas subject to flooding due to high groundwater," also known as the 100-year floodplain. Flood events can cause serious impacts by modifying and destroying the natural environment and the destruction and degradation of structures and critical roadway, bridge, and utility infrastructure.





Source: City of Yakima

Exhibit 10-7. Frequently Flooded Areas, City of Yakima



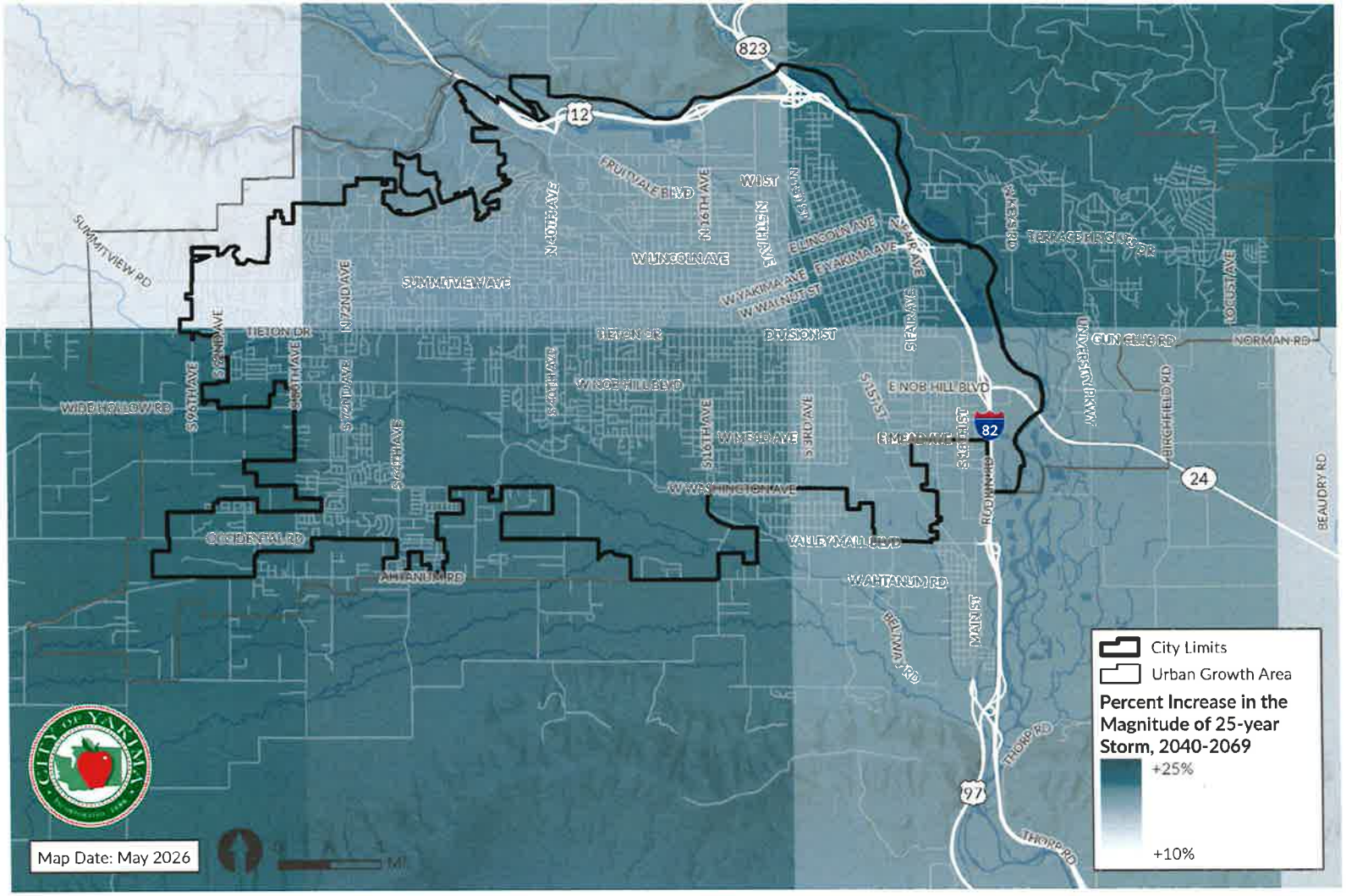
Source: City of Yakima GIS, 2025; FEMA Floodplain Map, 2023

Through Titles 11, 14, and 15 of the Yakima Municipal Code, the City regulates development in or near floodplain 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. 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.

While development in the current 100-year floodplains is well controlled within the City of Yakima, the likelihood of extreme precipitation days is expected to increase over the planning period. These events may lead to more severe and expansive flooding events, affecting a larger area of the city. Exhibit 10-8 provides an overview of the projected increase; additional analysis can be found in Appendix A, the Vulnerability and Risk Assessment.

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Exhibit 10-8. Percent Increase in the Magnitude of a 25-year Storm, From Baseline 1980-2009 to 2040-2069 Under RCP8.5, City of Yakima



Source: UW Climate Impacts Group, Climate Mapping for Resilient Washington, 2025; BERK, 2025.

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 10-9).





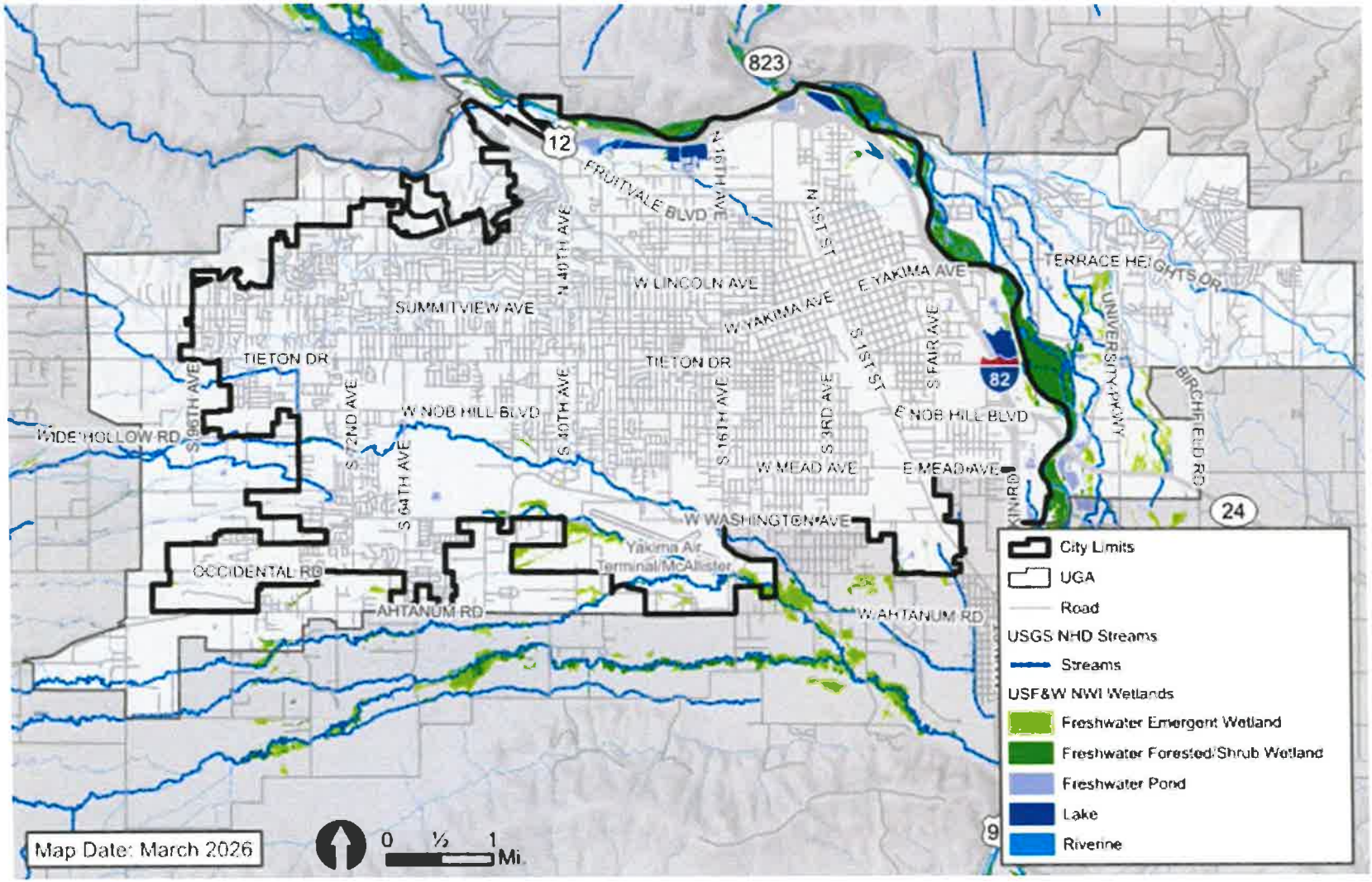
Source: City of Yakima

Yakima resides in the Columbia Plateau ecoregion, the only non-forested ecoregion in Washington State, and is characterized as drylands. Because vegetation and wildlife in these desert-like conditions can vary drastically depending on their proximity to water sources, riparian habitats along the banks and shorelines of rivers, streams, and lakes are easily influenced by changes in weather and human activity.

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 Wide Hollow Creek . Other types of priority habitat in Yakima are designated as "urban natural open space" and waterfowl concentration areas.

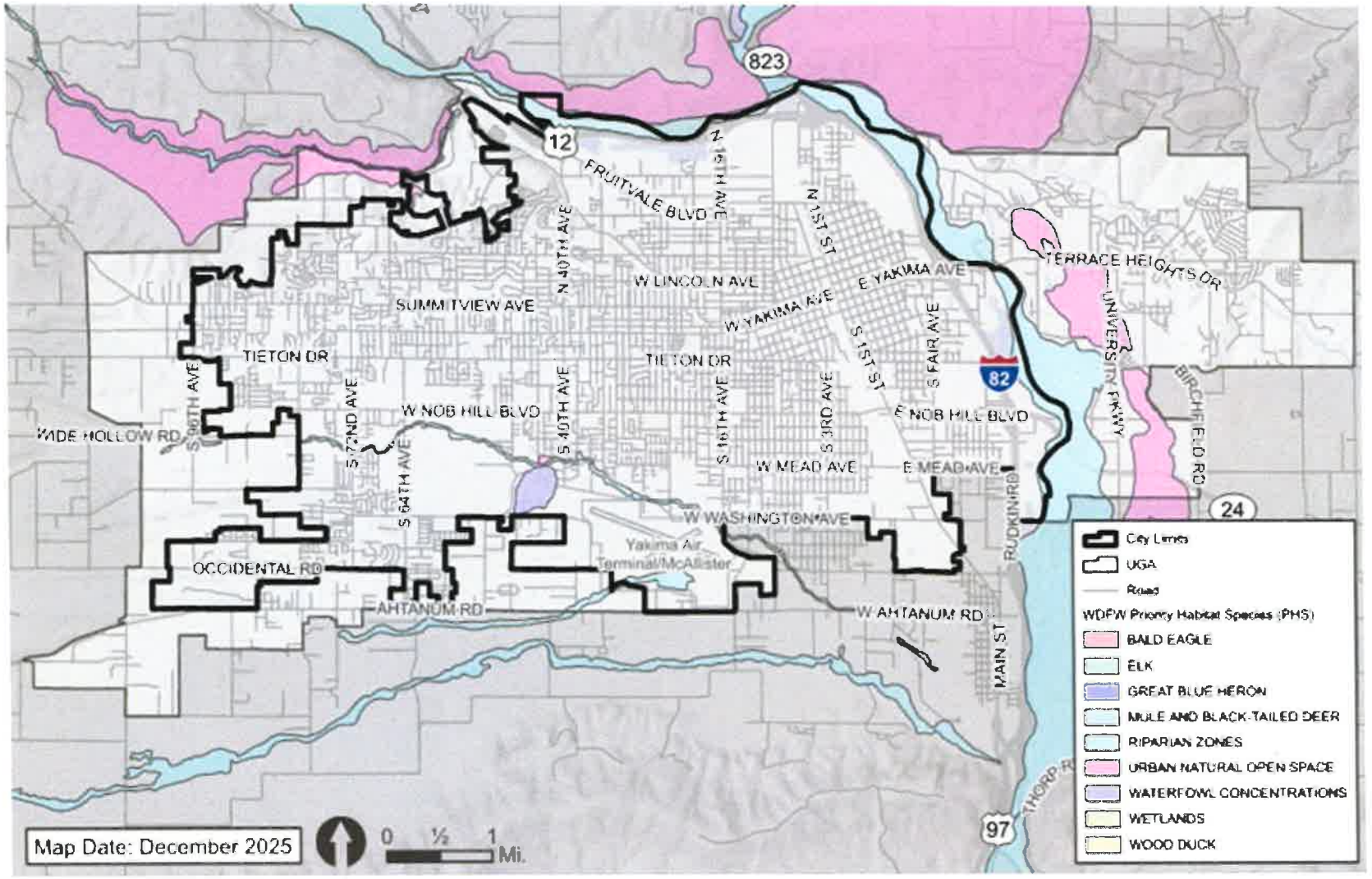
Significant wetlands inside the City include those wetlands associated with the Yakima and Naches Rivers and Wide Hollow Creek. Additional small wetlands are associated with the other streams (see Exhibit 10-9). A number of artificial lakes with groundwater connections to the Naches and Yakima Rivers also provide important habitat for birds, and several are stocked for recreational fishing by WDFW. See Exhibit 10-10 for wildlife locations in Yakima.

Exhibit 10-9. Wetlands and Streams, City of Yakima



Source: City of Yakima GIS 2026, and USGS GIS 2025, and US Fish & Wildlife GIS 2025

Exhibit 10-10. Wildlife – City of Yakima



Source: WA Fish & Wildlife GIS 2025

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 10-11 identifies the sensitive species documented within the City's aquatic areas:





Source: City of Yakima

Exhibit 10-11. Sensitive Fish Species Identified in the City's Streams and Rivers

Fish Species Location	Federal Status	State Status
Mountain Sucker ▪ Yakima River	N/A	Candidate
Leopard Dace **▪ Yakima River**	**N/A**	**Candidate**
Coho Salmon ▪ Wide Hollow Creek ▪ Naches River ▪ Cowiche Creek ▪ Yakima River	Species of Concern	Priority
Chinook Salmon (Fall, Summer, Spring) **▪ Yakima River** **▪ Naches River** **▪ Cowiche Creek**	**Threatened**	**Priority**
Bull Trout ▪ Yakima River ▪ Naches River ▪ Cowiche Creek	Threatened	Candidate

Fish Species Location	Federal Status	State Status
Steelhead (Summer) ▪ Yakima River ▪ Naches River ▪ Cowiche Creek ▪ Bachelor Creek ▪ Wide Hollow Creek	Threatened	Candidate
Rainbow Trout ▪ Spring Creek ▪ Yakima River ▪ Cowiche Creek ▪ Bachelor Creek ▪ Wide Hollow Creek ▪ Naches River	N/A	Priority
Wood Duck ▪ Naches River	N/A	Priority
Great Blue Heron ▪ Yakima River	N/A	Priority

Source: WDFW, 2023

In addition to the species listed above, other priority species that are likely present and which breed along the Yakima or Naches Rivers include a number of birds, such as the bald eagle and common loon; reptiles such as the sharp-tailed snake and ring-necked snake; and mammals such as the Townsend's ground squirrel.

Wetlands

The Washington Administrative Code 365-190-030 defines wetlands as "areas inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted to life in saturated soil conditions." The U.S. Fish and Wildlife Service has mapped and classified wetlands in the City as part of its National Wetland Inventory (see). 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.

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 faces the challenge of preventing environmental degradation and creating 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 policies, 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 also 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.

10.3 Our Natural Environment Plan

Critical areas are regulated because they provide important natural functions or pose hazards to the community. Wetlands, wildlife, and riparian areas support air quality, water quality, healthy habitat for fish and wildlife, and reduce impacts from natural hazards. Protecting the aquifer ensures clean drinking water for the community. Regulating development within the floodplain and geologically hazardous areas protects private and public infrastructure and the life and safety of the community.

Through the City's critical areas ordinance, the City plans to foster a safe and healthy natural environment, preserve and enhance the community's quality of life, reduce the impacts of natural hazards, and ensure a safe built environment.

10.4 Goals and Policies

GOAL 10.1	**ENHANCE AND PROTECT SURFACE, STORM, AND GROUNDWATER QUALITY AND QUANTITY.**
Policy 10.1.1	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.
Policy 10.1.2	Continue to implement and refine water conservation programs, with a focus on improving drought resilience and ensuring long-term water supply reliability.
Policy 10.1.3	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.

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Policy 10.1.4 Continue implementing the City's local Wellhead Protection Program, which includes education, inter-agency coordination, and regulation, to prevent contamination of public groundwater supplies.

Policy 10.1.5 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 10.2 PROTECT AND ENHANCE AIR QUALITY.

Policy 10.2.1 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.

Policy 10.2.2 Develop a land use pattern and associated infrastructure that encourages trip reduction, minimizes vehicular emissions, and facilitates use of alternate modes of transportation, recognizing smog from increased vehicle emissions and higher summer temperatures will worsen over time.

Policy 10.2.3 Minimize wildfire risk through improved buffers and land use practices in the wildland-urban interface to mitigate poor air quality caused by wildfire smoke.

Policy 10.2.4 Utilize existing regional and state data that ensures mitigations measures are prioritized in areas with environmental health disparities.

GOAL 10.3 MANAGE FLOODPLAINS TO PROTECT PUBLIC HEALTH AND SAFETY, AND TO SUPPORT ECOLOGICAL FUNCTION.

Policy 10.3.1 Protect natural drainage systems associated with floodways and floodplains through application of regulations based on best available science.

Policy 10.3.2 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.

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Policy 10.3.3	Emphasize non-structural methods in planning for flood prevention and damage reduction.
Policy 10.3.4	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.
Policy 10.3.5	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 10.4 **PRESERVE AND ENHANCE TERRESTRIAL AND AQUATIC HABITATS TO MAINTAIN VIABLE POPULATIONS OF PLANTS AND ANIMALS.**

Policy 10.4.1	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.
Policy 10.4.2	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.
Policy 10.4.3	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.
Policy 10.4.4	Protect aquatic and terrestrial habitats from encroachment from new industrial land uses that may reduce these habitat's resilience and environmental quality.
Policy 10.4.5	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, the Confederated Tribes of the Yakama Nation, and other similar organizations.

Policy 10.4.6 Sustain existing levee vegetation to promote and retain functional habitat. Enhance levee vegetation during maintenance projects, where feasible.

Policy 10.4.7 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 10.5 MANAGE USE AND DEVELOPMENT IN GEOLOGICALLY HAZARDOUS AREAS TO PROTECT PUBLIC HEALTH AND SAFETY.

Policy 10.5.1 Apply and enforce current and future environmental regulations to protect and promote public health and safety from geologic hazards during construction and operation.

Policy 10.5.2 Locate development within the most environmentally suitable and naturally stable portions of the proposed property.

Policy 10.5.3 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 on-going updates of critical area regulations to maintain consistency with State law. As part of that review, the City of Yakima will evaluate Chapter 15.27, last updated in 2008, 2017 and 2021, and amend as needed.

In addition to critical areas regulations, which are part of the City's Land Use Code, the following items in Exhibit 10-12 aid in the implementation of this element of the Comprehensive Plan.

Exhibit 10-12. Natural Environment Element Implementation

Implementation	Action Type
Land Use Code – YMC Titles 15 and 17	Regulatory law that addresses critical areas and shoreline protection
SEPA Code - YMC Chapter 6.88	State environmental law incorporated in the City code to address environmental protection
Development Review including SEPA review	Review Process that ensures critical areas and shoreline protection; environmental protection of other areas through SEPA
City of Yakima Stormwater Collection System Master Plan 2023	Plan, updated periodically, that minimizes adverse effects on water quality and quantity
2022-2027 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.
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



Source: City of Yakima



11 Shoreline

11.1 Introduction

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;*

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.

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*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. 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.

11.2 Shoreline Today

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.





Source: City of Yakima

11.3 Our Shoreline Plan

In accordance with the Shoreline Management Act as set forth in RCW 90.58.020, the goals and policies of the state-approved City of Yakima Shoreline Master Program (2014) are herein adopted by reference, as amended into this Comprehensive Plan. Shoreline goals, policies, and management strategies summarized throughout this element are further detailed in the City of Yakima Shoreline Master Program.

11.4 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 changed from the Shoreline Master Program to align with the other Elements of this Comprehensive Plan. Numbering for the Shoreline Master Program goals are in the format 11.3.X and the format for the Shoreline policies was 11.3.X.X.

GOAL 11.1	**IMPLEMENT THE GENERAL POLICIES AND GOALS OF THE SHORELINE MANAGEMENT ACT AS LISTED BELOW (WAC 173-26-176(3)):**
Policy 11.1.1	Utilize Shorelines for economically productive uses that are particularly dependent on Shoreline location or use.
Policy 11.1.2	Utilize Shorelines and the waters they encompass for public access and recreation.
Policy 11.1.3	Protect and restore the ecological functions of Shorelines.
Policy 11.1.4	Protect the public right of navigation and corollary uses of waters of the state.
Policy 11.1.5	Protect and restore buildings and sites having historic, cultural, and educational value.
Policy 11.1.6	Plan for public facilities and uses correlated with other shoreline uses.
Policy 11.1.7	Prevent and minimize flood damages.
Policy 11.1.8	Recognize and protect private property rights.
Policy 11.1.9	Preferentially accommodate single-family uses.

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



Source: City of Yakima

GOAL 11.2	**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):**
Policy 11.2.1	Recognize and protect the state-wide interest over local interest;
Policy 11.2.2	Preserve the natural character of the shoreline;
Policy 11.2.3	Result in long term over short term benefit;
Policy 11.2.4	Protect the resource and ecology of the shoreline;
Policy 11.2.5	Increase public access to publicly owned areas of the shorelines;
Policy 11.2.6	Increase recreational opportunities for the public in the shoreline;
Policy 11.2.7	Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.
GOAL 11.3	**ESTABLISH A SYSTEM OF SHORELINE USES THAT:**
Policy 11.3.1	Gives preference to uses with minimal impacts that are dependent upon their proximity to the water;
Policy 11.3.2	Is consistent with the control of pollution and prevention of damage to the natural environment;
Policy 11.3.3	Protects the public's health, safety, and welfare; ecological functions; and property rights; and
Policy 11.3.4	Establishes conditional uses to provide extra protection for the shoreline.
GOAL 11.4	**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.**
GOAL 11.5	**ENCOURAGE SOUND MANAGEMENT OF RENEWABLE AND NONRENEWABLE NATURAL RESOURCES.**

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GOAL 11.6 **IN GENERAL WHEN DETERMINING THE ORDER OF PREFERENCE BETWEEN CONFLICTS OF SHORELINE USES THE FOLLOWING ORDER SHOULD BE OBSERVED:**

Policy 11.6.1 Water-dependent commercial uses are preferred over nonwater-dependent commercial uses;

Policy 11.6.2 Water-related and water-enjoyment commercial uses are preferred over nonwater-oriented commercial uses; and

Policy 11.6.3 Nonwater-oriented commercial uses should only be allowed in limited situations.

Shoreline Environment Designations

GOAL 11.7 **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

GOAL 11.8 **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.**

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GOAL 11.9 **SPECIFIC CRITERIA FOR DESIGNATION OF THE HIGH INTENSITY ENVIRONMENT INCLUDE AREAS OR PROPERTIES THAT:**

Policy 11.9.1 Presently support high intensity land uses including commercial, industrial, urban recreational, transportation, or high-intensity water-oriented uses.

Policy 11.9.2 Are planned to accommodate urban expansion of uses listed in 10.3.9.1.

GOAL 11.10 **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.**

GOAL 11.11 **NEW STAND-ALONE RESIDENTIAL USES IN THE HIGH INTENSITY ENVIRONMENT SHOULD BE DISCOURAGED.**

GOAL 11.12 **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.**

GOAL 11.13 **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**

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THE SHORELINE TO COMPLY WITH ANY RELEVANT STATE AND FEDERAL LAW.

GOAL 11.14 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.

GOAL 11.15 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

GOAL 11.16 THE PURPOSE OF THE ESSENTIAL PUBLIC FACILITIES ENVIRONMENT IS TO SUPPORT PLANNING AND MAINTENANCE OF EXISTING ESSENTIAL PUBLIC FACILITIES.

GOAL 11.17 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.

GOAL 11.18 ESSENTIAL PUBLIC FACILITIES AND THEIR ACCESSORY OR SUPPORTING USES ARE ALLOWED IN THE ESSENTIAL PUBLIC FACILITIES ENVIRONMENT.

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GOAL 11.19 **ALLOWED NEW DEVELOPMENT IN THE ESSENTIAL PUBLIC FACILITIES DESIGNATION SHOULD ASSURE NO NET LOSS OF SHORELINE ECOLOGICAL FUNCTIONS.**

GOAL 11.20 **WHERE APPLICABLE, NEW AND EXPANDED DEVELOPMENT SHOULD INCLUDE ENVIRONMENTAL CLEANUP AND RESTORATION OF THE SHORELINE TO COMPLY WITH ANY RELEVANT STATE AND FEDERAL LAW.**

GOAL 11.21 **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

GOAL 11.22 **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.**

GOAL 11.23 **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.**

GOAL 11.24 **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**

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SHORELINE AREA, THE LEVEL OF INFRASTRUCTURE AND SERVICES AVAILABLE, AND OTHER COMPREHENSIVE PLANNING CONSIDERATIONS.

GOAL 11.25 MULTIFAMILY AND MULTI-LOT RESIDENTIAL AND RECREATIONAL DEVELOPMENTS SHOULD PROVIDE PUBLIC ACCESS AND JOINT USE FOR COMMUNITY RECREATIONAL FACILITIES.

GOAL 11.26 ACCESS, UTILITIES, AND PUBLIC SERVICES SHOULD BE AVAILABLE AND ADEQUATE TO SERVE EXISTING NEEDS AND/OR PLANNED FUTURE DEVELOPMENT.

GOAL 11.27 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

GOAL 11.28 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.

GOAL 11.29 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).

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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.

GOAL 11.30 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.

GOAL 11.31 ACTIVITIES THAT MAY DEGRADE THE VALUE OF THE FLOODWAY/CMZ ENVIRONMENT SHOULD BE LIMITED, AND DEVELOPMENT IN HAZARDOUS AREAS SHOULD BE RESTRICTED.

GOAL 11.32 MODIFICATIONS THAT HARDEN OR FIX STREAM BANKS AND CHANNELS SHOULD BE DISCOURAGED.

Urban Conservancy Environment Policies

GOAL 11.33 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.

GOAL 11.34 SPECIFIC CRITERIA FOR DESIGNATION OF THE URBAN CONSERVANCY ENVIRONMENT INCLUDE AREAS OR PROPERTIES THAT:

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Policy 11.34.1 Lie in the city limits and urban growth areas;

Policy 11.34.2 Are planned for development that is compatible with the principals of maintaining or restoring the ecological functions of the area;

Policy 11.34.3 Are suitable for water-enjoyment uses;

Policy 11.34.4 Are open space or floodplains, or;

Policy 11.34.5 Are areas that retain important ecological functions which should not be more intensively developed.

Aquatic Environment – Lakes

GOAL 11.35 **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.**

GOAL 11.36 **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.**

GOAL 11.37 **SPECIFIC CRITERIA FOR THE AQUATIC DESIGNATION ARE LANDS WATERWARD OF THE ORDINARY HIGH WATER MARK OF SHORELINE LAKES.**

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GOAL 11.38 **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.**

GOAL 11.39 **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.**

GOAL 11.40 **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.**

GOAL 11.41 **SHORELINE USES AND MODIFICATIONS SHOULD BE DESIGNED AND MANAGED TO PREVENT DEGRADATION OF WATER QUALITY AND ALTERATION OF NATURAL HYDROGRAPHIC CONDITIONS.**

GOAL 11.42 **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**

Economic Development Sub-element

Commercial and Service Development

GOAL 11.43 **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.**

GOAL 11.44 **COMMERCIAL AND SERVICE USES WHICH ARE NOT SHORELINE DEPENDENT SHOULD BE ENCOURAGED TO LOCATE UPLAND.**

Industrial Development

GOAL 11.45 **ALLOCATE SUFFICIENT QUANTITIES OF SUITABLE LAND FOR WATER-RELATED INDUSTRY.**

GOAL 11.46 **DISCOURAGE INDUSTRIES WHICH HAVE PROVEN TO BE ENVIRONMENTALLY HAZARDOUS IN SHORELINE AREAS.**

Public Access and Recreation Sub-element

Public Access

GOAL 11.47 **PROTECT NAVIGATION OF WATERS OF THE STATE, THE SPACE NEEDED FOR WATER-DEPENDENT USES, AND VIEWS OF THE WATER THROUGH DEVELOPMENT STANDARDS.**

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GOAL 11.48 **TRANSPORTATION AND PARKING PLANS WITHIN SHORELINE JURISDICTION SHALL INCLUDE SYSTEMS FOR PUBLIC ACCESS, INCLUDING PEDESTRIAN, BICYCLE, AND PUBLIC TRANSPORTATION WHERE APPROPRIATE.**

GOAL 11.49 **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**

GOAL 11.50 **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.**

GOAL 11.51 **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.**

GOAL 11.52 **ACCESS TO RECREATIONAL AREAS SHOULD EMPHASIZE MULTIPLE POINTS OF ACCESS (PARKING AREAS, TRAILS OR BICYCLE PATHS).**

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GOAL 11.53 **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.**

GOAL 11.54 **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.**

GOAL 11.55 **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.**

GOAL 11.56 **WHEREVER FEASIBLE, UTILITIES SHOULD BE PLACED UNDERGROUND**

Recreational Development

GOAL 11.57 **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**

GOAL 11.58 **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.**

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GOAL 11.59 **WHERE FEASIBLE, ENCOURAGE THE USE OF PUBLIC LANDS FOR RECREATIONAL FACILITIES AS AN ECONOMICAL ALTERNATIVE TO NEW ACQUISITIONS BY LOCAL AGENCIES.**

GOAL 11.60 **LOCATE, DESIGN, CONSTRUCT AND OPERATE RECREATIONAL FACILITIES TO PREVENT UNDUE ADVERSE IMPACTS TO NATURAL RESOURCES AND ADJACENT OR NEARBY PRIVATE PROPERTIES.**

Circulation Sub-element (Transportation & Parking)

GOAL 11.61 **ENCOURAGE A TRANSPORTATION NETWORK CAPABLE OF DELIVERING PEOPLE, GOODS, AND SERVICES, AND RESULTING IN MINIMAL DISRUPTION OF THE SHORELINES' NATURAL SYSTEM.**

GOAL 11.62 **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.**

GOAL 11.63 **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**

GOAL 11.64 **PARKING FACILITIES IN SHORELINES ARE NOT A PREFERRED USE AND SHOULD BE ALLOWED ONLY AS NECESSARY TO SUPPORT AN AUTHORIZED USE.**

GOAL 11.65 **PROPER DESIGN, LOCATION, AND CONSTRUCTION OF ROAD AND RAILROAD FACILITIES SHOULD BE EXERCISED TO:**

Policy 11.65.1 Minimize erosion and permit the natural movement of water;

Policy 11.65.2 Use existing topography and preserve natural conditions to the greatest practical extent.

GOAL 11.66 **LOOPS OR SPURS OF OLD HIGHWAYS WITH HIGH AESTHETIC QUALITY OR BICYCLE ROUTE POTENTIAL SHOULD BE KEPT IN SERVICE.**

Shoreline Uses and Modifications Sub-element

Agriculture

GOAL 11.67 **ALLOW LAWFULLY ESTABLISHED AGRICULTURAL ACTIVITIES OCCURRING ON AGRICULTURAL LANDS TO CONTINUE.**

GOAL 11.68 **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**

GOAL 11.69 **PROHIBIT CONCENTRATED FEEDING OPERATIONS IN SHORELINE JURISDICTION.**

Aquaculture

GOAL 11.70 **CONSIDER AQUACULTURE A PREFERRED SHORELINE USE WHEN CONSISTENT WITH THE CONTROL OF POLLUTION AND PREVENTION OF DAMAGE TO THE ENVIRONMENT.**

GOAL 11.71 **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.**

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GOAL 11.72 **PROTECT SPAWNING AREAS DESIGNATED BY THE WASHINGTON DEPARTMENT OF FISH AND WILDLIFE FROM CONFLICTING USES.**

Boating and Private Moorage Facilities

GOAL 11.73 **ENSURE THAT BOATING FACILITIES ARE LOCATED ONLY AT SITES WITH SUITABLE ENVIRONMENTAL CONDITIONS, SHORELINE CONFIGURATION, ACCESS, AND NEIGHBORING USES.**

GOAL 11.74 **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.**

GOAL 11.75 **APPLICATIONS FOR NEW PIERS AND DOCKS MUST SHOW A SPECIFIC NEED AND MUST BE THE MINIMUM SIZE NECESSARY.**

GOAL 11.76 **ENCOURAGE THE COOPERATIVE USE OF SHARED DOCKS.**

Dredging and Dredge Material Disposal

GOAL 11.77 **DREDGING SHOULD ONLY BE PERMITTED FOR MAINTAINING EXISTING NAVIGATION USES, NOT FOR OBTAINING FILL MATERIAL OR MINING.**

GOAL 11.78 **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**

GOAL 11.79 **NORMAL AND REASONABLE LAND GRADING AND FILLING SHOULD BE ALLOWED WHERE NECESSARY TO DEVELOP A LAND AREA FOR A PERMITTED USE PROVIDED:**

Policy 11.79.1 There is no substantial changes made in the natural drainage patterns; and

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Policy 11.79.2 There is no reduction of flood water storage capacity that might endanger other areas.

Policy 11.79.3 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).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.

GOAL 11.80 **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.**

In-Water Structures

GOAL 11.81 **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.**

GOAL 11.82 **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. NATURAL SCENIC VISTAS.**

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Mining

GOAL 11.83 **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**

GOAL 11.84 **REMOVAL OF SAND, GRAVEL, AND MINERALS SHOULD BE ALLOWED FROM ONLY THE LEAST SENSITIVE SHORELINE AREAS AND SHOULD COMPLY WITH THE BELOW POLICIES:**

Policy 11.84.1 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

Policy 11.84.2 Restoration or enhancement of ecological functions is encouraged.

GOAL 11.85 **REQUIRE LAND RECLAMATION PLANS OF ANY MINING VENTURE PROPOSED WITHIN A SHORELINE.**

GOAL 11.86 **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).**

GOAL 11.87 **ENSURE THAT MINING AND ASSOCIATED ACTIVITIES ARE DESIGNED AND CONDUCTED CONSISTENT WITH THE APPLICABLE ENVIRONMENT DESIGNATION AND THE APPLICABLE CRITICAL AREAS ORDINANCE.**

GOAL 11.88 **ENSURE THAT PROPOSED SUBSEQUENT USES OF MINED PROPERTY AND THE RECLAMATION OF DISTURBED SHORELINE AREAS ARE CONSISTENT WITH THE APPLICABLE ENVIRONMENT DESIGNATION AND**

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THAT APPROPRIATE ECOLOGICAL FUNCTIONS ARE REQUIRED WITHIN THE RECLAMATION PLAN.

Residential Development

GOAL 11.89 **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.**

GOAL 11.90 **RESTRICT SUBDIVISIONS IN AREAS SUBJECT TO FLOODING.**

GOAL 11.91 **ENCOURAGE CLUSTER DEVELOPMENT WHEREVER FEASIBLE TO:**

Policy 11.91.1 Maximize use of shorelines by residents,

Policy 11.91.2 Maximize both on-site and off-site aesthetic appeal, and

Policy 11.91.3 Minimize disruption of the natural shorelines.

Shoreline Stabilization

GOAL 11.92 **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.**

GOAL 11.93 **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.**

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GOAL 11.94 **NEW STRUCTURAL STABILIZATION MEASURES SHOULD ONLY BE ALLOWED:**

Policy 11.94.1 When they are necessary to protect an existing primary structure,

Policy 11.94.2 Are in support of new and existing development, or

Policy 11.94.3 Are necessary to protect projects where restoration of ecological functions or hazardous substance remediation projects is taking place.

GOAL 11.95 **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.**

GOAL 11.96 **ALL SHORE STABILIZATION ACTIVITIES SHOULD BE DESIGNED AND CONSTRUCTED TO ACCEPTED ENGINEERING STANDARDS.**

Signs

GOAL 11.97 **OUTDOOR SIGN SIZE, SPACING AND LIGHTING SHOULD CONFORM TO THE SCENIC VISTAS ACT (RCW 47.42) AND STANDARDS IN THE ZONING ORDINANCE.**

Utilities

GOAL 11.98 **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.**

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GOAL 11.99 **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.**

GOAL 11.100 **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.**

GOAL 11.101 **NEW WASTE WATER TREATMENT PONDS FOR INDUSTRIAL USES SHOULD BE LOCATED UPLAND WHEN FEASIBLE.**

Existing Uses

GOAL 11.102 **THE SMP SHOULD RECOGNIZE EXISTING USES AND DEVELOPMENTS IN THE SHORELINE, AND ALLOW THEM TO CONTINUE CONSISTENT WITH THEIR LAWFULLY ESTABLISHED CONDITION.**

GOAL 11.103 **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

GOAL 11.104 **THE SMP SHOULD RECOGNIZE EXISTING USES AND DEVELOPMENTS IN THE SHORELINE, AND ALLOW THEM TO CONTINUE CONSISTENT WITH THEIR LAWFULLY ESTABLISHED CONDITION.**

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GOAL 11.105 **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.**

Conservation Sub-element

Environmental Protection

GOAL 11.106 **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

GOAL 11.107 **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.**

GOAL 11.108 **NEW STRUCTURAL FLOOD HAZARD REDUCTION MEASURES IN SHORELINE JURISDICTION SHOULD ONLY BE ALLOWED WHEN THE FOLLOWING CAN BE DEMONSTRATED:**

Policy 11.108.1 The structural flood hazard reduction measure is necessary to protect an existing development,

Policy 11.108.2 Nonstructural measures are not feasible,

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Policy 11.108.3 Impacts on ecological functions and priority species and habitats can be successfully mitigated so as to assure no net loss of ecological functions, and

Policy 11.108.4 Appropriate vegetation conservation actions are undertaken.

GOAL 11.109 PROTECT ALL SHORELINES OF THE STATE SO THAT THERE IS NO NET LOSS OF ECOLOGICAL FUNCTIONS FROM BOTH INDIVIDUAL PERMITTED OR EXEMPT DEVELOPMENT.

GOAL 11.110 EVALUATE AND CONSIDER CUMULATIVE IMPACTS OF DEVELOPMENT ON SHORELINE ECOLOGICAL FUNCTIONS TO ENSURE NO NET LOSS OF ECOLOGICAL FUNCTION.

GOAL 11.111 DEVELOP A MEANS TO ALLOCATE THE BURDEN OF ADDRESSING CUMULATIVE EFFECTS.

GOAL 11.112 PROVIDE, WHERE FEASIBLE AND DESIRABLE, RESTORATION OF DEGRADED AREAS ALONG THE CITY'S SHORELINES.

GOAL 11.113 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.

GOAL 11.114 PROTECT SHORELINE STREAMS, LAKES, PONDS, AND WETLANDS THROUGH THE APPLICATION OF VEGETATIVE BUFFERS.

GOAL 11.115 EXISTING AGRICULTURE SHOULD BE ENCOURAGED TO PROVIDE THROUGH VOLUNTARY MEANS:

Policy 11.115.1 Maintenance of a permanent vegetative buffer between tilled areas and associated water bodies,

Policy 11.115.2 Reduction of bank erosion,

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Policy 11.115.3 Reduction of surface runoff,

Policy 11.115.4 Reduction of siltation

Policy 11.115.5 Improvement of water quality, and

Policy 11.115.6 Habitat for fish and wildlife.

GOAL 11.116 **BUFFER REQUIREMENTS FOR NEW AGRICULTURE USES ON NON-AGRICULTURAL LANDS SHOULD BE APPLIED.**

GOAL 11.117 **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.**

GOAL 11.118 **NATURAL VEGETATION WITHIN SHORELINE JURISDICTION SHOULD BE RETAINED TO THE GREATEST EXTENT FEASIBLE BY APPLYING THE STREAM CORRIDOR AND WETLAND BUFFER REQUIREMENTS.**

GOAL 11.119 **SELECTIVE PRUNING OF TREES FOR SAFETY AND VIEW PROTECTION, AND THE REMOVAL OF NOXIOUS WEEDS IS ALLOWED.**

GOAL 11.120 **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.**

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at and Natural Systems Enhancement Projects

GOAL 11.121 **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.**

GOAL 11.122 **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.**

GOAL 11.123 **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.**

GOAL 11.124 **THE CITY SHOULD DEVELOP PROCESSING GUIDELINES THAT WILL STREAMLINE THE REVIEW OF RESTORATION-ONLY PROJECTS.**

GOAL 11.125 **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.**

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Water Quality, Stormwater Management, and Nonpoint Pollution

GOAL 11.126 SHORELINE WATER QUALITY SHOULD BE PROTECTED AS FOLLOWS:

Policy 11.126.1 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;

Policy 11.126.2 Utilize Critical Aquifer Recharge Area protection measures;

Policy 11.126.3 Control drainage and surface runoff from all facilities requiring large quantities of fertilizers and pesticides to prevent contamination of water areas;

Policy 11.126.4 All developments should comply with Yakima County Health regulations, when applicable;

Policy 11.126.5 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);

Policy 11.126.6 Proper design, location, and construction of all facilities should be exercised to prevent the entry of pollutants or waste materials into waterbodies;

Policy 11.126.7 When earthen materials are moved within shoreline areas, measures to adequately protect water quality should be provided;

Policy 11.126.8 Water quality protection measures should not impact recreation opportunities;

Policy 11.126.9 New development and redevelopment proposals should be connected to city sewer; and

Policy 11.126.10 New development and redevelopment proposals should provide adequate stormwater handling and possibly pre-treatment facilities.

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GOAL 11.127 **AGRICULTURAL EROSION CONTROL MEASURES SHOULD CONFORM TO STANDARDS ESTABLISHED BY THE CONSERVATION DISTRICTS OF YAKIMA COUNTY AND THOSE AGREED UPON IN USDA CONSERVATION PLANS.**

GOAL 11.128 **IN PLANNING FOR MARINA LOCATION AND DESIGN, SPECIAL WATER QUALITY CONSIDERATIONS SHOULD BE GIVEN TO:**

Policy 11.128.1 Fuel handling and storage facilities to minimize accidental spillage,

Policy 11.128.2 Proper water depth and flushing action for any area considered for overnight or **long-term** moorage facilities, and

Policy 11.128.3 Adequate facilities to properly handle wastes from holding tanks.

GOAL 11.129 **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.**

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

GOAL 11.130 **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.**

GOAL 11.131 **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**

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AFFECTED BY THE PROJECT; EVALUATE ANY PRESENT RESOURCES FOR SIGNIFICANCE; AND RECOMMEND APPROPRIATE PRESERVATION STRATEGIES.

GOAL 11.132 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 YAKAMA NATION, IF ANY ARCHAEOLOGICAL OR HISTORIC RESOURCES ARE UNCOVERED DURING EXCAVATION.

GOAL 11.133 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.

GOAL 11.134 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.

Flood Hazard Management Sub-element

GOAL 11.135 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,

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