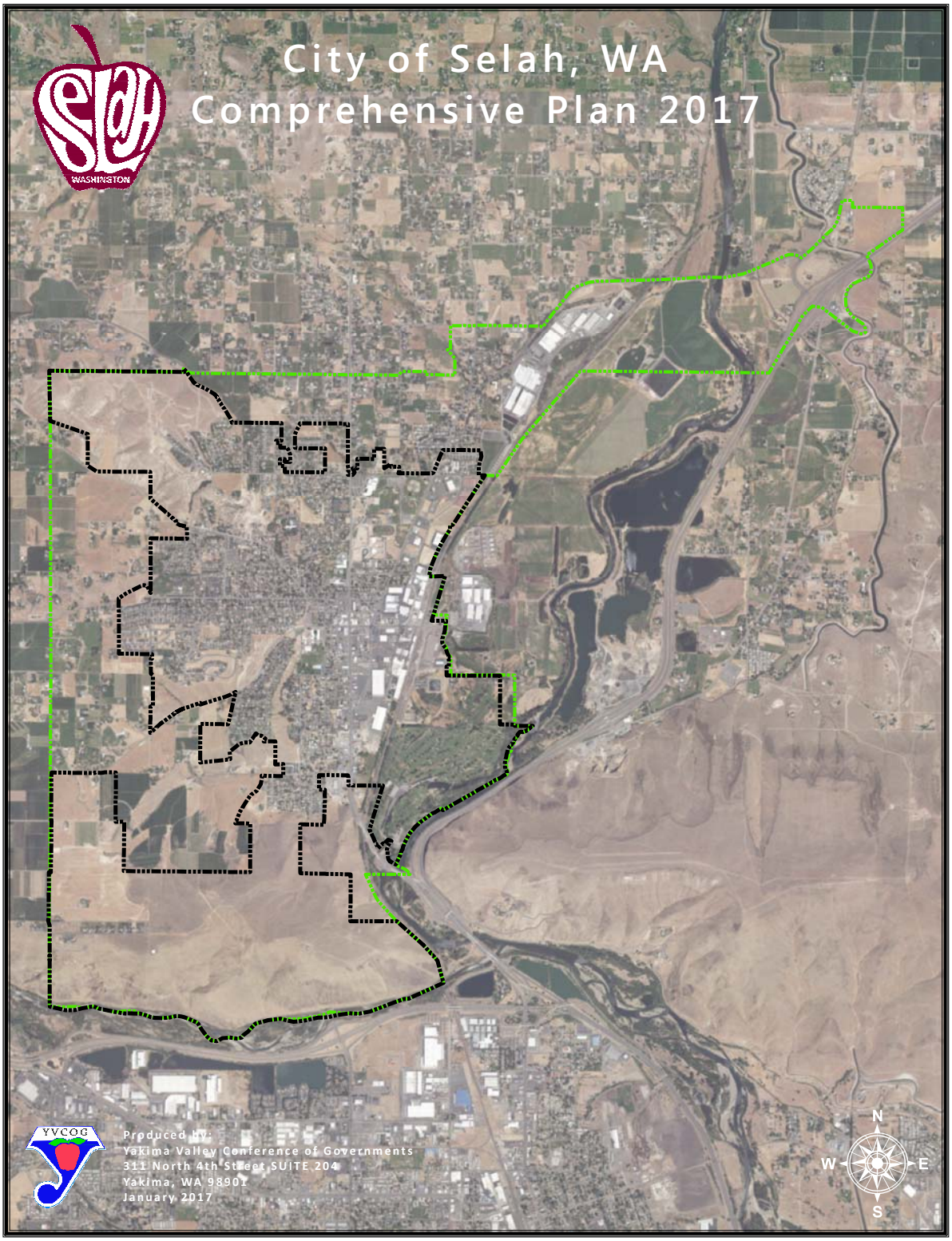
City of Selah, WA
Comprehensive Plan 2017
WASHINGTON
YVCOG
Produced by:
Yakima Valley Conference of Governments
311 North 4th Street, SUITE 204
Yakima, WA 98901
January 2017
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Chapter 1 Natural Systems Element

I. INTRODUCTION

The Washington Growth Management Act (GMA) does not require a Natural Environment Element in the comprehensive plan, but does set a number of requirements with regard to natural systems:

- Conservation of resource lands and fish and wildlife habitat
- Protection of the environment and critical areas
- Designation of resource lands and critical areas
- Provisions for the protection of the quality and quantity of groundwater used for public water supplies
- Where applicable, a review of drainage, flooding, and storm water run-off in the area covered by the plan and nearby jurisdictions, and guidance for corrective actions to mitigate or cleanse those discharges that pollute the waters of the state.

The latter two requirements will be addressed in the Land Use Element.

Applicable Countywide Planning Policies

The Yakima Countywide Planning Policies are not specifically required by the GMA to address the physical character of the land or natural resource and critical areas. Nonetheless, several of the Countywide Planning Policies do specifically address natural resource issues. The following Countywide Planning Policies apply to discussion of the Natural Environment Element.

1. When determining land requirements for urban growth areas (UGAs), allowances will be made for greenbelt and open space areas and for protection of wildlife habitat and other environmentally sensitive areas [RCW 36.70A.110(2)] (Countywide Planning Policy: A.3.7.).
2. Encourage economic growth within the capacities of the region's natural resources, public services, and public facilities. (G.3.1.).
    a. Identify current and potential physical and fiscal capacities for municipal and private water systems, wastewater treatment plants, roadways and other infrastructure systems.
    b. Identify economic opportunities that strengthen and diversity the county's economy while maintaining the integrity of our natural environment.
3. Special districts, adjacent counties, state agencies, the tribal government and federal agencies will be invited to participate in comprehensive planning and development activities that may affect them, including the establishment and revision of UGAs; allocation of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural resources (I.3.).

Relationship to Other Elements or Land Uses

Natural environments are closely tied to both economic development and land use. In an area where the

economy is based on the productive use of land for agriculture, the land resource must be protected to assure continued economic viability of the area. At the same time, land is needed for housing and economic development, including sites suitable for industries related to agriculture. Prevailing winds, flood potential, and soil types make some areas more suitable than others for various land uses. Land use planning needs to allow for protection of critical areas such as wetlands and wildlife habitat.

II. CRITICAL AREAS

The GMA requires cities and counties to identify and protect critical areas including the following areas or ecosystems:

1. Wetlands
2. Areas with a critical recharging effect on aquifers used for potable water
3. Fish and wildlife habitat conservation areas
4. Frequently flooded areas
5. Geologically hazardous areas

This section inventories the type and potential location of critical areas in the Selah UGA. The purpose is to identify critical areas that require protection and areas that may be either hazardous to development, or may impose limitations which can only be overcome with costly engineering and building techniques. This analysis allows the City to identify where development would be less efficient and economical, as opposed to areas where development could occur that would be more compatible with the natural environment.

Maps are based on the best data currently available. Because no on-the-ground field inventories of critical areas were conducted in Selah, the maps should be considered as a guide for the City and permit seekers when applying the CAO during development review processes. When needed, experts at the appropriate State agencies may be consulted. The exception is the flood hazard data, which is provided by the Federal Emergency Management Agency (FEMA) and is considered legally binding.

Best Available Science

Selah adopted a Critical Areas Ordinance (CAO) on April 8, 2014. The Selah CAO includes standards and procedures for the protection of critical areas identified in this Natural Environment Element as falling within the City of Selah UGA.

As required by the GMA (RCW 36.70A.172), protection of critical areas is based on the best available science (BAS), according to the criteria set forth in WAC 365-195-905. The City of Selah will weigh the most current scientific information from agencies, scientific consultants and published sources to determine the values and functions of natural systems existing in or near the City. The City will base protection of critical areas upon evaluation of the BAS along with scientific studies made available by proponents and opponents of projects in determining how best to protect natural and critical areas. The City of Selah adopts Yakima County's *Review of Best Available Science for Inclusion in Critical Areas Ordinance*, October 2006, as amended, as a basis for decisions to support protections required by the Critical Area Ordinance and the Shoreline Master Program.

Soils

Soil information is an important tool in both the design and evaluation of different types of development proposals and can aid in the identification of critical areas. Soil types react differently to different types of development. Consequently, proper soil information can save developers both time and money in the design stages of their proposals. For example, certain soils make septic tank design extremely costly because of poor drainage qualities.

Additionally, soil types may vary greatly over short distances. To know what the actual soil conditions are on a given property, it may be helpful to consult a Natural Resources Conservation Service (NRCS) soil survey, or have an on-site analysis performed by a soil scientist. Inclusion of soil information in development proposals can help public officials to evaluate whether the developer has considered soil conditions.

Major Soil Types in the Selah UGA

Soil maps and information are developed by the NRCS. The NRCS maintains detailed descriptions of soils types, including agricultural rating and limitations for agriculture, septic, and buildings.

There are a great variety of soil types in the Selah UGA, as illustrated in Figure 1-1, page 1-17. Some of the most predominant soils types include Selah silt loam, Esquatzel silt loam, Roza clay loam, Kiona stony silt loam, and Starbuck-Rock outcrop complex.

Table 1-1 below summarizes the characteristics of the predominant soils types discussed above.

Table 1-1. Characteristics of Predominant Soils Types, Selah UGA

SOIL CLASSIFICATION		LIMITATIONS		
Soil Type No.	**Name**	**Farmland Class**	**Septic Tank**	**Buildings (Dwellings without Basements)**
68897	Roza clay loam	5-8% slope: Farmland of statewide importance 8-30% slope: Farmland of unique importance	5-30% slope: Very limited	5-60% slope: Very limited
68912	Selah silt loam	2-5% slope: Prime farmland if irrigated 5-30% slope: Farmland of unique importance	2-30% slope: Very limited	2-15% slope: Somewhat limited 15-30% slope: Very limited
68999	Esquatzel silt loam	0-5% slope: Prime farmland if irrigated	0-5% slope: Somewhat limited	0-8% slope: Not limited
69035	Kiona stony silt loam	15-45% slope: Not prime farmland	15-45% slope: Very limited	15-45% slope: Very limited

SOIL CLASSIFICATION		LIMITATIONS		
Soil Type No.	**Name**	**Farmland Class**	**Septic Tank**	**Buildings (Dwellings without Basements)**
68929	Starbuck-rock outcrop complex	0-45% slope: Not prime farmland 45-60% slope: Not prime farmland	0-45% slope: Very limited	0-60% slope: Very limited

Preservation of productive agricultural land is a high priority in Yakima County. As a result, non-farm use of this resource should be kept to a minimum in areas not already experiencing high-density urban development, and where the combination of past trends and future population projections do not indicate a need for urban expansion in the near future. Farmland preservation is less of a priority in UGAs, which are meant to reserve an appropriate amount and type of serviceable land for urban development within a 20-year timeframe.

Wetlands

Wetlands provide a broad spectrum of natural and physical functions. Freshwater wetlands have flood storage capacity, serve as groundwater recharge areas, and tend to moderate flow regimes of associated drainages. Wetlands also work to remove suspended solids from water, absorb and recycle mineral and organic constituents, and otherwise contribute to improved water quality. Biological functions include food chain production, general habitat, nesting, spawning, rearing, and resting sites for aquatic and land species.

In the Selah CAO adopted in 2014, wetlands are rated according to the Washington State Department of Ecology wetland rating system found in the Washington State Wetland Rating System documents Washington State Wetland Rating System for Eastern Washington – Revised (Publication No. 04-06-015, Hruby, T., 2004) or as revised. These documents contain the definitions and methods for determining if the criteria below are met.

1. Category I.
    a. Characteristics of Category I wetlands are as follows:
        (i) Represent a unique or rare wetland type; or
        (ii) Are more sensitive to disturbance than most wetlands; or
        (iii) Are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime; and
        (iv) Provide a high level of function.
    b. Category I wetlands are:
        (i) Alkali wetlands; or
        (ii) Wetlands that are identified by scientists of the Washington Natural Heritage Program/DNS as high quality wetlands; or
        (iii) Bogs; or
        (iv) Mature and old-growth forested wetlands over ¼ acre with slow-growing trees; or

(v) Forests with stands of aspen; and
(vi) Wetlands that perform many functions very well (scores of 70 points or more).

2. Category II.
   a. Characteristics. These wetlands are difficult, though not impossible to replace, and provide high levels of some functions.
   b. Category II wetlands are:
      (i) Forested wetlands in the floodplains of rivers; or
      (ii) Mature and old-growth forested wetlands over ¼ acre with fast-growing trees; or
      (iii)Vernal pools; and
      (iv)Wetlands that perform functions well (scores between 51 and 69 points)
3. Category III.
   a. Characteristics. Wetlands having a moderate level of function which do not satisfy Category I, II, or IV criteria.
   b. Category III wetlands are:
      (i) Vernal pools that are isolated; and
      (ii) Wetlands with a moderate level of functions (scores between 30-50-points).
4. Category IV.
   a. Characteristics. These are wetlands with the lowest level of function but still provide functions that warrant protection. Often the low function is because they have been heavily disturbed. Replacement of these wetlands can sometimes provide improved function.
   b. Category IV wetlands have a function score of less than 30.

Figure 1-2, illustrates wetland data for the Selah vicinity, which were mapped using the wetlands data set developed for the Yakima County Critical Areas Ordinance (CAO). The map includes information from the National Wetlands Inventory produced by the U.S. Fish and Wildlife Service and soil maps produced by the NRCS, which are useful in helping to identify potential wetland areas.

The wetland map is used as a guide for the City, project applicants and/or property owners, and may be continuously updated as wetlands are more accurately identified, located and delineated. Figure 1-2illustrates the presence of Category 1 and 2 wetlands within the Selah City limits or unincorporated UGA, primarily along the City's southern and southeastern boundaries that border the Naches River and Yakima River. There is also a small Category 3 wetland identified inside the southwest portion of the City limits.

The Selah CAO provides standards and procedures for protection of wetlands.

Frequently Flooded Areas

Flooding is one of the most significant natural occurrences limiting development. Floodplains are legally delineated by the Federal Emergency Management Agency (FEMA) on Flood Insurance Rate Maps (FIRMs). A "regulatory floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. "Special flood hazard areas," or floodplains, are high-risk flood areas that have special flood, mudflow, or flood-related erosion hazards.

Figure 1-3, illustrates Selah's flood hazard areas. As indicated by the Federal Emergency Management Agency FIRM, Community Panel No. 53077C0719D for the City of Selah (effective 11/18/2009), a Zone A floodway occurs

within the northeastern portion of the City along the Yakima River and, to a lesser degree, within the southern portion of the City along the Naches River. FEMA defines Zone A floodway as "areas subject to inundation by the 1-percent-annual-chance flood event, generally determined using approximate methodologies." In other words, there is a 1% chance of these areas flooding annually. The 1-percent-annual-chance flood is also referred to as the base flood or 100-year flood.

Yakima County and the City of Selah regulate building in floodplain areas. These permits require all development to be floodproofed. For residential development, the first inhabited floor must be one foot above the floodplain elevation. In addition, the City of Selah and Yakima County also regulate shoreline management along the Yakima River.

Critical Aquifer Recharge Areas

Areas of growing concern are the critical aquifer recharge areas (CARA), which store and recharge critical groundwater supplies, and where groundwater stands the greatest risk of contamination. The GMA requires that cities and counties identify and protect "areas with a critical recharging effect on aquifers used for potable water." Land uses and density of development in these areas can affect the quality of groundwater.

"Aquifers" are geologic materials that are able to store and transmit groundwater. In the lower Yakima Basin, aquifers are the main source of groundwater for residences using individual wells. The depth of wells using aquifers ranges from approximately 10 to 200 feet below ground surface.

Groundwater systems are replenished (recharged) by the addition of water to the aquifer through precipitation, runoff and infiltration from surface water bodies. A "recharge area" is an area in which water reaches an aquifer by surface infiltration, and where there is a downward component of hydraulic head (pressure head). "Recharge potential" is the likelihood that water will infiltrate and pass through the surface materials to recharge the underlying aquifer system. Recharge potential is dependent on a number of relatively static physical conditions, including soil permeability, geological materials at or near the Earth's surface, depth to water, and topography.

Potential for groundwater contamination in these shallow aquifers is high, especially near ditches, canals and the Yakima River. Care must be taken to avoid contamination of groundwater when shallow wells are used in conjunction with septic tanks, as it is possible for septic effluent to seep into the well water supply. This condition typically occurs during peak irrigation periods in areas with high water tables.

In general, the aquifers in the Yakima River Basin are recharged by precipitation, infiltration of surface water, irrigation water, seepage losses from ditches, canals and rivers, and upward migration of water from lower aquifers. Groundwater discharges into rivers, lakes and streams, or through evapotranspiration, pumping, and upward flow of water into the shallower aquifers.

Figure 1-4, shows the CARA in the City of Selah UGA, with estimated areas of moderate, high and extreme susceptibility to contamination, in addition to wellhead protection areas. The CARA data was developed by Yakima County.

Geologically Hazardous Areas

Figure 1-5. Geologically Hazardous Areas and Mineral Resource Areas, Selah UGA
5 shows geologically hazardous areas within the Selah UGA. Identified geologically hazardous areas in Selah and unincorporated UGA include Oversteepened Slopes, Landslide Risk, and Alluvial Fan/Flash Flooding, as defined below. These definitions are taken from the January 1991 "*Yakima County Mineral Resources and Geologic Hazards Report*" by Newell Campbell, who mapped geologic hazards for Yakima County. This identification of geologic hazards was not based on actual site inventories conducted in the study area, but on general published sources of information and maps; therefore, these sites can only be considered potential geologic hazard areas.

- Landslide Hazard Areas (LS). These include places where landslides, debris flows, or slumps have already occurred. Where sliding is presumed to have occurred within ten thousand years or less is shown as High Risk (LS3) on the map. Slides thought to be older than ten thousand years but still capable of movement are shown as Intermediate Risk (LS2). Areas where slides are absent are unlabeled and combined with other Low Risk areas.
- Oversteepened Slope Hazard Areas (OS). These include areas with slopes steep enough to create potential problems. High Risk areas (OS3) have a high potential to fail, and include slopes greater than forty percent, and consist of areas of rock fall, creep, and places underlain with unstable materials. Intermediate Risk areas (OS2) are less likely to fail but are still potentially hazardous. This category also includes some slopes between fifteen and forty percent. Low Risk areas, unlikely to fail, are unlabeled and combined with other Low Risk categories.
- Alluvial Fan/Flash Flooding Hazard Areas (AF). These are areas where flash flooding can occur, and are often associated with inundation by debris from flooding. They include alluvial fans, canyons, gullies, and small streams where catastrophic flooding can occur. They do not include all areas where flash flooding may occur. Flooding may also occur in larger streams and rivers, but these are depicted in the "Flood Insurance Study for the Unincorporated Areas of Yakima County," dated March 2, 1998, with accompanying flood insurance rate maps (FIRMs) and flood boundary and floodway maps, and any amendments which may thereafter be made by the Federal Emergency Management Agency, rather than on the geologically hazardous areas map.

Steep slopes can limit development. Topography of an area limits development when the slope becomes too steep to safely accommodate structures. Generally, areas with slopes exceeding 15% should be avoided to reduce the likelihood of property damage due to soil slippage or erosion. Designations of steep sloped areas were based upon data from the NRCS soil maps. Limitations to development in the Selah UGA are predominately in the northwestern and southern portions of the UGA. These areas contain high-risk slopes (see Figure 1-5. Geologically Hazardous Areas and Mineral Resource Areas, Selah UGA
5).

Fish and Wildlife Habitat Conservation Areas

WAC 365-190-130 defines fish and wildlife habitat conservation areas as:

- Areas where endangered, threatened, and sensitive species have a primary association;

- Habitats and species of local importance, as determined locally;
- Commercial and recreational shellfish areas;
- Kelp and eelgrass beds; herring, smelt, and other forage fish spawning areas;
- Naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat;
- Waters of the state;
- Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity; and
- State natural area preserves, natural resource conservation areas, and state wildlife areas.

"Fish and wildlife habitat conservation areas" does not include such artificial features or constructs as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company (RCW 36.70a.030).

The below inventory of flora, fauna, and habitats is used to identify fish and wildlife species and habitats that may require protection in Selah. The Selah CAO provides standards and procedures for protection of fish and wildlife habitat conservation areas.

Plants

The Selah area lies within the shrub-steppe region ("high desert") of the Columbia Basin Province of the Pacific Northwest. The shrub-steppe region encompasses the basins in the rain shadow east of the Cascade Mountain range, and is characterized by sagebrush and bunch grasses. Farming practices such as cultivation, grazing of livestock, and introduction of exotic plant species have resulted in the alteration of the vegetation in the Selah area. The most arable lands are now under cultivation, and the less arable, formerly cultivated lands have been abandoned. In areas where arable lands lack sufficient moisture, irrigation has occurred through federal irrigation projects. Most of the remaining lands have been used for grazing by domestic and native livestock. Many of these lands have been overgrazed, resulting in environmental and soil degradation. Human-caused range fires have also contributed to the alteration of the shrub-steppe vegetation as invasive species have displaced native species after fire events.

The native vegetation found in the Selah area consists mainly of grasses, narrow-leaved forbs and shrubs. In addition to these plants, the following native vegetation may also be found as they are characteristic of the specific types of soils found within the City of Selah UGA.

- Grasses and Forbs: Basin wildrye grass, big bluegrass, bluebunch wheatgrass (*Agropyron spicatum*, a preferred forage plant), Carey balsamroot, needle and thread grass, Sandberg bluegrass (*Poa sandberii*) and Thurber needlegrass.

- Shrubs and Trees: Big sagebrush (*Artemesia tridentata*), Rabbitbrush (*Chrysothamnus nauseosus*), both of the latter plants are found in areas where overgrazing has occurred, and are considered to be less desirable forage plants. Trees include: willow (*Salix exigua spp. Exigua*), western sumac, red elderberry, hard hack spirea, and Russian olive (*Elaiagnus angustifolia*), with elm (*Ulnus sp.*), alder, or in some areas black cottonwood (*Populus trichocarpa*).

Emergent marsh vegetation within wetlands or on the banks of the Naches River and the Yakima River may also include the following:

- American bulrush, curly dock, canadian bull thistle, cattail (*Typha latifolia*), vield mustard, hardstem bulrush, jointed rushes, manna grass, marshelder (*Iva xanthifolia*), medic, orchard grass (*Dactylis glomerata*), Quackgrass (*Agrpyron repens*), Reed canarygrass (*Phalaris arundiances*), sedges, smartweeds (*Polygonum spp.*), spikerush (*Eleocharis spp*.), tall fescue, watercress (*Rorripa nasturtium-aquaticum*), water foxtail, and willowweed.

The wetland vegetation provides habitat for food, cover, and breeding as well as a movement corridor for birds and mammals. Amphibians may find limited breeding sites within the streams and wetlands within the Selah UGA, though the runoff of agricultural chemicals may affect habitat quality.

Wildlife

Bird species that may be present in the Selah area are those species common in grasslands and open areas. Species frequenting these areas include: the American kestrel; western meadowlark; mourning dove; ruffed grouse; black-billed magpie; common snipe; California quail; killdeer, starlings; western kingbird; Brewer's blackbird; and ring-necked pheasant. Additionally, in the scrub/shrub habitat associated with the return flow ditches, yellow warblers and song sparrows can be found. Golden eagles, bald eagles, ferruginous hawks, and great blue herons have also been observed in the area.

Amphibians or reptiles may be present within the irrigation canals, supported on the food, cover, water, and marginal breeding habitat these areas provide. Small mammals such as mice and voles are abundant throughout the area. Ground squirrels may also occasionally be seen. Larger mammals make use of the canals and ditches, particularly the more vegetated edges, as a corridor leading to the more sheltered habitat found elsewhere. Signs of deer, coyote, and raccoons are found throughout the more rural portions of the area. Portions of the area are particularly valuable as a foraging area for raptors. Red-tailed hawks can be seen circling agricultural properties and other raptors including golden eagles may make use of the habitat.

Information was requested from the Washington State Department of Fish and Wildlife (WDFW) Priority Habitat and Species Program concerning species of concern in the Selah vicinity. Table 1-2 lists threatened, candidate, species of concern, and monitored species that were identified in the Selah UGA.

Table 1-2. Threatened, candidate, species of concern, and monitored species in the Selah UGA.

Species or Habitat	Status	Type of Occurrence Identified
Bald Eagle	Federal Species of Concern	Regular concentration in the Naches River floodplain
Ferruginous Hawk	State Threatened	Breeding area – nest

Golden Eagle	State Candidate	Breeding area – nest
Great Blue Heron	State Monitored	Breeding area – breeding occurrence; colony
Greater Sage Grouse	Federal Candidate; State Threatened	Biotic detection
Townsend's Ground Squirrel	State Candidate	Regular concentration – colony

Fish

Fish have different habitat needs based in part on their life history stages. "Anadromous fish" are fish that are born in fresh water, spends most of their life in the sea, and then return to fresh water to spawn. Anadromous fish migrate and have unique needs throughout the aquatic system which may be frustrated by the presence of dams or other barriers, low stream flow, and high temperatures during times of passage. Resident fish have year round requirements as well as specific habitat needs during critical times such as spawning. Salmonids need colder temperatures than many non-game fish and require higher dissolved oxygen concentrations particularly over spawning gravels. Successful salmonid reproduction requires channel and substrate stability and adequate winter water flow to prevent freezing. Channels to accommodate fish moving between safe wintering areas and summer foraging areas are also necessary.

The WDFW maintains a database of the presence, spawning, and rearing locations of salmon species and other fish species of concern. Table 1-3 summarizes the salmon species, their location, and the type of presence identified by WDFW in the vicinity of the Selah UGA.

Table 1-3. Location and Presence of Fish Species of Concern, Selah UGA Vicinity

Species	**Type of Presence**	**Water Body**
Fall Chinook	Documented presence and spawning	Yakima River Naches River Cowiche Creek
Bull Trout	Documented presence	Yakima River Naches River
Coho	Documented presence	Yakima River Naches River
Coho	Documented spawning	Cowiche Creek
Summer Steelhead	Documented rearing	Yakima River

Summer Steelhead	Documented presence and spawning	Yakima River Naches River

Surface Water

The Yakima River Basin occupies approximately 6,150 square miles. Its headwaters are situated along the crest of the Cascade Range. The mainstream Yakima River is joined by a number of tributaries and flows generally southeast until it joins the Columbia River.

Streams are an important source of prime wildlife habitat. WAC 222-16-031 establishes an "interim" water typing system to be used until a permanent typing system is established. Water typing is established based on the structure and function of waterways. Selah has no typed stream identified in the UGA. There are several canals and one unclassified stream occurring in Selah (See Figure 1-2).

The Yakima and Naches Rivers which border the Selah UGA are classified as Type 1 Streams and are designated as "Shorelines of the State," falling under the purview of the Washington State Shoreline Management Act (SMA). In compliance with the SMA, the Yakima County Regional Shoreline Master Program (SMP) was adopted December 18, 2007 and effective on February 25, 2010.

Priority Habitats

Priority habitats, such as those that provide breeding, roosting, foraging, or migration opportunities have been identified and mapped by the WDFW Priority Habitat and Species program. All of the priority habitats identified in the Selah UGA are wetlands, which are discussed in the Wetlands section above.

III. NATURAL RESOURCE LANDS

The GMA requires cities and counties to designate natural resource lands, including agricultural, forest, and mineral lands that have long-term commercial significance, and are not characterized by urban growth. This section inventories resource lands in the Selah UGA.

Agricultural Lands

Agricultural lands were identified through the County Assessor's database of existing land use. There are 16 agricultural parcels (either fallow or in current agricultural use) totaling approximately 650 acres in the Selah City limits (Figure 1-6). Most of this agricultural land is located in the southern end of the City limits, and much of it is characterized by the Starbuck-rock outcrop complex soil and Kiona stony silt loam soil types, which are not considered prime farmland. For the most part, they are also near or adjacent to residential, commercial, light industrial/manufacturing, and other urban development. They are also near various types of infrastructure, including water and sewer lines, and/or have access to I-82 and the Burlington Northern Santa Fe Railroad line.

Existing agricultural lands in the Selah UGA are allowed to continue and have some protections. However, for the reasons stated as follows, the City has determined that it is not appropriate to designate these parcels of land as agricultural lands of long-term commercial significance.

1) A majority of the City's area is already built-up; and
2) These parcels are near the built-up area, are zoned for a more intensive land use, or are near infrastructure with the capacity to serve additional growth on these parcels. These parcels represent the next logical areas for residential, commercial, or light industrial/manufacturing urban growth; and
3) These parcels are within the City limits and as such are part of the UGA. State law does not allow agricultural lands within a UGA to be designated as "agricultural lands of long-term commercial significance," unless the governing jurisdiction already has in place a program for purchase or transfer of development rights.

Forest Lands

In the City of Selah, there are no lands (commercial or noncommercial) that are used to grow trees, including Christmas trees subject to the state excise tax that is imposed on harvesters of timber. Thus, no forest lands of long-term commercial significance have been designated within the City.

Mineral Lands

Mineral resources are the only identified natural economic resource within the Selah UGA. This resource is primarily found in the form of gravel deposits. Concrete grade gravel is found along the floodplain of the Yakima River. This type of gravel is round, clean and free from fractures and surface coatings. The gravel in the Selah UGA is good to fair concrete-grade gravel.

No mineral resource lands of long-term commercial significance have been identified within the City of Selah; therefore, no designation is necessary.

One existing mineral resource site is located adjacent to the southeast side of the UGA (see Figure 1-5. Geologically Hazardous Areas and Mineral Resource Areas, Selah UGA
5). The 500-foot buffer on this site falls within the City limits and the unincorporated UGA. According to 36.70A.060 of the GMA, counties and cities must require that all plats, short plats, development permits, and building permits issued for development activities on, or within 500 feet of, lands designated as mineral resource lands contain a notice that the subject property is within or near the mineral resource lands, on which a variety of commercial activities may occur that are not compatible with residential development for certain periods of limited duration.

The notice for mineral resource lands must also inform that an application might be made for mining-related activities, including mining, extraction, washing, crushing, stockpiling, blasting, transporting, and recycling of minerals. Responsibility for enforcement of this provision for the portion of the 500-foot buffer falling within the City falls to Selah, while the portion falling within the unincorporated

UGA is the responsibility of the County. If Selah annexes additional land that falls in the buffer in the future, the City will be required to adopt and enforce this provision.

Figure 1-1. Major Soils Types, Selah UGA

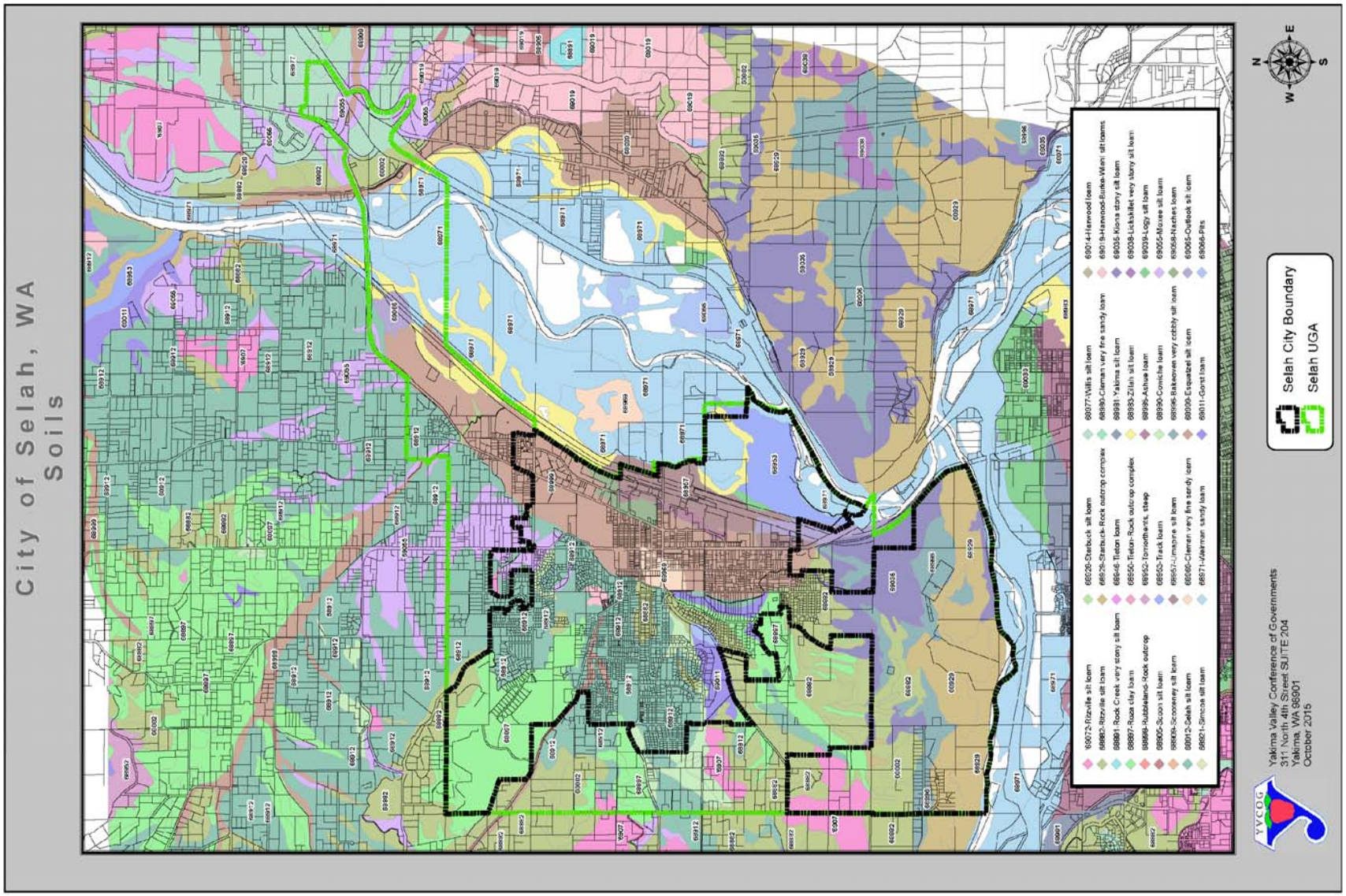


Figure 1-2. Wetlands and Waterways, Selah UGA

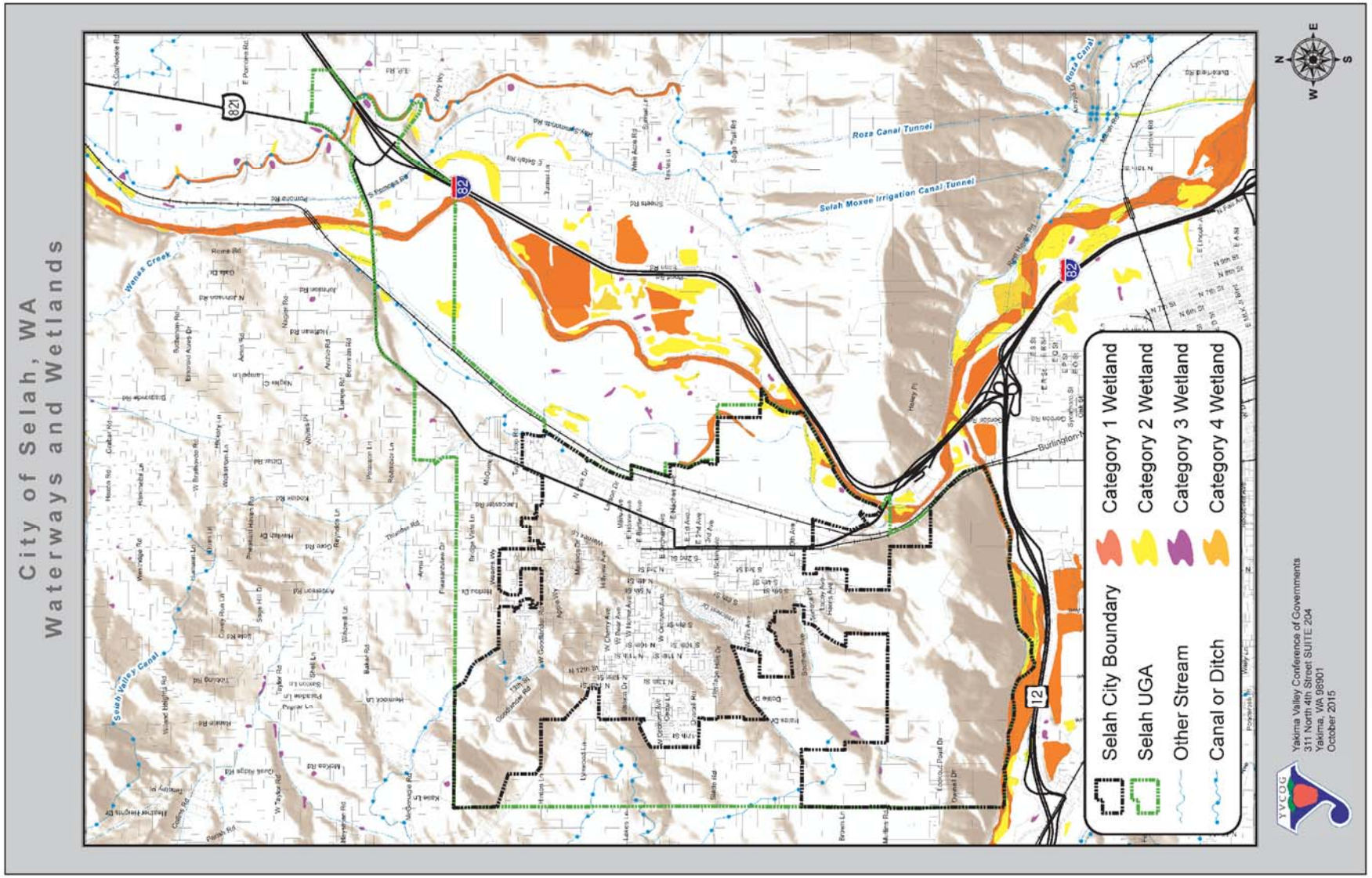


Figure 1-3. Flood Hazard Areas, Selah UGA

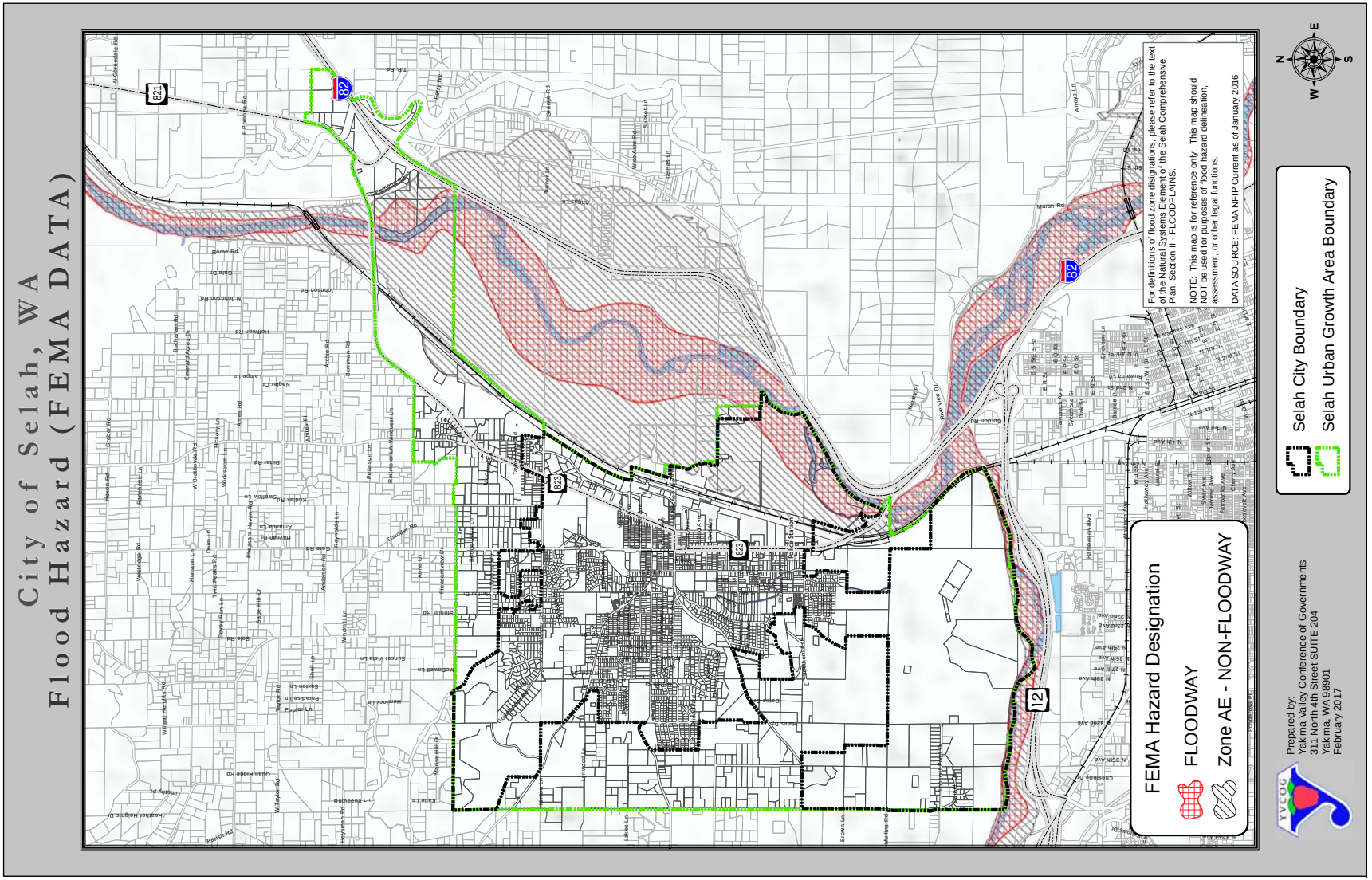


Figure 1-4. Critical Aquifer Recharge Areas, Selah UGA

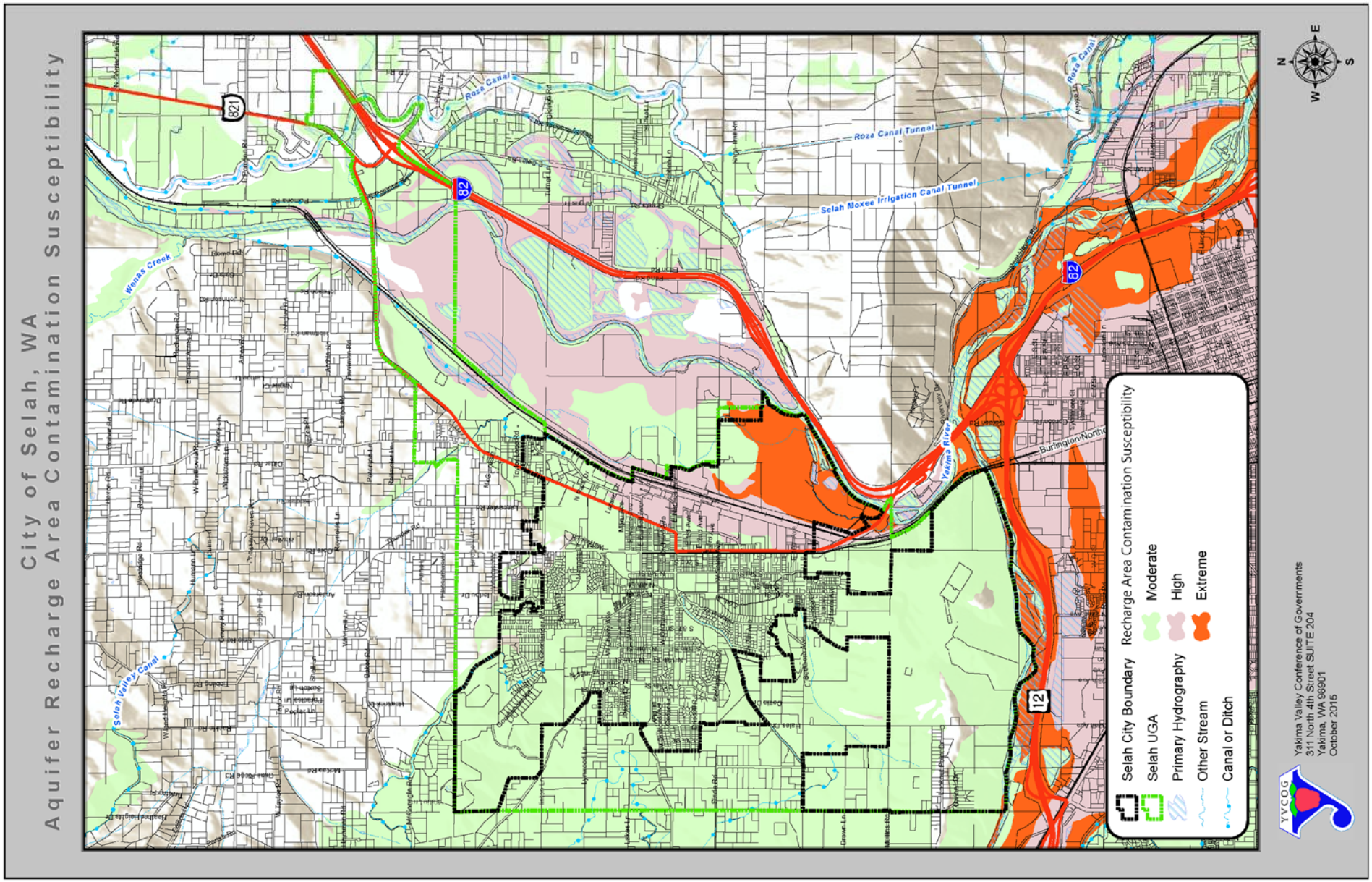
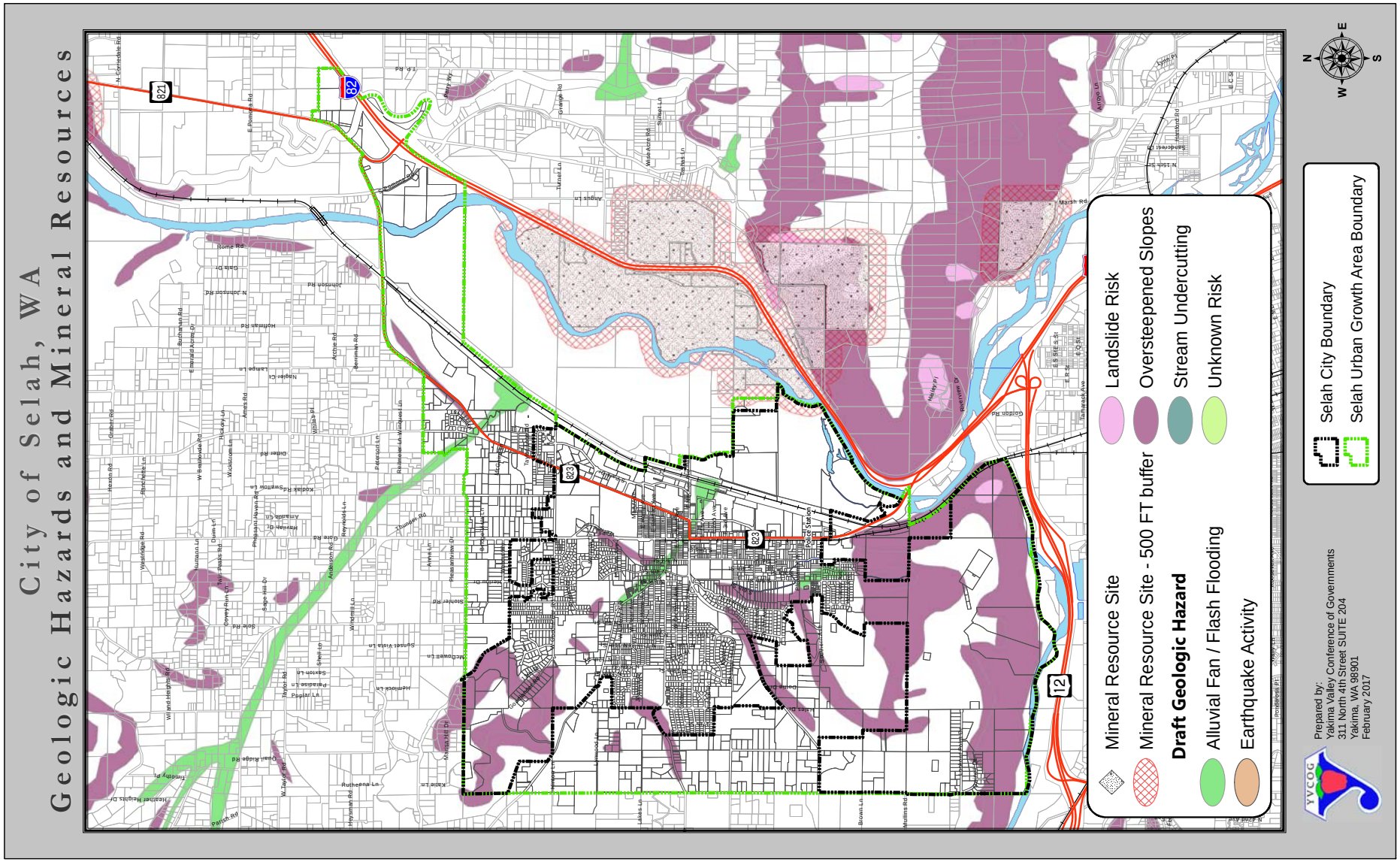


Figure 1-5. Geologically Hazardous Areas and Mineral Resource Areas, Selah UGA



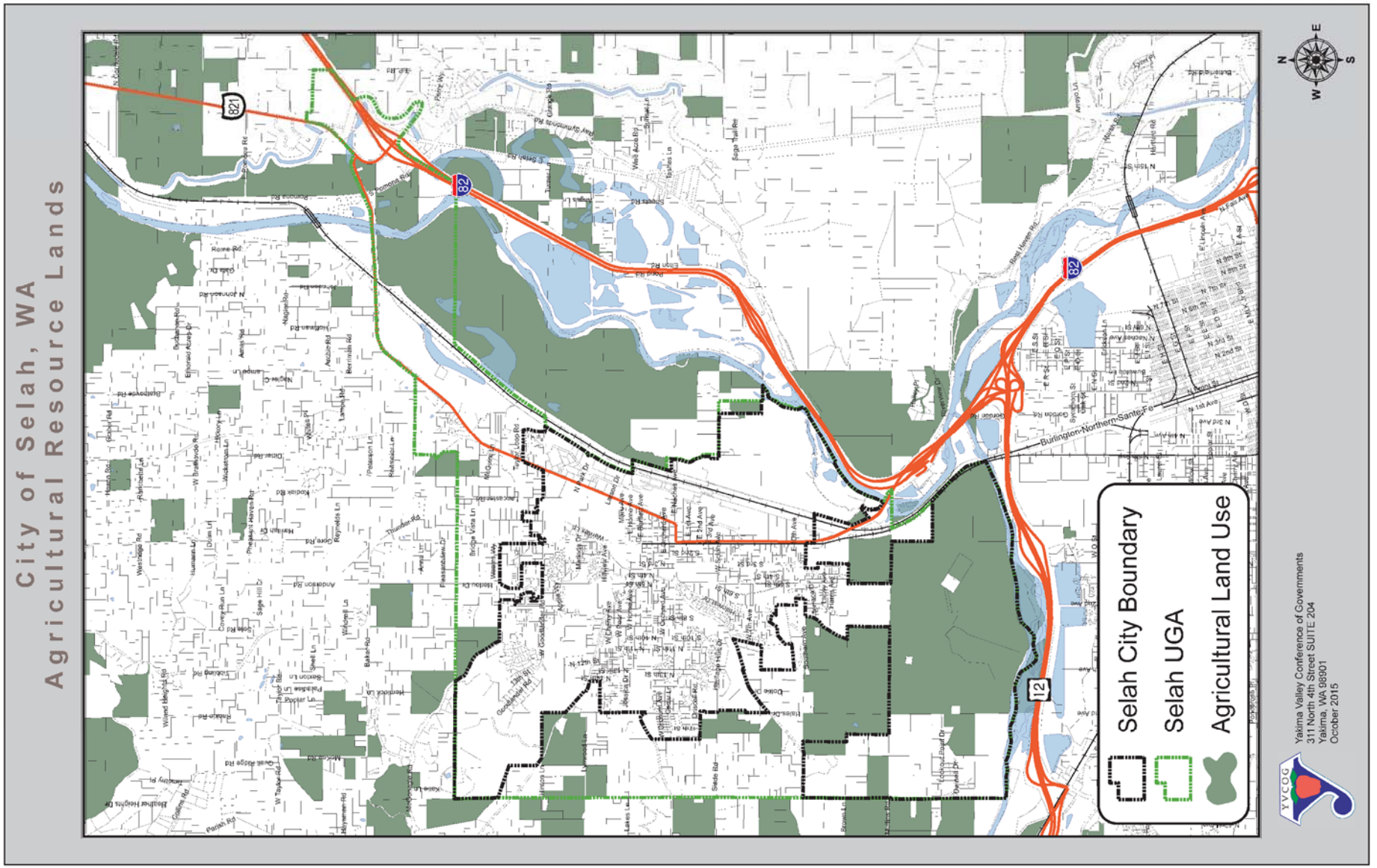


Figure 1-6. Agricultural Lands, Selah UGA

IV. GOALS AND POLICIES

The City of Selah recognizes the value of the large expanse of floodplain bordering the City. The floodplain is an important habitat and wetland area, location of scenic value, floodwater storage area, and plays an important water quality role in the Valley. As a result of its importance to the region, the floodplain should be protected from incompatible encroachment.

The City of Selah also recognizes the importance of working cooperatively with adjoining local governments and agencies in protecting valuable natural resources. Many of the policies below parallel Yakima County policies and support regional consistency in future development of critical area regulations as required by GMA.

GOAL 1.1: Respect the floodplain.

Objective1.1.1: Respect habitat and wetland areas within the 100-year floodplain.

Policy 1.1.1: Map important habitat and wetland areas within the 100-year floodplain.

Policy 1.1.2: Adopt wildlife and wetland habitat overlay zones within the zoning ordinance.

Policy 1.1.3: Require appropriate studies for projects in the 100-year floodplain, as identified on Federal Emergency Management Agency (FEMA) flood maps.

Policy 1.1.4: Only developments which respect the floodplain and meet appropriate local, state and federal requirements will be allowed in the 100-year floodplain.

GOAL 1.2: Preserve the natural stormwater storage capacity of the floodplain.

Objective 1.2.1: Adopt land use policies that reduce or eliminate negative impacts of development on stormwater drainage capacities and systems.

Policy 1.2.1: Encourage the retention of native vegetation or the creation of vegetative buffers near drainage courses to preserve water quality, and to aid in bio-filtration of stormwater.

Policy 1.2.2: Minimize adverse stormwater impacts generated by the removal of vegetation and alteration of landforms.

Policy 1.2.3: Require the utilization of on-site detention and/or infiltration facilities as a part of new developments which demonstrate the capacity to accommodate such facilities and/or would significantly burden the City's stormwater infrastructure facilities if not utilized.

Policy 1.2.4: Insure that new development will not increase peak stormwater runoff.

Policy 1.2.5: Control stormwater in a manner that has positive or neutral impacts on the quality of surface and groundwater and does not sacrifice one for the other.

GOAL 1.3: Promote and enhance surface and groundwater quality.

Objective 1.3.1: Maintain and manage the quality of surface and groundwater resources as near as possible to their natural condition and in compliance with state water quality standards.

Policy 1.3.1: Develop performance standards and regulate uses for activities which adversely impact water quantity and quality in aquifers, watersheds and surface waters.

Policy 1.3.2: Evaluate the potential impact of development proposals on groundwater quality, and require alternative site designs to reduce contaminant loading where site conditions indicate that the proposed action will measurably degrade groundwater quality.

Policy 1.3.3: Encourage the retention of natural open spaces in development proposals overlying areas highly susceptible for contaminating groundwater resources.

Policy 1.3.4: Support regional educational efforts which inform citizens of measures they can take to reduce contaminant loading of groundwater systems.

Policy ENV 3.5: Protect water quality from the adverse impacts associated with erosion and sedimentation.

Policy 1.3.6: Encourage the use of drainage, erosion, and sediment control practices for all construction or development activities.

Policy 1.3.7: Make use of local and regional data sources to monitor and assess surface and groundwater quality.

Policy 1.3.8: Participate in water quality improvement planning and implementation efforts by local, regional, state, federal and tribal agencies.

GOAL 1.4: Provide appropriate protection for recognized habitat and critical areas.

Objective 1.4.1: Establish specific, science-based criteria for identification and protection of environmentally sensitive resources.

Policy 1: Monitor designated environmental critical areas to ensure continue viability and protection.

Policy .2: Integrate environmental considerations into all planning efforts and comply with all state and federally mandated environmental legislation.

Policy 3: Support regional efforts for the protection of fish and wildlife habitat consistent with science-based criteria to protect the natural values and functions of those habitats. Fish and wildlife habitat protection considerations should include:

1. The physical and hydrological connections between different habitat types to prevent isolation of those habitats;

2. Diversity of habitat types both on a local and regional scale;

3. Large tracts of fish and wildlife habitat;

4. Areas of high species diversity;

5. Locally or regionally unique or rare habitats;

6. Winter range and migratory bird habitat of seasonal importance.

Policy 4: Direct development away from area containing significant fish and wildlife habitat areas, especially areas that are currently undeveloped or are primarily dominated by low intensity land uses.

Policy 5: Limit development projects or require mitigation measures in areas adjacent to public lands containing significant fish and wildlife habitat.

Policy 16: Protect the habitat of *Washington State Listed Species of Concern and Priority Habitats and Species* in order to maintain their populations.

Policy 17: Cooperate with resource agencies to prioritize habitats and provide appropriate measures to protect them according to their respective values.

Objective 1.4.2: Provide for long-term protection of wetlands.

Policy 1: Preserve, protect, manage and regulate wetlands for purposes of public health, safety and general welfare by:

1. Conserving fish, wildlife, and other natural resources;

2. Regulating property use and development to maintain the natural and economic benefits provided by wetlands, consistent with the general welfare of the City;

3. Protecting private property rights consistent with the public interest;

4. Requiring wetland buffers and building setbacks around regulated wetlands to preserve vital wetland functions and values.

Policy 2: Adopt a clear definition of a regulated wetland and a method for delineating regulated wetland boundaries.

Policy 3: Manage and mitigate human activities or actions that would have a probable adverse impact on the existing conditions or regulated wetlands or their buffers.

Policy 4: Require mitigation for any regulated activity which alters regulated wetlands and their buffers.

Goal 1.5: Manage development according to the severity of natural constraints in order to reduce risks and minimize damage to life and property.

Policy 1 The City will continue to amend and adopt land development regulations which ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios.

Policy 2 Support the preservation and enhancement of natural resource lands and support occupations associated with agriculture, farming and tourism within agricultural areas adjacent to the City and its UGA.

Policy 3 Support the protection of agricultural and other resource lands within the Selah area from incompatible development, keeping them available for recreational use and economic purposes.

Policy 4 Encourage new developments to locate in areas that are relatively free of environmental problems relating to soil, slope, bedrock, and the water table. Proposed developments should be reviewed by the appropriate City staff or consultants to identify site-specific environmental problems.

Policy 5 Development shall take adequate measures to minimize significant erosion and flash flooding conditions by:

1) Limiting the total amount of impervious surface to be created;
2) Planting sufficient vegetation to offset the effects of the impervious surfaces created; and/or
3) Providing sufficient drainage facilities to control storm runoff.

Goal 1.6: Maintain high ground water quality.

Policy 1 Coordinate with Yakima County to limit development outside the projected service area to a density where cumulative groundwater degradation for Selah area residents will be prevented.

1) Ensure that lot sizes in areas lacking public sewer service are large enough to accommodate individual septic systems without cumulative degradation of water quality by continuing Yakima County Health District's requirement of

on-site tests as a prerequisite for building permits; and

2) Require development to include provisions which ensure that increased runoff from impervious surfaces does not damage the natural drainage system or deteriorate water quality.

Policy 2 Conduct and support educational efforts which inform citizens of measures they can take to reduce contaminant loading of groundwater systems.

Policy 3 The City shall consider the impacts of new development on water quality as part of its review process and will require any appropriate mitigating measures.

Policy 4 Ensure that abandoned wells are closed properly.

Goal 1.7: Protect surface waters from degradation.

Policy 1Identify those natural conditions, land uses and practices that together could result in loss of water quality if not properly managed.

Policy 2 Evaluate the measures that are already in place to prevent degradation, and determine the best, cost effective means for protecting surface water from identified threats to water quality.

Policy 3 Adequate on-site disposal of surface water runoff shall be provided by all types of development.

Policy 4 Review available best management practices which can be used to reduce erosion and sedimentation associated with development within Selah. Investigate the need for additional erosion control measures for construction projects.

Policy 5 Maintain local control over water quality planning by: 1) providing guidance to state and federal agencies regarding water quality issues, priorities and needs; and 2) demonstrating progress in accomplishing the goals and objectives of locally developed water quality plans, thereby pre-empting externally-imposed solutions to water quality problems as much as possible.

Policy 6 Encourage the implementation of best management practices through information dissemination and cooperation.

Policy 7 Investigate the need for additional measures to control storm drainage and improve the storm drainage system.

Policy 8 Work cooperatively with other jurisdictions and agencies to educate the public on the proper use and disposal of stored chemicals and hazardous materials.

Policy 9 Discourage urban density development on productive agricultural lands outside of areas needed for future growth and development.

Goal 1.8: Establish critical areas protection measures to protect environmentally sensitive areas, and protect people and property from hazards.

Policy 1: Use the best available science in a reasonable manner to develop regulations to protect the functions and values of critical areas. (WAC 365-195-900)

Policy 2: Ensure proposed subdivisions, other development, and associated infrastructure are designed at a density, level of site coverage, and occupancy to preserve the structure, values and functions of the natural environment or to safeguard the public from hazards.

Chapter 2 Land Use Element

I. INTRODUCTION

Purpose

The Land Use Element establishes the desirable character, quality and pattern of the physical environment and represents the community's policy plan for growth over the next 20 years. In addition, because land is a limited resource, the Land Use Element acts as an overall check and balance system to provide a balance between people's use of land and lands left in a natural state to maintain natural systems functions.

The Washington Growth Management Act (GMA) requires that the following be addressed by the Land Use Element:

- Designation of the proposed general distribution, extent and general location of a number of land uses for various activities.

- Establishment of population densities, building intensities and estimates of population growth.

- Provisions for the protection of the quality and quantity of groundwater used for public water supplies (this requirement is addressed in the Natural Systems Element).

- Where applicable, the Land Use Element must review drainage, flooding and storm water runoff in the area covered by the plan and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute the waters of the state (this requirement is addressed in the Natural Systems Element).

The Land Use Element describes how the GMA requirement for designation of an Urban Growth Area (UGA) is being met. It also addresses the GMA inventory requirements for identifying the lands that are useful for public purposes and open space corridors within and between UGAs. In addition, it addresses the City's need to accommodate growth, development, and economic development to balance with the local job creation and diversify tax base.

Applicable Countywide Planning Policies

Under the Growth Management Act, cities, towns and their associated UGAs have been identified as the primary areas where future urban levels of growth will be permitted. To achieve the Act's goal of "inter-jurisdictional consistency," Countywide Planning Policies are integrated with the Land Use Element of Selah's Comprehensive Plan. The following Countywide Planning Policies apply to discussion of the Land Use Element.

A.3.1. Areas designated for urban growth should be determined by preferred development patterns and the capacity and willingness of the community to provide urban governmental services.

A.3.2. All cities and towns will be within a designated UGA. Urban growth areas may include areas not contained within an incorporated city. [RCW 36.70A.110]

A.3.3. All UGAs will be reflected in County and respective city comprehensive plans.

A.3.4. Urban growth will occur within UGAs only and not be permitted outside of an adopted UGA except for new fully contained communities. [RCW 36.70A.350]

A.3.5. The baseline for twenty-year Countywide population forecasts shall be the official decennial Growth Management Act Population Projections from the State of Washington's Office of Financial Management (OFM) plus unrecorded annexations. The process for allocating forecasted population will be cooperatively reviewed.

A.3.6. Sufficient area must be included in the UGAs to accommodate a minimum 20-year population forecast and to allow for market choice and location preferences. [RCW 36.70A.110 (2)]

A.3.7. When determining land requirements for UGAs, allowance will be made for greenbelt and open space areas and for protection of wildlife habitat and other environmentally sensitive areas. [RCW 36.70A.110(2)]

A.3.8. The County and cities will cooperatively determine the amount of undeveloped buildable urban land needed. The inventory of the undeveloped buildable urban land supply shall be maintained in a regional GIS database.

A.3.9. The County and cities will establish a common method to monitor urban development to evaluate the rate of growth and maintain an inventory of the amount of buildable land remaining.

A.3.10. The local jurisdiction may initiate an amendment to an existing UGA through the normal comprehensive plan amendment process; however, in no case will amendments be processed more than once a year. [RCW 36.70A.130 (2)]

A.3.11. Prior to amending an UGA, the County and respective local jurisdiction will determine the capital improvement requirements of the amendment to ascertain that urban governmental services will be available within the forecast period.

A.3.12. Annexations will not occur outside established UGAs. [RCW 35.13.005]. Annexations will occur within UGAs according to the provisions of adopted inter-local agreements, if any.

The following policies relate to phasing growth and development with service and infrastructure provision:

B.3.1. Urban growth should be located first in areas already characterized by urban growth that have existing public facilities and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government

services be provided by cities, and urban government services should not be provided in rural areas. [RCW 36.70A.110 (3)].

B.3.2. Urban growth management inter-local agreements will identify services to be provided in an UGA, the responsible service purveyors and the terms under which the services are to be provided.

B.3.3. Infill development, higher density zoning and small lot sizes should be encouraged where services have already been provided and sufficient capacity exists and in areas planned for urban services within the next 20 years.

B.3.4. The capital facilities, utilities and transportation elements of each local government's comprehensive plan will specify the general location and phasing of major infrastructure improvements and anticipated revenue sources. [RCW 36.70A.070(3)(c)(d)]. These plan elements will be developed in consultation with special purpose districts and other utility providers.

B.3.5. New urban development should utilize available/planned urban services. [RCW 36.70A.110(3)]

B.3.6. Formation of new water or sewer districts should be discouraged within designated UGAs.

G.3.2. Local economic development plans should be consistent with the comprehensive land use and capital facilities plans, and should:

a. Evaluate existing and potential industrial and commercial land sites to determine short and long term potential for accommodating new and existing businesses;
b. Identify and target prime sites, determine costs and benefits of specific land development options and develop specific capital improvement strategies for the desired option;
c. Implement zoning and land use policies based upon infrastructure and financial capacities of each jurisdiction;
d. Identify changes in UGAs as necessary to accommodate the land and infrastructure needs of business and industry;
e. Support housing strategies and choices required for economic development.

Relationship to Other Elements

The Land Use Element could be described as the "driver of the Comprehensive Plan" in that each of the other elements is interrelated with the Land Use Element, and the plan's goals will be implemented through land use policies and regulations.

This Land Use Element has the following components:

1) Summary of the UGA process and designation.

2) Summary of major land use considerations for the City.

3) Summary of historic trends and the physical setting for the community, and an inventory of existing land uses within the City and its UGA.

4) Summary of future needs of the community in relation to changing community needs and values.

5) Analysis and forecasts, including analysis of population growth and demographics; economic conditions; physical conditions; infrastructure; public facilities and services; and projection of long-range land use needs.

6) Land use plan concept: discussion of the major plan concepts and growth management strategies.

7) Land use maps.

8) Land use goals and policies.

II. MAJOR LAND USE CONSIDERATIONS

- How can the City accommodate and encourage growth while preserving the character of the City?

- If the City desires more growth than what is projected, what land use decisions will promote both the amount and type of growth that the City is seeking?

- What land use patterns are consistent with the City's vision for economic development and future growth?

- What areas have the most capacity for development, in terms of the availability of water, sewer, and roads? What areas are currently experiencing development pressures?

- Should the City encourage or discourage the conversion of agricultural land to other uses in the unincorporated portion of the UGA?

- How can the City encourage the construction of housing that will support an economically diverse community?

III. URBAN GROWTH AREA

Selah's UGA includes those lands to which the City may feasibly provide future urban services and those surrounding areas which directly impact conditions within the City limits. This area is defined by a UGA boundary (Figure 2-1). The UGA boundary was designated by the County Commissioners, after an extensive process involving coordination between the City and the County, in which the UGA boundary was identified, interim management policies for the UGA were established, and annexation policies were developed. Countywide Planning Policies were

taken into consideration in this process. The Selah UGA was updated in 2016 as part of Yakima County's GMA periodic update. The County's 2016 UGA analysis for Selah projected a surplus of considerable residential acres in the UGA, but a deficit of community facilities acreage. No UGA boundary changes were adopted as a result of this process, but some future land use designations were changed within the unincorporated UGA.

The following were major considerations in locating the UGA.

- Availability of sufficient land to provide wide market choices for potential industrial development or other facilities that would promote economic development.
- Area required not only accommodating anticipated growth, but allowing for a reduction of existing housing and population densities.
- Using the existing utility service area, reflecting the City's ability to provide water, sewer, and other public services.
- Location and development constraints of resource lands and critical areas.
- Preferences of local residents.
- Location of natural and manmade physical barriers.
- Location of parcel boundaries.

Selah's Urban Growth Area (UGA) includes the incorporated City, and those lands to which the City may feasibly provide future urban services (i.e., the City's urban service area). Figure 2-1 illustrates the UGA.

The City of Selah's UGA boundary and future land use designations in the unincorporated portions of the UGA were revised in 2016 after an extensive process involving coordination between the City and the County. The Land Capacity Analysis conducted by the County determined that Selah's existing UGA contained a surplus of 1,514 acres of vacant residential, commercial, and community facilities land through 2040; this would accommodate 126 years of growth for non-industrial purposes[1]. Table 2-1 below summarizes the approved additions to the Naches UGA that occurred as a result of the UGA update process.

Table 2-1. Approved Changes to Selah UGA Zoning and Designations, 2016

Parcel #	Acres	Zoning Designation	Future Land Use Designation
19143012003	278.3	Light Industrial (M-1)	Urban (U)
18142542409	3.0	Two Family Residential (R-2)	Urban Residential (UR)
18142541002	1.07	Two Family Residential (R-2)	Urban Residential (UR)
18130244001*	14	Single Family Residential (R-1)	Urban Residential (UR)

* Total acreage of this parcel is 39.59 acres. The parcel previously had split zoning and future land use designations for 14 acres. The 2016 UGA update resulted in one zoning and future land use designation for the entire parcel.

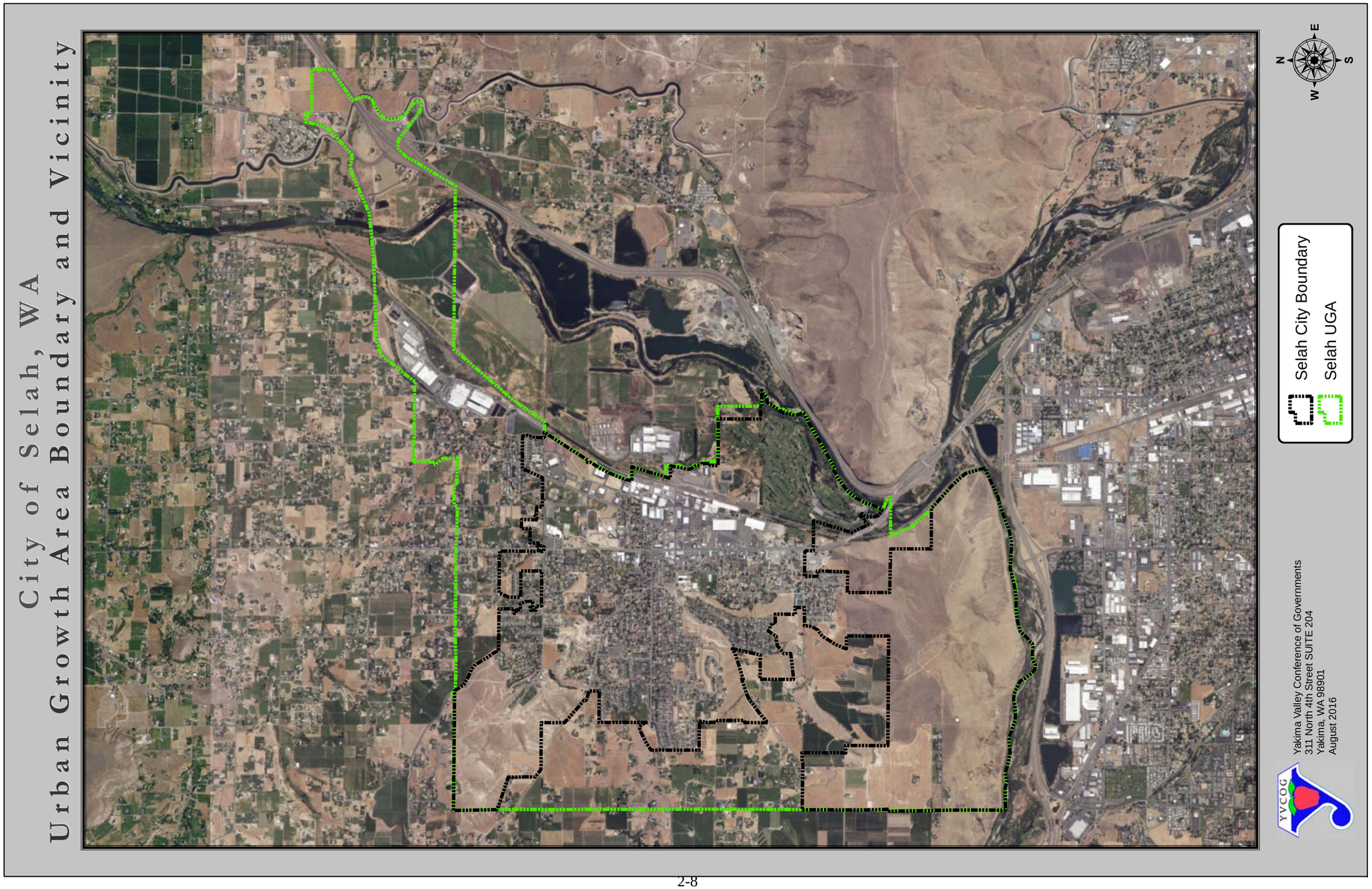
[1] Yakima County Public Services Department Planning Division, Long Range Planning Section. May 25, 2016. Staff Report: Board of Yakima County Commissioners Ordinance 14-2016

During the UGA boundary revision process, the following major findings or considerations contributed toward the final location of the boundary:

- Establishing a balance between allocating too much or too little land within the UGA. Allocating too much land may contribute to development that cannot be supported by public services or high costs for providing services, as well as unnecessary conversion of resource lands and farmlands to residential or other uses. Allowing too little land within the UGA may result in increased housing choices, limited housing choices, and few commercial services options. If there is an inadequate supply of industrial land, economic development efforts could be constrained and potentially cause a decrease in the tax base.

- Using physical features or environmental constraints to provide a clear separation between urban and rural area.

Figure 2-1. Urban Growth Area, City of Selah



IV. EXISTING CONDITIONS

Geographical Context

The Selah UGA is located in the Upper Yakima Valley, in the northern part of Yakima County. The City lies in a basin that is surrounded on the north, west and south sides by sage-covered foothills. On the east side are the Yakima Ridge and the Yakima River, a tributary of the Columbia River. The Yakima River has cut its way through the Yakima Ridge creating an area called the Selah Gap. In the Selah Gap lies Interstate 82 and Burlington Northern Santa Fe Railroad that provides access to both the City of Ellensburg, 36 miles north, and the City of Yakima, three miles south.

Like the rest of Yakima County, the Selah UGA is warm and dry. The Cascade Mountain Range acts as a barrier between Yakima County and the Pacific Ocean, keeping precipitation low and temperatures warm. With a warm climate and rich volcanic soils, Yakima County is a significant agricultural region as well as a recreational community.

History

Yakima County emerged in the mid-1800s through the cattle and sheep industry, soon to be introduced to the fruit and vegetable market. An extensive irrigation system was developed, and the Northern Pacific Railway was introduced to the area, creating opportunities for trade and transportation.

Although the prosperity of Yakima County was originally due to agriculture, agriculture is not a stable industry by its nature. It is dependent on natural forces which are not predictable. Cities such as Selah have created their own independent economic base seeking out industry. National or regional economic events can also be unpredictable at times. Yakima County experienced several economic downturns due to these changes, including several recessions, the last beginning in 2008. Even though Yakima County survived these downturns with a predominately agricultural based economy, cities in the region, including Selah, are now seeking a more diversified employment and income base.

Growth Trends

In the early days, economic development in Selah was made possible by the availability of irrigation and railroad. Selah was dependent on agriculture until 1950; however, between 1940 and 1950 there was tremendous growth within the City – over 100%. This growth leveled off until the 1960s, when the Yakima Valley began to diversify its economy and the City of Selah became more attractive to new Valley residents looking for homes with easy accessibility to the City of Yakima. Selah experience another burst of growth between 1970 and 1980, growing by 47%. Since that time, growth has slowed somewhat but remains very steady. Table 2-2 below shows growth trends for Selah.

Table 2-2. Population Trends, City of Selah

Year	Census Population	OFM Population Estimate	Total Change Per Decade	Percent Change	Average Percent Change Per Year
1940	1,130	--	--	--	--
1950	2,489	--	1,359	120%	12%
1960	2,824	--	335	13%	1%
1970	3,070	--	246	9%	1%
1980	4,500	--	1,430	47%	5%
1990	5,113	--	613	14%	1%
2000	6,310	--	1,197	23%	2%
2010	7,147	--	837	13%	1%
2016	--	7,530	383	5%	1%

Source: U.S. Decennial Census, 1940-2010; Washington State Office of Financial Management, 2016.

Existing Zoning

Selah's zoning ordinance (SMC Title 10) establishes seven separate zones, discussed below.

Residential. The residential districts provide for low to high-density residential uses.

*Low-Density Single-Family Home Residentia*l *(LDSF)* is established for single-family residential purposes where urban governmental services are not available or cannot be provided without excessive public cost. Minimum lot sizes are based on slope and utility provisions, and ranges from 10,000 square feet to 5 acres.

One-Family Residential District (R-1) is established for single-family residential development where urban governmental services are currently available or will be extended at no public cost. Minimum lot sizes are based on slope and utility provisions, and range from 8,000 square feet to 5 acres.

Two-Family Residential District (R-2) is established for single- or two-family residential development where urban governmental services are currently available or will be extended at no public cost. Minimum lot sizes are based on slope and utility provisions, and range from 9,000 square feet to 5 acres.

Multiple Family Residential District (R-3) is established to provide for and protect areas for high-density residential development. The district is designed for use where urban governmental services are currently available or will be extended at no public cost. Full urban services are required. Minimum lot size is 9,000 square feet and minimum lot area per dwelling unit is 1,800 square feet.

Professional Business District (B-1) is established to provide a transition between commercial and residential areas where governmental services are currently available or will be extended at no public cost. The minimum lot size is 7,200 square feet.

General Business District (B-2) is established to provide day-to-day convenience shopping and service needs for persons residing in nearby residential areas, where urban governmental services are currently available or will be extended at no public cost. Minimum lot size is 7,200 square feet.

Industrial District (M-1) is established preserve areas for industrial and related uses so that they do not create serious compatibility issues with other land use types, and to make provision for certain kinds of commercial uses which are most appropriately located as neighbors of industrial uses. The M-1 district is located principally along arterials or railroad rights-of way. Minimum lot size is 0.5 acre.

Land Use Inventory

Land use figures for the City of Selah UGA are drawn from 2016 Yakima County Assessor data. Figure 2-3 shows the general arrangement of existing land uses within the City and the UGA.

Table 2-3 summarizes the existing non-transportation land uses within the City limits. Table 2-4 provides similar information for the remainder of the UGA. Due to Selah's natural geographic constraints, the land use with the most parcel acreage is undeveloped, with 33% of the total. Land used for residential purposes accounts for nearly as much at 27%, while agricultural land accounts for 17% of the City's parcel acreage.

Table 2-3. City of Selah Incorporated Area: Existing Land Use Summary

Land Use	# of Parcels	Total Parcel Acreage	% Total Parcel Area
Agricultural	4	439.4	17%
Commercial	129	82.0	3%
Industrial	93	164.4	6%
Public	52	371.0	14%
Residential	2197	719.2	27%
Undeveloped	327	868.2	33%
Total	2,802	2,644.2	100%

Table 2-4. City of Selah Urban Growth Area, Unincorporated: Existing Land Use Summary

Existing Land Use (UGA only)	# of Parcels	Total Parcel Acreage	% Total Parcel Area
Agricultural	4	59.4	3%
Commercial	9	23.1	1%
Industrial	13	310.1	18%
Public	6	39.8	2%
Residential	436	591.9	35%
Undeveloped	115	673.2	40%
Total	583	1,697.5	100%

In the unincorporated UGA, 673 acres or 40% of the land is undeveloped, while 592 acres or 35% of the land is residential. The next most significant land use in the unincorporated UGA is industrial with 310 acres and 18% of the total parcel area.

Residential Land Use

As indicated in Figure 2-3, population densities within the 2010 U.S. Census blocks in Selah ranged from zero to more than 10,000 persons per square mile. Households averaged 2.64 persons per household (Census 2010). The two densest areas were in south Selah, in the area bound by 6th Street, 3rd Street, Riverview Avenue, and Pleasant Avenue; and in northeast Selah, in the area bound by Jamie Drive and a park to the east. In contrast, much of the built up residential area that is relatively low density inside the City occurs north of downtown and south of Goodlander Road; densities in this area are 3,000-4,000 persons per square mile.

Approximately 719 acres, or 27% of the City's land area is devoted to residential use. Dividing the City's 2016 Office of Financial Management (OFM) population used for allocating state revenues (7,530) by the net acreage of the residential parcels results in a density of 10.5 persons per residential acre for areas currently used as residential.

The Housing Element further discusses housing characteristics in the City of Selah UGA.

Commercial Land Use

There are 82 acres of land in commercial use within the City limits, accounting for 3% of the total parcel acreage within the City. The intensity of commercial development can be measured by estimating the number of acres per 1,000 residents. Selah has 0.01 acres of commercial land per capita.

Most of the commercial development in Selah is located along N. First Street (SR 823) between Southern Avenue and Goodlander Road, and in the central business district around the intersection of North Wenas and Goodlander Road. Areas of commercial land use include the central business district, which is north of the railroad tracks, on the west side of the City.

Industrial Land Use

Including currently fallow fields, there are 164 acres of land in industrial use within the City limits, accounting for 6% of the total parcel acreage within the City. This translates to 21.8 acres of commercial land per 1,000 residents. Land in the industrial category is generally located along the railroad tracks, within walking distance from the central business district. Much of the industrial land use in Selah is related to agriculture.

The Yakima County Assessor's records show no active industrial land use in the unincorporated portion of the UGA.

Agricultural Lands

Four parcels occupying 439 acres of land are currently in agricultural use within the City of Selah, according to assessor records. Crops grown within the City limits are mainly grapes, asparagus, sweet corn, and the produce of small gardens.

In the remainder of the UGA, agricultural use accounts for 59.4 acres, or 3% of the parcel acreage.

The area surrounding the City of Selah produces alfalfa, grapes, hops, corn, asparagus, wheat, fruit (primarily apples), mint, and pasture grass.

Recreational Lands and Open Space Corridors

Parks and Recreation

The City of Selah Parks and Recreation Plan 2014-2019, hereby incorporated by reference, contains an inventory of park lands. There is a total of 10 public parks on 44.4 acres in Selah, approximately 89% of which is developed. The City and Selah School District signed an agreement authorizing joint use of these parks and recreational areas.

No parks or recreational land uses were identified in the unincorporated UGA. Outside of the UGA, The Washington State Department of Natural Resources Selah Cliff's Natural Area is about five miles north of Selah on SR 821. The site contains the largest population of Basalt Daisies in the state. Access is from SR 821, just slightly south of the three mile marker, on the east side of the highway.

Open Space Corridors

The Growth Management Act requires cities to identify open space corridors within and between UGAs. These corridors must include lands that are useful for recreation, wildlife habitat, trails and/or connection of critical areas.

The Yakima Greenway contains 10 miles of paved pathway connecting three parks, two fishing lakes, and three river access landings. The many nature-protected areas spread throughout the Greenway contain a variety of flora and fauna native to the area. The Greenway is popular for walking, bird watching, fishing, running, biking, skating, and picnicking. The Greenway is owned and operated by the Yakima Greenway Foundation.

The Selah Extension multi-used paved trail extends north into Selah from the confluence of the Naches and Yakima Rivers on the Yakima Loop trail. It terminates at Southern Avenue with a dedicated bike lane up to Third Street, which continues as a bike route along Third Street through the City. Harlan Landing is one of three Greenway parks and is the closest Greenway park to Selah. It is located on I-82 at Rest Haven Road.

The 2014 *Yakima County Trails Plan* proposes a trail segment that would extend from the Selah Extension, up N. First Street to Naches Avenue; as well as a trail that would extend from Harlan Landing northeast along the Naches River to the northern Yakima County boundary.

A regional, linked trail system such as the one proposed by Yakima County, in addition to providing an open space corridor that would be important for recreation, also offers the potential of attracting visitors to Selah who are either traveling along or accessing the trail.

Cultural Resource Land Uses
Historic Preservation

Historic preservation may be defined as active protection of properties significant to the City's past. The quality of life in the City can be enhanced through historic preservation through several means, including economic development, a revitalized downtown and neighborhoods, rehabilitated housing, cost effective re-use of the community's capital facilities, and enhanced urban design that protects existing community character. A variety of incentives are available for promoting historic preservation.

The City does not have a local historic preservation program at this time, and has not attempted to become a Certified Local Government. Certification is required for participation in the federal Historic Preservation Program. Preservation efforts in Selah should focus on identifying its structures, landscapes, and other places of historic or cultural significance, and developing a local historic preservation program. The Selah Downtown Association, a Washington State Main Street Program member, works to revitalize and recognize the significance of historic downtown Selah.

Figure 2-2. Current Land Use, Selah UGA

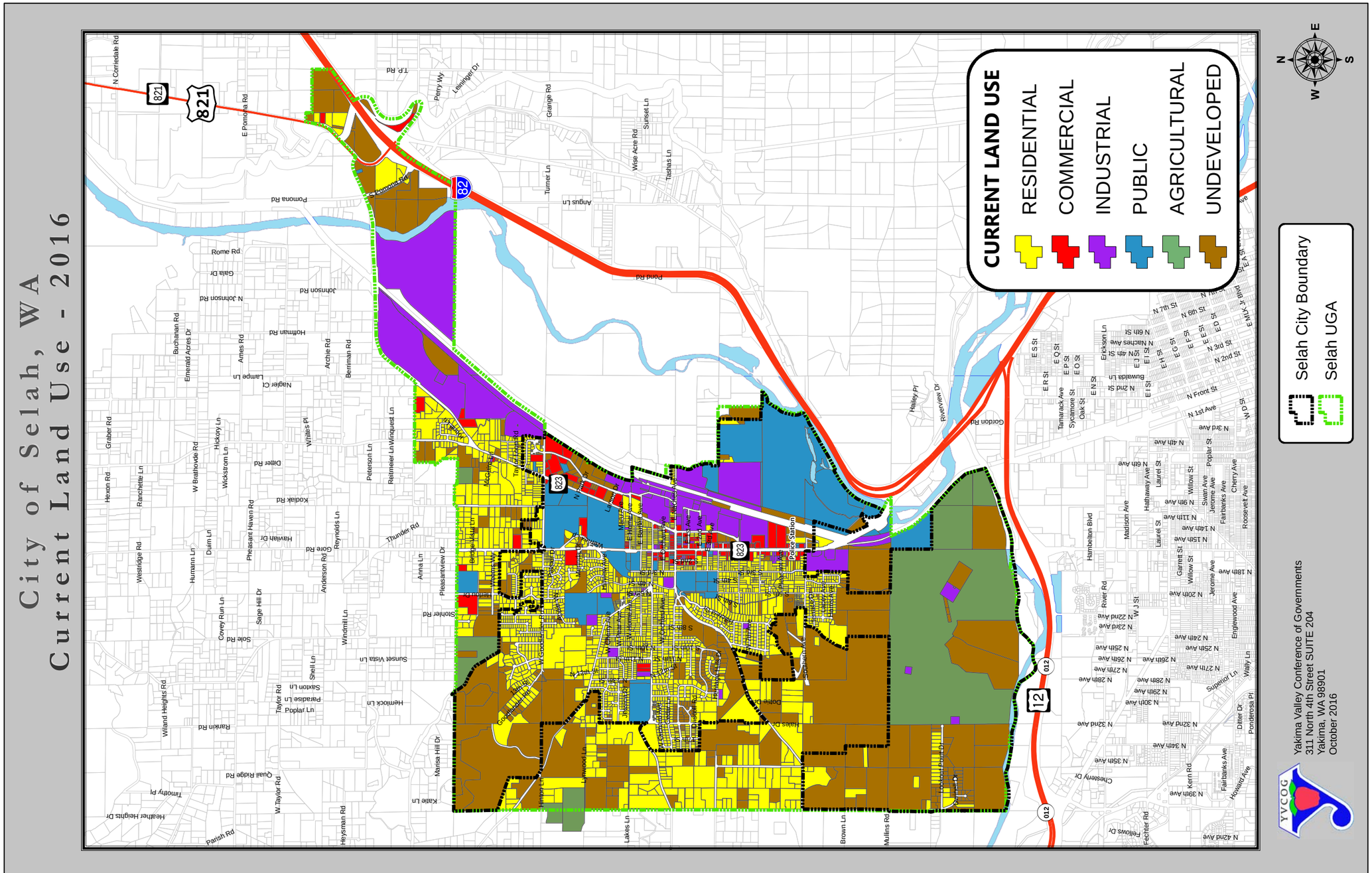
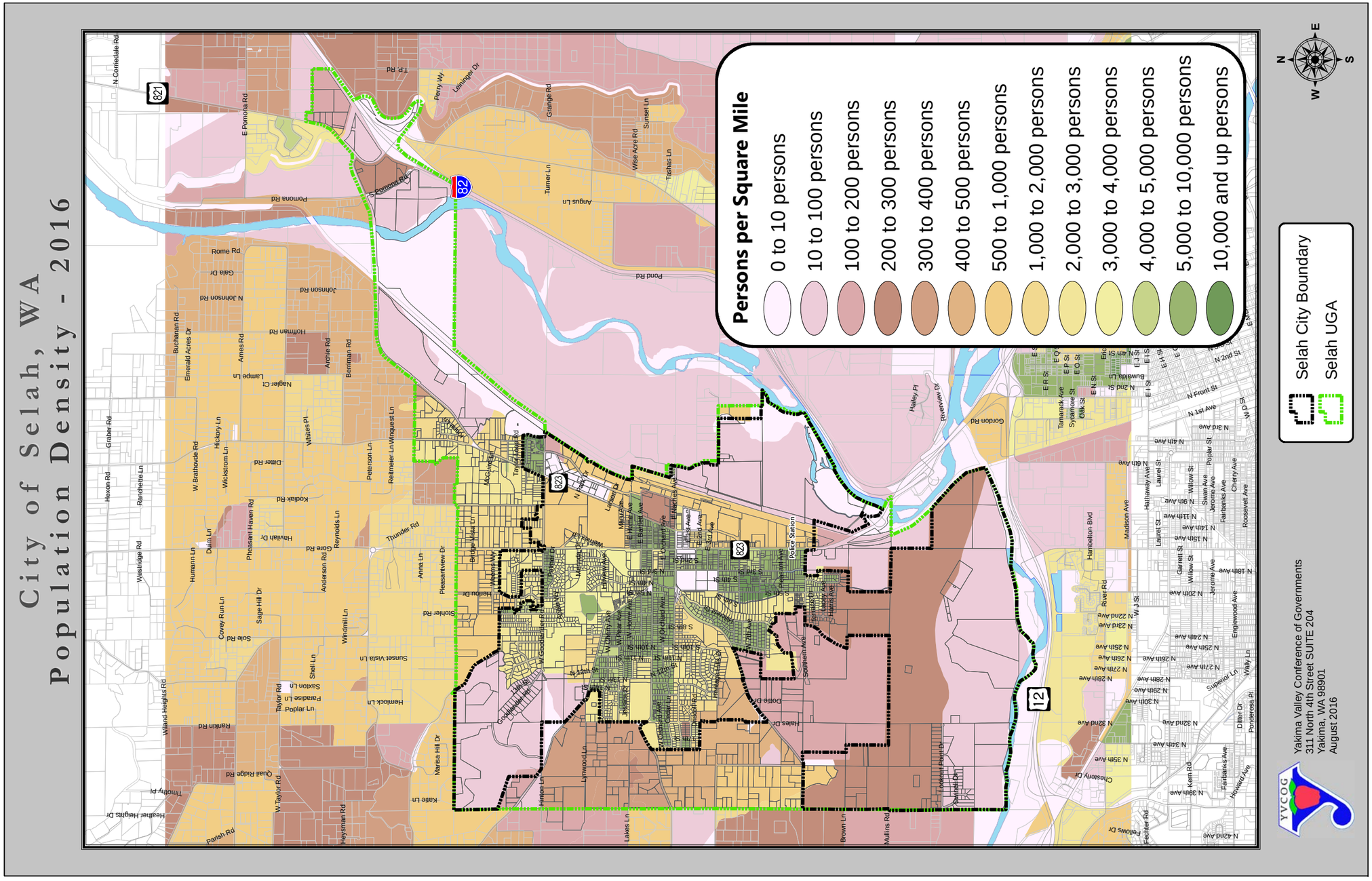


Figure 2-3. Population Density, Selah UGA



V. ANALYSIS/FORECASTS

Population Trends, Demographics and Projections

See Section IV. Existing Conditions for a discussion of growth trends. Table 2-2 shows the Census population by decade for the City.

Demographics

Based on 2010 Census population data, 85.8% of Selah's population is white, and 16.4% is Hispanic or Latino (of any race). The remainder of the population consists of black or African American (0.5%), American Indian and Alaska Native (1.3%), and Native Hawaiian or other Pacific Islander (0.2%).

Approximately 32.6% of the population is under the age of 19, while 8.7% of the population is over 62. These data suggest that Selah is a city of families raising children, but also with a significant component of older and aging adults. The large population of those under 19 has implications for the potential future demand for educational and social services, as well as for the recreational needs of these age groups.

Population Projections

Historical population trends for Selah are shown in Table 2-2. The 2016 population was 7,530. Table 2-5 summarizes projections for the City's population through the year 2037.

Table 2-5. City of Selah Population Projection, 2017-2037

Year	Projection
2017	7,678
2022	8,157
2027	8,637
2032	9,120
2037	9,607

Source: Yakima County Public Services Department, Planning Division, Long Range Planning Section. July 4, 2015. Report 1 – Yakima County Population and Employment Projections and Allocations.

The population projections were developed by the Yakima County Countywide Planning Policy Committee (CWPP) in 2015, based on projections for the County as a whole that were provided by the OFM. In developing these projections, the CWPP made the following assumptions:

1) Used OFM's 20-year medium annual growth rate for the County, which projected a steady annual decline for the County.
2) Used OFM's annual population estimates for each city from 2010-2014.

3) Compare both sets of OFM growth rates. If a city's annual growth rate over the last year (from OFM estimate) is higher than OFM's 20-year annual growth rate projected for the County, then the higher of the two growth rates were used. If lower, then the County adjusted the city's growth rate to reflect the difference between the two rates.
4) Made the adjustments to all cities and then incorporated the same rate of decline mentioned in step 1 to all growth rates used, to ensure that the projected growth rates used by the County still incorporated and were consistent with OFM's projected rate of decline countywide.

Analysis of Economic Conditions

The overall economy in Selah is good in terms of agricultural production, but some of the small businesses located within the central business district are struggling due to lack of clientele and business that doesn't utilize modern technology. Selah is experiencing a shift from being primarily a farming and logging community to a bedroom community for the greater Yakima area. Intense agricultural production still occurs, but mainly in areas surrounding the City's UGA. In more recent years, the size and number of the agricultural parcels within the city limits has been reduced due to demand for residential parcels.

The City is embarking on a planning study for the development of a sub-area plan for its central urban area, parts of which are in decline. The purpose is to encourage economic development and enhance the quality of life in this area. Providing for a mixed use-infill overlay is being considered, the objectives of which would include: encourage higher quality housing; encourage mixed use development to promote commerce and create revitalized neighborhoods with a sense of community and commercial areas that are destinations; promote investment and beautification.

Land Available for Economic Development. Within the City, there are currently 450 acres of land available for economic development. In this discussion, "land available for economic development" includes currently undeveloped land and land currently used as agriculture (active or fallow). Much of this land occurs in smaller parcels between Naches Avenue and Southern Avenue, or in larger parcels in the south and northwest portions of the city. Some of these lands may be considered undevelopable due to geographic constraints. Agricultural lands within the City and unincorporated UGA are considered transitional, with the expectation that they ultimately will be developed.

Table 2-6 summarizes the amount of vacant and agricultural land that is potentially available for future development, in each future land use designation. The current zoning designates how land can be developed under the current land use regulations. The future land use designation indicates how land is planned to be used in the future.

Table 2-6. Land Available for Economic Development in Future Land Use Designations, City of Selah UGA

Designation	# Parcels	Total Acres
City of Selah		
Commercial	51	139.1
Education	1	0.5
High Density Residential	7	7.0
Industrial	15	41.3
Low Density Residential	345	1,161.3
Moderate Density Residential	29	26.5
Park	2	8.6
Unincorporated UGA		
Urban Commercial	16	49.3
Urban Industrial	3	14.8
Urban Public	6	13.3
Urban Residential	116	666.1
Total City + Unincorporated UGA		
Commercial	67	188.4
Residential	497	1,860.9
Industrial	18	56.2
Public	9	22.4

Analysis of Physical Conditions

The main natural physical constraints to development in the Selah UGA are associated with hydrology and geomorphology. Selah has higher elevations, particularly in the south end of the City and the northwest corner, as well as bluffs that extend into the City. Many of these areas are considered "oversteepened slopes," (see Figure 1-5, Geologically Hazardous Areas and Mineral Resources Areas, in the Natural Environment Element). These areas present a significant restriction on development and are subject to the development standards for building on or near geological hazard areas outlined in SMC Chapter 11.50, Critical Areas Ordinance. Due to Selah's geomorphology, the City also has a large amount of soils types that are considered limiting for development (see Figure 1-1, Major Soils Types, in the Natural Environment Element).

The Naches River to the south and the Yakima River to the east also present development

constraints, including the floodplain and associated wetlands and riparian areas along the rivers. These wetlands are floodplains are also subject to development standards outlined in the Selah Critical Areas Ordinance. Development along both rivers falls under the jurisdiction of the Shorelines Management Act. Selah has adopted Yakima County's Shoreline Master Program for goals, policies and regulations to manage these shoreline areas. Yakima County's shoreline management designation of the portions of the Naches and Yakima Rivers that runs through the Selah UGA are:

- Rural Environment. This environment is characterized by agricultural and recreational uses, moderate land values, moderate public and private capital investment (roads, utilities, etc.), and/or some biophysical development limitations. The management objectives are to protect agricultural land, maintain open space, and provide for recreational uses compatible with agricultural production.
- Natural Environment. This environment is characterized by severe biophysical limitations, presence of some unique natural, historic or archeological features intolerant of intensive human use, and/or its value is retained only in its natural condition. Management objectives are oriented toward preserving unique features, restricting activities that may degrade the actual or potential value of this environment, and severely restricting development in hazardous areas.
- Conservancy Environment. This environment is characterized by very low intensity land uses primarily related to natural resources use and diffuse recreational development, relatively low land values, relatively minor public and private capital investment, and/or relatively major biophysical development limitations. Management objectives are oriented toward establishing a balance between sustained-yield natural resource utilization and low density recreational uses in this environment, with restriction of development in hazardous areas.
- Urban/Conservancy Environment. This environment is characterized by low intensity land uses primarily related to public access, diffuse recreational development, and relatively major biophysical development limitations. This environment should 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. The urban conservancy environment designation should be assigned to shoreline areas appropriate and planned for development that is compatible with maintaining or restoring the ecological functions of the area and that lie in incorporated municipalities, urban growth areas, or commercial or industrial rural areas of more intense development.
- Floodway/Channel Migration Zone Environment. This environment is characterized by deep/fast floodwaters and a shifting channel, and is the most hazardous shoreline area. The floodway/channel migration zone environment should protect the water areas, islands and associated overflow channels found within designated floodways, and mapped channel migration areas. This environment acknowledges the river's need to move within parts of its floodplain, and emphasizes the preservation of the natural hydraulic, geologic and biological functions of the county's shorelines that are constrained by severe biophysical limitations.

Analysis of Infrastructure

Water, wastewater, and transportation inventories and future needs are discussed in the Capital Facilities Element.

Analysis of Public Facilities and Services

Public services are an integral part of land use planning to accommodate future growth in Selah, as the amount of land area that public services use can be considerable. Included within this category are public facilities and services, such as local and federal government facilities; institutional uses; medical and emergency facilities; and parks and recreational facilities. Other uses include lands and facilities devoted to public and private utilities.

Locations of public facilities within the City of Selah are shown in Figure 4-3 of the Capital Facilities Element. The needs and future requirements for these facilities are described in the Capital Facilities Element.

The City has a total of 371 acres or 14% of the City's total land area devoted to public facilities and services, including government, parks, education, and other public uses. The location of public services should be determined carefully, as there are important health, safety, environmental and aesthetic considerations associated with their location.

All facilities and services are discussed in more detail in the Capital Facilities Element.

VI. FUTURE LAND USE NEEDS

The GMA requires that cities identify where future growth will occur, how the land will be used, and the density and intensity of that growth. To meet this requirement and wisely manage future growth, the community must decide how it will grow in the future and develop a future land use map that reflects community decisions.

This discussion will analyze and quantify estimated future land use needs based on population projections. The 20-year planning period is 2017-2037. The population projection of 9,607 for 2037 calculated by Yakima County is designated as the preferred vision for future growth and the following analysis is based on that projection.

This analysis makes the following assumptions:

- The City will grow at approximately the rate projected by Yakima County population projections.
- The proportions of commercial, industrial, residential, parks, and transportation land use provided per 1,000 residents will continue to be approximately the same through the horizon year (2037).
- Agricultural land will remain in agricultural use until market conditions favor its conversion to other uses.
- 15% added to commercial, industrial, residential, and parks total land requirement added for transportation infrastructure.
- 25% (in addition to 15% for transportation infrastructure) added to total land requirement for market choice and locational preference opportunities in future development.

Residential Land Use Needs

According to the Housing Element, by the year 2037, an estimated additional 731 housing units will need to be added to the existing housing stock to accommodate the high population projection of 9,607. The estimated total land requirement for new housing to accommodate the 2037 projected population of is 269 acres. This estimate assumes the following: 1) an average lot size of 20,909 square feet (.43 acre) per single-family unit, which approximates the current average lot size of single-family homes; 2) 1,800 square feet per unit for all other housing types, which is currently the minimum lot size required per dwelling unit for multifamily housing per the SMC Title 10 Zoning; 3) average household size is 2.65, and 4) continuation of the existing housing pattern and proportion of housing types. The Housing Element further breaks down housing needs into the different housing types.

Commercial Land Use Needs

Currently, the City maintains approximately 82 acres in commercial uses. For the purpose of this analysis, we can assume that the additional population will need additional commercial acreage that is approximately proportionate to what is currently provided. Currently, the City provides

approximately 0.01 acres of land in commercial uses per capita. To maintain the current proportion of commercial uses to residents, the City would need to add approximately 20.6 acres of land in commercial use by the year 2037.

The Central Business District (CBD) incorporates the historic city center (First Street and Naches Avenue) and the commercial area along South First Street extending south from this center to Southern Avenue. Additional commercial development is located at the intersection of Wenas Road and East Goodlander Road.

Industrial/Manufacturing Land Use Needs

Manufacturing and warehousing currently occupy 164 acres. If the acreage were to increase the same rate as the population, a total of 209 acres would be needed by the year 2037. Industrial developments generally prefer railroad access. Since the land east of the railroad tracks is in the floodplain, this land should not be used for industrial use. Currently, this area in the floodplain is being used for a wastewater sprayfield for Tree Top, Inc. a major agricultural processor. Much of the land immediately west of the railroad tracks in the central and southeastern sections of the City of Selah is already in industrial use; vacant lands still exist in the northeastern portion of the City adjacent to the railroad tracks.

Public Land Use Needs

Public land uses currently occupy 371 acres. If the acreage were to increase at the same rate as the population, a total of 93.2 acres would be needed by the year 2037.

Agricultural Land Use Needs

Agricultural production within the UGA is expected to continue as is necessary to support Selah's agricultural industries. However, agricultural lands within the City limits and the unincorporated UGA will be considered transitional until future residential, commercial and industrial growth places pressures on these lands to be converted.

Recreational Land Use and Open Space Needs

The City of Selah currently provides 44.5 acres of parks, which is 0.006 acres per capital, or 5.8 acres of parks per 1,000 residents. To maintain this standard in the future, approximately 11.2 acres of additional park land would be needed by 2025. If no additional park land is acquired, the City would have 4.6 acres per 1,000 residents by 2025. Both estimates are below the national standard of 6.25 to 10.5 acres per 1,000 residents[2]. Additional acquisitions of park land would be needed to attain the national standard.

National standards, while functioning as useful guidelines, do not necessarily reflect a City's unique situation and needs. Additional park land requirements may be determined by other needs, and how the community sees its park and open space lands fitting into its overall vision,

[2] National Recreation and Park Association. *Recreation, Park and Open Space Standards and Guidelines*, 1983.

goals and policies. For example, if the City decides to promote tourism, additional or improved recreational lands and facilities may be needed to attract visitors.

The distance that residents have to travel to Selah's existing parks will increase as the City expands, and residents in the outlying areas may prefer neighborhood parks. As these areas come into the City, Selah should have the flexibility to take advantage of opportunities to acquire land in these areas for future park development. One way to do this would be for the City to acquire agricultural land as it comes on the market, and lease it for agricultural production until it is needed for parks and other public purposes. Mini-parks and neighborhood parks typically require from less than one acre to two acres, and serve an intensely developed area in the immediate vicinity.

To identify park needs, maintaining citizen involvement throughout the park planning process is vital. A community survey can be essential in determining residents' parks and recreation needs and priorities.

Other Land Use Needs

Other land uses include transportation and communication facilities, utilities, and street rights-of-way. Currently 138.5 acres is dedicated to these uses, 88.8 acres of which is composed street rights-of-way only. This analysis assumed that 15% of the total acreage needed for future uses would be composed of locally-owned street rights-of-way, communications facilities, and utilities. This means that approximately 73.9 more acres of land will be needed by 2037 for these uses. Since many of the existing rights-of-way are narrower than the City now requires, however, some additional land may be needed to correct those deficiencies.

Market Choice

Some additional land area is needed to allow for market choice and locational preferences. Also, not all land designated "undeveloped" may truly be available in the future for development. In reality, many of the City's small "vacant" parcels may actually be used as landscaped side yards that are unlikely to develop, and some of the agricultural land may also be unlikely to develop due to the amount of investment (irrigation systems, profitable permanent crops, etc.), or simply owner preference. In addition, some undeveloped land in Selah may have limited development potential due to geographic constraints. The market choice land area should be small enough to not encourage inefficient development and provision of public services, yet large enough to minimize speculation that may unnecessarily drive up prices.

For the purposes of discussion, an additional 25% of the total land area requirement has been assumed to be a reasonable figure to allow for market choice. This is the figure also used by Yakima County during its most recent analysis (2016) of Selah's UGA. This would add 110.1 more acres (i.e., 25% of the sum of the land requirements for all land uses except agriculture and vacant, plus an additional 15% for the streets and rights-of-way needed to serve the new land uses). This figure would include land that remains in agricultural production and vacant land.

Comparison of Additional Land Requirements to Future Land Use Designations

When market choice is added to the other land requirements, the City of Selah will need to develop a minimum of 590.1 acres to maintain the anticipated 2037 population projection at existing service levels.

Table 2-5 summarizes land use acreage requirements for each scenario, compared to the availability of vacant and agricultural land parcel acreage available in each category designated by the City's Future Land Use Map (Figure 2-5, Future Land Use section). Figure 2-2 illustrates the distribution of land currently in vacant and agricultural in each of the future land use categories, in both the City and the unincorporated UGA, as designated by the Future Land Use Map.

Table 2-7. Comparison of Projected Land Need to Current Land Available for Economic Development, Selah UGA

Land Use Type	Additional Acres Needed	Undeveloped Land in Town by FLUM designation		Undeveloped Land in Unincorporated UGA by FLUM designation		Total Undeveloped Land	
		# Parcels	Acres	# Parcels	Acres	# Parcels	Acres
Commercial	**20.6**	51	139.1	16	49.3	16	188.4
Residential	**269.0**	381	1194.8	116	666.1	116	1,860.9
Industrial	**45.3**	15	41.3	3	14.8	3	56.2
Public	**93.2**	3	9.1	6	13.3	6	22.4
Transportation*	**73.9**	--	--	--	--	--	--
Non-Industrial Market Choice	**110.1**	--	--	--	--	--	--
Total	**612**	--	--	--	--	141	2,127.9

According to this analysis, the City has more than enough land available overall for economic development to satisfy the 2037 land area needs. However, this analysis does not exclude land that might be too geographically constrained for development. A development suitability analysis might help to clarify exactly how much land is available for development that is also suitable for development. In addition, the total acreage of public land available (22.4 acres) falls well short of the projected 2037 need for public lands (93.2 acres). Selah should consider a land use inventory to look at where future public uses could be located, and then amend the zoning and future land use maps accordingly to provide for future public uses.

VII. FUTURE LAND USE

Figure 2-5 illustrates the City of Selah's Future Land Use Map. Comprehensive Plan future land use designations make up a vision of how the City of Selah will grow and develop in the future without compromising the quality of life or livelihoods of its residents, or placing undue strain on natural systems. The Future Land Use Map will be implemented by the City of Selah zoning code, and indicates where new residential and nonresidential development will be located.

The Future Land Use Map includes residential, commercial, industrial, mixed use residential/commercial and public categories, defined as follows:

Low Density Residential

This use category provides areas of low-density residential development, up to five dwelling units per gross acre. Clustering of dwelling units, within the permitted density range, is encouraged to preserve open space, steep slopes, drainage ways, etc. This land use category accommodates existing agricultural uses until such time as developed to residential uses. The predominate use will be low density residential; however, it is the intent and desire of Selah that its low density neighborhoods develop with a mix of housing types including single-family, duplexes, townhouses and multi-family dwellings. The mix of housing types will be limited by the maximum permissible density and zoning standards will regulate development to assure compatibility. Low-density residential development will be served primary by municipal utility services and/or private community water and sewage systems that are designed for future connection to Selah's municipal system. Construction of a single-family residential unit on an existing lot of record, outside of the City of Selah, may use an individual on-site well and septic system.

Moderate Density Residential

This use category provides areas of predominately moderate density residential development, up to 12 dwelling units per gross acre. Clustering of dwelling units, within the permitted density range, is highly encouraged to preserve open space, steep slopes, drainage ways, etc. **Mixed use development may also be allowed where supported by adopted comprehensive plan or sub-area plan policies.** The predominate use is two-family, townhouse and condominium dwellings with a mix of single-family and multi-family residences. The mix of housing types will be limited by the maximum permissible density and zoning standards will regulate development to assure compatibility. As with low density residential development, moderate density residential development will be served primary by municipal utility services and/or private community water and sewage systems that are designed for future connection to Selah's municipal system.

High Density Residential

This use category provides areas of high-density residential development, up to 24 dwelling units per gross acre. **Mixed use development may also be allowed where supported by adopted comprehensive plan or sub-area plan policies.** Each development is intended to provide usable open space for the enjoyment of the residents therein. The primary use is multi-family (i.e., apartments,

townhouse and condominium) dwellings. The High Density Residential Use category is designed to accommodate compact development served by municipal utility services.

Commercial

This use category is established recognizing existing commercial uses, providing for their expansion such as the commercial area at the I-82/Yakima Training Center Interchange.

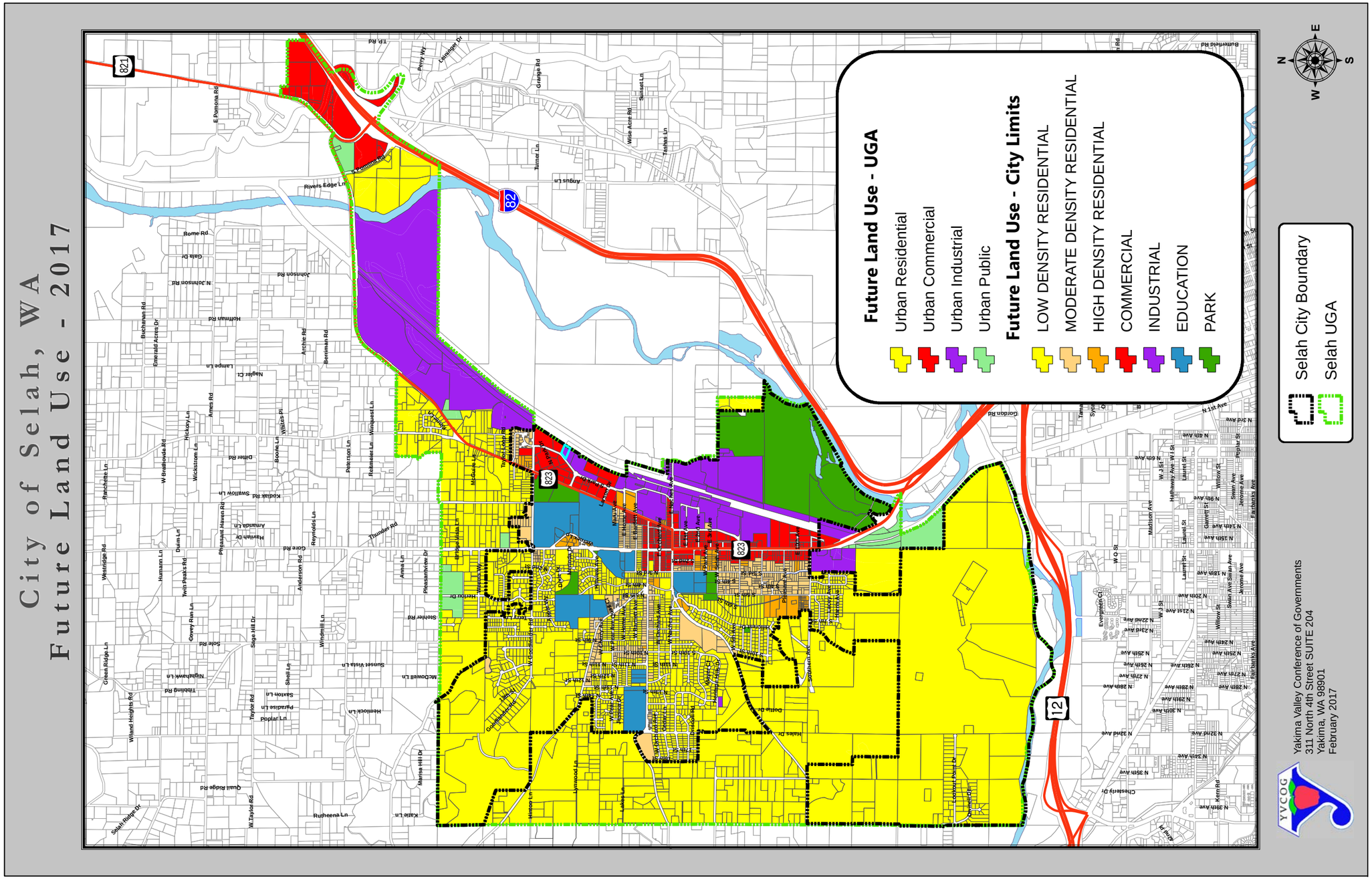
Industrial

This use category is established to provide areas for the continuance and expansion of existing industries and the diversification and establishment of new industrial uses. Areas designated industrial are not intended for general commercial use.

Parks

This use category is established recognizing those areas, both existing and future, providing for the continuance and expansion of public recreational areas.

Figure 2-4. City of Selah Future Land Use Map



VIII. GOALS AND POLICIES

GOAL 2.1: Strengthen the Central Business District. One of Selah's strengths is its recognizable "main street." However, citizens also recognize that Selah needs a strong, viable downtown to develop a "sense of place". Consequently, policies should help ensure the central urban area is of prime importance to the development of the Selah UGA.

Objective 2.1.1: Support and define the Central Business District (CBD) / Central Urban Area - (Goodlander to Southern on First Street and Naches Avenue from 5th Street to Railroad Avenue) as the prime commercial center in Selah.

Policy 1: Encourage a consistent streetscape design plan for public use areas in the CBD.

Policy 2: Develop cooperative public/private efforts to expand parking in and around the CBD.

Policy 3: Place CBD/central urban area improvement projects as high priorities on the City's capital improvement program.

Policy 4: Make the CBD an attractive place for both pedestrians and motorists and non-motorists .

Policy 5: Encourage commercial, office, and mixed-use development within the CBD.

Policy 6: Prepare sub area plan to promote economic development, mixed uses, and job creation.

Policy 7: Promote walkability in the central urban area through design and building layout.

Policy 8: Develop economic development plan for the central urban area.

Policy 9: Enhance aesthetics in the central urban area through building design, streetscape, landscape **and** street lights and other tools and techniques to make the area attractive, beautiful and appealing.

Objective 1.2.2: Establish Selah as a place of historic and cultural recognition.

Policy 1: Preserve and develop historic buildings and sites which enhance the heritage of the community (e.g., Pioneer Cemetery).

GOAL 2.2: Develop within natural drainage basins. As the Selah UGA continues to develop, expansion of urban services will become increasingly difficult and costly. Consequently, policies should be implemented to improve efficiency and cost effectiveness.

Objective 2.2.1: Encourage economic growth while maintaining quality development and controlling the cost of public improvements in Selah's UGA.

Policy 1: Growth should be encouraged in natural drainage basins.

Policy 2: Encourage development to areas where infrastructure (water, sewer, stormwater, and streets) is either present, can be easily extended, or is planned to be extended.

Policy 3: Conserve land, energy and financial resources by minimizing urban sprawl.

Policy 4: Streets, water, sewer, and stormwater management extensions should be designed to provide service to the maximum area possible with the least length of extension, while also making economic development and job creation a priority.

GOAL 2.3: Provide for the protection of significant natural features and the public health through land use policies.

Objective 2.3.1: Assure that land use policies and patterns adequately protect and preserve resource lands, critical areas, water supplies, water bodies and other significant areas.

Policy 1: Provide for the protection of wellheads and springs from land uses that present a threat to surface and groundwater quality. Aquifer recharge areas shall be subject to close scrutiny and intergovernmental efforts to control potential threats to aquifer contamination.

Policy 2: Protect shoreline areas from incompatible types and intensities of development through careful application and periodic review of the Selah Shoreline Master Program (SMP). All goals and policies of the SMP and any subsequent amendments shall be adopted by reference in their entirety to assure consistency between the Comprehensive Plan and the SMP.

Policy 3: Integrate flexibility into development regulations that would allow for incentives and bonuses for developers who maintain natural areas and open space as a part of new development.

Policy 4: Continue to upgrade and refine City regulations to protect wetlands, aquifer recharge areas, frequently flooded areas, seismic hazard areas, steep slopes, agricultural areas, and anadromous fish habitat from incompatible levels or types of development in accordance with the Washington Growth Management Act.

Policy 5: Ensure that land use practices in geologically hazardous areas do not cause or exacerbate natural processes which may endanger lives, property or resources.

Policy 6: Classify and designate areas on which development should be prohibited, conditioned, or otherwise controlled because of danger from geological hazards.

GOAL 4: Allow for cost-effective provision of services and a logical land use pattern through appropriate annexations.

Objective 2.4.1: Promote economic growth and development through periodic and systematic annexations.

Policy 1: Encourage the annexation of areas prior to the formation of subdivisions.

Policy 2: Complete and implement an annexation plan in accordance with Chapter 35.12 RCW, as amended, including a mutual Level of Service (LOS) standards between the City of Selah and Yakima County.

Policy 3: For developing or developed areas, consider annexation if:

1. The impact of annexation will have a positive effect on Selah's tax base (although this shall not be the sole reason for annexation); and/or

2. The annexation is necessary to protect areas of importance to Selah's long-term growth plans; and/or

3. The annexation area has development potential and can be served by community services; and/or

4. The area represents a threat to the public health or safety.

Policy 4: Consider annexation only for property located in the City's UGA.

Policy 5: Consider balancing new development with commercial uses, mixed uses and diversified uses within City limits and unincorporated UGA.

GOAL 2.5: Work cooperatively with Yakima County and neighboring jurisdictions to site regional facilities.

Objective 2.5.1: Site essential public facilities in a manner consistent with County-wide Planning Policies and City policies.

Policy 1: The City will not preclude the siting of essential public facilities; however, it shall enforce its Comprehensive Plan and development regulations to ensure reasonable compatibility with other land uses.

Policy 2: Encourage new development with multiuse trails, walkability infrastructure, and open space wherever feasible.

Chapter 3 Transportation Element

I. INTRODUCTION

The Transportation Element considers the movement of people and goods in relation to existing land use and to the desired future development pattern as stated within the Land Use Element. The Transportation Element considers both motorized and non-motorized forms of transportation and private and public means of transportation. The Transportation Element also coordinates the needs of the local transportation system with the transportation network of adjoining jurisdictions and the larger region.

Growth Management Act Requirements

The goal of the Growth Management Act (GMA) is to encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with city and county comprehensive plans.
The GMA requires that communities apply the concepts of consistency and concurrency when addressing transportation issues.

Consistency means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency allows orderly integration with other elements in a system. Consistent features and elements of the plan are compatible to the extent that they can coexist and not preclude the accomplishment of other features or elements.

Concurrency means that adequate capital facilities are available at the time that the impacts of development occur, or within six years of such development. Within the GMA, concurrency is required for transportation actions, such as development projects, that affect transportation routes that the Washington State Department of Transportation (WSDOT) has functionally classified as arterial streets or transit routes. Municipalities may optionally apply concurrency ordinances to other roadway classifications and to capital facilities.

The GMA requires that the Transportation Element address the following topics:

- Land use assumptions used in estimating travel;
- Facilities and service needs, including:
    - An inventory of air, water, and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning;
    - Level of service (LOS) standards for all arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
    - For state-owned transportation facilities, level of service standards for highways, to gauge the performance of the system;
    - Specific actions and requirements for bringing into compliance any facilities or services that are below established LOS standard;
    - Forecasts of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing and capacity needs of future growth;

    - Identification of system expansion needs and transportation system management needs to meet future demands;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land 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.
- Finance, including:
    - An analysis of funding capability to judge needs against probable funding resources;
    - A multi-year 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 required by RCW 35.77.010 for cities;
    - If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure that LOS standards will be met.

Communities with adopted LOS standards must adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies.

Transportation Element Certification

The City of Selah's Transportation Element must be consistent with the *Yakima Valley Metropolitan and Regional Transportation Plan 2016-2040 (M/RTP)* established by the Yakima Valley Conference of Governments (YVCOG), the lead agency for the Yakima County Regional Transportation Planning Organization (RTPO). The Transportation Element must also implement, and be consistent with, the City's Land Use Element, as well as the Yakima Countywide Planning Policy and State growth management goals.

After review of the City of Selah Transportation Element, it was determined that it is consistent with the M/RTP and the GMA, as follows:

- The Transportation Element was submitted for consideration on January 3, 2017 and reviewed by YVCOG Staff.
- The MPO/RTPO Technical Advisory Committee reviewed the completed Transportation Element Review Checklist on January 5, 2017 and recommended approval to the Yakima Valley Transportation Policy Board.
- The Yakima Valley Transportation Policy Board considered the recommendation of the TAC on January 18, 2017 and approved the City of Selah Transportation Element.

- A formal Transportation Element Consistency Certification Report was signed by YVCOG's Executive Director on January 18, 2017 (Appendix A).

Relationship to Other Elements

The Transportation Element must be consistent with other elements of the Comprehensive Plan. It must support the desired development pattern and desired growth rates and in turn, the Transportation Element's goals and objectives must be in harmony with and supported by the Land Use Element, Capital Facilities Element, Housing Element and other portions of the Plan. The Transportation Element must support the concurrent development of transportation facilities as growth occurs.

Applicable Countywide Planning Policies

Countywide planning policies must be considered and incorporated into the Transportation Element for the plan to achieve "interjurisdictional consistency." The following Countywide Planning Policies apply to discussion of the Transportation Element:

1. The Capital Facilities, Utilities, and Transportation Elements of each local government's comprehensive plan will specify the general location and phasing of major infrastructure improvements and anticipated revenue sources. [RCW 36.70A.070(3)(c)(d)] (Countywide Planning Policy: B.3.4.)

2. Major public capital facilities that generate substantial travel demand should be located along or near major transportation corridors and public transportation routes. (C.3.4.)

3. The multiple uses of corridors for major utilities, trails, and transportation rights-of-way is encouraged. (C.3.6.)

4. The transportation plan element for each jurisdiction will be consistent with and support the Land Use Element of its comprehensive plan. [RCW 36.70A.070(6)] (D.3.1.)

5. Transportation improvements or strategies to accommodate the impacts resulting from new development will be implemented concurrent with new development. "Concurrent with new development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. [RCW 36.70A.070(6)(e)]

6. Local jurisdictions will coordinate transportation planning efforts through the YVCOG, which is designated as the RTPO. This regional coordination will assure that an assessment of the impacts of each transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions conducted and conflicts prevented. (D.3.5.)

7. Each interlocal agreement will require that common and consistent development and construction standards be applied throughout the urban growth area (UGA). These may include,

but not be limited to, standards for streets and roads, utilities, and other infrastructure components. (F.3.5.)

II. MAJOR TRANSPORTATION FACILITIES CONSIDERATIONS

- The City of Selah has identified road projects in its Six Year Transportation Improvement Program (TIP). What funding sources are available for these projects?

- The urban growth area (UGA) defines where the City is financially capable of providing urban services during the 20-year planning period, and the areas it may ultimately annex. If the City wants to encourage the annexation of additional areas, how will those areas meet the City's standards for streets, lighting, sidewalks, etc.?

- What improvements to the transportation network, including public transportation, are needed to support the City's goals in other areas, especially land use and economic development?

- Fire equipment requirements frequently determine minimum road widths and minimum radii for turnarounds. What road standards need to be met to ensure access for emergency vehicles?

- The characteristics of the City's population have changed over the past decade. Have the mobility needs in Selah also changed, and if so, how can they be met?

- Are additional sidewalks or other pathways needed for public safety, now or in the future? Is a sidewalk improvement program needed?

III. TRANSPORTATION NETWORK CHARACTERISTICS

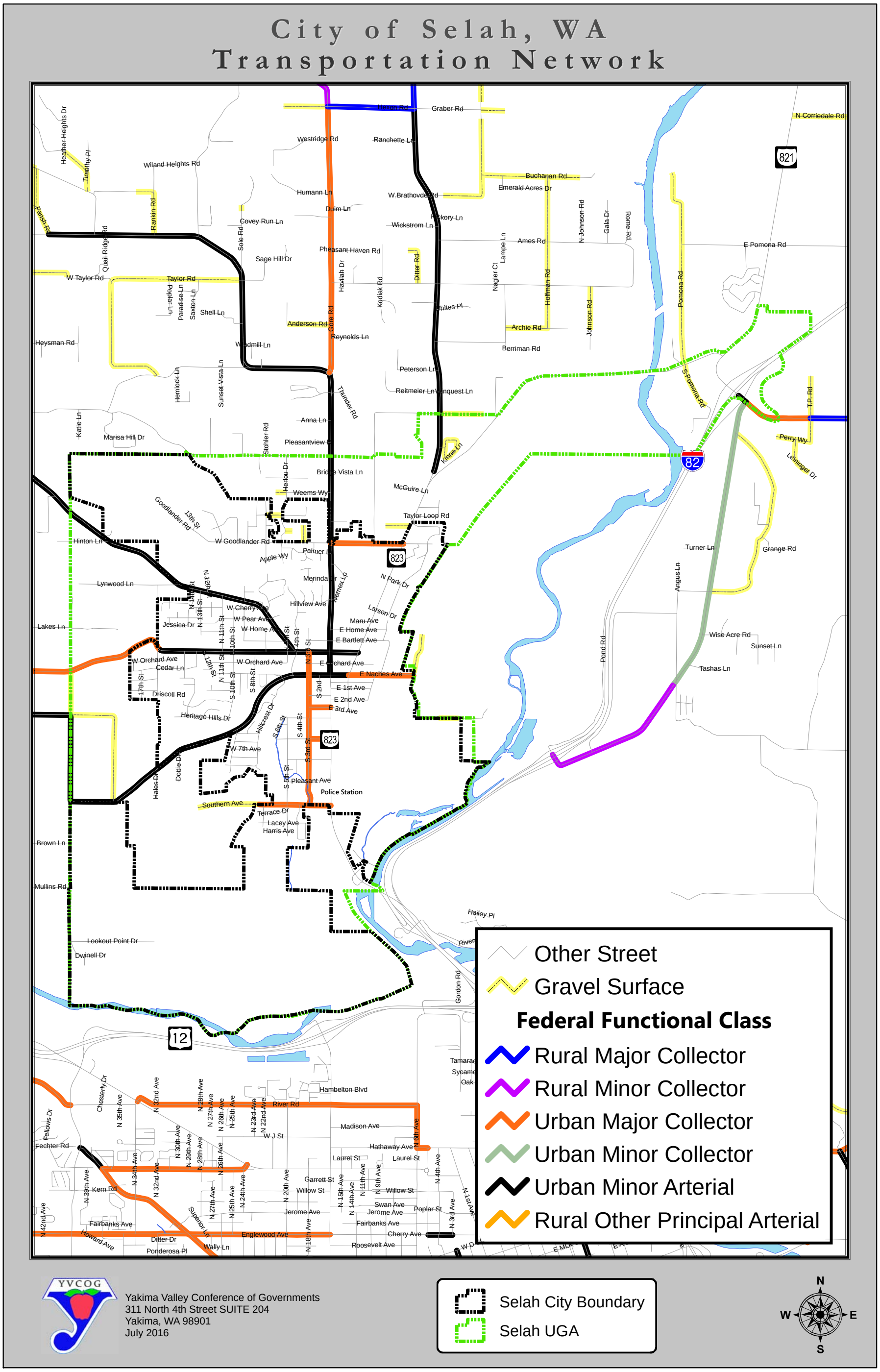
Roads and Streets

The Selah area is served by a network of roads and streets (Figure 3-1). Access to Selah is from both SR 823 (S. 1st Street), which passes through the Selah's east side and downtown. Other roads that connect with Selah serve agricultural lands to the north and the Yakima Training Center to the east.

All of Selah's roads are paved. There are a number of unpaved roads in the unincorporated portion of the UGA (Figure 3-1).

In the retail core area, some on-street parking is available. Street rights-of-way vary throughout the City from 60 feet to 80 feet wide. Pavement width ranges from 18 feet to 80 feet.

Figure 3-1. Transportation Network, City of Selah



Airports

The Yakima Air Terminal is located in the City of Yakima. The 825-acre airport serves Yakima County and portions of Kittitas, Klickitat and Lewis Counties. The airport is owned by the City of Yakima and is managed and operated by airport staff. Airport maintenance and operations are funded solely through revenues generated at the airport. Passenger service is available at the Airport via Horizon Air. Horizon Air provides four flights per day (in each direction) to and from the Seattle-Tacoma International Airport. Xtra Airways also provides charter service to Wendover and other destinations in Nevada. The Yakima Air Terminal has two active runways, ranging from 3,835 feet long to 7,604 feet long; 139 aircraft; and an average of 88 aircraft operations per day. A full parallel taxi system is in use at the Terminal. The airport is currently updating its Airport Master Plan, which will address three key issues: potential runway extensions, revisions to the Airport Safety Overlay Zone, potential development of a new turf runway, and planning for a new or improved passenger terminal area. According to the draft Airport Master Plan update, the number of enplaned passengers is expected to grow by approximately 53% between 2015 and 2030, from 65,134 in 2015 to 122,995 in 2030.

Rail

The Burlington Northern Santa Fe (BNSF) Railroad provides the majority of freight service within the Yakima Valley. The BNSF mainline runs roughly parallel to SR 823, on the east side of the City. Currently, no inter-regional passenger rail service is provided in Yakima County.

Public Transportation

Yakima Transit provides the only public fixed-route transportation service in Yakima County, with 11 routes serving the City of Yakima as well as vanpool services. Route 10 serves the City of Selah, Monday through Sunday. Route 10 includes a north-south route through Selah, a trip along Speyers-Fremont Loop, and service to the Firing Center Road Park and Ride for military personnel working at the Yakima Training Center. Yakima Transit has a contract with Selah to provide the service, which is paid for by the City through a sales tax approved in 2007. In addition, Route 11 (the Yakima-Ellensburg Commuter), which provides service between Yakima and Ellensburg, stops in Selah at the Firing Center Road Park and Ride. The Commuter runs Monday through Friday. Yakima Transit vanpools can provide service to residents of the Selah area who work in the Yakima area. Fees vary depending on the frequency of trips, number of riders, and distance of travel. Vanpool fees are shared among all riders, and Yakima Transit provides the van, insurance, maintenance, and fuel.

As in most of the smaller communities in Yakima County, public transportation options in Selah are limited. The major transportation needs in Yakima County are for employment, nutrition, education, health care, and human services. Individuals most in need of public transportation include older adults, youth, and those with limited incomes. Without public transportation options, older adults may be forced to leave their homes or communities for assisted living options or communities with ready access to transit. Selah youth can access Central Washington University via the Yakima-Ellensburg Commuter, but may have difficulty accessing other educational opportunities in the Valley, such as Yakima Valley Community College and Perry

Technical Institute in Yakima, and Heritage University in Toppenish. Nearby Yakima is an employment center for Selah residents, and those with lower incomes may have difficulty maintaining employment without reliable transportation options. The continued availability of Route 10 is vital for those with lower income to continue to access jobs in Yakima.

People for People (PFP) is a local non-profit organization that has provided transportation services throughout Yakima County since 1982, including the Selah area. PFP is also the Medicaid Trip Broker for the Department of Social and Health Services (DSHS). With funding from the Washington State Department of Transportation (WSDOT), the organization provides the following services:

- Paratransit services to individuals with disabilities outside the City of Yakima. People for People requests 48-hour advance notification. Riders must complete a short telephone survey, but are not required to provide doctor verification.
- The Yakima-Prosser Community Connector provides fare-free weekday fixed-route service (3 times per day) between Yakima and Prosser, stopping at Wapato, Toppenish, Zillah, Granger, Sunnyside, and Grandview. The closest Yakima-Prosser Connector stop to Selah is in Yakima at the Yakima Transit Center, 105 S. 4th Street, approximately five miles south of Selah.
- Job Access-Reverse Commute transportation for recipients of Temporary Assistance for Needy Families and their children. This service provides transportation to job training activities for eligible participants, with 48-hour advance notification.
- Senior transportation to those 60 years and older and living outside Yakima city limits. The service provides transportation to nutrition or meal sites, necessary shopping, and medical appointments.

Regional bus service is provided by Greyhound Bus Lines, which has a station in Yakima at 1803 Fruitvale Boulevard. Greyhound provides services to Seattle two times per day, service to the Tri-Cities and Pendleton, Oregon and points south twice a day; and service to Portland once a day.

The *Coordinated Public Transit-Human Services Transportation Plan* was created by PFP on behalf of the YVCOG. The plan was developed in response to the federal Moving Ahead for Progress in the 21st Century (MAP-21) Act, which required that communities develop a coordinated public transit and human services transportation plan to be eligible for certain Federal Transit Administration funding. The plan calls for the following:

- Preserve and expand transportation services for individuals with disabilities, older adults, youth veterans, and individuals with low incomes.
- Promote safe and accessible transportation services for individuals with special needs by educating and advocating for special needs transportation.
- Coordinate transportation and human services for increased efficiencies and utilization of resources.

The *Yakima Valley Metropolitan and Regional Transportation Plan 2016-2040* (M/RTP) was updated by YVCOG in 2016, in compliance with MAP-21. The M/RTP includes strategies for

expanding transit to meet future travel demands throughout the Yakima Valley region. The M/RTP recognizes a need to expand demand-response service in the South Central area where Selah is located, and to coordinate with existing and expanded rural transit service to regional services and facilities. Strategies to reduce peak period travel demands also are included. The transit and transportation demand management strategies include:

- Expand and improve existing fixed-route transit service and fleets.
- Add demand-response service for developing areas that cannot support fixed-route service.
- Expand People for People Community Connector service to directly serve medical and educational facilities.
- Coordinate existing fixed-route transit service with existing and expanded rural transit services to community colleges, hospitals, and other regional facilities and attractions.
- Maintain existing paratransit services to provide transportation access for special needs populations.
- Purchase more vehicles for vanpool programs.
- Construct high-priority missing links in the regional non-motorized system.
-

Non-motorized Transportation

Non-motorized transportation refers to pedestrian and bicycle modes of travel. Walking and bicycling are integral parts of the transportation system. Every trip begins and ends as a pedestrian trip. People use bicycles to commute to work and school, for utilitarian trips such as visiting friends and shopping, and to make connections to transit or other intermodal facilities. A benchmark of making a community a desirable place to live is its pedestrian access and bicycle facilities.

Sidewalks

A linked system of sidewalks is the most obvious and economical pedestrian pathway network for the City of Selah. Selah has a fairly strong sidewalk system, with portions of the downtown area, 1st Street, Selah's major arterials, school zones, and some residential areas having sidewalks. The current sidewalk system could be built upon to create a more linked network between services, schools, and Selah's older neighborhoods.

Sidewalk improvements are ongoing. In 2015, Selah constructed a new sidewalk along Wernex Loop between the Selah Middle School and Selah High School, to create a safer route for students walking to and from school. The project was paid for with a federal Transportation Alternatives Program grant. Several other road projects included in Selah's Transportation Improvement Program (Table 3-9,) have a sidewalk construction or reconstruction component. In addition, Selah is planning a pedestrian and bicycle path study that is anticipated to start in 2018.

Bicycle and Pedestrian Pathways

The Yakima Greenway is a 20-mile long paved parkway that connects Selah, Yakima, Union Gap and Naches. The 2.1-mile Selah extension of the Yakima Greenway extends north from Harlan Park at the confluence of the Naches and Yakima Rivers, into Selah. It terminates at Southern Avenue with a dedicated bike lane up to Third Street, and then a bike route on Third Street through the City.

Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include:

- Travelers switching from driving alone to high-occupancy vehicles modes such as transit, vanpools or carpools.
- Travelers switching from driving to non-motorized modes such as bicycling or walking.
- Travelers changing the time they make trips from more congested too less congested times of day.
- Travelers eliminating trips altogether either through means such as compressed workweeks, consolidation of errands, or telecommuting.

Within the State of Washington, alternative transportation solutions are further necessitated by the objectives of the Commute Trip Reduction (CTR) law. Passed in 1991 as a section of the Washington Clean Air Act (RCW 70.94), the CTR law seeks to reduce workplace commute trips in the nine most populous counties in the State, which includes Yakima County. This law requires that in the designated high population counties, each city within the county adopt a CTR plan requiring private and public employers with 100 or more employees implement TDM programs. Programs provide various incentives or disincentives to encourage use of alternative transportation modes, other than the SOV. The purpose of CTR is to help maintain air quality in metropolitan areas by reducing congestion and air pollution.

Three employers within the City of Selah fall within the criteria of the CTR law:

- City of Selah
- Washington Department of Social and Health Services
- Tree Top, Inc.

IV. ROAD CHARACTERISTICS

The City of Selah maintains approximately 39.4 miles of streets within the City limits.

Functional Classification

All of the roads in the Selah UGA have an assigned functional classification. Functional classification is the grouping of highways, roads and streets by the character of service they provide

for transportation planning purposes. Comprehensive transportation planning, an integral part of total economic and social development, uses functional classification to determine how travel can be channelized within the road network in a logical and efficient manner. Functional classification defines the part that any particular route should play in serving the flow of trips through a road network.

The Federal Highway Administration (FHWA) has delegated to state transportation agencies the primary responsibility for developing and updating the statewide highway functional classification in rural and urban areas to determine functional usage of the existing roads and streets. State transportation agencies must cooperate with responsible local officials in developing and updating the functional classification.

Roads are classified as either rural or urban depending on the population of the municipality and its population density. In those places which are designated by the U.S. Bureau of the Census as urban, urban areas must be established to meet the requirements of Title 23, Section 103, USC. State and local officials fix boundaries in cooperation with each other, subject to approval of the FHWA Division Administrator. An urban area may be one of two types: urbanized area or urban cluster. Urban clusters or small urban areas have populations of 5,000 to 49,999 and are not within an urbanized area. Urbanized areas include a city or multiple cities that have a population of 50,000 or more (central city) and surrounding incorporated and unincorporated areas that meet certain criteria for population size and density.

The Washington State Office of Financial Management (OFM) estimates Selah's 2016 population at 7,530 persons. Selah is located in the Yakima-Selah-Naches-Moxee-Union Gap Urbanized Area and is considered an urban area for the purpose of transportation planning. This urbanized area is separate from the Selah Urban Growth Area (UGA). The Selah UGA is established under the Growth Management Act and is designated as the area in which growth will occur during a 20-year planning period. The urbanized area designation is used for purposes of transportation planning and extends well beyond Selah's UGA boundary.

The City's functional street classification is defined below, based on standards developed by WSDOT. Figure 3-1, page 3-6 depicts the functional classification of roads within the City of Selah.

- *Principal Arterial:* A highway connecting major community centers and facilities, often constructed with partial limitations on access through intersections and common driveways. Principal arterials generally carry the highest traffic volumes and provide the best mobility in the road network. Since most principal arterials are intra-county, they serve both urban and rural areas. Regional and inter-county bus routes are generally located on principal arterials as well as transfer centers and park-and-ride lots.

- *Minor Arterial:* A highway connecting centers and facilities within the community and providing some access to abutting properties. The minor arterials stress mobility and circulation needs over providing specific access to properties. Minor arterials allow densely populated areas easy access to principal arterials, adjacent land uses (i.e. shopping, schools, etc.), and have lower traffic rates than principal arterials.

- *Collector Street:* A highway connecting two or more neighborhoods as well as carrying traffic within neighborhoods. Collectors also channel traffic onto the minor and principal arterials. Typically, they carry moderate traffic volumes, have relatively shorter trips than arterials, and carry very little through traffic. Urban collectors and rural major collectors are the lowest classes of road classification eligible for federal funding.

- *Local Access Street:* This category comprises all roads and streets not otherwise classified. Their main function is providing direct access to abutting properties, sometimes at the expense of traffic movement. Traffic generally moves slowly on these streets and delays are caused by turning vehicles.

Level of Service

The ease of traffic movement along a road is a function of the road's vehicular capacity, the number of vehicles using the road, the number of stops along the road, and the time spent waiting at each stop. To characterize the ease of traffic movement, transportation engineers have developed the concept of level of service (LOS), which measures the effectiveness of service on transportation infrastructure. Levels of service standards, as described in Table 3-3, are taken from the Transportation Research Board *Highway Capacity Manual*.

LOS can be calculated in several ways. A simple measure, and the one used in this analysis, relates traffic volume to road capacity. Road capacity refers to the maximum amount of traffic that can be accommodated by a given road facility. Road capacity is based on an analysis of road conditions, including the number and width of lanes, pavement and shoulder types, and the presence of controls at an intersection. The LOS is calculated by dividing the observed peak traffic volume by the idealized road capacity. The resulting number is assigned one of six different levels of service from "A" to "F," summarized in Table 3-3 below.

The City of Selah has selected a standard of LOS D for principal arterials, and LOS C for all other minor arterials, collectors, and local access roads. In urban areas, the LOS of roadway intersections controls the LOS of the roadway system. This standard is consistent with the LOS methodologies and thresholds established by YVCOG, the Yakima Valley RTPO, which is tasked with ensuring LOS methodologies are coordinated with surrounding jurisdictions to ensure a consistent regional evaluation of transportation facilities and corridors.

Transportation Concurrency Review, provides criteria for review of mitigation measures in the event a proposed development project is determined to not meet the LOS standards.

Table 3-1. Level of Service Categories

Level of Service	Description	Volume/Capacity Ratio
A	Free flow. Low volumes and no delays.	Less than 0.60
B	Stable flow. Speeds restricted by travel conditions, minor delays. Presence of other users in the traffic stream.	0.60 to 0.69
C	Stable flow. Speeds and maneuverability reduced somewhat by higher volumes.	0.70 to 0.79
D	Stable flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability.	0.80 to 0.89
E	Unstable flow. Low speeds, considerable delay, volume at or near capacity. Freedom to maneuver is extremely difficult.	0.90 to 1.00
F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	Over 1.00

Communities with adopted LOS standards must adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the Transportation Element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. To accommodate the impacts of the development, local governments may change the phasing or timing of the new development, provide transportation facilities or services to serve the new development, reduce the LOS standard, or revise the Land Use Element.

Idealized Urban and Rural Road Capacities

For each of the functional classifications of roads noted above, a corresponding idealized capacity is shown below. These idealized capacities are based on road capacities designated by the *Highway Capacity Manual* developed by the Transportation Research Board. The actual capacity of any specific road is affected by the road's speed limit, the number of intersecting roads, the number of stops or other delays, and other factors. These definitions of capacity by functional class are consistent with those developed by the YVCOG.

Functional Class	*Capacity of Two Lane Road (Vehicles/Hour)*
Principal Arterial (Urban/Rural)	2,200
Minor Arterial (Urban/Rural)	2,000
Collector Arterial (Urban)	1,800
Major Collector (Rural)	2,000
Minor Collector (Rural)	2,000
Access/Local (Urban)	1,600
Access/Local (Rural)	1,600

Traffic Volume History

Traffic volumes in the Selah area tend to be much lower than the capacities noted above.

Available historical records on traffic flows in the Selah area are limited to a periodic counting of vehicular traffic on the major collectors and some of the local streets. In June 2016, YVCOG conducted a traffic count in the City that updated traffic volumes for 17 road segments.

Table 3-2 shows the peak hour traffic volume and LOS for selected street segments within the City of Selah. The measure of traffic volumes is "Average Annualized Daily Traffic" (AADT), which is the average daily traffic that can be expected throughout the year on each road segment. The AADTs were calculated using the "Average Weekday Traffic" (AWDT) gained from traffic counts. The AWDT is normalized for the month the count occurred using a "Monthly Normalization Factor" (MNF) provided by WSDOT to determine AADT, regardless of when the count occurs. The calculation is: *AWDT * MNF = AADT*.

Table 3-2 shows the peak hour traffic volume and LOS for selected street segments within the city of Selah, while Table 3-3 shows the same for the unincorporated UGA. Peak hour volumes indicate a LOS designation of "A" for all streets except S. 1st Street, with a LOS designation of "C."

Table 3-2. Peak Hour Volume and Level of Service, City of Selah

Functional Class	Road Name	Start Location	End Location	Number of Lanes	AADT Base Year (2017) [1]	Peak Hour Volume[2]	Idealized Roadway Capacity	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Principal Arterial	S. First Street	W. Selah Ave	South City Limits	5	17,647	1,765	2,200	0.80	C
	S. First Street	E. Naches Ave	W. Selah Ave	5	10,312	1,031	2,200	0.47	A
Minor Arterial	W. Naches Ave	4th Street	First Street	2	4,557	456	2,000	0.23	A
	E. Naches Ave	First Street	N. Wenas Rd	4	3,901	390	2,000	0.20	A
	N. Wenas Rd	E. Goodlander Rd	Harrison Rd.	2	10,150	1,015	2,000	0.51	A
	Jim Clements Way	E. Naches Ave	2nd Ave	2	11,165	1,117	2,000	0.56	A
	Crusher Canyon Rd	Fourth Street	W. City Limits	2	2,365	237	2,000	0.12	A
	W. Fremont Ave	16th St	N. First Ave	2	4807	481	2,000	0.24	A
	E. Fremont Ave	N. First St	N. Wenas Rd	2	7,483	748	2,000	0.37	A
	Speyers Rd	Fremont Ave	N. Ninth St	2	3,712	371	2,000	0.19	A
		N. Ninth St	W. City Limits	2	2,356	236	2,000	0.12	A
	N. First St	E. Naches Ave	E. Fremont Ave	5	7,483	748	2,000	0.37	A
		E. Fremont Ave	Goodlander	5	4,356	436	2,000	0.22	A
Collector	E. Goodlander Rd	N. First St	N. Wenas Rd	2	3,883	388	1,800	0.22	A

Functional Class	Road Name	Start Location	End Location	Number of Lanes	AADT Base Year (2017) [1]	Peak Hour Volume[2]	Idealized Roadway Capacity	Peak Volume as a Ratio of Roadway Capacity	Level of Service
	E. Naches Ave	N. Wenas Rd	E. City Limits	2	3,390	339	1,800	0.19	A
	N. Third St	Fremont Ave	W. Naches Ave	2	1,176	118	1,800	0.07	A
	S. Third St	Selah Ave	Southern Ave	2	2,030	203	1,800	0.11	A
		W. Naches Ave	Selah Ave	2	1,598	160	1,800	0.09	A
	Southern Ave	S. First St	Fassett Rd	2	2,025	203	1,800	0.11	A
	N. Eleventh St	Speyers Rd	Fremont Ave	2	422	42	1,800	0.02	A

[1] YVCOG 2016 – calculated to 2017 using 1.5% growth rate
[2] Estimated at 10% of AADT

Table 3-3. Peak Hour Volume and Level of Service, Selah Unincorporated UGA

Functional Class	Road Name	Start Location	End Location	Number of Lanes	AADT Base Year (2017)	Peak Hour Volume	Idealized Roadway Capacity	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Minor Arterial	N. Wenas Rd	E. Goodlander Rd	Harrison Rd	2	10,457[1]	1,046	2,000	0.52	A
	Harrison Rd	N. Wenas Rd	SR-821	2	4,915[1]	492	2,000	0.25	A
	Crusher Canyon Rd	W. City Limits	Mapleway Rd	2	1,824[2]	182.4	2,400	0.08	A
	Speyers Rd	W. City Limits	Hinton Lane	2	1,920[3]	192	2,400	0.08	A
	N 1st St	Goodlander Rd	McGonagle Rd	2	4,104[3]	410.4	2,400	0.17	A
Collector	Pleasant Hill Rd	Tenth St	Brigit Rd	2	1,516[2]	151.6	1,600	0.09	A

[1] WSDOT 2015 – calculated to 2017 using 1.5% growth rate.

[2] Yakima County 2011 – calculated to 2017 using 1.5% growth rate.

[3] Yakima County 2012 – calculated to 2017 using 1.5% growth rate.

Freight and Goods Transportation System

WSDOT has designated a statewide Freight and Goods Transportation System (FGTS), most recently updated in 2015.

WSDOT used criteria based on the level of annual freight tonnage carried by a particular segment of road to identify road segments that play a significant role in the movement of freight and other goods throughout the state (Table 3-4). The FGTS is the first step in identifying and developing a year-round, all-weather system of routes serving truck travel and the economic needs of communities statewide.

Through the FGTS, WSDOT estimates truck traffic on highways and roads used most heavily by trucks. Truck traffic count data is converted into average weights by truck type. The five truck route classes based on annual tonnage are listed below. Category T-5 accounts for roads subject to heavy use on a seasonal basis.

Table 3-4. Truck Route Classes Based on Annual Tonnage

Truck Route Class	Annual Tonnage
T-1	10,000,000 +
T-2	4,000,000 - 10,000,000
T-3	300,000 - 4,000,000
T-4	100,000 - 300,000
T-5	At least 20,000 in 60 days and less than 100,000 tons per year

Table 3-5 lists the City of Selah FGTS streets and roads, and Table 3-6 lists Selah UGA FGTS streets and roads in the unincorporated UGA.

Table 3-5. Freight and Goods Transportation System Classified Roads, City of Selah

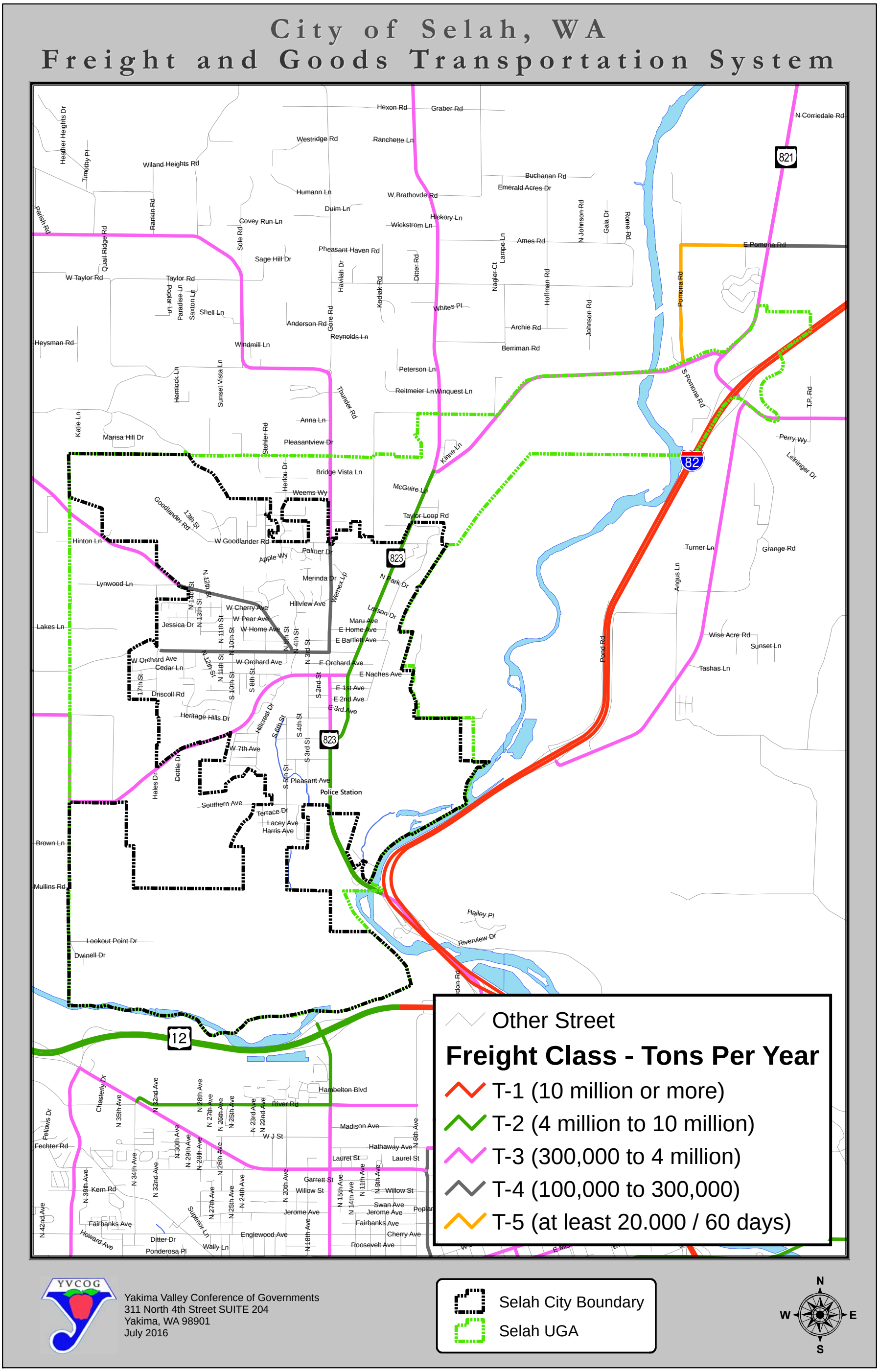
Route Name	Start Location	End Location	FGTS Class
SR 823	South City limits	North City limits	T-2
Crusher Canyon Road/ W. Naches Avenue	West City limits	SR 823	T-3
S. 1st Street	E. Naches Avenue	Valleyview Avenue	T-3
N. 1st Street	North City limits	W. Fremont Avenue	T-4
W. Fremont Avenue	S. 1st Street	N. 16th Street	T-4
Speyers Road	W. Fremont Avenue	West City limits	T-4

Table 3-6. Freight and Goods Transportation System Classified Roads, Unincorporated UGA

Route Name	Start Location	End Location	FGTS Class
SR 823 – South UGA	South UGA boundary	South City limits	T-2
SR 823 – North UGA	North city limits	Kinne Lane	T-2
Kinne Lane	SR 823	North UGA boundary	T-3
Selah Loop Road	E. Goodlander Road	North UGA boundary	T-3
Speyers Road	West City limits	West UGA boundary	T-3
Crusher Canyon Road	West City limits	West UGA boundary	T-3

The City of Selah has several FGTS roads passing through and around its downtown area, and through residential neighborhoods in City. Due to the stress placed on these roads from additional tonnage, Selah will need to monitor these roads and plan for maintenance, and consider mitigation measures addressing potential noise and safety issues along FGTS roads that pass through residential neighborhoods.

Figure 3-2. Roadways by Truck Tonnage Class, City of Selah



V. TRAFFIC FORECASTS

Demographics and Population Projections

As noted in the Land Use Element, the City of Selah population projection for 2037 is 9,607.

The 2010 Census indicated that 32.6% of Selah's population was age 19 or younger. An additional 8.7% age 65 or older. As of the 2010 Census, 49.5% of Selah's households had an income of $49,999 or less, while 14.3% of all families were considered to be below the poverty level. In Selah, the number of young people and lower-income families is of particular significance for transit.

Land Use Patterns and Population Distribution

The City of Selah's UGA future land use designations were revised in 2016 (see Land Use Element). Over the near term, the area immediately in the southwest UGA served by Southern Avenue and Crusher Canyon Road is anticipated to be annexed and develop into residential, commercial, mixed, and civic uses. The City is seeking to diversify land uses with more emphasis on retail, commercial, industrial, and mixed uses that include residential.

Forecasted Traffic Volumes

Traffic forecasts for Selah area roadways are being developed as part of the Countywide YVCOG Travel Demand Model set. The model set is using 2015 as the base year, includes a 2020 forecast for Metropolitan and Regional Transportation Improvement evaluation, and includes a 2040 forecast to align with the Regional Transportation Plan and the local comprehensive plan updates. The Countywide YVCOG Travel Demand Model set covers the metropolitan and regional planning areas and is administered by YVCOG. When development of the model set is completed, travel forecasts will predict growth in traffic volume on the basis of anticipated regional changes in land use and employment patterns.

To develop the land use assumptions, YVCOG worked in an iterative process with each jurisdiction to best represent the household inventory by type, employee information by business type and location, student and employee information for schools, and amount of available agricultural land. Selah and each jurisdiction was asked to provide actual land use information for the year 2015 and forecasts for each of the described land use inputs for 2020 and 2040 according to their comprehensive planning assumptions. In this way, not only could YVCOG provide forecasted traffic volumes for Selah, transportation system changes could be evaluated for potential impacts before they are ever constructed or implemented.

For the current analysis, YVCOG assumed that a growth in the AADT of 1.5% per year was reasonable and within expected bounds for the metropolitan area. This method was used to calculate traffic forecasts for Selah area roads. Table 3-7 shows traffic forecasts for road segments within City limits, at five-year intervals from 2017 to 2037. The base year of each estimate is the most recently available traffic count for each road segment. Table 3-8 shows the same forecasts for road segments in the unincorporated UGA.

At the forecasted AADTs for 2037, most roads maintain a LOS designation of A. However, S. 1st Street between W. Selah Avenue and the south City limits is forecasted to reach LOS F by the year 2032, with a volume to capacity ratio exceeding 1.0. Additionally, S. 1st Street from E. Naches Avenue and W. Selah Avenue, and N. Wenas Road between E. Goodlander Road and Harrison Road are forecasted to reach LOS B by 2037, while Jim Clements Way between E. Naches Avenue and 2nd Avenue is forecasted to reach LOS C by 2037.

As discussed previously, the forecasts are based on an assumption of 1.5% growth in AADT per year. These forecasts are only estimates, but provide an idea of where congestion may be an issue in the future. Given the current LOS B for S. 1st Street between W. Selah Avenue and the south City limits and the LOS projected by 2032, Selah should consider further studies to further refine forecasts and to identify the best ways to either increase capacity on S. 1st Street, and/or to reduce demand on that corridor through demand management strategies.

Table 3-7. Traffic Forecasts for Road Segments, City of Selah

Functional Class	Road Name	Start Location	End Location	AADT Base Year (2017)	AADT 2022	AADT 2027	AADT 2032	AADT 2037
Principal Arterial	S. First Street	W. Selah Ave	South City Limits	17,647	19,011	20,480	22,063	23,768
	S. First Street	E. Naches Ave	W. Selah Ave	10,312	11,109	11,968	12,893	13,889
Minor Arterial	W. Naches Ave	4th Street	First Street	4,557	4,910	5,289	5,698	6,138
	E. Naches Ave	First Street	N. Wenas Rd	3,901	4,202	4,527	4,877	5,254
	N. Wenas Rd	E. Goodlander Rd	Harrison Rd.	10,150	10,934	11,779	12,690	13,671
	Jim Clements Way	E. Naches Ave	2nd Ave	11,165	12,028	12,957	13,959	15,038
	Crusher Canyon Rd	Fourth Street	W. City Limits	2,365	2,548	2,745	2,957	3,185
	W. Fremont Ave	16th St	N. First Ave	4,807	5,179	5,579	6,010	6,474
	E. Fremont Ave	N. First St	N. Wenas Rd	7,483	8,061	8,684	9,355	10,078
	Speyers Rd	Fremont Ave	N. Ninth St	3,712	3,999	4,308	4,641	4,999
		N. Ninth St	W. City Limits	2,356	2,538	2,734	2,945	3,173
	N. First St	E. Naches Ave	E. Fremont Ave	7,483	8,061	8,684	9,355	10,078
		E. Fremont Ave	Goodlander	4,356	4,693	5,056	5,446	5,867
Collector	E. Goodlander Rd	N. First St	N. Wenas Rd	3,883	4,184	4,507	4,855	5,230

Functional Class	Road Name	Start Location	End Location	AADT Base Year (2017)	AADT 2022	AADT 2027	AADT 2032	AADT 2037
	E. Naches Ave	N. Wenas Rd	E. City Limits	3,390	3,652	3,934	4,238	4,566
	N. Third St	Fremont Ave	W. Naches Ave	1,176	1,267	1,365	1,471	1,584
	S. Third St	Selah Ave	Southern Ave	2,030	2,187	2,356	2,538	2,734
		W. Naches Ave	Selah Ave	1,598	1,721	1,854	1,997	2,152
	Southern Ave	S. First St	Fassett Rd	2,025	2,181	2,350	2,532	2,727
	N. Eleventh St	Speyers Rd	Fremont Ave	422	455	490	528	569

Table 3-8. Traffic Forecasts for Road Segments, Selah Unincorporated UGA

Functional Class	Road Name	Start Location	End Location	AADT Base Year (2017)	AADT 2022	AADT 2027	AADT 2032	AADT 2037
Minor Arterial	N. Wenas Rd	E. Goodlander Rd	Harrison Rd	10,457[1]	11,265	12,136	13,074	14,084
	Harrison Rd	N. Wenas Rd	SR-821	4,915[1]	5,295	5,704	6,145	6,620
	Crusher Canyon Rd	W. City Limits	Mapleway Rd	1,824[2]	1,907	2,055	2,214	2,385
	Speyers Rd	W. City Limits	Hinton Lane	1,920[3]	2,008	2,163	2,330	2,510
	N 1st St	Goodlander Rd	McGonagle Rd	4,104[3]	4,291	4,623	4,980	5,365
Collector	Pleasant Hill Rd	Tenth St	Brigit Rd	1,516[2]	1,585	1,708	1,840	1,982

[1] WSDOT 2015 – calculated to 2017 using 1.5% growth rate.

[2] Yakima County 2011 – calculated to 2017 using 1.5% growth rate.

[3] Yakima County 2012 – calculated to 2017 using 1.5% growth rate.

VI. EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

As the City of Selah's roads are well below capacity, the existing deficiencies of the road network reflect maintenance, safety, and design concerns, rather than capacity problems. The City of Selah has identified transportation projects through its Transportation Improvement Program 2017-2022, adopted June 16, 2016 (Table 3-9).

Using the existing street conditions as a reference, the following issues and deficiencies have been identified:

Deficiencies and Issues

1. Congestion – within the 20-year planning period, Selah may begin to experience serious congestion issues on S. First Street and possibly in other corridors. Selah should consider further studies to further refine forecasts and to identify the best ways to either increase capacity on S. First Street, and/or to reduce traffic demand through demand management strategies.

Table 3-9. Transportation Improvement Program, City of Selah, 2016 to 2021

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
1	East Goodlander Road Reconstruction	East Goodlander Road	Urban Collector	0.4	2020	Reconstruct and widen existing two lanes to add a turn lane. Phase 2 of this project to be funding when STP(U) funds become available. Construction	$1,325,800	STP
2	Valleyview Avenue Reconstruction	Valleyview Avenue	Urban Collector	0.65	2021	Reconstruct and widen existing two lanes. Acquire r/w as needed, construct sidewalks, curb and gutter, storm drainage, street lights and signalization	$2,079,500	STP
3	Civic Center Parking Improvements	Civic Center	NA	NA	2017	Expand parking lot/park and ride including excavation, gravel base, asphalt, curb and gutter, storm drainage improvements, and illumination.	$379,580	CMAQ
4	Park Avenue Reconstruction	Park Avenue	Urban Collector	0.65	2018	Reconstruct and widen existing two lanes, sidewalk on both sides, curb and gutter, storm drainage and street lighting.	$394,400	Local, TIB,
5	N. First Street Grind and Overlay	N. First Street	Urban Minor Arterial	0.63	2018	Plane and overlay asphalt, and replace ADA ramps. Relocate traffic signal pole.	$815,870	Local, TIB,
6	Selah Pedestrian / Bicycle Path Study	NA	NA	NA	2018	Pedestrian/bicycle path study.	$53,000	Local
7	Southern Avenue Reconstruction	Southern Avenue	Urban Collector	0.15	2021	Reconstruct and widen existing two lanes. Construct sidewalks, curb and gutter, storm drainage, street lights and signalization.	$542,920	Local, TIB, PWTF
8	West Goodlander Road Reconstruction	West Goodlander Road	Urban Collector	0.71	2022	Reconstruct and widen existing two lanes. Construct sidewalks, curb and gutter, storm drainage.	$3,134,000	Local, TIB, PWTF
9	South Third Street Reconstruction	South Third Street	Urban Collector	0.38	2022	Reconstruct road add curb and gutter, drainage, sidewalks and grading. Acquire right of way.	$1,726,710	STP
10	East Naches Avenue Reconstruction	East Naches Avenue	Urban Collector	0.30	2022	Drainage, replace curb and gutter, sidewalk on both sides, grading, paving and street lighting.	$1,389,000	Local, TIB, PWTF

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
11	North Fourth Street Reconstruction	North Fourth Street	Urban Collector	0.13	2022	Construct curb and gutter, sidewalk, retaining wall, grading and paving.	$495,000	Local, TIB, PWTF
12	Valleyview Avenue & South Fifth Street Reconstruction	Valleyview Avenue, South Fifth Street	Urban Collector	0.52	2022	Clearing, grubbing, sidewalk, curb and gutter, storm drainage, street lighting, grading and paving.	$2,284,000	Local, TIB, PWTF
13	East Goodlander Road/Lancaster Road Traffic Signal	East Goodlander Road/Lancaster Road	Urban Collector	NA	2019	Install new four-leg traffic signal with camera detection.	$325,000	Local, TIB, PWTF
14	Third Street/W. Fremont School Zone Beacons	Third Street/W. Fremont	Urban Collector	NA	2018	Furnish and install two new school zone beacons.	$20,000	Local, WTSC

VII. RECOMMENDATIONS

1. Consider conducting additional studies into future congestion issues on S. 1st Street and plan for capacity increases, transportation demand management, or other strategies to plan for addressing congestion issues.

2. Consider formation of a Transportation Benefit District to help support local funding of transportation infrastructure improvements.

3. Street and sidewalk maintenance in Selah has been and will continue to be based upon the greatest need. Budget constraints limit available funding for these projects, and maintenance needs should be identified and prioritized on a continual basis.

4. All the streets in the City need seal coating on a regular basis to maintain their good quality. A maintenance schedule should be developed and followed. If seal coating is a priority, all seal coating needs can be listed as a single item in the City's Transportation Improvement Program.

5. All new streets should be built to the City's street standards.

6. Whenever technically and financially feasible, street improvement projects should include widening of narrow streets and installation of sidewalks.

7. Continue to support the Yakima Transit Route 10 and Yakima-Ellensburg Commuter, seek funds earmarked for additional alternative transportation options, and partner with organizations such as People for People to expand on existing transportation options and explore new options. A public survey of transportation needs could help to focus efforts.

VIII. FINANCING

The City's most recent six-year TIP was adopted on June 16, 2016, for the years 2017-2022. The transportation projects included in the TIP are typically funded by user fees. Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. Over time, other fees and taxes were imposed to supplement the revenues. Today, the major tax sources to fund transportation are the gas tax, the Motor Vehicle Excise Tax (MVET), and vehicle registration fees.

State and Federal Funding Sources

Larger projects have received funding assistance from the Washington State Transportation Improvement Board (TIB). As a federally designated urban area, there are three state-funded grant programs that the City can pursue through TIB, including the Urban Arterial Program (UAP), the Urban Sidewalk Program (SP) and the Arterial Preservation Program (APP). There are also federal grant programs such as the Surface Transportation Block Grant (STBG) and the Congestion Mitigation and Air Quality Improvement (CMAQ) programs, which the City can pursue through the authorization of FAST Act, the federal transportation legislation. In addition, the Washington State Public Works Trust Fund has loans available for road projects and anticipates having grant

funding available in the future. The Washington State Safe Routes to School and Bicycle and Pedestrian Safety Programs, Washington State Traffic Safety Commission grant programs, as well as some federal programs, fund non-motorized transportation and safety improvements.

The street budget should be reviewed annually and adjustments made to optimize the use of available funds and ensure competitiveness when competing for funds.

Local Funding Sources

In 1987, the Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently in 2015, the Legislature amended the TBD statute to authorize TBDs to impose vehicle license fees of up to $50 without a public vote, and also made it possible for cities to absorb the TBD in cases where the TBD has the same boundaries as the city.

A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of constructing, improving and funding transportation improvements within the district. The legislative authority of a county or city may create a TBD by ordinance following the procedures set forth in RCW 36.73. The county or city proposing to create the TBD may include other counties, cities, or transit districts through interlocal agreements.

A TBD can fund any transportation improvement contained in any existing state or regional transportation plan that is necessitated by existing or reasonably foreseeable congestion levels. TBD funds can be used for maintenance, preservation and reconstruction improvements to city streets and county roads. Funds can also be used for public transportation and transportation demand management strategies. TBDs have several revenue options that are subject to voter approval, and other revenue options that can be imposed without voter approval. However, to impose fees those are not subject to voter approval, the TBD boundaries must be countywide or citywide, or if applicable, unincorporated countywide.

Property owners in a particular area in need of infrastructure upgrades can also create a Local Improvement District (LID). A LID is a financial instrument that allows the property owners to share the costs of infrastructure improvements, including improving streets and constructing sidewalks.

Finance Plan

Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies, the State TIB programs, federal FAST Act, and other sources. Selah's 2017 to 2022 Six Year Transportation Improvement Program, adopted via Resolution 2542, shows City of Selah transportation projects and their associated financing. The Six Year Transportation Improvement Program for Selah, summarized in Table 3-8., is incorporated by reference.

IX. GOALS AND POLICIES

GOAL3.1: Develop an efficient transportation system that supports the community vision.

Objective 3.1.1: Provide a safe and efficient transportation network within the City of Selah UGA.

Policy 1: Streets and highways should be located and designed to meet the demands of both existing and projected land uses as provided for in the Selah Comprehensive Plan.

Policy 2: Street and highway improvements should be located and designed to respect the residential character of the community and its quality living environment.

Policy 3: Develop a right-of-way policy for future transportation improvements.

Policy 4: Curb cuts onto collector and arterial streets should be kept to a minimum through the following techniques:

1. The provision of reverse frontage roads;

2. The use of intersecting streets as access points; and

3. Internal design of subdivisions.

Policy 5: Local streets shall be designed and signed to discourage through traffic.

Policy 6: Establish a plan of landscaping along major street rights-of-way.

Policy 7: Establish a street improvement fund through the building permit fee process that would match any comparable Yakima County fee.

Policy 8: Encourage the expansion of public transportation.

Policy 9: Encourage multi-agency cooperation with WSDOT, YVCOG, Yakima County, and the City of Yakima, and ensure that improvements in Selah are coordinated with adjacent communities.

Policy 10: Ensure mobility for all residents, including the elderly and persons with disabilities, by providing accessible transportation services:

1. Identify existing transportation facilities and locations that are not accessible or usable by persons with disabilities or special needs and improve the facilities;

2. Apply street and sidewalk design standards and develop a system that respond to the needs of persons who are elderly, disabled or have other special needs; and

3. Ensure parking areas comply with accessibility requirements of the Uniform Building Code and Americans with Disabilities Act.

Objective TRAN 3.1.2: Improve circulation within the City of Selah UGA.

Policy 1: Develop and implement a program of upgrading existing streets, including street lights and sidewalks.

Policy 2: Develop and implement a truck routing plan, including proper signage. Limit commercial truck traffic to designated truck routes to avoid intrusion into neighborhoods, except to delivery trucks.

Policy 3: Develop and implement an annual street, sidewalk, and lighting inspection program.

Policy 4: Encourage the connection of streets when considering subdivisions or street improvement proposals unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing connections can reduce traffic congestion and increase neighborhood unity.

Objective 2.1.3: Improve pedestrian safety and circulation within the City of Selah UGA.

Policy 1: Require sidewalks on one side of all local streets and both sides of all collectors and arterials (sidewalk construction along arterials and collectors should be within one foot of the private property line).

Policy 2: Safe and efficient movement of bicycle and pedestrian traffic throughout Selah, especially in school and recreational areas, in the business district and points of congestion should be provided.

Policy 3: Prioritize sidewalk improvements on arterials and local streets. The first priority should be completing the sidewalk system on arterial streets. The second priority should be to improve the sidewalk system on local streets.

Policy 4: As part of the pedestrian network, provide crosswalks at key locations such as Downtown, intersections of City arterials, the local street network near schools, and other locations with significant pedestrian volumes.

GOAL3.2: Provide a safe and convenient access through the City of Selah.

Objective 3.2.1: Improve access to the City of Selah while maintaining and improving the economic viability of First Street and other commercial corridors.

Policy1: Improve access to undeveloped areas within the Selah UGA.

1. Coordinate development and transportation planning with Yakima County and other regional agencies.
2. Establish consistent rights-of-way within the Selah UGA.

Policy 2: Promote direct and quality roadway linkages between First Street, Interstate 82, the City of Yakima, and State Route 12.

Policy 3: Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway.

Policy 4: Ensure that roads are designed to allow emergency vehicle passage 24-hours a day. Dead-end street lengths and turnarounds, travel lane widths, maximum road grades, parking location, and other road design features should accommodate emergency and service vehicles.

GOAL3.3: Provide transportation facilities that support existing needs and future growth consistent with the Land Use Element of the Comprehensive Plan.

Objective 3.3.1: Provide an integrated street network of different classes of streets designed to facilitate different types of traffic flows and access needs.

Policy 1: Implement a functional classification system to ensure that transportation system improvements are compatible with adjacent land uses and will minimize potential conflicts.

Policy 2: Periodically review existing street classifications to adjust the classification when appropriate.

Policy 3: Adopt levels of service for principal, minor, and collector arterials that reflect the preference of the community. The City of Selah has adopted a standard of LOS D for principal arterials, and LOS C for all other minor arterials, collectors and local access roads.

Objective 3.3.2: Review and monitor the transportation system to provide adequate service to existing and future land uses.

Policy 1: Fund and establish a data collection system including traffic counts and accidents to support studies, operational changes, and designs.

Policy 2: Allow major land use changes only when those proposals accompany specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs.

Policy 3: Monitor major intersections and initiate traffic impact studies when deemed necessary.

Policy 4: Develop and maintain a traffic model for Selah and its UGA. Forecast travel to identify needed transportation improvements. The forecasts should:

1. Account for expected changes in personal travel behavior and feasibility of mode choices;

2. Use current data and policies;

3. Be compatible with other jurisdictions; and

4. Reflect land use policies.

Policy 5: Identify improvements and strategies needed to carry out the land use vision and meet LOS requirements for transportation.

Policy 6: Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Re-assess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.

GOAL3.4: ***To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development. Concurrency protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.***

Policy 1: The City shall not issue development permits where the project requires transportation improvements that the City is not able to provide in accordance with adopted LOS standards, unless the developer provides either the necessary improvements, or provides acceptable strategies to mitigate the impacts of development.

Policy 2: Produce a financially feasible plan in the Capital Facilities Element demonstrating its ability to achieve and maintain adopted levels of service.

Policy 3: Accommodate design and improvements to Selah's transportation system based on both existing conditions and projected growth.

Policy 4: Allow new development only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by transportation facilities without reducing LOS elsewhere.

Policy 5: Actively solicit action by the State and Yakima County to program and construct those improvements to State and County arterial systems which are needed to maintain the adopted LOS standards for the City of Selah.

Policy 6: Require developers to construct streets directly serving new development, and pay a fair-share fee for specific off-site improvements needed to mitigate the impacts of development. Explore with developers, when appropriate, ways that new development can encourage van pooling, carpooling, public transit use and other alternatives and strategies to reduce single-occupant vehicle travel.

Policy 7: Coordinate land use and public works planning activities with an ongoing program of long range financial planning, to conserve fiscal resources available to implement the TIP.

Policy 8: Encourage the maintenance and safety improvements of Selah's existing roads as a priority over the creation of new roads, wherever such use is consistent with other objectives.

Policy 9: Implement actions outlined under the comprehensive plan based in part on the financial resources available to fund the necessary public facilities.

Policy 10: Accord high priorities for funding to projects which are consistent with goals and objectives adopted by the City Council.

Policy 11: Fund projects only when incorporated into the City budget, as adopted by the City Council.

GOAL3.5: ***To manage, conserve and protect Selah's natural resources through a balance of development activities complemented with sound environmental practices.***

Policy 1: Design new transportation facilities in a manner which minimizes impacts on natural drainage patterns.

Policy 2: Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Selah's consumption of non-renewable energy sources.

Policy 3: Implement programs to reduce the number of employees commuting by single-occupancy vehicles through such transportation demand strategies as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of transit and ridesharing information based on current federal and state policies aimed at reducing auto-related air pollution.

Policy 4: Site, design, and buffer (through screening and/or landscaping) transportation facilities and services to fit in harmoniously with their surroundings. Give special attention to minimizing noise, light and glare impacts when these facilities are sited within or adjacent to residential areas.

GOAL3.6: ***To actively influence the future character of the City by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities.***

Policy 1: Coordinate land use planning with the facility/utility planning activities of agencies and utilities identified in this Comprehensive Plan element. Adopt procedures that encourage providers of public services and private utilities to utilize the Land Use Element of this Plan in planning future facilities.

Policy 2: The cities and counties in the region should coordinate transportation planning and infrastructure development to:

- Ensure a supply of buildable land sufficient in area and services to meet the region's housing, commercial and employment needs; located so as to be efficiently provided with public facilities and services;
- Ensure protection of important natural resources;
- Avoid unnecessary duplication of services; and
- Avoid overbuilding of public infrastructure in relation to future needs.

Policy 3: Recognize the important role that public facilities and programs such as sidewalks and street lights play in providing a healthy family environment within the community.

Policy 4: Work with local, regional and state jurisdictions to develop land use development strategies that will support public transportation.

Policy 5: Consider the impacts of land use decisions on adjacent roads. Likewise, road improvements should be consistent with proposed land use densities.

GOAL3.7: ***To provide a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the City's residents.***

Policy 1: Recognize the important recreational transportation roles played by regional bicycle/trail systems, and support efforts to develop a regional trail system through Selah.

Policy 2: Support the development of paths and marked roads which link bicycle trails with Selah's other resources.

Chapter 4 Capital Facilities Element

I. INTRODUCTION

Community facilities and services are important factors in the quality of life within the City of Selah and the UGA. For City residents and businesses, these facilities and services provide for the day-to-day needs, such as street networks, water and sewer, recreation, police, fire and schools. It is essential to review existing facilities and services in order to determine future provisions. These facilities and services must accommodate the incorporated area now and ultimately the unincorporated urban lands. If future service areas are not planned and designed to be consistent with the existing service area, it will become a time consuming and costly process to update and expand systems, which can restrict growth potential. Monitoring and planning for these future service areas must be done in compliance with Yakima County, which is responsible coordinating services within the unincorporated portion of the Selah UGA.

This section addresses the need for detailed planning and implementation of future capital facilities and utilities. Detailed facilities planning will be conducted in future studies. This section discusses the need for repairs, upgrades and maintenance of existing facilities, as well as future facilities and the factors to consider in their development. The location of future services and facilities is important to make sure that they are compatible with surrounding areas. The projected age composition of the community also affects the type of facilities that are necessary.

Special attention should focus on those facilities and services, such as public safety, schools and recreational activities that enhance the City of Selah and could draw new families to the community. The overall potential of the City is represented in the facilities and services it offers its residents. It also creates an opportunity for the community to develop landmarks and focal points that will enhance and define the City.

II. GMA REQUIREMENTS

To comply with the Growth Management Act, the Comprehensive Plan must have a Capital Facilities Plan element consisting of:

- An inventory of publicly owned capital facilities, including their locations and capacities;
- A forecast of the future needs for such facilities;
- The proposed locations and capacities of new or expanded capital facilities;
- A six-year (minimum) plan for financing such facilities within projected funding capacities, clearly identifying sources of public money for such purposes; and
- A reassessment of the land use element. The land use element must be reassessed if the

probable funding falls short of meeting existing needs. Also, the land use element must be reassessed to ensure that the land use plan, the capital facilities plan, and the financing plan are coordinated and consistent.

In addition, the Comprehensive Plan must have 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.

The Selah Comprehensive Plan combines the capital facilities and utilities planning requirements into the Capital Facilities and Utilities Element.

Concurrency

The concurrency requirement in the GMA states that "…public facilities and services…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). Concurrency requires that capital facilities be provided concurrent with development. In simple terms, this means that a city must ensure that public facilities and services are in place to serve the proposed use at the LOS set by the community. For example, this could include securing proof of available water supply before a building permit can be issued, or mitigating the impacts of development where it causes the LOS set for the transportation system to decline. The GMA only requires concurrency for transportation facilities but local governments can choose to require levels of service for other facilities as well. At this time, the City of Selah has chosen to only require that transportation facilities meet concurrency requirements (see the Transportation Element).

III. TRANSPORTATION

Characteristics of the street system and other transportation facilities and services, as well as current and projected traffic levels of service, are discussed in the Transportation Element. Selah reviews and adopts a six-year Transportation Improvement Program (TIP) on an annual basis. The most recent TIP was adopted June 14, 2016 for the years 2017-2022. See Figure 3-9 for a list of transportation projects, their estimated costs, and funding sources.

IV. WATER SYSTEM

Existing Conditions

Distribution

The City of Selah provides water service to City customers. Existing conditions and projected needs are discussed in the City of Selah's October 2014 Water System Plan prepared by HLA Inc., incorporated herein by reference, as amended. The purpose of the 2014 Water System Plan was to update the 2008 Waster System Plan and continue to meet the City's future water demands under GMA. The majority of this section draws from the 2014 Water System Plan, with revisions from City staff to bring the information up to date.

A water system is essential to the growth and development of a city. It is composed of three major components that are integrated to allow the system to function properly: supply, storage and distribution. The City is supplied water from five primary source wells on City-owned property with the combined pumping capacity of 6,350 gallons per minute (gpm), or 9.14 million gallons per day (mgd). Normal production is limited to 5,550 GPM or 7.92 mgd.

The existing water system serves a combination of residential, commercial, industrial and public users within the City. The existing service area consists of approximately 1,460 acres, the majority of which is within the incorporated City. Approximately 61% (1, 707 acres) of the service area is zoned for residential development. As of this writing, there were 2,573 water connections in the service area.

The City's unincorporated UGA consists of an additional approximately 1,699 acres and represents the future water service area for the City of Selah.

Water pressures zones are geographic sections of a water distribution that are determined by elevation, and wherein a maximum pressure is established by pumping stations. The lowest pressure level (Zone 1) is served by three reinforced concrete reservoirs with the combined capacity of 1,022,000 gallons. Water from Zone 1 is boosted into the Zone 3 pressure level through three booster pump stations with a combined capacity of 2,850 gpm. Two reinforced concrete reservoirs serve Zones 2 and 3 with the combined capacity of 1,200,000 gallons. Zone 2 is supplied from Zone 3 through pressure reducing valves. Water from Zone 2 is boosted into the Zone 6 South pressure level through one duplex booster pump station with a capacity of 1,000 tgpm. One steel reservoir serves Zones 4 and 6 with a capacity of 1,192,000 gallons. Water from Zone 3 is also boosted into the Zone 5 North pressure level through one duplex booster pump station with a capacity of 500 gpm. Zone 4 North is supplied from Zone 5 North through

pressure reducing valves. Two reinforced concrete reservoirs serve Zone 5 North with a total capacity of 317,000 gallons. Selah's total reservoir capacity is 3,731,000 gallons.

Water Consumption

Water consumption categories are single-family residential, commercial, industrial, political subdivision, outside single-family residential, apartment, mobile home court, irrigation only federal or state government, outside commercial, and city. Overall, the categories with the highest levels of water consumption are industrial and single-family residential. The average day water consumption for single-family residential uses in 2012 was 373 gallons per single-family residential service per day. From 2007 to 2012, the average day water consumption 406 gallons per single-family residential service per day. Annual single-family residential water consumption declined from 2007 to 2011 and then increased from 2011 to 2012. Industrial expansion and growth contributes to a steady demand for water. A large component of water consumption is due to irrigation of residential lands.

The industrial sector's major user in the City of Selah is the fruit industry, including two fruit warehouses and two fruit juice companies. The fruit warehouses account for the largest industrial consumption of water, which has peak water consumption in late fall/early winter peak use. Residential irrigation use increases during the warmer months of July and August.

Water Rights

Currently, the City has annual water rights of 4,760 acre-feet per year and instantaneous rights of 5,500 gpm. The Selah Water System Plan anticipates that water rights will become a limiting factor in the City's future capacity beyond the 20-year planning horizon of 2032 used in the Water System Plan. If population trends and demand projections change, water rights may be exceeded before 2032. Currently, the City requires that any proposed new development that will exceed the City's current water right capacity transfer any water rights held by the developer to the City prior to approval of the new development.

Anticipated Growth

Future residential construction will most likely occur within Zones 2 through 5, which are between 1,200 and 1,560 feet (see Figure 3-1, 2014 Water System Plan – Static Pressure Zone Map). The Selah UGA was used in the water plan for locating and sizing future system components.

Water will continue to be a current and future issue for the City of Selah. Capital improvements and conservation methods should be addressed. To accommodate future growth, alternative sources of water or additional ground water rights for existing wells should be secured.

Chapter 9.15 of the Selah Municipal Code includes provisions and criteria for the City to provide water and sewer services outside of City limits.

Water System Needs

Table 4-2 summarizes Selah's water system six-year capital improvement needs. Selah is also currently in ongoing discussions regarding the possibility of direct connectivity with water and sewer systems at the Yakima Training Center, a U.S. Army training center approximately three miles east of Selah. This project is in the very early stages of consideration and will continue to be further developed during the several years.

In addition, during the 20-year planning period, Selah would like to make improvements to sewer infrastructure in the older parts of town and plan for the preferred areas of infrastructure expansion into the UGA as annexations occur.

Table 4-2. Water System Capital Improvement Needs

Priority	Improvement	Estimated Cost	Estimated Start	Funding Source
1	Orchard Avenue Water Main Replacement and Upsizing	$696,310	2019	DWSRF Loan/City
2	W. Naches Ave. Water Main Replacement and Upsizing	$542,770	2019	DWSRF Loan/City
3	W. Bartlett Ave. and N. 7th St. Water Main Replacement and Upsizing	$929,170	2021-2035	DWSRF Loan/City
4	Lyle Loop Water Main Extension and PRV Station	$297,760	2021-2035	DWSRF Loan/City
5	Goodlander Heights Water Main Replacement and Upsizing	$823,510	2021-2035	DWSRF Loan/City
6	S. Second St. and Yakima Ave. Water Main Replacement and Upsizing	$305,290	2021-2035	DWSRF Loan/City

Priority	Improvement	Estimated Cost	Estimated Start	Funding Source
7	Service Meter Replacement (to Auto Meter Read fund)	$18,000/year	2015-2035	Delinquent Fees
8	Zone 6 Booster Pump Station	NA	2015-2035	Private
9	Tree Top Ross Plant Water Main Upsizing	NA	2015-2035	Private
10	North Park Center Loop to N. Wenas Rd.	NA	2015-2035	Private

Sanitary Sewer System

The City of Selah sanitary sewer system needs are discussed in the 2012 Selah Capital Facilities Plan, prepared by HLA Inc. and incorporated herein by reference, as amended. The plan includes a Sewer System Capital Improvement Program with recommended improvements through the year 2017. The Capital Improvement Program was updated through year 2023 by Selah staff.

The City of Selah wastewater facilities consist of a sewage collection system and a wastewater treatment facility. The existing sewage collection system serves a combination of residential, commercial, industrial, and public users within the City Limits. The existing wastewater service area boundary generally corresponds to the City Limits and is equal to approximately 2,800 acres. The current area served by the wastewater system includes approximately 1,560 acres. The sewage collection system consists of approximately 132,000 linear feet (LF) of pipe, of which about 125,000 LF is gravity sewer pipe. The majority of the pipe is 8-inch diameter.

The main wastewater treatment facility was originally constructed in 1936, with upgrades and expansions occurring in 1949, 1968, 1975, 1987, 1990, 2002, and 2003. Today the plant is an activated sludge plant operated in an extended aeration configuration, treating both municipal and industrial wastewaters. An industrial pretreatment facility for the pretreatment of food processing wastes was constructed in 1985. In 2008, Selah added to the pretreatment facility by constructing an industrial pretreatment clarifier.

The Selah main wastewater treatment facility receives municipal wastewater from the City and pretreated industrial wastewater from the City's industrial pretreatment facility. Wastewater from the south part of the City is lifted at the South Lift Station, and combines with effluent from the industrial pretreatment system. These then mix with municipal wastewaters from the north part of the City before entering the treatment plant at the influent building. Wastewater entering the influent building normally passes through a mechanically-cleaned perforated fine screen, with a screenings washer/press. After screening, wastewater is lifted into the aeration basins where,

after mixing with return activated sludge (RAS) from the clarifiers, most of the biological treatment occurs. Activated sludge exits the aeration basins and gravity flows to one of two center-feed final clarifiers (activated sludge settling tanks), where the denser (sludge) portion of the activated sludge is separated from the clarified effluent portion. Effluent from the clarifiers gravity flows to the UV disinfection channels. Disinfected effluent is gravity discharged to Selah Ditch.

Solids which settle in the clarifiers are either pumped back to the aeration basins as RAS for use in treating influent waste, or are removed from the process as WAS by pumping to the aerobic digester where solids undergo additional biological decomposition and stabilization. Sludge not recycled to the aeration basins is pumped to a holding tank and then aerated by two blowers. From the holding tank, the sludge is pumped to a centrifuge and eventually to the sludge dryer.

In 2007, the Washington Department of Ecology (WDOE) issued National Pollutant Discharge Elimination System (NPDES) Permit No. WA-002103-2 to the City of Selah for waste discharges. Table 4-3 summarizes sanitary sewer system capital improvement needs for the City of Selah.

Table 4-3. Sanitary Sewer System Capital Improvement Needs

Priority	Improvement	Estimated Cost	Estimated Start	Funding Source
1	Wixson Park, Park Avenue to South Third Street: Install 330 LF of 12" sewer main	$84,000	2017	City
2	Fremont Ave.: Install 1,920 LF of 10" sewer main, including six manholes, connect to existing manhole at North Fourth Street	$355,000	2017	City
3	Crusher Canyon 12” sewer main: Slade Road to existing 12” sewer main	$700,000	2017	City
4	Southern Avenue/Eleventh Ave.: Install 250 LF of 15" sewer to connect to existing sewer under South First Street	$64,000	2019	City
5	Manhole replacement/installation, 5 New Manholes: various locations	$29,000	2020	City
6	Railroad Avenue, Bartlett Avenue/Naches Avenue Vicinity: Install 900 LF of 15" industrial pretreatment sewer main	$224,000	2021	City
7	Railroad Avenue, Bartlett Avenue to Naches	$268,000	2022	City

Priority	Improvement	Estimated Cost	Estimated Start	Funding Source
	Avenue: Install 1,010 LF of 15" sewer main			
8	Railroad Avenue, Naches Avenue to Third Avenue: Install 1,270 LF of 18" sewer main	$355,000	2023	City
9	BNSF R/W, Beginning at Eleventh Avenue Install 2,975 LF of 18" sewer main	$791,000	2017	City

V. SOLID WASTE

The currently adopted regional waste management plan is the June 2010 Yakima County Solid and Moderate Risk Waste Management Plan, incorporated herein by reference. It is important to note the Solid Waste Management Plan applies Countywide, and that limited figures are given for the Selah UGA. For planning purposes, it has been assumed that the solid waste stream generated within these areas is typical of the waste stream generated Countywide.

The City of Selah contracts with Basin Disposal Industries for its residential and commercial solid waste collection. The solid waste is transported eight miles to the Terrace Heights Landfill (THLF). The THLF began operations in 1972. Principal users of the landfill include the Cities of Selah, Moxee, Union Gap, Yakima, and Tieton; the Town of Naches; Yakima Waste Systems; agricultural, construction, and food processing firms; self-haul businesses; and residential households. Yakima County maintains two transfer stations – the Lower Valley Transfer Station and the Terrace Heights Transfer Station.

The Solid and Moderate Risk Waste Management Plan estimates that Phase I of the THLF will reach capacity in about 2020. Phase 2 is estimated to reach capacity in 2016, but Yakima County may choose to reserve this area for emergency use. According to the Solid and Moderate Risk Waste Management Plan, the actual timing of closure will be affected by waste generation, recycling, and disposal rates, as well as landfill operations and design factors.

The Selah Landfill, operated by the Yakima County Health District until 1972 and by the Yakima County Public Works Department until its closure and abandonment in 1977, is listed as a hazardous site by the Washington State Department of Ecology. Based on an Ecology site assessment conducted in 1991, this site has minimal potential for groundwater contamination.

As part of the 2002 Yakima County Solid Waste Management Plan, a Solid Waste Advisory Committee (SWAC) was formed. The SWAC defines goals relating to recycling and waste

reduction, and have developed standards and guidelines for the Solid and Moderate Risk Waste Management Plan.

VI. POLICE AND FIRE PROTECTION

Police Protection

The Selah Police Department is currently located in one station at 617 S. 1st Street (see Figure 4-3, page 4-26) and has 15 full-time commissioned police officers and two civilian employees. The Police Department also has reserve officer and chaplaincy programs, which consists of eight commissioned reserve officers and three police chaplains. The Department has three divisions: Patrol Operations, Investigations, and Community Services. Officers receive extensive training in various areas of crime scene and criminal investigations, interviewing and interrogation, and various specialty fields such as firearm instructor, defensive tactics instructor, E.V.O.C. (Emergency Vehicle Operations Course), and special assault investigations. The Police Department currently serves only the area within the City of Selah's city limits. The Department responds to emergency situations outside the City limits when requested by a law enforcement agency having the primary responsibility. Calls for service/assistance have been steadily increasing.

The Police Department typically purchases two patrol vehicles for approximately $120,000 annually, funded by Selah utilities fees. The Police Department is also considering pursuing a taser program which would cost approximately $496, with tasers replaced every five years.

The City of Selah is currently considering alternatives for building a new police station, which would be part of a new City Hall complex. Estimated construction would be approximately $7 to $8 million. The City has hired consultants to complete a feasibility study for the project.

Fire

Fire protection services are provided throughout the entire Selah UGA by the City of Selah and Yakima County Fire District No. 2. District 2 covers approximately 65 square miles, including the City of Selah. The combined population of the City and District is approximately 23,000. Approximately 40% of District 2's budget pertains to Selah, while the remaining 60% pertains to the rest of District 2. The Fire Department responds to approximately 1,400 calls per year; on average, 70% are EMS and 30% are fire-related calls. Station No. 1 and the District's administrative office are located at the intersection of West Fremont Avenue and North 3rd Street, at 406 West Fremont (Figure 4-3).

There are currently four working stations in the District: Station 21 at 206 West Fremont Avenue, Station 22 at 1830 Harrison Road, Station 24 at 4251 North Wenas Road, and Station 26 at 121 Fink Road. The response time is 6.25 minutes, depending on the location of the station. The Selah Fire Department has approximately 57 personnel, including 51 paid-call volunteers and 6 career employees. Of the 51 volunteer firefighters, there are five Captains and five Lieutenants. Currently, the existing manpower is meeting the needs of the community, however, the Selah Fire Department anticipates adding one or two positions within the next four to six years.

VII. SCHOOLS

Public schools are among Selah's most important facilities and play a significant role in the quality of life of the community. Selah's schools are summarized below.

Table 4-4. Educational Facilities, Selah School District, 2015-2016 School Year

Name of School	Address	Grades	Teachers	Enrollment (Average)	Capacity
Selah High School	801 N. First Street	9-12	43	983	1,000
Selah Middle School	411 North First Street	6-8	46	837	900
Selah Intermediate	1401 W. Fremont Ave.	3-5	43	759	900
John Campbell Primary	408 North First Street	K-2	55	809	Assessment needed
Preschool and Alternative Programs	104 W. Naches Ave., Suite H; 411 North First Street	Pre-K, 9-12	110 Pre-K, 86 Selah Academy	86	125 Pre-K, 80 Selah Academy

On February 14, 2012, Selah voters passed a $30.5 million Selah School District Bond Measure to expand the Selah High School building to accommodate the addition of 9th grade, build a new 115,000-square-foot Selah Middle School for grades 6-8 to replace the existing Selah Junior High School, convert existing office space into school administration office space, and demolish the existing Robert Lince Elementary School. The High School expansion included addition of six classrooms and a gymnasium.

These improvements resulted in grade reconfiguration throughout the schools and decreased the number of school campuses from five to four. The Selah High School expansion and the new Selah Middle School construction projects were completed in time for the 2015-2016 school year.

According Selah School District administration, student enrollment throughout the District averaged 3,500 for the 2015-2016 school year.

Currently, the John Campbell Primary school has a very pressing need for more space. An assessment of current capacity is needed, which is made more difficult by the fact that many students are currently housed in portables. The need for space is partly driven by State legislation passed in 2014, the Washington Class Size Reduction Measure, which requires kindergarten through third grade classrooms to have no more than 17 students, if school districts intend to continue receiving Washington State education funds. The School District is currently preparing to embark on a feasibility study to explore solutions, and the District's Facility Committee will reconvene in fall 2016 to address capacity issues and solutions.

Since Selah's school system has a primary role in the City of Selah, as employer and partner in city service provision, improvements and maintenance of schools are very important. The City should continue to work with the school district because it is a critical element in the character and the quality of life of the community.

VIII. PARKS AND RECREATION

The City of Selah parks and recreation needs are discussed in the Selah Comprehensive Parks and Recreation Plan 2014-2019, incorporated herein by reference, as amended. The plan includes a Parks and Recreation Capital Improvement Program with recommended improvements through the year 2019. This section includes updated information from City staff to bring the current needs up to date through 2023.

The City of Selah owns and operates 10 City parks encompassing approximately 45 acres, which are used for many types of outdoor recreational activities. The City and Selah School District signed an agreement authorizing joint use of these parks and recreational areas. In addition, the City owns and operates a public pool, civic center, and youth center. Table 4-5 below summarizes the characteristics of the existing parks and recreations facilities in the City of Selah.

Table 4-5. Parks and Recreation Facilities, Selah UGA

Park	Size (Acres)	Amenities
Carlon Park	16.5	4 softball fields, 1 youth softball field, high school baseball field, 8 tennis courts, playground, skate park, storage buildings, restrooms, picnic tables, walking path, paved parking lot, grassy areas
Legion Park	0.8	Lighted flagpole, open grassy area, parking, designated bike lane to park
McGonagle Park (Selah Little League)	9.8	4 little league baseball fields, storage building, concession stand, restrooms, picnic tables, walking path, paved parking lot, grassy areas
Playland Park	2.8	Playground, picnic shelter, grills, electrical outlets, drinking fountain, pit toilet, children's play set, sand volleyball court, walking path, paved parking lot, river viewing deck, grassy areas, river access
Palm Park	1.0	Playground, picnic tables, paved basketball court, open grassy area
Sunrise Park	0.3	Picnic table, open grassy area
Trolley Park	0.25	Gazebo, bench seat, open grassy area, historical pictures, paved parking area
Veteran's Park	0.5	Open grassy area, tribute flags, flower garden
Volunteer Park	5.0	Walking path, dog park (currently undeveloped)
Wixson Park	8.0	Pool, spray pool, slides, concession stand, playground, storage buildings, restrooms, picnic shelters, grills, electrical outlets, water, paved parking lot, grassy areas
Total	**44.95**	

In 2012, Selah Parks and Rcreation Service Area passed a maintenance and operations bond for the existing pool. In November 2015, Selah Parks and Rcreation Service Area passed a bond to construct two new swimming pools and other amenities at Wixson Park. The 20-year bond raised property taxes to cover the construction cost. The City is currently developing designs for the pool and anticipates construction will begin in 2017.

The Selah Parks and Recreation Six-Year Capital Improvement Program is summarized below. In the longer term, Selah would like to continue working toward the priorities outline in the Selah Comprehensive Parks and Recreation Plan, including increasing recreational programming, promoting park improvement activities that encourage tourism, and creating a bicycle-friendly community.

Table 4-6. Parks and Recreation Facilities Capital Improvement Program

Priority	Improvement	Estimated Cost	Estimated Start	Funding Source
1	Pool: Develop Plans and Construct New Pool	$5,000,000	2017	Grants, Bond
2	Wixson Park Improvements: Covered Gazebo	$40,000	2018	City
3	Centennial Park Project: Develop and Construct	$200,000	2018	Private
4	Warning Track Material, Infield Conditioner	$8,000	2018	City
5	Carlon Park Improvements: Playground (big toy set)	$50,000	2019	City, Grants
6	Legion Park Improvements: Benches, bike rack	$20,000	2019	Legion Grant
7	Wixson Park Improvements: Concrete sidewalk to restrooms	$60,000	2019	City
8	Civic Center: Sound & Projection System, Re-key (electronic)	$10,000	2019	City, Grants
9	McGonagle Park Improvements: Pave lower parking lot	$90,000	2020	City
10	Overlay Civic Center Parking Lot	$90,000	2020	City
11	Infield Conditioner	$6,500	2020	City
12	McGonagle Park Improvements: Playground (Big Toy Set)	$50,000	2021	City, Grants
13	Develop Green Space for Youth Sports Complex	$1,000,000	2021	City
14	Greenway Extension Playland Park	$500,000	2021	ALEA/Bond
15	Playland Park Improvements: Restroom	$40,000	2022	City, Grants

Priority	Improvement	Estimated Cost	Estimated Start	Funding Source
16	Volunteer Park Improvements: Develop/construct park	$400,000	2022	RCO/City
17	Carlon Park Improvements Replace Lighting Hardball Field	$300,000	2023	Local Partners
18	Palm Park Improvements Playground(Big Toy Set)	$50,000	2023	City

IIX. PUBLIC FACILITIES

The existing public facilities operated by the City of Selah are described below and are mapped in Figure 4-3, page 4-26 and discussed below. The Police Station and Fire Station were discussed previously under Police and Fire Protection and the Selah Swimming Pool was discussed previously under Parks and Recreation.

Library

In 2005, the City annexed to the Yakima Valley Libraries system. Prior to 2010, the Selah Library was located in City Hall. In 2010, due to growth of the City, Selah entered a joint agreement with the Yakima Valley Libraries to co-lease a new building space. The new 4,000-square-feet Selah Library is located at 2016 South Second Street. The five-year lease included a purchase option which was exercised by Yakima Valley Libraries in 2015.

City Hall

City Hall is located at 115 West Naches Avenue and houses the city administrative offices: clerk's office; finance department; and municipal courts. In addition, the Mayor, City Administrator, and City Attorney have offices in City Hall.

Currently, Selah is looking at financing options for a new City Hall because the current City Hall is overcrowded and outdated. The new City Hall complex would include a new police station. Construction is estimated to occur in 2019, with a preliminary budget of $7-8 million. Currently, City-hired consultants are undertaking a feasibility study for the project.

Public Works

The newly constructed Public Works Office/Shop is located at 222 South Rushmore Road and houses the public works offices and shop bays. The facility also includes covered storage areas. The Public Works Department is responsible for water, sewer, streets, City planning and park maintenance.

Civic Center

The Selah Civic Center is located at 216 S. 1st Street. The Civic Center consists of a large banquet room and two smaller meeting rooms, a fully equipped kitchen, dining room, and foyer.

The current Civic Center is outdated and not sufficient for Selah's needs. The City has identified either renovation or replacement of the Civic Center as a mid-term need. Currently, possible funding options are being considered but there are no firm plans in place.

Youth Center

The Selah Youth Center is located at the Selah Civic Center, and includes recreational equipment, arts and crafts, popcorn and snow cone machines, computers, outdoor sports equipment, and tables.

Table4-7. Government Facilities Capital Improvement Program

Priority	Improvement	Estimated Cost	Estimated Start	Funding Source
1	City Hall / Police Station	$7-$8 million	2019	Local funds, grants
2	Reconstruct or renovate Civic Center	Unknown	Unknown	Local funds, grants

IX. UTILITIES

Telecommunications

Ellensburg Telephone provides local telephone service. Ellensburg Telephone is an independent local exchange carrier founded in 1908. In addition to providing local telephone service, Ellensburg Telephone also offers nationwide long distance service, and Internet access featuring high speed DSL.

As communities grow, facilities are upgraded to ensure adequate service levels. To make additional services available, facilities are frequently upgraded with new technology. Local construction plans are submitted to obtain needed permits and authorizations from local government planning and public works departments.

Ellensburg Telephone currently provides telecommunications service to the Selah area, and does not expect difficulties in continuing to provide services to the future residents of Selah over the next twenty years.

Cellular communications services are included as a part of this element due to the increasingly important role they play in day-to-day transfer of information, and communication for business, emergency, and personal use. Cellular telephone service is provided by a number of companies, including AT&T, Nextel, Cingular, and Sprint. The increase in cellular use will require additional transmission site facilities, and the need for coordinated planning to ensure that permits and application are processed in a timely manner, and in a manner consistent with the Land Use Element of this Plan. It is expected that increased service and options will be available to Selah residents in the future.

Cable television service is provided by Charter Communications. Charter Communications foresees no capacity problems for providing service to future boundaries of Selah. The distribution system will need to expand, allowing for services to the areas experiencing development as a result of population growth.

Electricity

Electrical system are provided by Pacific Power. The substation that serves Selah is located along Goodlander Road. Pacific Power is currently meeting the needs of Selah and the UGA and plans to continue to do so during the planning period.

In 2009, Pacific Power built a new substation between Sunnyside and Grandview, which the company expects will upgrade capacity for the entire Yakima Valley and improve reliability. Pacific Power also plans to construct a new 40-mile, 230-kilovolt line connecting the Bonneville Power Administration substation near Vantage with Pacific Power's Pomona Heights power substation near Selah. The goal of the new line is to enhance operating flexibility and security of the regional electricity transmission grid. Alternatives under consideration for the project include routing the line around the northern or southern boundaries of the Yakima Training Center Military Reservation east of Selah. Pacific Power estimates that the line will be constructed in mid to late 2016.

Natural Gas

Cascade Natural Gas Corporation (CNG) builds, operates, and maintains the natural gas facilities serving Selah. CNG is an investor-owned utility, serving customers in sixteen counties within Washington State. Cascade Natural Gas provides natural gas for residential, commercial and industrial uses in Selah and the UGA.

Customer hook-up to the distribution system is governed by CNG's tariffs as filed with and approved by the Washington Utilities and Transportation Commission (WUTC). Connection to CNG's distribution system is solely demand driven. Connections cannot be planned in advance; rather, connections are initiated by customer requests.

Currently the existing natural gas system is fully functional and meeting the needs of the customers in Selah. Cascade Natural Gas Corporations Least Cost Plan, as filed with the WUTC, addresses the adequacy of service to be provided within the company's certified service area.

As the current provider of natural gas to the Selah UGA, Cascade Natural Gas Corporation is planning to continue meeting the needs of the Selah UGA during the planning period.

X. SIX-YEAR CAPITAL FACILITIES PROGRAM

Capital facilities are long-term fixed assets that have a significant long-term life cycle and substantial cost (i.e., the municipal domestic water distribution and sewage collection systems, sewage treatment plant and transportation network). These facilities require a policy for long-term financing rather than the annual budget cycle.

The six-year Capital Facilities Program will assist with annual budget decisions to incrementally fund these facilities. The six-year Capital Facilities Program is not a substitute, but a budgetary *tool*, for making budgetary decisions. A summary of identified capital facility requirements to implement the Selah UGA Comprehensive Plan is contained in Table 4-7 below. Since the comprehensive planning process is a continuing, evolving process, this six-year Capital Facilities Program will be continually reviewed and updated.

Selah's Six Year Transportation Improvement Program, Water System Plan, Comprehensive Parks and Recreation Plan, and Capital Facilities Plan identified recommended projects, cost estimates, potential funding sources, and timing for project completion. These documents are incorporated by reference. In addition, staff provided updates to these plans to reflect recently completed projects or newly identified needs.

Table 4-8. Six-Year Capital Facilities Program

Need / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Source(s)
Transportation			
See Table 3-9. Transportation Improvement Program, City of Selah, 2016 to 2021			
Water System			
OIEH and Elm St. Water Main Loop and Upsizing	2017	$900,900	Local Funds, DWSRF, CDBG, other grant/loan
Cedar St. Water Main Upsizing	2018	$371,363	Local Funds, DWSRF, CDBG, other grant/loan
Wastewater System			
Wixson Park, Park Avenue to South Third Street: Install 330 LF of 12" sewer main	2017/18	$64,000	City
Sewer System Plan	2017	$65,000	City
Fremont Ave.: Install 1,920 LF of 10" sewer main, including six manholes, connect	2020	$355,000	City

Need / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Source(s)
to existing manhole at North Fourth Street			
Crusher Canyon 12” sewer main: Slade Road to existing 12” sewer main	2018	$29,000	City
Southern Avenue/Eleventh Ave.: Install 250 LF of 15" sewer to connect to existing sewer under South First Street	2020	$224,000	City
Manhole replacement/installation, 5 New Manholes: various locations	2020	$84,000	City
Railroad Avenue, Bartlett Avenue/Naches Avenue Vicinity: Install 900 LF of 15" industrial pretreatment sewer main	2021	$268,000	City
Railroad Avenue, Bartlett Avenue to Naches Avenue: Install 1,010 LF of 15" sewer main	2022	$355,000	City
Railroad Avenue, Naches Avenue to Third Avenue: Install 1,270 LF of 18" sewer main	2023	$791,000	City
Water System			
Orchard Avenue Water Main Replacement and Upsizing	2019	$696,310	DWSRF Loan/City
W. Naches Ave. Water Main Replacement and Upsizing	2019	$542,770	DWSRF Loan/City
W. Bartlett Ave. and N. 7th St. Water Main Replacement and Upsizing	2021-2035	$929,170	DWSRF Loan/City
Lyle Loop Water Main Extension and PRV Station	2021-2035	$297,760	DWSRF Loan/City
Goodlander Heights Water Main Replacement and Upsizing	2021-2035	$823,510	DWSRF Loan/City
Well #7 & Palm Park Booster Pump Improvement	2017	$1,200,000	DWSRF Loan/City
Service Meter Replacement (to Auto Meter Read fund)	2015-2035	$18,000/year	Delinquent Fees
Zone 6 Booster Pump Station	2015-2035	NA	Private
Tree Top Ross Plant Water Main Upsizing	2015-2035	NA	Private
North Park Center Loop to N. Wenas Rd.	2015-2035	NA	Private
Parks and Recreation			
Swim Pool Development or Replacement	2015-2018	$2,165,000-$5,165,000	Local Funds, CDBG, RCO[6]

Need / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Source(s)
New Restrooms or Replacement	2018-2019	$70,000	Local Funds, CDBG, RCO
Playground Equipment Upgrades	2017-2020	$70,000	Local Funds, CDBG, RCO
Museum Facility	2020	$320,000	Local Funds, CDBG, RCO
Soccer Field Goal Posts	2017-2019	$6,000	Local Funds, CDBG, RCO
Bike/Pedestrian Path Development	2018-2020	$450,000	Local Funds, CDBG, RCO
Public Facilities			
City Hall / Police Station	2019	$15 million	Local funds, grants
Reconstruct or renovate Civic Center	Unkown	Unknown	Local funds, grants

XI. FUNDING SOURCES

The six-year capital facilities program reflects those improvements which the Comprehensive Plan elements identify as necessary to implement the Plan, along with potential funding sources. To identify these potential funding sources, it is important to review how capital improvements have been financed by the City in the past.

The City of Selah typically does not allocate general fund revenues for large capital facility projects. Rather, these are funded through bond issues, state and federal grants, the real estate excise tax, and accumulated water and sewer enterprise fund reserves.

The preferred method of funding public works capital improvements is through the accumulation of reserve funds from user fees. The main advantage of the “pay as you go” approach with reserve funds is that the City does not have to pay interest on borrowed money, and, in turn, can earn interest on the accumulated reserves.

Typically, large capital projects are financed through long-term bonded debt and other grants and loans.

General Obligation Bonds. General obligation bonds are backed by the value of the property within the jurisdiction (its full faith and credit). There are two types of general obligation bonds:

voter-approved and councilmanic. Voter-approved bonds will increase the property tax rate, with the increased revenues dedicated to paying principal and interest on the bonds. Councilmanic bonds do not use a dedicated funding source. As a result, general fund monies required for payback will not be available for other government operations.

The Washington State Constitution places limits on the amount of bond indebtedness that any city can incur. No city may incur debt in excess of 1.5% of the taxable property unless 3/5 of the voters of the community approve additional indebtedness. The additional indebtedness may be as much as 5% of the value of the taxable property for all types of capital projects, while an additional 5% may be allotted for projects supplying the city with water, artificial lights and sewer. School districts are also allowed an additional 5 percent for capital outlays, providing the extra 5 percent is voter-approved. Capital outlays include expenses for buildings, facilities, and major equipment.

In addition, the Washington State Legislature sets statutory debt limitations based on what the Legislature believes is a safe and reasonable amount of each type of jurisdiction to carry. For cities and towns, the statutory limit on non-voted general obligation debt is 1.5%, and 7.5% for the total general obligation debt. For school districts, the statutory limits are 0.375% and 5.0%, respectively.

Revenue Bonds. Revenue bonds are backed by the revenues received from the project that the bonds helped to fund. Such bonds are commonly used to fund utility improvements. A portion of the utility charge is set aside to pay off the bonds.

Special Assessment Bonds. (Local Improvement Districts, Transportation Benefit Districts, and Utility Improvement Districts). Special assessment bonds, repaid by assessments against the property benefited by the improvements, are used to finance projects within a specific geographic area, as opposed to those that will serve the entire jurisdiction.

Grant and Loan Programs

A variety of state and federal grant and loan programs fund capital facilities. Those most commonly used by central Washington municipalities include:

Department of Ecology Water Quality Funds. State grant and loan programs administered by the Department of Ecology include the Centennial Clean Water grant program, the Clean Water Act Section 319 program, the Revolving Fund loan program, and the Stormwater Financial Assistance grant program. Grants can be used for hardship wastewater facilities, nonpoint source activities, stormwater activities, stormwater facilities, and on-site sewage system projects.

Loans fund wastewater facilities, stormwater activities and facilities, nonpoint source activities, and on-site sewage systems, as well as planning activities.

Department of Health Drinking Water State Revolving Fund (DWSRF). Department of Health DWSRF programs include the Pre-Construction Grant Program, Consolidation Grant Program, and Pre-Construction Loan Program. These programs fund water planning activities, engineering and design, environmental review, and other types of projects.

Washington Recreation and Conservation Office (RCO). RDO administers a variety of grant programs. The program most frequently used by local governments is the Land and Water Conservation Fund, which provides funding for local parks and recreational facilities.

Community Development Block Grant (CDBG). The Washington State CDBG program offers a variety of funding programs. General Purpose Grants are available for planning and construction of public infrastructure, community facility, affordable housing, and economic development projects.

Washington Transportation Improvement Board (TIB). TIB has several grant programs for urban areas (cities with population greater than 5,000), including the Urban Arterial Program, Urban Sidewalk Program, and Urban Preservation Program.

WSDOT Safe Routes to School and Pedestrian and Bicycle Programs. The Safe Routes to School funds projects within one mile of schools that serve to increase the ability of children to walk or bike to school. The Pedestrian and Bicycle Program funds projects that improve safety and accessibility for bikers and walkers of all ages.

Federal Road Funding Programs. Federal road funding programs are enable by federal transportation legislation. The current federal transportation bill is FAST Act. The most significant funding programs for local governments are the Surface Transportation Program (STP) block grant, which funds road projects; and the Congestion, Mitigation, and Air Quality (CMAQ) program, which funds transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

Federal Non-motorized Transportation Funding. FAST Act also provides non-motorized transportation funding. Under former federal transportation bills, this funding was called Transportation Enhancements, and then the Transportation Alternatives Program. Under FAST Act, non-motorized transportation funding is part of the STP Block Grant.

The below summarizes how City of Selah plans to fund the water, sewer, and road projects.

Roadway Funding. Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies (local funds), the State programs, and the Federal FAST Act programs. Over the past several years, TIB has been an attractive source of funds for smaller rural communities, but this attractiveness has generated a large number of applicants and resulted in increases competition for funding. The street budget should be reviewed annually and adjustments made to optimize the use of available funds.

Selah could also consider formation of a Transportation Benefit District (TBD). In 1987, the Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently in 2015, the Legislature amended the TBD statute to authorize TBDs to impose vehicle license fees of up to $50 without a public vote, and also made it possible for cities to absorb the TBD in cases where the TBD has the same boundaries as the city.

A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of constructing, improving and funding transportation improvements within the district. The legislative authority of a county or city may create a TBD by ordinance following the procedures set forth in RCW 36.73. The county or city proposing to create the TBD may include other counties, cities, or transit districts through interlocal agreements.

A TBD can fund any transportation improvement contained in any existing state or regional transportation plan that is necessitated by existing or reasonably foreseeable congestion levels. TBD funds can be used for maintenance, preservation and reconstruction improvements to city streets and county roads. Funds can also be used for public transportation and transportation demand management strategies. TBDs have several revenue options that are subject to voter approval, and other revenue options that can be imposed without voter approval. However, to impose fees those are not subject to voter approval, the TBD boundaries must be countywide or citywide, or if applicable, unincorporated countywide.

Water System Funding. The 2014 Water System Plan recommended increases between 3-4% each year from 2014 to 2020 to continue a positive water fund balance and construct the recommended system improvements. The Water System Plan recommended improvements be funded through a combination of DWSRF loans, City water funds, and funds from the private sector paying for infrastructure associated with proposed development.

Sanitary Sewer System Funding. Selah annually reviews its sewer rates to ensure there is adequate revenue to operate the system, as well as fund necessary improvements. The City will

continue to investigate funding improvements through grants and low-interest loan programs such as the Public Works Trust Fund, the Centennial Clean Water Fund, the State Revolving Fund, and other sources.

Storm Drainage System Funding. Storm drainage facilities are often constructed and funded as part of a street improvement project and this method should be continued in Selah. Other options for funding storm water drainage projects include:

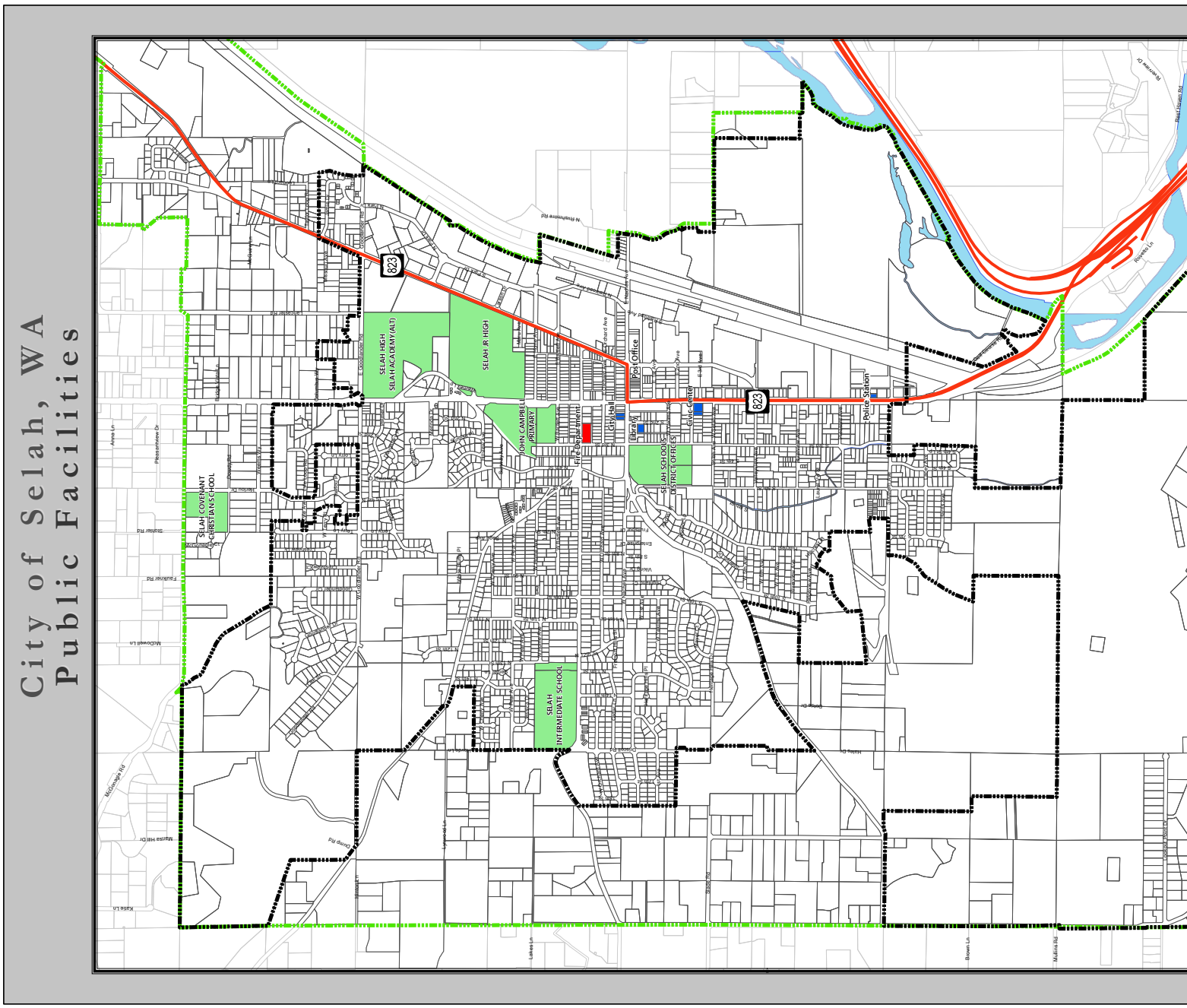
- Formation of Storm Drain Utility. The utility would function as an enterprise fund, charging a monthly rate for commercial, industrial, and private individual users. Reserves in the utility fund would be accumulated from the excess revenues from user fees. The amount of the reserves would depend on the balance of operation and maintenance costs of the system verse the total revenue generated by the fees. The reserves could be used to finance any storm drain project authorized by the City Council or applied as a match to a major funding source.

- Use of Local Public Powers. If a Storm Drain Utility were formed, it would have the power to issue revenue bonds, but the City would be faced with paying interest as well as principal on those bonds. Other funding sources include the use of City street funds, general obligation bonds, and formation of local improvement districts to finance drainage improvements. However, general obligation bonds are typically reserved for general municipal needs, and it is difficult to generate support for local improvement districts when property which often creates runoff does not itself have a flooding problem.

- State Assisted Resources. Roadway projects that are financed in part by State (TIB programs) of Federal (FAST Act programs) funds contain provisions for improving the storm drain system. This method should be continued for financing storm drain improvements. Other State and/or Federal funding programs associated with water quality improvement and enhancement may, in the future, make storm water treatment systems eligible for financial assistance.

- Private development. Expansion of storm drain facilities to newly developed areas is a common requirement of private developers. Construction of storm drain facilities is normally part of the roadway construction and is financed by the private developer.

Figure 4-3. City of Selah Public Facilities and Schools



Chapter 5 Housing Element

I. INTRODUCTION

Because of its geographical location, the Selah UGA is a suburb to the City of Yakima, so housing is an important component of the Selah UGA Comprehensive Plan. As shown on the existing land use map (Figure 2.5, Land Use Element), the greatest percentage of developed land use within the Selah UGA is residential (719.2 acres, 40% of the developed area). As quality of life factors continue to be enhanced, the City of Selah UGA will attract more people, and additional housing units will be necessary.

II. HOUSING STOCK – TYPE, TENURE AND AGE

Washington State Office of Financial Management (OFM) annual population estimates show that in 2015, total housing units within the City limits were 2,912.[3] This is an increase of 982 units since 1990, as shown in Table 5-1. In 2015, single-family units were the dominant housing type – 2,098 units, multi-family – 783 units, and mobile homes or other housing – 31 units. Of the 2,912 occupied housing units in 2015, 1,257 were owner-occupied, 1,012 were renter-occupied, leaving 139 units vacant.

The age of the housing stock within the City of Selah is fairly comparable **to** Yakima County and Washington State. 28% of the housing units within the City are more than 50 years old (built before the year 1960), whereas 33% of the housing units in Yakima County and 23% of the total housing units in Washington State are more than 50 years old (ACS 2010-2014 5-Year Estimates).

Table 5-1 Housing Type (1990 and 2015)

HOUSING TYPE (1990)				
	Total Units	Single Family	Multi-Family	Mobile and Other
City of Selah	1,930	1,359 (70%)	504 (26%)	67 (4%)
Yakima County	70,852	49,356 (70%)	11,174 (16%)	10,322 (14%)
HOUSING TYPE (2015)				
City of Selah	2,912	2,098 (72%)	783 (27%)	31 (1%)
Yakima County	87,982	57,719 (66%)	16,765 (19%)	13,498 (15%)

Source: 1990: U.S. Bureau of the Census, Census of Population, Washington; 2015: OFM 2015.

Table 5-2 Housing Tenure, Value, and Vacancy, 2000-2014

	Total Occupied Units	Owner-occupied	Median Home Value	Homeowner Vacancy	Renter Occupied	Median Rent	Rental Vacancy Rate
2000							
City of Selah	2,269	1,256 (56%)	$133,100	NA	1,012 (45%)	$612	7.20%
Yakima County	73,993	47,670 (64%)	$113,800	NA	26,323 (36%)	$534	3.60%
2010							

[3] State of Washington 2015 Population Trends, Office of Financial Management, September 2015.

City of Selah	2,475	1,458 (58%)	178,400	0.5	1,017 (41%)	719	3.60
Yakima County	79,075	50,710	$149,700	1.5%	$28,365	$644	4.50%
2014							
City of Selah	2,937	1,686 (57%)	$200,900	0.6	1,251 (43%)	$831	8.70%
Yakima County	79,717	49,287	$157,900	1.9	30,430	$771	4.20%

Source: 2000: U.S. Bureau of the Census, 2000 Census of Population, Washington; 2010 and 2014: U.S. Bureau of the Census, American Community Survey 5-Year Estimates.

III. LAND REQUIREMENTS FOR HOUSING

The Land Use Element demonstrated a projected demand for approximately 731 additional dwelling units in the UGA by the year 2037. Approximately 269 acres will be required to support this future housing demand, assuming housing type distribution will match existing trends. As discussed in Chapter 3, this need can be met with the available developable land within the City limits and the unincorporated UGA with an appropriate market factor.

Affordable Housing

Across the State of Washington, a concern of many residents is the lack of affordable housing. It is becoming more and more difficult for the average citizen to purchase a new home. According to American Community Survey (ACS), the median value of a home in the City of Selah was $200,900 in 2014 (Table 5-2), with a median household income of approximately $50,333 (ACS 2010-2014 5-Year Estimates). However, 2016 Yakima County Assessor data shows a median value for Selah homes of $159,800 and may be a more accurate estimate since it is based on current assessor values. The Yakima County Assessor value is slightly higher than the Yakima County median home value, while the ACS value is significantly higher than the Yakima County median home value.

Housing Strategies

With increasing home values, affordable housing is essential to communities. Affordable housing often has the connotation of being an undesirable large subsidized complex, but there are many alternatives. The City can encourage affordable housing, but still maintain the character of the community. After identifying and evaluating housing needs for the Selah UGA, the City and Yakima County should investigate and re-evaluate development regulations, permit procedures and funding decisions to meet the growing population and economic needs of the City.

As Selah's identity becomes more focused on development in the City center, affordable housing units should be accommodated in the city center, whether it be with mixed use structures or multi-family units. A few multi-family units are currently located in the City center – along First Street. Selah's city center provides schools, parks, retail neighborhood shops and jobs within walking distances of housing. Offering living in the city center would provide affordable housing for residents, and also enhance and maintain a quality of life in the city center area.

Manufactured housing.

Selah permits mobile homes and manufactured home parks in low-density single-family residential zones. As required by the GMA, the Selah zoning code should be amended to allow manufactured homes as a permitted use in all residential zoning districts. As manufactured housing becomes less distinguishable from stick-built housing, manufactured housing should become an option in more and more locations.

Accessory housing.

Accessory dwelling units or "granny flats" would provide another opportunity for those seeking affordable rental housing. This type of housing not only provides an affordable place to live, but also offers assistance to homeowners concerning their own financial burdens. These accessory units could be located within present single-family homes or as separate structures on existing single-family lots.

Special housing needs.

The GMA requires that the Housing Element of the Comprehensive Plan address special housing needs, such as group care homes and foster care facilities. While the current Selah Zoning Ordinance generally addresses these facilities it should be reviewed and clarified to reduce the potential for misinterpretation and ensure conformance with the Federal Fair Housing Act.

Cluster development.

By clustering development on a small portion of a large parcel, a more efficient, and therefore, theoretically, less costly, provision of services can be achieved. Provisions for this type of development should be incorporated into existing regulations, and applied throughout the UGA.

There are a number of state and federal initiatives that are aimed at fulfilling basic housing needs and expanding homeownership opportunities for low- and moderate-income citizens.

Yakima County Housing Authority

Federal housing programs, under the auspices of the U.S. Department of Housing and Urban Development (HUD) work with local and state agencies to administer their housing initiatives. The Yakima County Housing Authority (YCHA), located in the City of Yakima, administers three major HUD-funded programs – Public Housing and the Section 8 Certificate and Voucher Programs.

There are two YCHA public housing apartment properties in Selah, both of which offer Section 8 units. The majority of public housing units in Yakima County are located in the City of Yakima. The Section 8 Certificate and Voucher Programs are rental assistance programs designed to make decent, safe and sanitary housing more affordable to low-income, elderly and handicapped/disabled individuals and families. Applicants must meet HUD eligibility requirements, have incomes that do not exceed HUD-established area income limits. Potentially eligible applicants are placed on a waiting list until a housing Certificate or Voucher can be

issued. (It is not unusual for the waiting period to exceed 24 months). Under the certificate program, the tenant pays not more than 30% of adjusted income toward rent and utilities. The balance is paid directly to the landlord by YCHA. Rent and utilities for the unit must not exceed the fair market rent in the county. As an example, the fair market rent in Yakima County for a two-bedroom unit is $759 in 2016 (HUD). This amount does not include utilities.

Under the voucher program, the payment standard is based on the fair market rent and is the amount used to determine the tenant's housing assistance. If the tenant chooses a unit that rents for less than the payment standard, the tenant pays less than 30% of adjusted income for rent and utilities. If the tenant chooses a unit that rents for more than the payment standard, the tenant pays more than 30% of adjusted income for rent and utilities.

IV. AFFORDABLE HOUSING PROGRAMS

The Washington State Housing Finance Commission (WSHFC), is a secondary lending institution that provides a variety of housing finance programs to low- to moderate-income residents of the state. The Commission's single-family program targets assistance to first-time homebuyers by offering mortgage loans at below market-rate financing through participating lenders. Eligible borrowers cannot earn more than 80% of the Yakima County median income, adjusted for family size.

The low-income Housing Tax Credit Program is a federally-sponsored incentive program that is administered by the WSHFC. The program assists in the development of low-income rental housing by providing qualified owners with credit to reduce their federal tax obligations. The credit is available to owners of qualifying buildings or projects which meet certain low-income occupancy and rent restrictions. The program allows developers to sell the tax credits to investors who purchase a partnership interest in the qualifying low-income property. This process allows the developer to raise the necessary funds to finance multi-family housing projects.

The City of Selah could consider participation in the Yakima County HOME Consortium. The HOME Consortium expands affordable housing opportunities for low- and moderate-income households in member jurisdictions throughout the region. Any jurisdiction other than City of Yakima is eligible to participate. The HOME Consortium is currently focused on housing rehabilitation as a pressing regional need, and is also able to assist with new construction for multi- or single-family rental units and affordable housing for a homebuyer program.

The Housing Trust Fund, administered by the Department of Commerce, makes funds available for affordable housing projects through a competitive application process. Housing Trust Fund dollars support a wide range of projects and low-income populations. Projects can serve people with incomes up to 80% of Area Median Income (AMI); however, the majority of projects funded serve households with special needs or incomes below 30% of Area Median Income (AMI). Examples include homeless families, seniors, farmworkers, and people with developmental disabilities.

V. LOCAL FINANCING OPTIONS

In addition to federal, state and county programs, there are a number of housing finance mechanisms the City of Selah could take advantage of to promote the construction of affordable housing. Local resources include use of general funds, block grants, bonds, levies, and partnerships with private sources.

General Funds. Local governments can budget general tax revenues or revenues from the real estate excise tax for the provision of housing for households at or below 80% of the area median income. Funds are generally provided as low- or no interest loans on which payment is deferred so long as the housing remains affordable.

Bonds. The City of Selah could issue general obligation bonds for public purposes, which include the provision of housing for households at or below 80% of the area median income. Bonds can be issued with or without voter approval. Voter-approved bonds are "unlimited" general obligation bonds and bonds issued without voter approval are "limited" or "councilmanic" bonds. No combination of voter-approved and councilmanic debt can exceed 2.5% of the total assessed value of all taxable property in the jurisdiction. Bond funds are limited to providing the capital costs of the projects.

Special Purpose Property Tax Levy. The City of Selah can increase the regular property taxes for special purposes, including low-income housing, for a specific time period subject to voter approval. Levies can provide housing at an overall lower cost than bonds because there are no issuance costs or repayment of principal and interest. Levy funds can also be used for a broader set of purposes than bonds, including operating and administrative costs. These funds are one of the most flexible local resources for housing. Programs can be designed to address local needs and levy funds qualify as matching funds for all state and federal housing programs.

VI. GOALS AND POLICIES

GOAL5.1: Encourage the availability of affordable housing to all economic segments of the population, while maintaining the character of the community.

Objective 5.1.1: Investigate and re-evaluate development regulations, permit procedures and funding decisions to meet the growing population and economic needs of the City.

Policy 1: Sub-Area planning for the city center should accommodate affordable housing units.

Policy 2: Amend zoning regulations to allow housing types and special needs housing in a manner that is consistent with State laws:

1. As manufactured homes become less distinguishable from conventional housing they should be permitted in all residential zones.

2. Zoning requirements should not discourage or exclude family in-home

daycare, group homes or foster care facilities.

Policy 3: Allow assisted living units as a method of increasing the supply of affordable housing, as an alternative to institutional or assisted care living, and to assist homeowners remaining in their existing homes.

Policy 4: Investigate the use of accessory dwelling units to provide for those seeking affordable housing.

Objective 5.1.2: : Maintain and upgrade the character of existing residential neighborhoods..

Objective 5.1.3: : Participate in the development of a regional fair share housing allocation that provides low and moderate income housing targets.

GOAL5.2: Promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Objective 5.2.1: Maintain and upgrade the character of existing residential neighborhoods.

Policy 1: Discourage rezoning which would allow incremental conversion of existing single-family dwellings to duplexes or multi-family dwellings in low density residential areas.

Policy 2: Encourage new single-family development throughout low density residential areas as redevelopment and infill construction at appropriate densities.

Policy 3: Restrict the establishment of commercial and industrial uses in residentially zoned areas except for mixed use development consistent with adopted plan policies.

Policy 4: Ensure codes and ordinances promote and allow for a compatible mix of housing types in residential areas.

Policy 5: Special needs housing shall be designed and maintained to be compatible with the surrounding neighborhood.

Policy 6: Support reinvestment in deteriorating neighborhoods through strict code enforcement

Objective HSG 5.2.2: Encourage new residential construction to be compatible with existing residential development.

Policy 1: Encourage developers to use private covenants and deed restrictions which specify architectural, maintenance and landscaping standards within their development.

Objective 5.2.3: Minimize the negative impacts of medium and high–density residential projects on adjacent low-density residential areas, but encourage mixed use/density projects.

Policy 1: Encourage multi-family dwellings to locate in areas where increased density can be used as a tool to discourage urban sprawl.

Policy 2: Require high-density multi-family residential projects to meet minimum site design criteria including:

1. Adequate traffic access

2. Landscaping

3. Off-street parking

4. A suburban character**.**

Policy 3: Encourage the upgrade of existing mobile home parks to current development standards.

Chapter 6 Administration Element

I. PURPOSE OF THE COMPREHENSIVE PLAN

The Selah Urban Growth Area (UGA) is composed of the area within the current incorporated city and potential future growth area for the City of Selah. This area contains a variety of physical, environmental and economic elements. The Selah Urban Growth Area Comprehensive Plan (Plan) identifies many of these elements and their relationship to the overall UGA. The Plan begins by reviewing existing conditions and continues by attempting to forecast anticipated changes within the Selah UGA. Understanding these changes and their impacts establishes a framework within which to coordinate these changes in the best interests of the residents within the Selah UGA.

The Plan, then, is a guidebook to aid the City of Selah and Yakima County in reviewing or initiating change. It attempts to give an overall perspective of the Selah UGA. It establishes the necessary principals, criteria, and policies with which to make logical land use decisions. It is important to emphasize that the Plan is not an end but a means. It is a reference document of facts, relationships, projections and attitudes to help in the decision-making process. The Plan is not a dictation of what must be or an answer book for complicated questions. It is merely a manual and information source to help the City of Selah and Yakima County derive its own answers.

To this purpose, the Plan establishes a process through which the Selah UGA can grow in a coordinated manner. The Plan allows for an understanding of existing conditions and accepted planning principals. It then provides for an evaluation of these conditions and principals with respect to the attitudes of the community (in terms of local goals, objectives and policies). Support facilities and limits to providing these facilities are then explored. Local attitudes, existing conditions and the configuration of future services are incorporated into the elements of the Plan.

When changes to the existing environment are proposed, it should be carried through this review process:

- What is the relationship of this change to existing conditions?
- Would the change conform to established principals or current community policies?
- Is the change in general agreement with the growth objectives as graphically represented on the Future Land Use Map?
- What will be the implications of the change on the transportation system, support facilities, and the natural environment?

With the aid of the Plan, the City of Selah and Yakima County Planning Commissions, the Selah City Council and the Board of Yakima County Commissioners will either approve, approve with modifications, or deny adoption of these incremental changes. Individual decisions may result in new conditions or changes in objectives or policies. The Plan must be amended to reflect these

changes so that a current document will again be available for the evaluation of future change. Step by step, then, the Selah UGA can continue to develop, addressing both the problems of today and opportunities of tomorrow.

II. PLANNING PROCESS

In 1990, the State of Washington passed the Growth Management Act (GMA). The GMA is a framework that encourages each community to respond to growth in a realistic way. The GMA outlines a planning approach that gives each community a mechanism to respond to growth issues in a way that is consistent with its unique situation.

The GMA requires that each community create a comprehensive plan based on thirteen basic goals. Those are as follows:

- **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

- **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

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

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

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

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

- **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to insure predictability.

- **Natural resource industries**. Maintain and enhance natural resource–based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

- **Open space and recreation.** Encourage the retention of open space and development of

recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

- **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

- **Citizen participation and coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

- **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 development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

- **Historic preservation.** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

The County-wide Planning Policy

The GMA requires that each county and its incorporated communities agree on a set of policies that will ensure coordinated planning across jurisdictional lines. Yakima County, in conjunction with the City of Selah and other communities, adopted the County-wide Planning Policy (CWPP) in 1993; the policy was updated in 2003. The CWPP provide a framework for planning that includes designation of an UGA, provision of urban services in the UGA concurrent with growth, coordinated transportation systems, coordinated policies for housing, creation of joint planning within the UGA, and consistent economic development policies. The CWPP also directly address the GMA's goals that: a) private property rights be considered, b) development permits be processed in a fair and timely manner, c) citizen participation be the foundation of all planning efforts.

The Selah UGA Comprehensive Plan is generally and specifically consistent with the CWPP. In general, as described in the Guiding Principles section of the CWPP, the Selah UGA Comprehensive Plan supports the principals of seeking solutions locally, using a common database for planning and consistent terms for comprehensive land use categories. Land use data in the Selah Comprehensive Plan is based on Yakima County Assessor's data and local knowledge of City staff, and the transportation analysis is based on data from the Yakima Valley Conference of Governments.

Specific elements of the CWPP are addressed in corresponding elements of the Selah Comprehensive Plan. These are summarized below:

Yakima County-wide Planning Policy	Selah UGA Comprehensive Plan
Urban Growth Area Policies	The Selah UGA is consistent with the Urban Growth Area policies of the CWPP. Chapter 3 provides a capacity analysis for the UGA.
Contiguous and Orderly Development Policies	The Land Use Element of the Comprehensive Plan provides for growth first in areas with available services, followed by UGA areas where future services are planned. Refer to policy LUGM 3.2.
Siting Public Facilities Policies	Objective LUGM 5 and Policy 5 in the Land Use policies support the cooperative siting of public facilities, consistent with the CWPP.
County-wide Transportation Facilities Policies	The transportation policies and Chapter 7 of the Comprehensive Plan are consistent with this element of the CWPP.
Affordable Housing Policies	Refer to the housing policies and Chapter 4 of the Selah Comprehensive Plan for affordable housing policies in support of this element of the CWPP
Joint Planning Policies	The Selah Comprehensive Plan supports the concept of joint cooperative planning with surrounding jurisdictions. Policies that address inter-local cooperation with the County and other agencies include Policy LUGM 4.2 Objective LUGM 5, Policy LUGM 5.1, Policy CFU 2.1 and Policy CFU 3.3.
Economic Development Policies	The Land Use and Economic Development elements of the Comprehensive Plan include policies to ensure that economic development is consistent with the capacity of the region's natural resources and with the City's land use and capital facilities plan. Refer to goals and policies in the Land Use and Economic Development elements.
Fiscal Impact Analysis Policies	The City's Capital facilities element provides a capital facilities plan consistent with the CWPP and includes consideration of coordination needs with other agencies. Please refer to the Capital facilities and Utilities policies and background information in Chapter 8. The Comprehensive Plan does not include consideration of an impact fee process (CWPP H 3.3).
Coordination with Special Purpose Districts, Adjacent Counties and State, Tribal and Federal Governments Policies	The Comprehensive Plan supports coordination with special purpose districts and adjacent governmental agencies. Policies that address inter-agency coordination include Policy LUGM 4.2 Objective LUGM 5, Policy LUGM 5.1, Policy CFU 2.1 and Policy CFU 3.3.

III. PUBLIC INVOLVEMENT

On October 13, 2015, the Selah City Council adopted the City of Selah Comprehensive Plan Update Public Participation Plan (PPP). The PPP establishes the following for public involvement during the Plan update:

- Planning Commission public meetings – discuss draft and final sections of Plan elements at regularly scheduled planning commission meetings or appropriately advertised special meetings.
- Public Comment – the draft will be available for review during a public comment period.
- Final Public Hearing – the draft will be modified based upon comments received during the public meetings and during the public comment period. The City Council will hold a public hearing on the final draft prior to adoption.

The objectives of the PPP include:

- Provide for "early and continuous" public participation
- Build community trust in the planning process
- Seek public input and ideas concerning the future of Selah
- Encourage participation of individuals, community groups and organizations that may not normally participate in the planning process
- Explain the laws by which the City is obligated to conduct the Update process

Roles

The day-to-day work of implementing the Selah UGA Comprehensive Plan requires support from the City and community as a whole. Key actors and their respective roles are described below:

The City of Selah and Yakima County Planning Commissions. The role of the Planning Commission is one of advisory to the legislative body. The Commission is responsible for informing the legislative body about the consequences of potential development decisions. A well-functioning Commission can help the legislative body weigh the advantages and disadvantages of alternative courses of action. The Commission should keep the public informed and seek to include their input.

The Selah City Council and Board of County Commissioners. These elected officials have the responsibility for enacting and amending land use regulations after considering the recommendations of the Commission. The Selah City Council is responsible for decision-making with the Selah City limits, while the Board of County Commissioners (BOCC) is responsible for decision-making within the unincorporated portion of Selah's UGA. Both boards' responsibilities include amending zoning regulations and the zoning district maps. The City Council and BOCC also play a part in the comprehensive planning process by reviewing the plans that pertain to their jurisdictions, and making recommendations. The role of the City Council and BOCC in the subdivision process includes accepting or rejecting dedications of easements, right-of-way and other public lands, approving financial guarantees or financing mechanisms to ensure construction of all public improvements, approving engineering drawings, and approving subdivisions prior to their being recorded.

The Citizens. Formalizing citizen input through public meetings and required public hearings is one of the most vital aspects of the planning process. Citizens can become involved in the

process by contributing to the meaningful dialogue surrounding particular issues or the process in general.

Planning Area

The Selah UGA is approximately 7.2 square miles, and includes the land within the City limits in addition to land dedicated outside and adjacent to City limits that is identified as land needed for future development during a 20-year planning period. Land cannot be annexed to the City of Selah unless it is contained within the UGA and is adjacent to the existing City limits, except that parcels not contiguous with existing City limits may be annexed for municipal purposes. The UGA boundary is illustrated in Figure 2-1. The UGA represents the potential annexation boundaries of the City of Selah.

Future Land Use Map

The City's Planning Commission developed the Future Land Use Map for the Selah UGA after consideration of the following factors: a projected population of 9,163 in the year 2040, and the resultant residential, commercial, industrial and public land use requirements to accommodate the projected population; existing land use patterns and environmental constraints; and public input received through the public hearing process (see Land Use Element, Figure 2.5).

The Future Land Use Map continues the land use designations established in 1997, and revisited in the 2005 Plan update, anticipating an expanded downtown commercial core, continued industrial development adjacent to the Burlington Northern-Santa Fe Railroad, and a moderate density increase near the City center and a continuation of low density residential development south and west of the existing City center.

Comprehensive Plan Amendments

IV. ANNUAL AMENDMENTS

Community Planning is an iterative process, meaning that the Plan is a living document that will be amended on a regular basis as conditions change, better information becomes available, and/or community values evolve. Under the Growth Management Act, comprehensive plan amendments may only occur once per year. The City of Selah sets January as its anniversary date of Comprehensive Plan adoption. January will also serve as the month of any given annual amendment cycle by which amendments to the Comprehensive Plan must be submitted for consideration during that cycle. Amendments submitted after January will be held over until the next annual amendment cycle. Amendment proposals may be submitted at any time during the year by members of the public by filing an application using forms available from the City, or by motion by the City Council. Non-governmental amendment proposals are subject to an application fee as per SMC § 20.22.020.

After the applications are processed by City staff, they will be considered by the Planning Commission, which will forward a recommendation to the City Council. Public comment is invited during the Planning Commission review process, including at a public hearing on the proposed

amendments. After receiving the Planning Commission recommendation, the amendments will be submitted to the Washington State Department of Commerce for the required 60-day State review. After the State review period has expired, the City Council will make the final decision on all Comprehensive Plan amendments. If approved, the amendments will be adopted by ordinance.

Within 10 days following adoption, the City will submit the adopted amendments to the Department of Commerce. The City will then also publish a notice of adoption and availability of the amendment in its newspaper of record. A final 60-day State review and comment period will commence from the date of publication. Appeals of the adopted amendments to the Growth Management Hearings Board can be filed during this final 60-day review period.

The City shall establish and broadly disseminate to the public a public participation program consistent with RCW 36.70A.035 and 36.70A.140 that identifies procedures and schedules whereby updates, proposed amendments, or revisions of the Comprehensive Plan are considered by the governing body of the City no more frequently than once every year. "Update" means to review and revise, if needed.

V. EMERGENCY AMENDMENTS

This Plan may be revised or amended outside of the normal schedule if findings are adopted to show that the amendment was necessary due to an emergency situation of a neighborhood or community-wide significance. Examples of emergency situations include those which would present an imminent threat to public health and safety, an imminent danger to public or private property, or an imminent threat of serious environmental degradation. A personal emergency on the part of a particular applicant or property owner is not considered an emergency situation. Plan and zoning amendments related to annexations may be considered during the normal annexation process and need not be coordinated with the annual Plan amendment schedule. The nature of any emergency and proposed amendment shall be explained to the City Council. The Council will decide whether or not to allow the proposal to proceed ahead of the normal amendment schedule.

In addition to emergencies, amendments may be considered more frequently than once per year under the following circumstances:

1) The proposed amendment concerns the initial adoption of a sub-area plan that does not modify the Comprehensive Plan policies and designations applicable to the sub-area;
2) The proposed amendment concerns the adoption or amendment of a shoreline master program under the procedures set forth in chapter 90.58 RCW;
3) The proposed amendment concerns the amendment of the Capital Facilities Element of a Comprehensive Plan that occurs concurrently with the adoption or amendment of a Yakima County or City budget;
4) The proposed amendment concerns the adoption of Comprehensive Plan amendments necessary to enact a planned action under RCW 43.21C.031(2) (State environmental policy - Significant impacts), provided that amendments are considered in accordance with the public participation program established by the City and all persons who have requested notice of a Comprehensive Plan update are given notice of the amendments and an opportunity to comment.

5) All proposals shall be considered by the governing body concurrently so the cumulative effect of the various proposals can be ascertained. However, after appropriate public participation, the City may adopt amendments or revisions to its Comprehensive Plan to resolve an appeal of a Comprehensive Plan filed with a growth management hearings board or with the court.

VI. CRITERIA FOR APPROVING A CHANGE TO THE FUTURE LAND USE MAP

Changes in the Future Land Use Map contained in the Land Use Element will only be granted after the City Council has reviewed the proposed change to determine if it complies with the standards and criteria listed below. A change in the Future Land Use Map shall only be granted if such written findings are made:

1) The proposal is consistent with the provisions of the GMA and other applicable State planning requirements;
2) The proposal is consistent with, and will help implement the goals, policies and objectives of this Comprehensive Plan;
3) Required changes to implementing regulations are identified prior to adoption of the proposed change, and are scheduled for revision, so that these implementing regulations remain consistent with the Comprehensive Plan;
4) The proposal will increase the development or use potential of a site or area without creating significant adverse impacts on existing critical areas, or on other uses legally existing or permitted in the area;
5) The proposal is an extension of similar adjacent use or is of sufficient size to make the proposal logical;
6) The traffic generated by the proposal will not unduly burden the traffic circulation systems in the vicinity. The collector and arterial system currently serves or can concurrently be extended to serve the proposal, as needed;
7) Adequate public facilities and services exist or can concurrently be developed to serve the proposal;
8) The other characteristics of the proposal are compatible with those of other uses in the vicinity;
9) The other uses in the vicinity of the proposal are such as to permit the proposal to function properly;
10) If the proposal has impacts beyond the City limits, the proposal has been jointly reviewed by Yakima County; and
11) Any other similar considerations that may be appropriate to the particular case.

How Will the Plan Be Implemented?

The GMA contains requirements that communities take real steps to assure that the goals and policies are not ignored as decisions occur and are, in fact, implemented by day-to-day decisions. In order to make goals and policies actually affect what happens in the real world, several things

must happen. To assure that all government decisions made after its adoption are consistent with the Comprehensive Plan, the City codes, procedures and regulations must be amended to be consistent with the Plan. Primary implementation tools include the City Zoning Code and other development regulations, the Six-Year Transportation Improvement Program (TIP), State Environmental Policy Act (SEPA), utility plans, the critical areas ordinance, and many other city codes and programs. The implementation phase of the planning process calls for codes and programs to be amended to implement the goals and policies of the Comprehensive Plan as needed. Any proposed change to a program or ordinance will be discussed in a public hearing and must be based on citizen involvement. In this way, it can be assured that the specific steps taken are as consistent with community desires as the initial goals and policies.

Organization of this Comprehensive Plan

The GMA requires that a comprehensive plan contain a Land Use Element, Housing Element, Transportation Element, Capital Facilities Element and Utilities Element. In addition, recent changes to the GMA require a Park Element and Economic Development Element. The requirement for these latter two elements, however, is not effective until funds sufficient to cover applicable costs to local government are appropriated by the State. The Selah Comprehensive Plan contains all required elements, as well as a Parks and Recreation Element. In addition to these required elements, the City of Selah has elected to include a Natural Environment Element. Goals and Policies for each of these elements are found in the front of the Plan, followed by background information, including an analysis of existing conditions, discussion of potential future conditions, and establishment of standards for future development and service provisions, as appropriate.

A community profile, glossary of terms and statement of state planning goals are included as appendices to this Plan.