



**CITY OF SELAH,
WASHINGTON
Central Urban Area
Sub-Area Plan**

This Sub-Area Plan includes recommendations to strengthen the central urban area of the City of Selah. Upon adoption, this plan will be used to guide the allocation of City resources and day-to-day decision-making. It is anticipated that the City Council will set priorities for implementation in conjunctions with the annual budget process.

**City Council Review
July 10, 2019**

**HLA Engineering and Land Surveying, Inc.
G.R. Dohrn and Associates**

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This Plan was prepared with funding support from the Yakima County Supporting Investments in Economic Diversity (SIED) Program administered by the Yakima County Development Authority and the City of Selah.

**Selah, Washington
Central Urban Area Sub-Area Plan
July 10, 2019**

Executive Summary

In November 2016, Selah received Supporting Investments in Economic Diversification (SIED) funding to understand existing conditions, determine ways to enhance the quality of life, and encourage economic development in the central urban area of Selah.

In August 2017, the City of Selah assembled a planning team, outlined a Plan format, and began gathering information before strategizing with the City Council and City leadership on the best approach for engaging the public. An unprecedented outreach effort unfolded from September through December as the planning team engaged with business owners, property owners, community stakeholders, the general public, and WSDOT.

Combining the public comment received with an assessment of Selah's development regulations, conditions and capacities of the water, sewer, and roadway systems, strategies to strengthen the central urban area of the City were identified. The recommendations in the Sub-Area Plan are designed to address the challenges and to take advantage of opportunities identified in the central urban area.

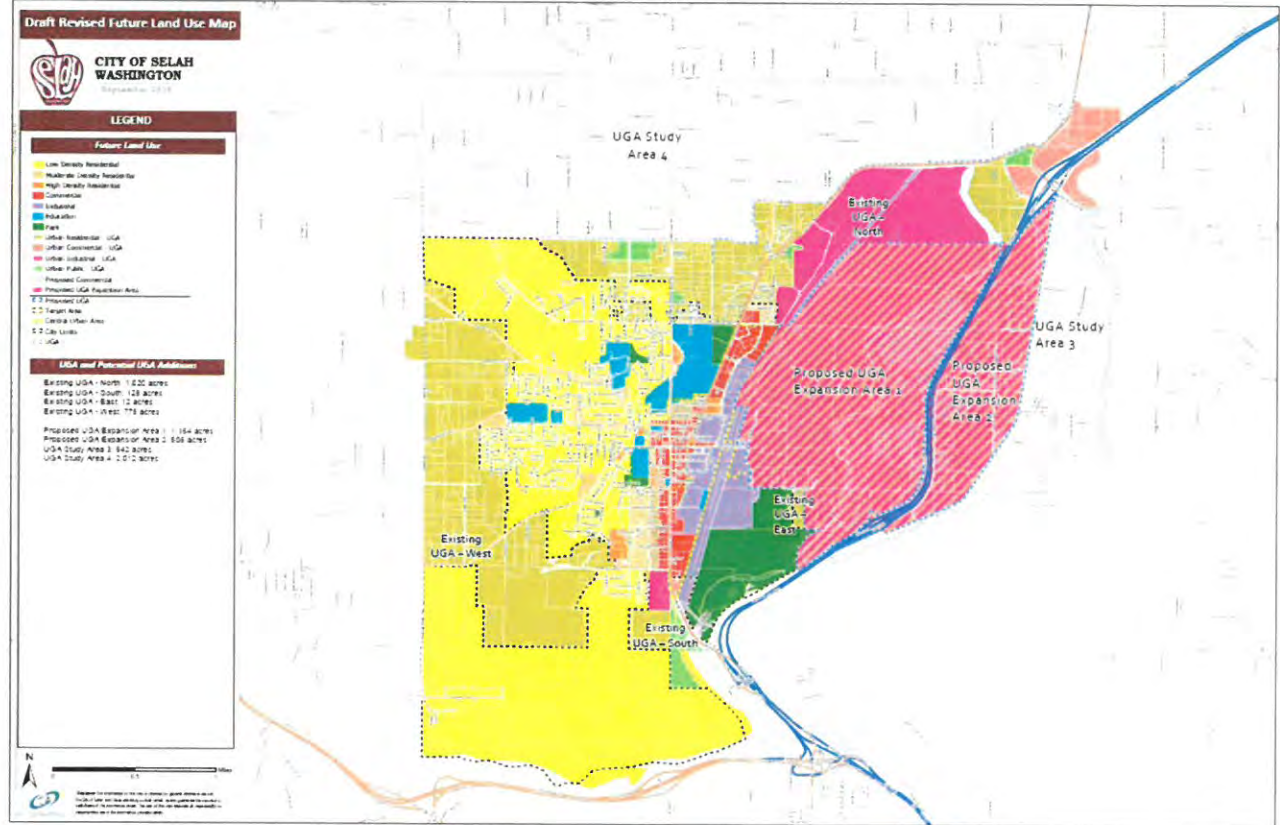
The proposal of a direct connection from Selah's central urban area to Interstate 82 (I-82) at Milepost 29 surfaced as the planning team began strategizing how to address the high traffic volumes on South First Street. A direct route from Selah's industrial area to I-82 would separate commuters from heavy truck traffic currently using South First Street to connect to I-82, State Route 12 (SR 12), State Route 97 (SR 97), and State Route 410 (SR 410). Likely, this connection would be one of several options evaluated as more data and information is uncovered about the origins and nature of the traffic flow on South First Street. If justified, a project of this magnitude takes 10-20 years of planning and requires a substantial commitment of funding from other local, state, and federal partners.

A first step for Selah in gathering required data and information is to partner with Yakima County and Washington State Department of Transportation (WSDOT) to identify, perform, and evaluate a suite of analyses to understand environmental and economic opportunities and challenges associated with such a connection. Expanding Selah's Urban Growth Area to accommodate the City's need for developable commercial and industrial areas is discussed in this Plan. Robust land use analysis will allow Selah to consider expanding its Urban Growth Area to accommodate both economic growth and the potential roadway connection to I-82.

Selah's Sub-Area Plan also contains a proposed action plan to implement the recommended priority projects and activities to support additional growth and investment in the community. Continued consultation with local business owners, property owners,

and key civic groups will be critically important as the City continues to accomplish simple and complex projects alike.

Figure ES1. Proposed Urban Growth Boundary Expansion Areas

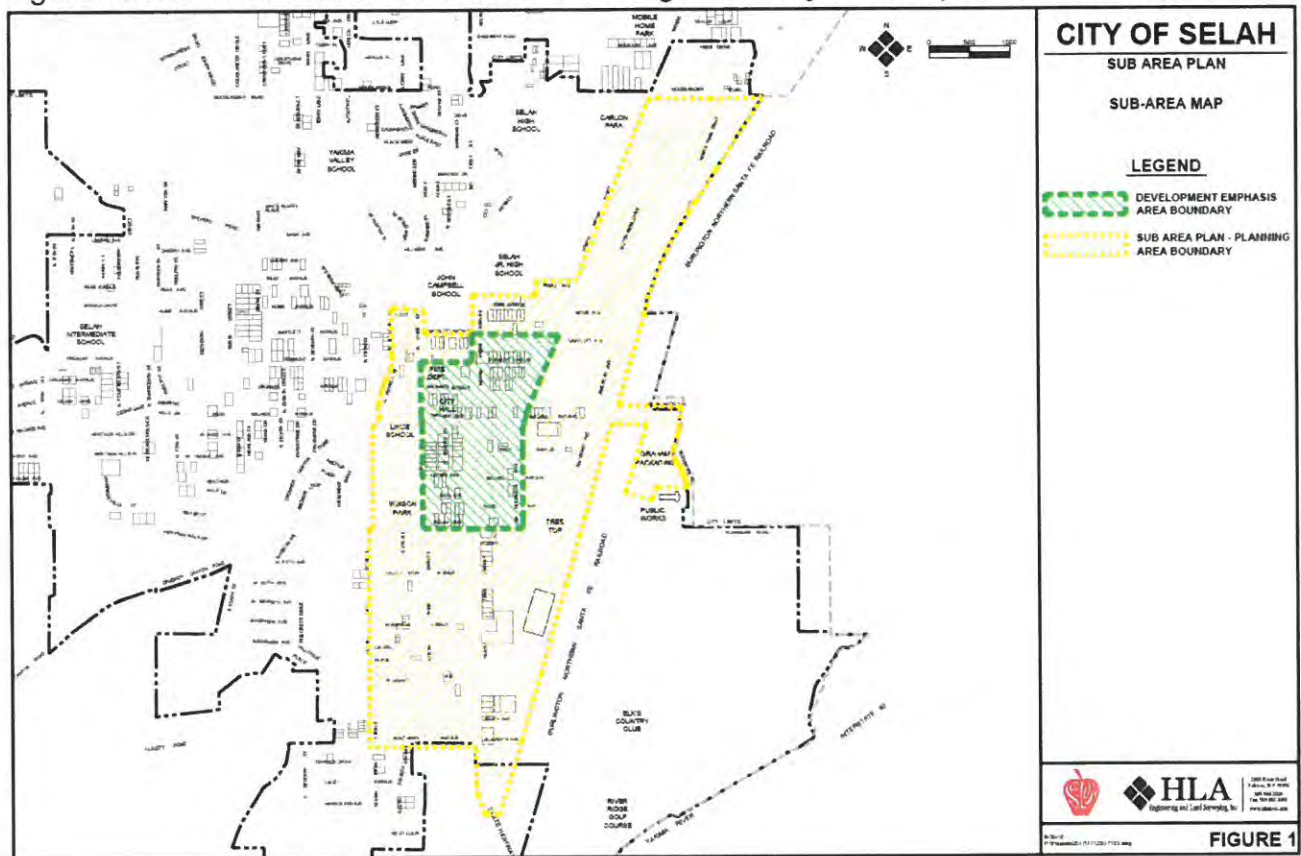


Introduction and Overview

As the City of Selah continues to grow, questions have emerged about the long-term well-being of the central urban area. In addition, while the City is fortunate to have a strong industrial base, there are concerns about the strength of the commercial base of the City

of Selah, and the potential of losing retail sales to the businesses located in nearby City of Yakima. These topics are reflected in Selah's 2017 Comprehensive Plan, particularly Goal 2.1 which is to "Strengthen the Central Business District". As a result of the Comprehensive Plan recommendations, the City sought and received a 2016 Yakima County Supporting Investments in Economic Diversification (SIED) planning grant and initiated a Sub-Area planning project focusing on the central urban area of the City.

Figure 1. The Selah Sub-Area Greater Planning Boundary and Emphasis Boundary



The initial focus of this project was the geographic center of the City, shown in gold in Figure 1 above. The area is generally bounded by the Burlington Northern Santa Fe Railroad tracks on the east, South Fifth Street on the west, Goodlander Road on the north, and Southern Avenue on the south.

Selah's main arterial known as First Street also functions as a portion of State Route 823 (SR 823) between the entrance and the Jim Clements Way intersection. The southernmost end of First Street is characterized by very high daily traffic volumes (34,420 Average Annual Daily Traffic near the intersection of First Street and Southern Avenue) and contains most of the City's commercial land uses. Linear in nature, the greater planning area may more appropriately be referred to as the central urban area, as opposed to a more traditionally compact downtown.

There are established businesses in the greater planning area initially identified in the SIED application. Since the City has no intentions of relocating established businesses in the southern and eastern portions of the greater planning area, the planning team was able to make a smaller, distinguished focus area at the start of the planning effort. The City also has no intention of rezoning where development and improvements have been completed recently. This consideration further reduced the focus area where currently codes and regulations might be examined for optimizing opportunity. The green boundaries in Figure 1 shown where the most intense regulation changes would likely occur in the greater planning area.

Inventories, assessments, and analyses were performed on the greater planning area and the smaller focus area. Given the comprehensive nature of planning, opportunities, and recommendations throughout the community, it is important to note the recommendations are not always limited to the central urban area and focus area in the Selah Sub-Area Plan.

This plan combines infrastructure assessments with the input of business and property owners throughout the central urban area of the City, service providers, state, and local agencies, the Selah Planning Commission, the City Council, the Mayor, the City Administrator and City leadership, and members of the public.

Public comment lead to the confirmation that more than 34,000 average daily trips occur on South First Avenue near its intersection with Southern Avenue. This traffic volume makes South First Street, at this location, one of the most heavily traveled roads in Yakima County. While most, if not all, of the commercial businesses in the City rely and benefit from this traffic, there is an increasing concern among businesses along First Street about the public's ability to safely access and leave their properties.

Comments were received about the appearance of the South First Street corridor with some residents expressing displeasure and describing the area as run-down and sterile. Alternatively, other business owners expressed concerns that forcing landscaping along South First Street may block visual access to business inventory and may have a detrimental effect on promoting sales through that method.

Although this plan includes some recommendations to improve corridor appearances, the majority of recommendations are based on strategic activities designed to strengthen the economic base of the community and attract new private investment. As the local economy gets stronger, markets expand, and new investment occurs, it follows that improvements in appearance will also occur. First things first though, what can be done to strengthen Selah's core and sustain a vibrant business district?

Public Input, Inventory, and Assessment of Existing Conditions

Gathering Public Input

In September 2017, the planning team lead by the Selah Community Development Supervisor, met to strategize the outline of the Sub-Area Plan, to create the focus boundary, and kick off the unprecedented public outreach for the project. In October 2017, a series of one-on-one interviews commenced over a five-day period with project stakeholders. City staff invited City leadership, business, and property owners in the central urban area, and representatives of local economic development organizations to answer three basic questions:

- What do you especially like about the greater planning area and what would you not want to see changed?
- What would you like to see changed or done differently?
- What have you seen or experienced in other communities that you would like to see in Selah?

The initial October interviews were supplemented with additional stakeholder interviews over the course of the project and culminated in a well-attended community meeting on November 8, 2017. The public was provided the same introductory purpose and direction driving the Selah Sub-Area Plan by all members of the planning team and were asked the same three basic questions listed above to begin dialogue.

In almost all instances, respondents expressed concern about the congestion on South First Street and increasing concerns about the ability to safely make turning movements onto South First Street from side streets in the greater project boundary. Business owners in the same area noted that their businesses were dependent on the traffic volumes for promoting business through visual access to their inventory and did not want visibility of their business by the travelling public restricted.

As was previously mentioned, some people noted a desire to improve the appearance of the South First Avenue corridor, yet at the same time, others expressed reservations about losing direct business access specifically, and concerns about the cost of landscape maintenance in general.

Divided opinions were expressed about the historic, but seldom used trolley line connecting the City of Yakima to the City of Selah. Although the condition of the rail appears to be sound, the line utilizes valuable right-of-way fronting between some of the highest volume businesses and the southern end of the First Street corridor.

Summaries of the Stakeholder Interviews, the November 8th community meeting, and the strategic meeting with WSDOT can be found in Appendix B.

Traffic Volume Existing Conditions – South First Street and Southern Avenue Intersection

The planning team began assessing the existing conditions for the various infrastructure systems in Selah such as the transportation system, the sanitary sewer system, and the domestic water system while interviews were still taking place. Because of the frequency of expressed traffic concerns, gathering traffic data on the First Street corridor became an early priority. The information derived from the data (Appendix A) confirmed not only was the traffic volume high, the volume was higher than most places in Yakima County including most locations on Interstate 82 (I-82). A strategic meeting was coordinated between the City and the South Central Region of Washington State Department of Transportation (WSDOT) in December 2017. During the December meeting, the City shared the traffic volume analysis and the comments received as a result of the outreach efforts. The WSDOT Regional Administrator recommended the City perform the following analyses in order to better understand the causes of the high traffic volumes and any related travel delay impacts associated with the traffic volumes:

- An Intersection Control Analysis to determine if intersection control at South First Street and Southern Avenue is warranted.
- A Speed Study to substantiate the anecdotal perception of high speeds on the South First Street section that also operates as SR 823.
- An Origins and Destination Study to understand the movements of users on this section of South First Street.

Housing and Land Use Existing Conditions

A windshield survey of the central urban area revealed that the external physical conditions of existing buildings and private improvements can be categorized as fair to good. There are specific buildings or properties in disrepair and are ready for improvement or replacement, but these appear to be more a function of individual ownership, than a systemic problem. During public outreach, many business owners reported steady increases in sales and stated business activities have returned to pre-recession levels. The current uses of land in the central urban area were analyzed utilizing data provided by the Yakima County GIS Department and the County Assessor's Office. Although not an original intention of the planning team, an intensive Land Use Analysis was performed to determine the impact simply rewriting codes and regulations and rezoning would promote the type of growth and revitalization being sought through this Plan. The data used for this analysis can be found in Appendix C.

Specific findings that are of major interest include:

- Nearly half the parcels in the central urban area, representing approximately one third of the area, is zoned for residential uses.
- In the smaller focus area, approximately 75% of the parcels and acreage is zoned for non-residential uses.
- Of the 716 parcels in the central urban area, 670 (94%) are privately owned and 46 (6%) are publicly owned.
- Of the 670 privately owned parcels in the central urban area, only 29 (4%) are undeveloped.
- Of the 716 parcels in the central urban area, 9 (1%) contain one or more environmentally sensitive areas.
- Of the 213 parcels in the focus area, 195 (92%) are privately owned and 18 (8%) are publicly owned.
- Of the 201 privately owned parcels in the focus area, only 2 (1%) are undeveloped.
- Of the 213 parcels in the focus area, 29 (14%) contain one or more environmentally sensitive areas.
- Fruit related industries are a significant land use in the central urban area and an extremely important part of the economic base of the community.
- Auto sales and related uses are the primary commercial activity in the central urban area.
- Parking lots are the second most-frequent land use in both the central urban area and the focus area.

While there is very little vacant land in the central urban area, there are clearly instances where more intensive development or efficient use of land could occur and there are a few vacant storefronts. However, simply rezoning or allowing greater development flexibility in the focus area was not going to greatly increase commercial or mixed-use opportunity. The solutions for bringing commercial and industrial vitality to Selah would require looking beyond the boundaries of the focus and greater planning area identified in the Selah Sub-Area Plan.

On a larger scale, currently, the Selah Urban Growth Area (Selah UGA) consists of 594 parcels totaling 1,753 acres (Appendix C, Table 4). The City's UGA boundary is negotiated between the City and Yakima County, and is based on the additional land Selah will need to accommodate the projected population growth over the next 20 years. In some cases, the UGA is the same as a city's boundary, but often the UGA includes additional land adjacent to and outside of a city's boundary. Selah is required to provide all services inside its city limits as those boundaries extend into the UGA boundary. Most of the Selah UGA is to the north and west of the City and is generally zoned for residential development as a default in the process of annexing property into the City. There are also 21 parcels south of the City, 3 more east of the City, and several of these parcels have been designated for commercial or industrial development because of their proximity to current commercial and industrial uses. Almost 68% of the parcels in the UGA south and east of the City contain environmentally sensitive areas and as a result only 22 of the 122 acres are free of environmental constraints.

As a recommendation, the City is being asked to consider several Urban Growth Study Areas (Figure ES1). Urban Growth Study Area 1, which includes the area between the existing east Selah city limits and I-82, contains 63 parcels totaling over 1,162 acres (Appendix C, Table 4). Fifty-three of these parcels contain environmentally sensitive areas and as a result, only 33 acres are free from environmental constraint. Urban Growth Study Area 2, land east of I-82, between the East Selah Road corridor and the base of the foothills, contains 107 parcels totaling 395 acres. Eighty-four of these parcels contain environmentally sensitive areas and as a result, there are 23 parcels totaling nearly 53 acres that are free from environmental constraint. Urban Growth Study Area 3, which includes the area east of East Selah Road to the base of the nearby foothills includes 208 parcels totaling 506 acres. Forty-one of these parcels contain environmentally sensitive areas and as a result, there are 167 parcels totaling 419 acres that are free from environmental constraint. Urban Growth Study Area 4, which includes land between the north city limits and Nagler Road, contains 779 parcels totaling over 1,903 acres. One hundred thirteen of these parcels contain environmentally sensitive areas and as a result, there are 666 parcels totaling over 1,740 acres that are free from environmental constraint.

It should be noted however that this initial identification of environmental constraints, does not reflect the development potential of these areas. Proposed UGA Expansion Area 2 in particular may include areas that in fact are not in a flood plain and/or the freeway effectively serves as a dike and the limitations on development are not significant. As a result, it may be appropriate to conduct a more detailed assessment of these areas and possible work with the County and FEMA to update the floodplain maps.

The land uses in the existing UGA and the Urban Growth Study Areas are identified in Table 5 (Appendix C). Although the County currently transitions County property to City property as residential, 13% of these parcels are vacant and have development potentials for other-than-residential uses.

Infrastructure Systems Existing Conditions

The domestic water system in Selah

The last complete update of Selah's Water System Plan was in 2014. Selah's existing and future service area generally follows the city limits and Urban Growth Area (UGA) boundary respectively. As stated in the 2014 Water System Plan, Selah will make every effort to provide domestic water service to new customers within Selah's future service area as allowed by the Service Area Policies (pg 1-10, 2014 Water System Plan) and according to Selah's Conditions of Service (pg 1-12, 2014 Water System Plan).

Selah's water system provides service to residential, commercial, industrial, and public users. As is the case with many Washington cities, Selah plans to raise awareness of the anticipated impact to their current system that providing water service to their future UGA may cause. Table 2-15 in the 2014 Water System Plan identifies the difference between water production and total consumption by City users. The reportable 3-year average between 2007 and 2012 was a surplus of 9.7%.

Customarily, testing the system using a hydraulic computer model assists in identifying supply deficiencies both in the current year and in future years. Included in the Water Plan is a forecast for 2032 which takes into account the population projection, the numbers and types of services required to accommodate the needs of the population, and a 10% contingency factor. According to the preliminary analysis completed for the 2014 Water System Plan, the City of Selah has adequate water rights and capacity to provide existing and projected year 2032 demands.

The Water Plan cautions that water rights will become the limiting factor in the City's future physical system capacity beyond the 20-year planning horizon (pg 3-45, 2014 Water System Plan) because although the system has the capacity to increase water production, the City will need additional water rights to reach the current system's capacity.

Selah also possesses enough storage capacity to meet 2032 demands as projected. If proposals of this Sub-Area Plan are desired, the City will need to reevaluate both the anticipated water demand and the water storage for adequacy. The modeling assumptions base future growth on a historical rate and were prepared with increases across all service types. Although the type of additional services should be aligned well for the forecast, the rebalancing of services based on pressure zones may require reevaluation during the next Water System Plan update.

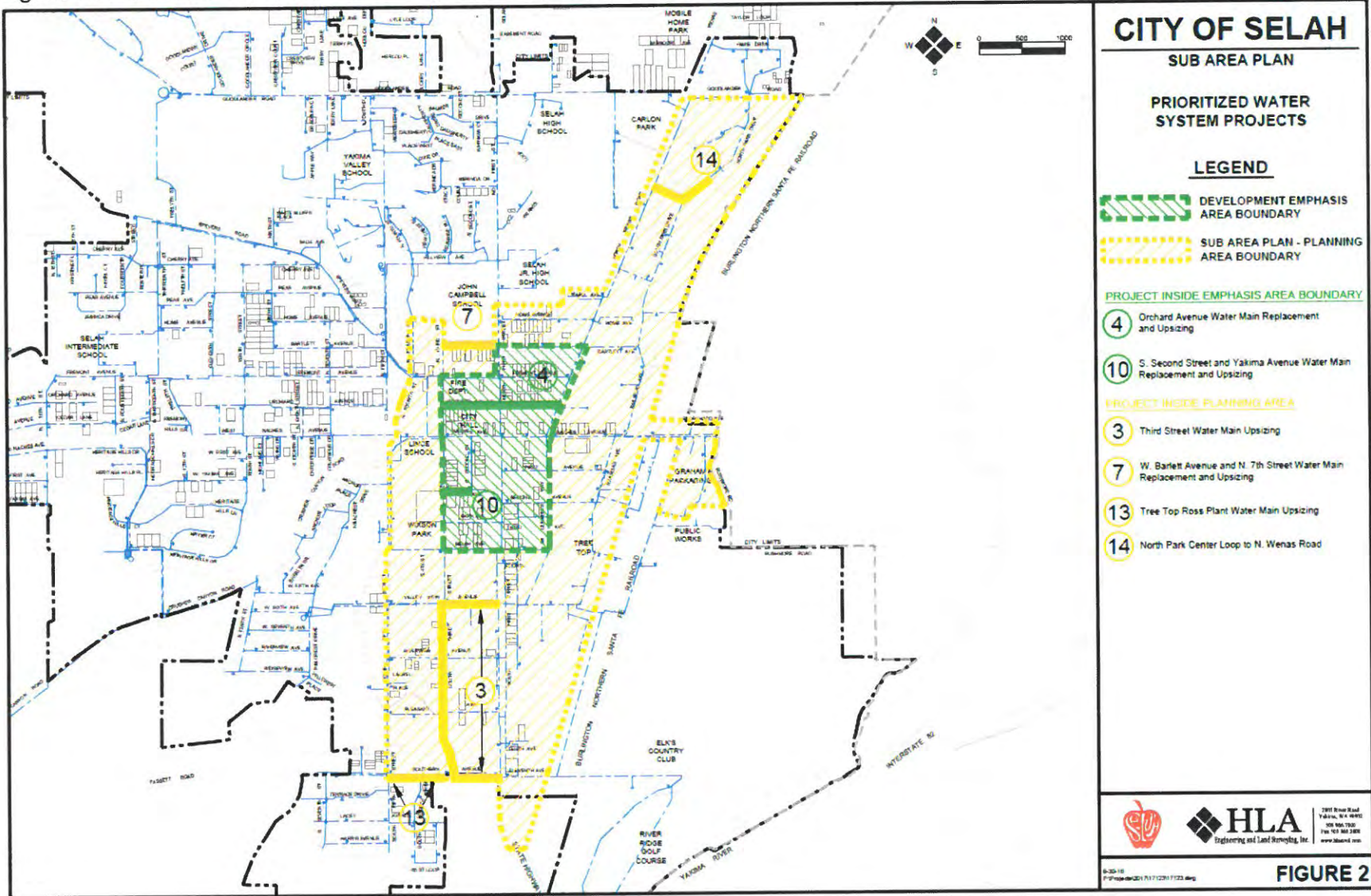
There are some locations in the water system experiencing current deficiencies in fire flow capacity. None of the deficiencies identified are in the focus area or greater planning area. The 2014 Water System Plan identifies in Chapter 8 the suggested improvements

to address the deficiencies shown on Figure 3.5 (2014 Water System Plan), and the six-year timeline for the CIP shown on Figure 2, listed in Appendix D, Table D.2.

Much like the transportation system, the water system has a prioritized 6-year capital improvement program (CIP). The water system CIP is contained in two of Selah's planning documents: the Selah Comprehensive Plan (Capital Facilities Element) and in the current 2014 Water System Plan. The prioritized domestic water projects in both planning areas are displayed on Figure 2, on the next page, and listed in Table D.2, Appendix D.

For some priority improvement projects, the 6-year window of the CIP is not sufficient. Mid-term and long-term projects are captured in the 2014 Water System Plan.

Figure 2. Prioritized Domestic Water System Projects



Motorized and non-motorized transportation systems in Selah

The City's transportation system includes sidewalks, streets, parking, lighting, public transit, and planning studies. The City has a capital improvement program in place for streets, sidewalks, parking, lighting, and planning studies which identifies short-term projects needed to bring the system to or keep the system in a state of good repair. The program known as the Transportation Improvement Program or TIP is adopted on an annual basis and includes a high amount of detail for each project, including the distinct improvements to be made or study topic, the location of the project, the cost of the project, and what funding will be used to complete the project. The locally developed TIP is incorporated into the metropolitan TIP (combination of Selah, Yakima, Moxee, Union Gap, Naches, and parts of the County) and specific projects from the Selah TIP may ultimately be added to the statewide TIP depending on the project's funding sources. At each stage, the program of projects is open for public comment and review. Selah's current 2018-2023 TIP and the upcoming 2019-2025 TIP are located in Appendix D of this plan. The prioritized transportation projects in both planning areas are displayed on Figure 3 on page 16 and listed in Table D.1, Appendix D.

For some priority transportation improvement projects, the 6-year window of the TIP is not sufficient. Mid-term or long-term projects would be captured in the City's Comprehensive Plan. The Comprehensive Plan document is designed to provide the City a planning tool with a 20-year horizon, is updated regularly on a seven-year cycle, and can be amended once a year. Because the Comprehensive Plan is a Growth Management Act requirement, it is imperative that the Sub-Area Plan aligns with the Comprehensive Plan. For consistency, one of the Sub-Area Plan strategies is to prepare any recommendations resulting from studying the greater planning area or focus area for amendment into the Comprehensive Plan.

In the 2017 Selah Comprehensive Plan update, the intention to conduct a pedestrian and bicycle path study was noted in the Transportation Element. The study would identify the City's ability to create a non-motorized pathway in the City connecting to the nearby Yakima Greenway. Currently, the 20-mile long paved Yakima Greenway parkway connects Union Gap, Yakima, Selah, and Naches. The Selah extension of the Yakima Greenway branches from Harlan Park (south of the city limits along the Naches River) to just south of the intersection at South First Street and Southern Avenue.

As previously mentioned, the volume of traffic on the southern end of the First Street corridor was identified early in this planning effort as needing further investigation to understand contributing factors. Traffic analysis (Table 3-2, 2017 Selah Comprehensive Plan – Transportation Element) performed in 2017 for Selah's Comprehensive Plan update shows that South First Street is predicted to reach a Level of Service F by 2032, is currently a Level of Service C, and that all other federally functionally classified streets in Selah are currently operating at a Level of Service A.

In July 2018, the City applied for a Better Utilizing Investments to Leverage Development (BUILD) federal grant to accomplish the identified suite (pg 7) of Transportation Network Analyses. If awarded, federal funding would cover 80% or \$153,600 of the \$192,000 project's cost.

There are three categories of state designated Freight and Goods Transportation System identified in and near Selah. SR 823 is classified as a T-2 (carries 4-10 million tons annually), five roadways are identified as T-3 (carries 300,000 – 4 million tons annually), and three other roadway sections are identified as T-4 (carries 100,000 – 300,000 tons annually). In the greater planning area and in the focus area, these roadway segments are:

- | | |
|--|-----|
| • The entire length of SR 823 | T-2 |
| • North First Street, Jim Clements Way Wye to East Naches Avenue | T-3 |
| • North First Street, East Naches Avenue to Goodlander Road | T-4 |
| • East Naches Avenue, SR 823 to North Fourth Street | T-3 |
| • West Fremont Avenue, North First Street to North Fifth Street | T-4 |

Many of Selah's current school locations are on the designated freight routes creating a potential environment of pedestrian and freight conflicts.

As this plan was being finalized, the City and the School District began discussions about future expansions for the School District, which includes proposed new construction along South Third Street. Additional analysis, including anticipated project trips and bus route optimization, is being explored and additional data is being gathered. The planning team recommends adding the impact findings upon completion of the design for the School District's expansion as an addendum to this plan.

The public transportation systems in and near Selah

In 2018, the City of Selah contracted with Medstar to provide a two-route transit service for Selah as Selah Transit. Although Selah Transit, as a service, is not included in the transportation improvement program, one transit-related capital project in the 2018-2023 TIP being constructed in 2018 is the Civic Center Parking Improvements project. This expansion of the Civic Center park and ride increases the number of dedicated stalls not only for Selah's two transit routes, but also increases commuting options for transit riders traveling on the Yakima-Ellensburg Commuter service provided by Yakima Transit.

Selah's circulating route:

Selah's circulating route services are free of charge, support six bus stops, and operate with a 30-minute headway. Monday through Friday bus service begins at 6:45 a.m. and ends at 5:50 p.m. and includes an additional stop at the Yakima Firing Center Road park and ride four times per day. Saturday bus service begins at 10:30 a.m. and ends at 5:07 p.m.

Selah-Yakima route:

Selah-Yakima route services are free of charge, support one bus stop in Selah, two bus stops in Yakima, and one bus stop in Union Gap. This route operates with a 45-minute headway. Monday through Friday bus service begins at 6:30 a.m. and ends at 6:33 p.m. and includes two additional stops at Costco and Winco in Yakima five times per day. Saturday bus service begins at 10:30 a.m., ends at 4:31 p.m. and supports all six bus stops each trip.

Selah Transit's Dial-A-Ride service:

Dial-A-Ride is a program for approved applicants with mental or physical disabilities, temporary injury or illness to travel when needed within the cities of Selah, Yakima, and Union Gap.

The Yakima-Ellensburg Commuter route runs between Yakima and Ellensburg making a single stop in Selah at or near Selah's Civic Center park and ride during every one-way trip. The fare for a one-way trip on Yakima Transit's Yakima-Ellensburg Commuter is \$5.00 (Fall 2018) and a substantial savings can be made by using a monthly pass.

Intercity bus system, passenger rail system, and airport options near Selah

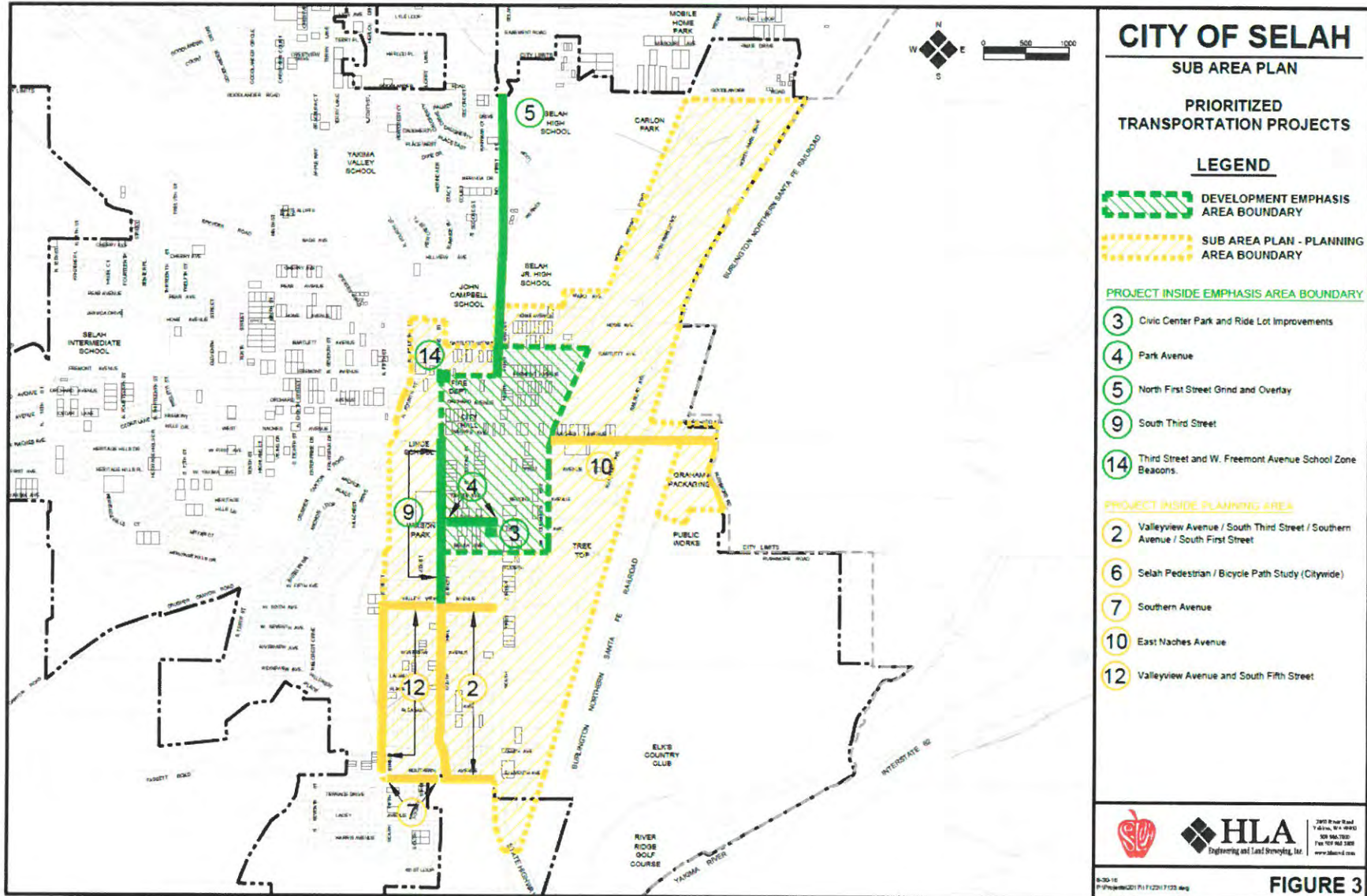
The nearest intercity bus systems are Greyhound and the Airporter Shuttle, both have stops in the cities of Yakima (4 miles) and Ellensburg (34 miles).

The nearest regional airport is in the City of Yakima (8 miles).

Amtrak's Empire Builder has a passenger rail stop in Leavenworth (91 miles).

A 4.5-mile historic trolley system line exists between the City of Yakima and the City of Selah. A trolley operates on Saturdays, Sundays, Holidays, and is available for Charters in 2018, the posted trolley schedule is May 26 through September 30. Comments were received from some that would like the trolley supported as some of the rolling stock presently in operation have been in continuous service since 1910. Comments were also received that the property used for trolley's right-of-way, alignment, and stop in Selah can be better used to expand options for congestion relief near the South First Street and Southern Avenue intersection. The stop for the trolley extends roughly 574 feet beyond the end of the Yakima Greenway extension into Selah. It is beyond the scope of this Sub-Area study to explore other potential alignments of the trolley line that may appease both sides of the trolley discussion, but a recommendation for further study is included in this plan.

Figure 3. Prioritized Transportation Projects in the Sub-Area Plan Areas

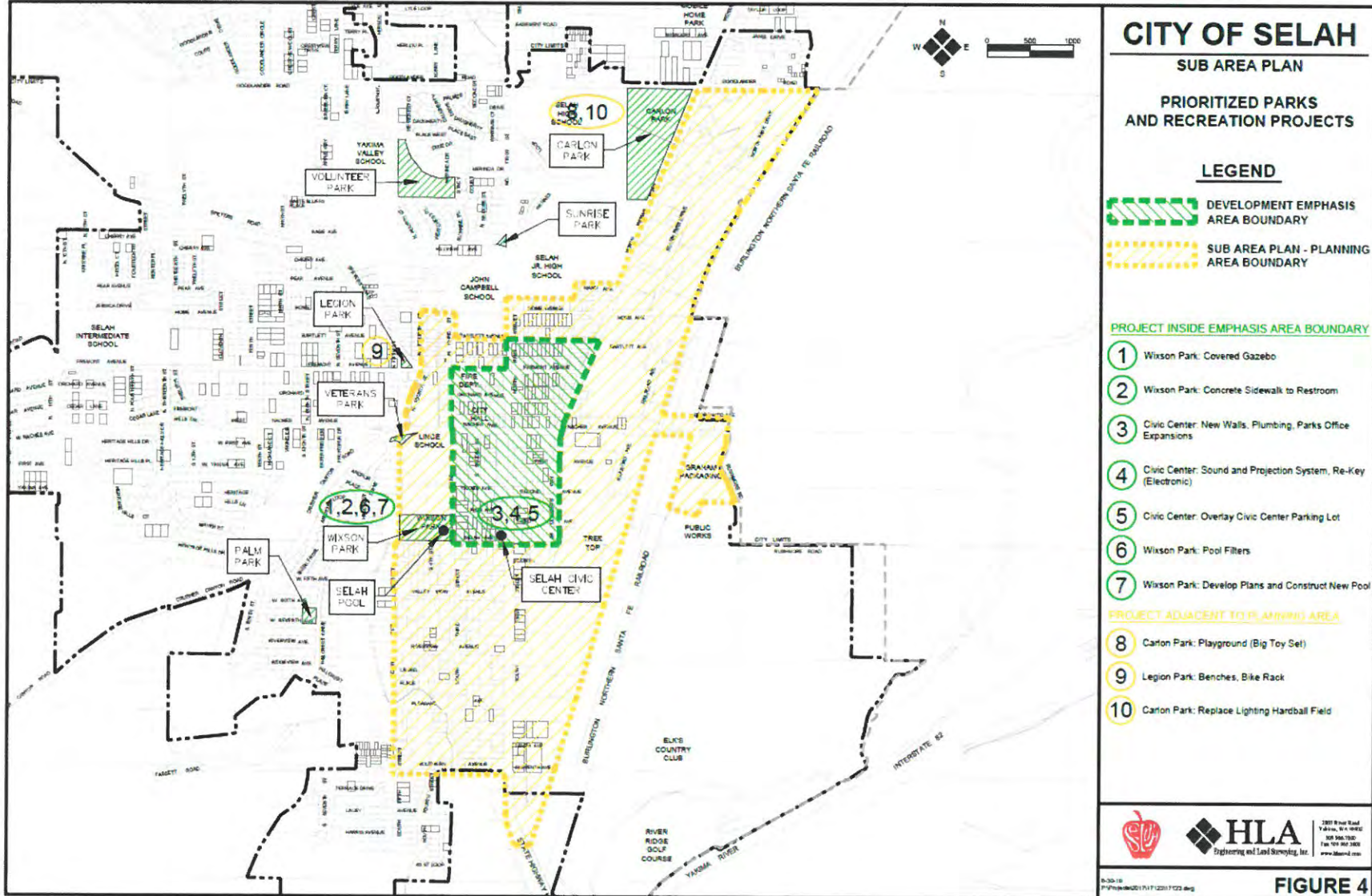


The parks and recreation system in Selah

Although parks in Selah were inventoried and improvements are summarized in Table D.4, Appendix D, and shown on Figure 4, less of an emphasis was placed on how to improve the Parks System and more of an emphasis was placed on how to use wayfinding as a means of promoting the parks and recreational opportunities in Selah. Proposed approaches in tying wayfinding to recreational and economic development will be provided later in this report.

Opportunities for creating parks and open spaces for recreational uses may allow the City to optimize otherwise undevelopable land in the UGA expansion or construction of the Naches Road extension to I-82. Potential exists for swapping the newly accessed open spaces for land within the City that could be used for future development purposes.

Figure 4. Prioritized Parks and Recreation Projects



The sanitary sewer system in Selah

The last complete update of Selah's General Sewer Plan (GSP) was in 2017. Selah's existing and future service area generally follows the city limits and Urban Growth Area (UGA) boundary respectively. The City does provide sewer service currently to residential and mobile home park services outside of the current city limits. Forecasts assume the City will continue to provide services similar to the number currently served.

Customarily, testing the system using a hydraulic computer model assists in identifying capacity deficiencies both in the current year and in future years. Included in the GSP is a forecast for 2037 which takes into account the population projection, the numbers and types of services required to accommodate the needs of the population, and a 10% contingency factor. System maintenance issues have been identified in the focus and greater planning areas that require replacing or adjusting manholes and minor piping corrective actions.

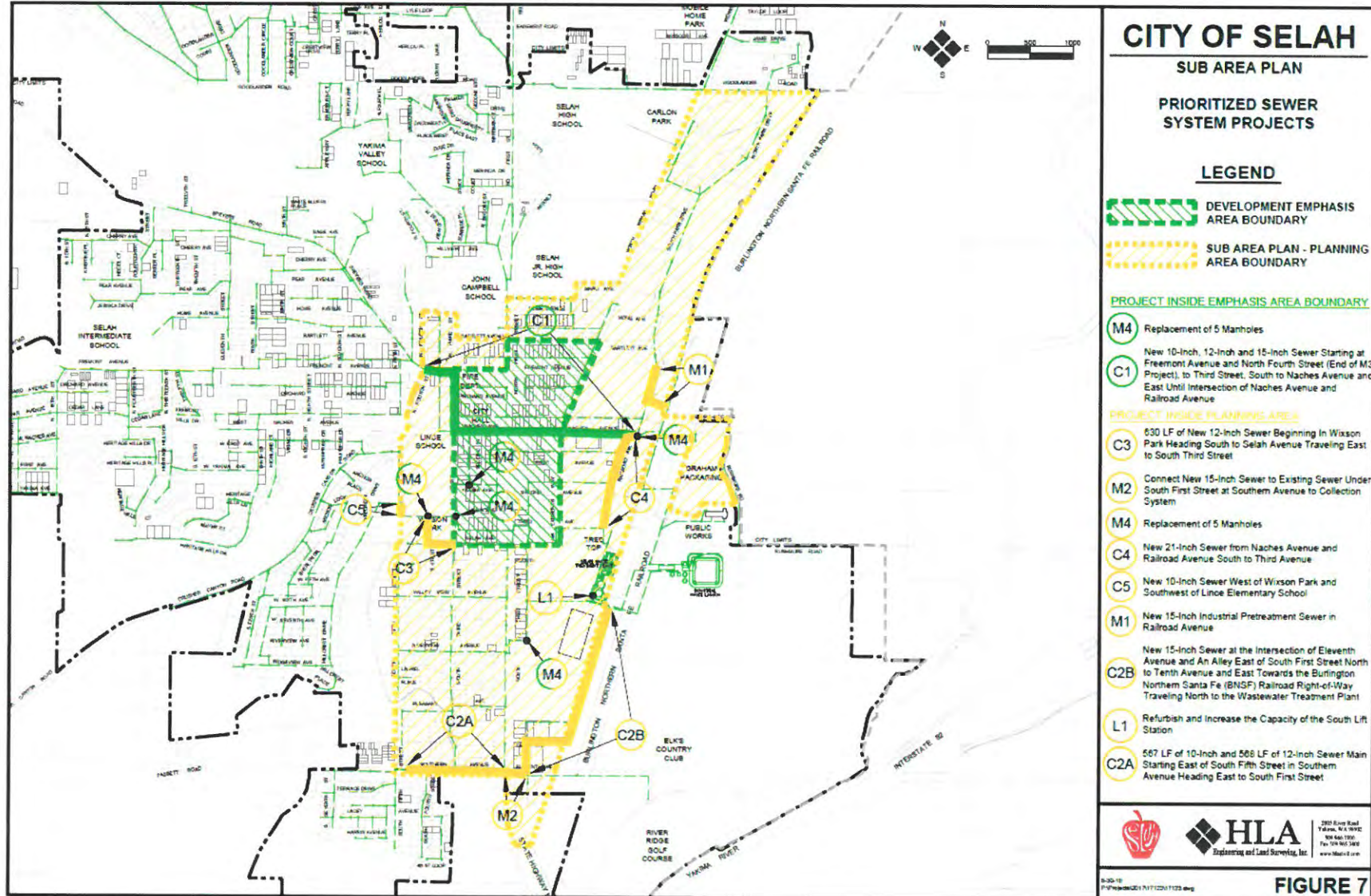
The 2017 GSP discusses the modeling process and lists resulting deficiencies. As a general discussion, there are pipe and manhole size deficiencies in both the focus area and greater planning area.

Currently, not all industrial wastewater in the greater planning area is piped to the industrial pre-treatment facility. Correcting this will require constructing 900 linear feet of 15-inch pipe to two existing fruit plants. This project is identified in Figure 7 on the next page and planned to begin construction in 2021 as listed in Table D.3, Appendix D.

Inflow occurs when precipitation events contribute excessively to the sanitary sewer system and can cause disruptions or exceedances of the system. Infiltration occurs when groundwater enters a sewer system by means of defective pipes and side sewers, pipe joints, and manhole walls. The ground water levels and general condition of the sewer system contribute to infiltration-related volumes. The two related issues are generally referred to as Inflow/Infiltration (I/I) and are regulated by the U.S. Environmental Protection Agency. The 2017 GSP shows that Selah's I/I is not thought to be a significant source of flow into their sanitary sewer system.

If proposals of this Sub-Area Plan are desired, the City will need to reevaluate the anticipated demand for sewer capacity, as the modeling was prepared using the current default of expanding the city limits to the Urban Growth Area for residential reasons. Alternate routing schemes were proposed in the 2017 GSP to address future capacity issues. Simply rerouting the flow did not relieve flow deficiencies; most of the rerouting relieved capacity issues in a larger area and required a decrease in the amount of sewer pipe requiring resizing. Full discussion is included in Chapter 4 of the 2017 GSP.

Figure 7. Prioritized Sanitary Sewer System Projects

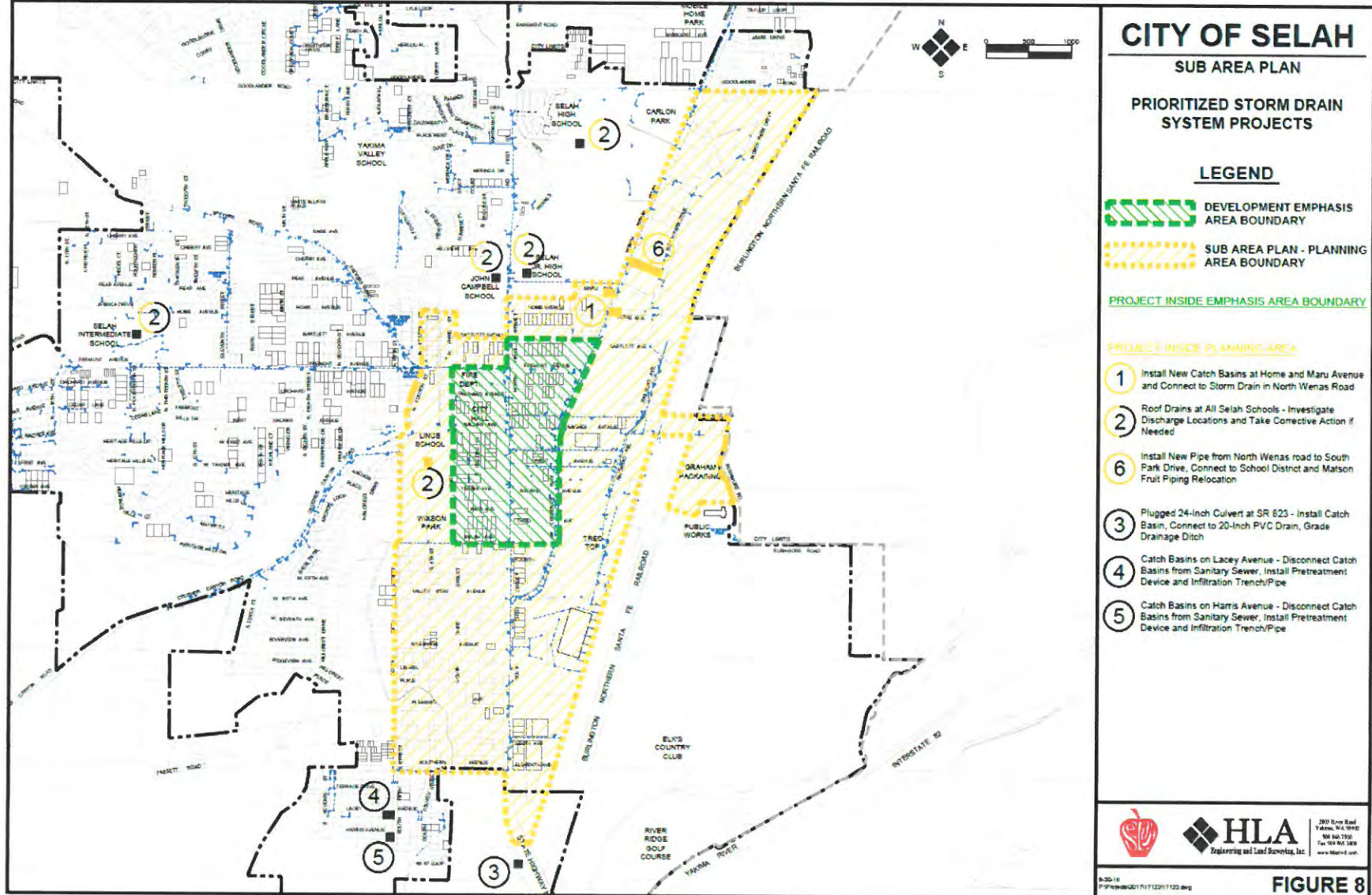


The stormwater system in Selah

Stormwater system discussions are often included with street and sewer discussions because of the traditional three-way construction relationship. The City has begun developing independent stormwater construction methods, including the requirement of on-site stormwater treatment using swales and separation of roadway run-off from the sewer system using independent catch basins. The separation of stormwater from sewer can substantially lower the volume of water reaching the wastewater treatment plant, can greatly reduce the introduction of roadway pollution into the treatment plant, and mitigate sedimentation collection, greatly reducing the capacity of the sewer system.

Selah will continue to address stormwater issues as elements of street projects in the City. Figure 8 on the next page shows the stormwater-related projects planned for the greater planning area. There are no projects specifically planned in the focus area.

Figure 8. Prioritized Stormwater System Projects



Goals, Objectives, and Policies

As previously noted, one of the principal goals of the Selah Comprehensive Plan is to “Strengthen the Central Business District” (Goal 2.1). The following Objectives and Policies provide further guidance and direction as to how this will be accomplished. In the event of a conflict between the following Objectives and Policies, Objective 2.1 and its associated policies 1-10, the Objectives and Policies in this Sub-Area Plan should prevail.

Objective 2.1 Establish a direct connection between downtown Selah and Interstate 82 utilizing the interchange at Milepost 29.

Policy 1: Actively seek funding to support the planning, engineering, and design of road improvements necessary to connect the downtown to the existing interchange at Milepost 29 on I-82. It is recognized that this will require a multi-year commitment of funds and should include financial support for the following activities:

- a. Identification and evaluation of alternative routes;
- b. An assessment of potential environmental impacts and identification of potential mitigating measures, as well as design features that could enhance environmentally sensitive areas;
- c. Preliminary engineering and design, and the preparation of project cost estimates;
- d. Final design and engineering; and
- e. Construction.

Policy 2: Review and update plans for road improvements in the Central Urban Area to be compatible with the proposed connection to the interchange at Milepost 29 on I-82. This may include, but is not limited to:

- a. Safety improvements at the intersection of South First Street and Naches Avenue;
- b. Measures to provide breaks in the traffic to support left turn movements to and from South First Street; and
- c. Measures to slow traffic exiting or entering the City on South First Street in the vicinity of Southern Avenue.

Policy 3: Explore the feasibility of designating an interim truck route to the industrial zoned properties east of the central urban area, utilizing access from the north.

- a. This may require improvements to the intersection of Goodlander and North Wenas roads in order to accommodate southbound to eastbound turning movements.

Objective 2.2 Actively encourage new private investment and redevelopment in the Central Urban Area.

Policy 1: Identify properties in or near the central urban area that may be appropriate to rezone, providing additional opportunities for commercial and mixed-use development in conjunction with the planning and construction of the new freeway connection. These areas may include, but are not limited to:

- a. The properties on the east side of South Third Street between Selah and Southern Avenues.
- b. The properties fronting on Bartlett Avenue between North First Street and North Wenas Avenue.

Note: This would require an amendment to the Future Land Use Map before the rezone could be considered. As a result, this policy may be implemented in phases. As an interim measure, a possible first step would be to make mixed use developments a permitted use in these areas.

Policy 2: Identify and actively market economic development sites in partnership with the Yakima County Development Association. These may include, but are not limited to the following properties:

- a. Wells Fargo Bank building properties at the corner of Naches Avenue and South First Street (parcels 181436-33039 and 18143633019);
- b. The vacant brick building at the corner of South First Street and East Second Avenue (parcel 181436-33033);
- c. The vacant parcels by the Quality Inn fronting North Wenas Road (parcels 181436-21439 and 181436-21438); and
- d. The vacant City-owned parcels near the Quality Inn fronting on North Park Drive (parcel 181436-21424).

Policy 3: Actively support the Selah Downtown Association in their efforts to market and increase access to the low interest business loan program.

Policy 4: Revise the City's Development Regulations to provide greater flexibility and accept alternative methods for infill and redevelopment projects to meet standards for landscaping, parking, signage, and related improvements.

- a. Consideration should be given to waiving parking requirements in the central urban area.

Policy 5: Evaluate the feasibility of establishing a city-owned parking lot, in the vicinity of Naches Avenue. This could include, but not limited to the following sites:

- a. Shared parking with the existing or a new City Hall; and
- b. The easternmost portion of the Wells Fargo parking lot fronting Naches Avenue (parcel 18143633019), perhaps acquired in exchange for some underutilized right-of-way south of the Wells Fargo building.

Policy 6: Continue to research and explore the feasibility of establishing a public-private partnership to support a small business incubator facility.

Policy 7: Conduct a comprehensive assessment of the condition of the Civic Center, City Hall, and Police Department facilities and evaluate the potential benefits of consolidating these facilities in and outside of the central urban area.

Objective 2.3 Continue to promote the central urban area as the commercial center of the City and a central gathering place.

Policy 1: Continue to actively support special community events in the central urban area, such as Selah Days and the Selah Farmers Market.

Policy 2: Actively support existing and new businesses in the central urban area. These may include, but are not limited to:

- a. Establishing, maintaining, and actively distributing a directory of local businesses;
- b. Publicize new businesses and expanding businesses;
- c. Consulting with existing businesses on a regular basis to maintain an understanding of local economic conditions, opportunities, and challenges;
- d. Participating in local economic development organization activities, including but not limited to the Selah Chamber of Commerce, the Selah Downtown Association, and the Yakima Valley Development Association.

Policy 3: Establish and improve South Third Street as the primary pedestrian and bicycle corridor through the central urban area.

Policy 4: The City should establish a template for wayfinding signs and install in locations with an emphasis on directing visitors to parks, recreational opportunities, and retail business areas.

Policy 5: The City shall sponsor an annual economic development summit meeting to highlight accomplishments of the past year, identify priorities for the coming year, and to discuss how best to coordinate efforts and maximize return on the investment of local resources. Participants could include representatives from:

- a. City Council, Planning Commission, and City staff;
- b. Selah Downtown Association;
- c. Selah Chamber of Commerce;
- d. Selah School Board and Administration;
- e. Yakima County Development Association;
- f. Local fruit industries;
- g. Local banks;
- h. Local developers;
- i. Local businesses; and
- j. Interested property owners.

Objective 2.4 Continue to identify and assess opportunities to expand the commercial and industrial economic base of the community.

Policy 1: Explore the feasibility of expanding the Selah Urban Growth Area boundary to include properties along the corridor that would extend Naches Avenue east to the Milepost 29 interchange on I-82 (UGA Expansion Area 1). This may include, but is not limited to:

- a. Active consultation with affected property owners;
- b. Preliminary engineering studies, assessments of the potential impacts on City services and tax revenues, and environmental studies;
- c. The identification and protection of areas not suitable for development; and
- d. The incorporation of measures to enhance environmentally sensitive areas into to the design of necessary road improvements.

Policy 2: Explore the feasibility of expanding the Selah Urban Growth Area boundary to include properties east of I-82 to East Selah Road (UGA Expansion Area 2). This may include, but is not limited to:

- a. Active consultation with affected property owners;
- b. Preliminary engineering studies, assessments of the potential impacts on City services and tax revenues, and environmental studies;
- c. The identification and protection of areas not suitable for development; and
- d. The re-examination of the floodplain elevations and designations.

Policy 3: Identify proposed UGA expansion areas that are most suitable for development and prepare development standards supporting master planned developments, expansion of existing industries, new freeway oriented commercial and industrial uses, and mixed-use developments. These may include, but are not limited to:

- a. A new freeway commercial zoning district;
- b. Regulations that encourage master planned and mixed-use developments.

Policy 4: Research potential amendments to the City's Comprehensive Water and Sewer Plans necessary to support the expansion of the Selah Urban Growth Area and to maintain the alignment of service area and urban growth area boundaries. These may include, but are not limited to:

- a. The acquisition of additional water rights;
- b. The identification of improvements necessary to extend services, such as storage tanks and lift stations; and
- c. The establishment of financing strategies ensuring new developments pay their fair share of the cost of extending services.

Policy 5: Amend the City and County Development Regulations to permit the establishment of an RV Park(s) in the immediate vicinity of McGonagle Park through a conditional use permit.

Policy 6: Prepare and implement customized SEPA/GMA integration strategies to facilitate future development activities consistent with approved plans. These may include, but are not limited to:

- a. Increasing the SEPA thresholds in the central urban area; and
- b. Conducting “Quicksites” type environmental reviews in conjunction with comprehensive plan amendments.

Implementation Strategies

While there are numerous actions that can be taken by the City to implement this sub-area plan, resources are limited, and as a result, difficult decisions must be made to establish priorities to guide the allocation of funds as well as the time, creativity, and the energy of community leaders. Based on the feedback provided by the City Council during this planning process, the following is a recommended list of implementation priorities. Over time, these priorities may change as windows of opportunities present themselves, but in general terms, it is recommended that the implementation measures be categorized as Highest Priority, High Priority, or Important as described below. In addition, activities that were identified as having future potential benefit, have been placed in a reserved category. Actual priorities will be set through the City's annual budget process by the Mayor, City Council, and City Administrator, in consultation with City staff, the Planning Commission, business and property owners, interested residents, key stakeholders, and funding agencies.

Highest Priority Activities/Projects - includes activities or projects that could be initiated during the next 12-18 months. Resources will be allocated accordingly:

- Naches Road Extension/Interchange Study;
- Goodlander Road Improvement Project/Interim Truck Route;
- South Third Street Improvement Project;
- Local Business Directory (ongoing activity);
- Actively Market Business Façade Grant Program (ongoing activity);
- Annual Economic Development Summit; and
- Continued Support of Special Events (ongoing activity).

High Priority Activities/Projects - includes activities or projects that should be initiated as time and resources permit, or that can readily be accomplished:

- Consolidate Commercial Zoning Districts;
- Alternative Development Standards, including Landscaping, Parking, and Signage;
- Revise SEPA Thresholds Applicable in the Central Urban Area;
- Promote Mixed-Use Development in the B-2 Zoning District;
- Welcome to Selah Sign;
- Wayfinding Signs;
- Actively Market Opportunity Sites;
- Expand Commercial Areas/Integrated SEPA Review; and
- South Third Street/Bartlett Avenue Overlay Districts.

Important Activities/Projects - includes beneficial activities or projects awaiting additional resources or for completion of higher priority activities and projects:

- Speed Study at South City Entrance/Exit;
- South First Street/Southern Avenue Intersection Control Study;
- Naches Avenue/First Street Safety Improvements;
- Naches Avenue Public Parking Improvements;
- Decorative Street Lighting;
- Yakima Trolley Terminus Location Study;
- Small Business Incubator;
- Civic Center Evaluation;
- Consolidate City Facilities; and
- City Financial Report.

Potential Activities/Projects Reserved for Future Consideration – includes activities or projects that were considered, but were not recommended for implementation at this time:

- Enhanced Code Enforcement;
- Military Housing; and
- Alternative Post Office Location.

Highest Priority Activities/Projects

Currently, there are only two interchanges that connect Selah with Interstate 82 (I-82), and neither provides a direct or convenient route to the Central Urban Area. The interchange at Milepost 26 is an indirect route providing access for residents and visitors traveling to and from Ellensburg and points to the north and west. The interchange at Milepost 30, is the most heavily traveled, as it provides the most direct access to Yakima and points to the south. There is however a third interchange on I-82, located at Milepost 29, that provides limited access to a mining operation and an area east of Selah. Historically, the full utilization of this interchange may have been overlooked because the Yakima River and associated wetlands lie between the interchange and the City of Selah. But for the Yakima River crossing, this interchange could provide direct access to the heart of Selah through the extension of Naches Avenue. WSDOT has identified three specific studies that should be conducted to verify the anticipated benefits of this extension and the City hopes to secure grants funding to initiate these studies.

Constructing a new connection to I-82 using this underutilized interchange would provide a direct route for trucks between the fruit warehouses and storage facilities, which forms the economic base of the community. This would also reduce traffic volumes on South First Street, as well as address the safety concerns due to truck/car/pedestrian conflicts occurring today. Additionally, there is one large, privately-owned property near the interchange that may be suitable for a business park or possibly a mixed-use freeway-oriented development that could further diversify the economic base of the City.

Recent conversations with Yakima County staff suggest they may be inclined to look favorably upon a request from the City to add this interchange to the Selah Urban Growth Area. Furthermore, preliminary discussions with WSDOT and natural resources agencies indicate a crossing of the Yakima River and associated wetlands, while expensive, is not impossible. A project of this magnitude may take 10-20 years to research, identify, and evaluate potential environmental impacts, develop mitigation strategies, design, secure funding, and construct, but given the potential positive impacts to the City, it could be well worth the investment. As a result, this project, referred to as the Naches Road Extension, has been added to this Sub-Area Plan as the most significant activity that could be undertaken to strengthen the central urban area of the City.

In conjunction with the Naches Road Extension project, it is recommended the City initiate a series of actions to potentially expand the Selah Urban Growth Area to the east to include the Proposed Urban Growth Expansion Area 1 as depicted in Attachment C. Area 1, which includes the land between existing city limits and I-82 to the east, contains the potential corridor alignment for the Naches Road Extension project. Other benefits for considering Area 1 include keeping an important segment of the Yakima River and associated wetlands under a single jurisdiction, enabling the City to identify and plan for areas suitable for development, and to effectively protect the critical areas not suitable for development. In addition, adding Area 1 to the Selah UGA will promote planning for the efficient delivery of urban services and enable the City to capture the economic benefits of the Naches Road Extension Project, which are extremely important considerations.

It is also recommended that further consideration be given to expanding the Selah UGA to include Area 2, which lies between I-82 and East Selah Road. This area could be targeted for business and industrial park development to take advantage of access to I-82 at both the north and south ends, as well as limited commercial activities. The existing WSDOT maintenance facility and mining activities suggest this area may be desirable for commercial or industrial activities that require ready freeway access and/or high visibility. Currently, the City does not serve these areas with water or sewer, but there are no immediately apparent engineering constraints that would preclude doing so. The construction of a bridge to extend Naches Road would provide a cost-effective means of extending water and sewer mains to serve these areas as opposed to tunneling under the river. A lift station will be required to return sewage to the City's treatment plant and given the acreage involved this may be cost effective, particularly if a large-scale development project were to emerge that met state or federal economic development funding priorities.

It is further recommended that the Goodlander Road Improvement Project be designated as a highest priority activity due to timing considerations. Goodlander Road from Wenas to Jim Clements Way is scheduled for improvement in 2020, but it is possible this project will be delayed. At least one fruit company has identified the intersection of Goodlander and Jim Clements Way as a limiting factor in their expansion plans, specifically the turning movement of trucks from southbound Jim Clements Way to eastbound on Goodlander

Road. The City will need to coordinate and cooperate with WSDOT to further explore whether a study is necessary and what signal equipment and timing might need to be changed out to provide for a protected left-turn for this movement. If business expansion plans are indeed contingent upon the intersection improvements, there may be the potential to secure County SIED and/or state CERB funding for the expanded scope of this project. As a practical matter, studying the necessary intersection improvements may not align with the scheduled 2020 WSDOT improvement, but if a delay does occur, then expanding the scope of the Goodlander Road project should be considered. Initiating intersection improvements at Goodlander and Jim Clements Way, would enable the City to explore the potential for designating an interim truck route utilizing the interchange at Milepost 26 on I-82, and potential routing solutions providing access to the industries located along Park Drive and Railroad Avenue.

The City has secured federal funding to improve South Third Street from Southern Avenue to Valley View Avenue in 2022. The South Third project includes two 14' automobile travel lanes, curb, gutters, a 6' sidewalk on the west side of the street, and streetlights. Perhaps as a second phase, consideration should be given to extending improvements to Naches Avenue, designating South Third Street as a signed bike route with signage, and completing a connection between South Third Street and the Yakima Greenway.

During the stakeholder interviews local businesses consistently identified special community events such as Selah Days, as being a particularly valuable activity that should be continued. It was also suggested that new events be added to provide additional opportunities to bring the community together in the heart of the city and to create opportunities to support local businesses. It was also noted that the Selah Downtown Association is finalizing a directory of Selah businesses. As this directory is completed, it should be widely distributed and updated on a regular basis. Continuation of Business Façade Grant Program administered by the Selah Downtown Association is also recommended as a highest priority activity. Several businesses have received grants to make façade improvements, and it was noted during the stakeholder interviews that many businesses were not aware of the program, so there is an opportunity for the Downtown Association to enhance their outreach and marketing activities.

The final activity recommended as a highest priority is for the City to sponsor an annual economic development summit meeting. This meeting should include business, government, education, and civic leaders. The purpose of the summit is to provide a shared forum to highlight accomplishments of the past year, identify priorities for the coming year, discuss how best to coordinate efforts, thus maximizing the return on the investment of local resources. While this is a relatively simple task to undertake, the benefits should not be understated. Oftentimes, it is helpful to have a neutral third party serve as the facilitator of the discussions and to provide the participants with a follow-up report.

High Priority Activities/Projects

The recommended High Priority Activities/Projects are by and large, smaller scale items that could be accomplished relatively quickly with City resources and are considered “low hanging fruit.” The high priority activities and projects provide tangible benefits that can be accomplished while the highest priority projects are being developed. As noted in the Preliminary Report, the Development Regulations in the Selah Municipal Code are outdated. One immediate activity would be to merge the B-1 Business Professional zoning district with the B-2 General Business zoning district. The merger would increase the options for businesses seeking to locate in the Central Urban Area and increase marketing opportunities for building owners. This would also provide the framework by which regulations can be amended to promote mixed-use and master planned developments. Additionally, numerous revisions to allow greater flexibility to business owners and developers in meeting the standards for parking, landscaping, signage, and related improvements can be made at the same time. The current City regulations are oriented for new suburban type developments on vacant parcels rather than infill development and redevelopment, which is what the City will likely encounter in future years. One other regulatory change that could be made at this time would be to increase the SEPA Thresholds applicable to project specific development proposals in the Central Urban Area. State law authorizes cities to adopt several different levels of exemptions, such as for different geographic areas or for mixed-use projects. Given that the Central Urban Area is built out, the expansion or redevelopment of previously developed sites are not likely to present adverse impacts on the environment that cannot reasonably be addressed by the City’s Development Regulations. Raising the SEPA Thresholds to the maximum permitted under the law would, however, save project sponsors time and money, and enable the City to expedite the permitting process in the Central Urban Area. Examples of these revisions have been included in Appendix E, for consideration by City Staff and the City Planning Commission.

One of the advantages of living in a smaller community is that residents can easily find their way around, oftentimes without even knowing names of the streets they are traveling on. Visitors, on the other hand, frequently need assistance, and while cell phones are becoming increasingly helpful in providing directions, they don’t necessarily make travelers aware of all the business and recreational opportunities in the community. Given the number of families that travel to Selah to attend youth sports events at the local ballfields, parks, and swimming pool, a uniform system of signage directing visitors to these venues is important. As one business person noted, they don’t expect someone to stop by between softball games and buy a new truck, but if they are reminded we are here and can see some of our inventory as they drive by, they may make a point of coming back to see us. Along with wayfinding signs, a new Welcome to Selah sign at the southern entrance to the City, at a more visible location, was discussed as a small, but important accomplishment.

Another High Priority activity involves the marketing of economic development opportunity sites. During the stakeholder interviews it was clear that there was not a common understanding of what public and privately-owned properties suitable for development are available for acquisition. It would be relatively easy to identify these sites and to contact each property owner to learn the status of the property. By establishing a template that highlights the attributes of each site, they could be advertised on the city website as well as the website of the Yakima County Development Association (YCDA), which would provide greater exposure. In addition, it is recommended that a tour of these sites be organized for the YCDA staff and local realtors.

The final High Priority Project is one that may be best implemented in phases. The current City Comprehensive Plan identifies a need for 21 acres of commercial land to support the projected population growth through the year 2037. The Plan notes however that much of the vacant commercial land in the city is not suitable for development and highlights the need to conduct a more detailed land use analysis to determine how much land is in fact suitable for development. In anticipation that there may not be sufficient vacant land, one option is to expand the areas zoned for commercial development in the Central Urban Area. This would enable the City to maximize the return on the infrastructure investments made in the Central Urban Area and could have the potential to create enough critical mass to see the emergence of commercial areas that are less auto-oriented and more walkable. The two most likely areas where this could occur would be on the eastside of South Third Street between Selah and Southern Avenues. The other would be in the vicinity of Bartlett Avenue, between North First Street and North Wenas Road. The South Third Street Corridor abuts commercial property fronting on South First Street and establishing an overlay zone applicable to these properties to permit commercial and mixed-use development, may enable existing businesses to expand and more intensive uses of underutilized properties. The properties in the Bartlett Avenue area may prove to be a logical extension of the downtown area at some time in the future, especially if the Naches Road Extension Project becomes a reality. In the near term, it is recommended that the City meet with property owners to explore their interest in establishing an overlay zone that could permit mixed-use developments in this area. In addition, it might be appropriate to explore the interest in a rezone to Commercial, with the property owners in this area fronting North Wenas Avenue.

Important Activities/Projects

Among the important projects the City could undertake to strengthen the Central Urban Area, there are a series of proposed improvements to South First Street. Since South First Street is a state highway, active consultation and participation of WSDOT will be required prior to designing any improvements. Given the potentially significant benefits of developing a new direct connection to I-82, putting these projects on standby and concentrating City efforts on the Naches Road Extension Study may be appropriate. Some of the following activities may not be necessary or can be incorporated into the Naches Road Extension Project if that project is shown to be viable and is actively

pursued. The South First Street Speed Study and Intersection Control Analysis will shed light on whether installing a signal or roundabout at the Southern Avenue intersection is advisable. Preliminary cost estimates indicate that signalizing the intersection may cost close to \$1.1 million while a roundabout would cost closer to \$3.5 million.

Safety improvements at the intersection of Naches Avenue and First Street could be incorporated in the Naches Road Extension Project or designed to be a concurrent project. The need for the South First Street Access Improvements could be lessened by the Naches Road extension, however a project of that magnitude could take ten or more years to complete. Exploring low cost measures like adjusting the signal phasing to create breaks in the traffic for left turn movements or slowing traffic entering and exiting on South First Street, may require improvements to be identified by the completion of the South First Street Speed Study and Intersection Control Analysis, and the City-wide Origin and Destination Study recommended by WSDOT.

Studying a potential relocation of the Yakima Avenue Trolley Terminus warrants further consideration. The possibility and benefit of collocating the trolley stop with the end of the Yakima Greenway extension could be done ahead of the South First Street/Southern Avenue Intersection Control Study. Findings from a trolley relocation study can be integrated into any improvements evaluated for the intersection at South First Street and Southern Avenue. Any discussions about vacating right-of-way would involve the Yakima Avenue Trolley Board, the cities of Yakima and Selah, and interested stakeholders. Maintaining right-of-way for the trolley is affecting traffic safety along South First Street and complicates design of future safety improvements. By relocating the trolley terminus, options considered by the City, WSDOT, and affected property owners may be more flexible, while preserving a means for the trolley to continue its operations.

The installation of Decorative Street Lighting along South First Street could be initiated at any time funding becomes available. These aesthetic improvements to the City's gateway would improve the appearance on South First Street but would not likely have a significant economic impact.

The remaining Important Projects could become higher priorities over time, especially if aligned with available grant funding. The development of a small business incubator could be an excellent way to promote formation of new local businesses. Identifying an area on or near Naches Avenue for a City-owned parking facility could be beneficial to existing businesses and attract new businesses into the focus area. The closure of the Wells Fargo Bank at the corner of Naches Avenue and South First Street is a possible variable in this equation. There is some underutilized City-owned parking just south of the bank that could become part of a land exchange or redevelopment proposal. The City could also explore joint use parking options, perhaps in conjunction with construction of a new City Hall facility or a consolidated municipal facility.

The City currently owns two facilities in the Central Urban Area, the City Hall and the Civic Center, and leases a third facility for use by the Police Department. The City has purchased land to relocate City Hall to the west of the current site. If City Hall moves, the City can sell its current property in the heart of “downtown” to a developer.

The community made it clear during the stakeholder interviews that the Selah Civic Center building is an extremely important community asset. The building is aging and will be needing improvement at some point. Repairing or replacing the facility at its current location is an option, as the location is well suited and well known. The park and ride lot is currently being expanded to increase public transportation options for the community in this central location. The location becomes even more community friendly if a continuous connection is made between the Civic Center and nearby Wixson Park.

Since the Civic Center facility is located on prime property fronting South First Street, another possibility would be to rebuild the facility at a new location. Co-locating the Civic Center with other City facilities provides the City an opportunity to create a Civic Center Campus. This campus could be located in an underdeveloped area near or outside the Central Urban Area and could encourage additional development near in the campus. A detailed financial analysis is recommended before the City decides whether renovation or relocation of the Civic Center is preferable.

The final Important Activity/Project is to prepare and maintain an easy to read City financial report. The report could include primary sources of City revenues, analysis results of types of businesses that have the greatest economic impact on the community and could be available for public review. The readily available report could aid in decision-making on how best to use the City's limited resources.

Potential Activities/Projects Reserved for Future Consideration

During the planning process, there were a few potential projects or activities that were identified as having potential benefits, but the timing might not be right, or they simply aren't priorities at this time. Instead of dismissing these activities, they have been reserved for consideration in the future. These activities include enhanced code enforcement by the City, which would involve hiring additional staff and setting aside additional funding for the City Attorney to more actively enforce the City's health and safety regulations. Another idea that was identified involves reaching out to the Yakima Firing Range and exploring the potential for the construction of housing in the city for members of our armed forces assigned there, perhaps as a way of making mixed use developments more viable. Finally, it was noted that the Post Office is located in the heart of the city in a leased building and that federal requirements for security are increasing. As a result, there may be an opportunity when the lease comes up to potentially identify alternative sites that would better lend themselves to meeting the security requirements and opening up another prime development site in the community.

Emergent Issues and Opportunities

Just as the opportunity to potentially connect downtown Selah with I-82 has emerged, other opportunities and concerns are emerging as the City implements this Sub-Area Plan. Two situations that warrant close monitoring include closure and potential reuse of the Wells Fargo Bank building and the potential closing and change of use of the grocery store in the North Park Center near the intersection of Goodlander Road and North Wenas Road.

While several potential revisions have been identified in this Sub-Area Plan, the development regulations as a whole are outdated and unnecessarily inflexible. As resources permit, investing in a robust review and update of the remaining Development Regulations will posture the City for broader development opportunities.

Appendices

Appendix A: Traffic Analysis

Appendix B Summaries:

Stakeholder Interviews
November 8th Public Meeting
December 4th WSDOT Strategic Meeting

Appendix C: Land Use Data and Analyses

Appendix D: Infrastructure Assessment

Transportation System: Capital Improvement Projects and Schedule

Sanitary Sewer System: Capital Improvement Projects and Schedule

Domestic Water System: Capital Improvement Projects and Schedule

Parks and Recreation System: Capital Improvement Projects and Schedule

2018-2023 Transportation Improvement Program

Appendix E: Draft Revised Development Regulations

Appendix F: Step-by-Step Action Plan

Table A.1. Traffic Count Analysis by Location and Time

DRAFT 11-13-2017
 1 of 3

Will need to manually input

Day of Week	Date			Location				# Day Average with Seasonal Factor					AMPK		PMPK				
	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume		
Monday	10	23	2017	0	E. Goodlander Road	e/o	Wenas Road	All											
Tuesday	10	24	2017	0	E. Goodlander Road	e/o	Wenas Road	All	206	416	315	157	1,094	7-8	77	3-4	134		
Wednesday	10	25	2017	0	E. Goodlander Road	e/o	Wenas Road	All											
Monday	10	23	2017	0	North Park Center Road	n/o	Roundabout	All											
Tuesday	10	24	2017	0	North Park Center Road	n/o	Roundabout	All	109	505	288	102	1,005	9-10	75	3-4	114		
Wednesday	10	25	2017	0	North Park Center Road	n/o	Roundabout	All											
Directional	Monday	10	23	2017	SB	North 1st Street	n/o	Bartlett Road	All										
	Tuesday	10	24	2017	SB	North 1st Street	n/o	Bartlett Road	All	1,490	1,921	1,172	1,086	5,669	7-8	599	3-4	451	
	Wednesday	10	25	2017	SB	North 1st Street	n/o	Bartlett Road	All										
	Monday	10	23	2017	NB	North 1st Street	n/o	Bartlett Road	All	883	1,762	1,638	1,324	5,607	7-8	469	5-6	638	
	Tuesday	10	24	2017	NB	North 1st Street	n/o	Bartlett Road	All										
	Wednesday	10	25	2017	NB	North 1st Street	n/o	Bartlett Road	All										
	Monday	10	23	2017	Both	North 1st Street	n/o	Bartlett Road	All										
	Tuesday	10	24	2017	Both	North 1st Street	n/o	Bartlett Road	All	2,374	3,683	2,810	2,410	11,275	7-8	1,046	5-6	1,003	
Wednesday	10	25	2017	Both	North 1st Street	n/o	Bartlett Road	All											
Monday	10	23	2017	0	Selah Avenue	w/o	1st Street	All											
Tuesday	10	24	2017	0	Selah Avenue	w/o	1st Street	All	72	174	149	193	588	7-8	31	6-7	65		
Wednesday	10	25	2017	0	Selah Avenue	w/o	1st Street	All											
Monday	10	23	2017	0	Selah Avenue	e/o	5th Street	All											
Tuesday	10	24	2017	0	Selah Avenue	e/o	5th Street	All	78	203	194	163	638	7-8	32	3-4	82		
Wednesday	10	25	2017	0	Selah Avenue	e/o	5th Street	All											
Directional	Tuesday	4	25	2017	SB	On SR 823	s/o	SR 823 Wye	All										
	Wednesday	4	26	2017	SB	On SR 823	s/o	SR 823 Wye	All	1,805	2,053	1,244	1,288	6,390	7-8	825	2-3	460	
	Thursday	4	27	2017	SB	On SR 823	s/o	SR 823 Wye	All										
	Tuesday	4	25	2017	NB	On SR 823	s/o	SR 823 Wye	All	746	2,023	1,820	1,762	6,351	8-9	283	5-6	649	
	Wednesday	4	26	2017	NB	On SR 823	s/o	SR 823 Wye	All										
	Thursday	4	27	2017	NB	On SR 823	s/o	SR 823 Wye	All										
	Tuesday	4	25	2017	Both	On SR 823	s/o	SR 823 Wye	All										
	Wednesday	4	26	2017	Both	On SR 823	s/o	SR 823 Wye	All	2,551	4,077	3,064	3,050	12,741	7-8	1,097	5-6	1,061	
Thursday	4	27	2017	Both	On SR 823	s/o	SR 823 Wye	All											
Directional	Tuesday	4	25	2017	SB	On SR 823	s/o	E Goodlander Road	All										
	Wednesday	4	26	2017	SB	On SR 823	s/o	E Goodlander Road	All	1,895	2,607	1,517	1,365	7,385	7-8	874	2-3	587	
	Thursday	4	27	2017	SB	On SR 823	s/o	E Goodlander Road	All										
	Tuesday	4	25	2017	NB	On SR 823	s/o	E Goodlander Road	All										
	Wednesday	4	26	2017	NB	On SR 823	s/o	E Goodlander Road	All	1,030	2,605	2,256	1,957	7,847	8-9	407	5-6	799	
	Thursday	4	27	2017	NB	On SR 823	s/o	E Goodlander Road	All										
	Tuesday	4	25	2017	Both	On SR 823	s/o	E Goodlander Road	All										
	Wednesday	4	26	2017	Both	On SR 823	s/o	E Goodlander Road	All	2,924	5,212	3,773	3,323	15,232	7-8	1,226	5-6	1,299	
Thursday	4	27	2017	Both	On SR 823	s/o	E Goodlander Road	All											
Directional	Tuesday	4	25	2017	SB	On SR 823	n/o	E Bartlett Avenue	All										
	Wednesday	4	26	2017	SB	On SR 823	n/o	E Bartlett Avenue	All	2,007	3,062	1,840	1,691	8,600	7-8	909	2-3	654	
	Thursday	4	27	2017	SB	On SR 823	n/o	E Bartlett Avenue	All										
	Tuesday	4	25	2017	NB	On SR 823	n/o	E Bartlett Avenue	All										
	Wednesday	4	26	2017	NB	On SR 823	n/o	E Bartlett Avenue	All	999	2,882	2,438	2,009	8,327	8-9	418	5-6	847	
	Thursday	4	27	2017	NB	On SR 823	n/o	E Bartlett Avenue	All										
	Tuesday	4	25	2017	Both	On SR 823	n/o	E Bartlett Avenue	All										
	Wednesday	4	26	2017	Both	On SR 823	n/o	E Bartlett Avenue	All	3,006	5,944	4,277	3,701	16,928	7-8	1,247	4-5	1,460	
Thursday	4	27	2017	Both	On SR 823	n/o	E Bartlett Avenue	All											

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Day of Week	Date			Location			Lane	# Day Average with Seasonal Factor					AMPK		PMPK			
	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o		Ref Location	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume	
Directional	Tuesday	4	25	2017	SB	On SR 823	n/o	E Naches Avenue	All									
	Wednesday	4	26	2017	SB	On SR 823	n/o	E Naches Avenue	All	1,700	2,682	1,527	1,402	7,310	7-8	763	2-3	551
	Thursday	4	27	2017	SB	On SR 823	n/o	E Naches Avenue	All									
	Tuesday	4	25	2017	NB	On SR 823	n/o	E Naches Avenue	All									
	Wednesday	4	26	2017	NB	On SR 823	n/o	E Naches Avenue	All	820	2,681	2,246	1,842	7,589	8-9	337	5-6	797
	Thursday	4	27	2017	NB	On SR 823	n/o	E Naches Avenue	All									
	Tuesday	4	25	2017	Both	On SR 823	n/o	E Naches Avenue	All									
	Wednesday	4	26	2017	Both	On SR 823	n/o	E Naches Avenue	All	2,519	5,362	3,773	3,245	14,899	7-8	1,047	4-5	1,313
	Thursday	4	27	2017	Both	On SR 823	n/o	E Naches Avenue	All									
Directional	Tuesday	4	25	2017	SB	On SR 823	n/o	Eleventh/Southern Avenue	All									
	Wednesday	4	26	2017	SB	On SR 823	n/o	Eleventh/Southern Avenue	All	4,897	6,120	3,681	3,302	18,000	7-8	2,106	3-4	1,356
	Thursday	4	27	2017	SB	On SR 823	n/o	Eleventh/Southern Avenue	All									
	Tuesday	4	25	2017	NB	On SR 823	n/o	Eleventh/Southern Avenue	All									
	Wednesday	4	26	2017	NB	On SR 823	n/o	Eleventh/Southern Avenue	All	2,241	5,426	4,733	4,020	16,420	7-8	815	5-6	1,722
	Thursday	4	27	2017	NB	On SR 823	n/o	Eleventh/Southern Avenue	All									
	Tuesday	4	25	2017	Both	On SR 823	n/o	Eleventh/Southern Avenue	All									
	Wednesday	4	26	2017	Both	On SR 823	n/o	Eleventh/Southern Avenue	All	7,138	11,546	8,413	7,322	34,420	7-8	2,921	4-5	2,897
	Thursday	4	27	2017	Both	On SR 823	n/o	Eleventh/Southern Avenue	All									
Directional	Wednesday	5	25	2016	SB	S 3rd Street	s/o	W Naches Avenue	All	145	279	207	207	839	8-9	64	5-6	80
	Thursday	5	26	2016	SB	S 3rd Street	s/o	W Naches Avenue	All									
	Wednesday	5	25	2016	NB	S 3rd Street	s/o	W Naches Avenue	All									
	Thursday	5	26	2016	NB	S 3rd Street	s/o	W Naches Avenue	All	126	188	226	152	692	8-9	53	5-6	55
	Wednesday	5	25	2016	Both	S 3rd Street	s/o	W Naches Avenue	All									
	Thursday	5	26	2016	Both	S 3rd Street	s/o	W Naches Avenue	All	272	468	433	359	1,531	8-9	115	5-6	135
Directional	Wednesday	6	15	2016	EB	Park Avenue	w/o	S 1st Street	All	25	65	51	50	190	8-9	12	3-4	20
	Thursday	6	16	2016	EB	Park Avenue	w/o	S 1st Street	All									
	Wednesday	6	15	2016	WB	Park Avenue	w/o	S 1st Street	All									
	Thursday	6	16	2016	WB	Park Avenue	w/o	S 1st Street	All	30	107	101	88	327	8-9	15	5-6	40
	Wednesday	6	15	2016	Both	Park Avenue	w/o	S 1st Street	All									
	Thursday	6	16	2016	Both	Park Avenue	w/o	S 1st Street	All	55	173	152	138	517	8-9	25	5-6	59
Directional	Wednesday	6	15	2016	EB	Valleyview Avenue	w/o	S 1st Street	All	181	281	179	172	812	7-8	73	4-5	72
	Thursday	6	16	2016	EB	Valleyview Avenue	w/o	S 1st Street	All									
	Wednesday	6	15	2016	WB	Valleyview Avenue	w/o	S 1st Street	All									
	Thursday	6	16	2016	WB	Valleyview Avenue	w/o	S 1st Street	All	55	191	199	207	652	7-8	24	5-6	80
	Wednesday	6	15	2016	Both	Valleyview Avenue	w/o	S 1st Street	All									
	Thursday	6	16	2016	Both	Valleyview Avenue	w/o	S 1st Street	All	236	472	379	379	1,465	7-8	97	4-5	152
Directional	Wednesday	6	8	2016	EB	W Bartlett Avenue	w/o	S 1st Street	All	74	54	37	39	204	8-9	53	3-4	20
	Thursday	6	9	2016	EB	W Bartlett Avenue	w/o	S 1st Street	All									
	Wednesday	6	8	2016	WB	W Bartlett Avenue	w/o	S 1st Street	All									
	Thursday	6	9	2016	WB	W Bartlett Avenue	w/o	S 1st Street	All	20	27	20	12	79	8-9	12	5-6	12
	Wednesday	6	8	2016	Both	W Bartlett Avenue	w/o	S 1st Street	All									
	Thursday	6	9	2016	Both	W Bartlett Avenue	w/o	S 1st Street	All	94	81	57	50	283	8-9	65	3-4	27

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	Day of Week	Date			Location				Lane	# Day Average with Seasonal Factor					AMPK		PMPK	
		Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location		AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
Directional	Wednesday	5	25	2016	SB	S 2nd Street	s/o	W Naches Avenue	All	39	80	44	11	174	7-8	24	3-4	20
	Thursday	5	26	2016	SB	S 2nd Street	s/o	W Naches Avenue	All									
	Wednesday	5	25	2016	NB	S 2nd Street	s/o	W Naches Avenue	All	19	104	57	11	191	9-10	15	5-6	23
	Thursday	5	26	2016	NB	S 2nd Street	s/o	W Naches Avenue	All									
	Wednesday	5	25	2016	Both	S 2nd Street	s/o	W Naches Avenue	All	58	185	101	21	365	7-8	30	3-4	42
	Thursday	5	26	2016	Both	S 2nd Street	s/o	W Naches Avenue	All									
Directional	Wednesday	6	8	2016	EB	W Orchard Avenue	w/o	1st Street	All	17	40	49	39	145	8-9	9	5-6	25
	Thursday	6	9	2016	EB	W Orchard Avenue	w/o	1st Street	All									
	Wednesday	6	8	2016	WB	W Orchard Avenue	w/o	1st Street	All	13	37	44	25	120	8-9	8	5-6	16
	Thursday	6	9	2016	WB	W Orchard Avenue	w/o	1st Street	All									
	Wednesday	6	8	2016	Both	W Orchard Avenue	w/o	1st Street	All	30	78	93	64	264	8-9	16	5-6	40
	Thursday	6	9	2016	Both	W Orchard Avenue	w/o	1st Street	All									
Directional	Wednesday	3	13	2013	SB	300 Block 3rd Street	s/o	Selah Avenue	All	143	159	119	91	512	8-9	63	3-4	49
	Thursday	3	14	2013	SB	300 Block 3rd Street	s/o	Selah Avenue	All									
	Wednesday	3	13	2013	NB	300 Block 3rd Street	s/o	Selah Avenue	All	116	206	205	125	651	8-9	57	5-6	79
	Thursday	3	14	2013	NB	300 Block 3rd Street	s/o	Selah Avenue	All									
	Wednesday	3	13	2013	Both	300 Block 3rd Street	s/o	Selah Avenue	All	259	365	324	216	1,163	8-9	120	4-5	114
	Thursday	3	14	2013	Both	300 Block 3rd Street	s/o	Selah Avenue	All									

- AM_Per = AM period 6:00am - 8:59am
- MD_Per = MD Period 9:00am - 2:59pm
- PM_Per = PM period 3:00pm - 5:59pm
- NT_Per = Night time period 6:00pm - 5:59am Involves adding two time ranges together: 12:00 midnight - 5:59am and 6:00pm - 11:59pm in the same day
- AMPK = AM Peak Hour The greatest volume in the hours between 5:00am - 9:59am.
- PMPK = PM Peak Hour The greatest volume in the hours between 2:00pm - 6:59pm.

Appendix B Summaries:
Stakeholder Interviews, November 8th Public Meeting,
December 4th WSDOT Strategic Meeting, and 1/1/2018 Preliminary Report

City of Selah, Washington
Sub-Area Plan Stakeholder Interviews
Updated December 6, 2017 for October 9 – December 4, 2017

On October 9, October 20, October 26-27, November 8, and November 16, 2017 City Planning Director Jeff Peters and City Planning Consultant Gregg Dohrn met individually with a wide range of stakeholders with an interest in the urban core of the City. The purpose of the meetings was to learn more about the property owners, businesses and organizations in the downtown area and their future plans, as well as to identify areas of concern and opportunities for improving the center of the City.

The participants in these discussions included:

- 10/9 Bill Harris; Selah Downtown Association
- 10/20
- 10/26 Brian Harris; Dick Graf; Garnier; Beltone; Goodwill; Tree Top; McDonalds; Larson Fruit; Joels tires; Wellsfargo
- 10/27 King's Row; Owens family; Pingrey Ford; Chevron on 1st St; Selah School District; Sundance Espresso; Mr. Mooes Espresso; Manhattan Espresso; Matson Fruit
- 11/8 Garnier; Burger Ranch; R&Q; Larson Fruit; Past Time & Carpet Store; Post Office; Selah Care & Rehabilitation; Selah Sub-area public meeting at Civic Center
- 11/16
- 11/21 Selah Planning Commission: Eric Miller; Carl Torkelson; Lisa Smith; Rich Goodall; Jeff Peters and Brandi – City of Selah; Deb LaCombe – HLA Engineering and Surveying, Inc.
- 12/4 Selah/WSDOT/HLA comment sharing mtg: Joe Henne and Jeff Peters - City of Selah; Mike Battle, Terry Alapeteri, Deb LaCombe – HLA Engineering and Land Surveying, Inc.; Todd Trepanier, Randy Giles, Paul Gonseth, Bill Preston, Andrew Byrd, John Gruber, LisaRene Schilperoort, Jacob Prilucik – WSDOT South Central Region

During these discussions, the following was noted:

1. The traffic volumes and high visibility on S 1st Street are the primary reason many of the businesses are located there.
2. Many businesses indicated that it is very difficult to make left turns onto and from South 1st Street, especially south of the intersection with Jim Clements Way.
 - a. Turning northbound onto South 1st Street from Southern Avenue was cited as a particularly difficult intersection.

- b. Some indicated that the turning movements are difficult to make all day long, while many indicated that it was most difficult between 4:30 and 6:00 pm. Lunchtime was also cited as being difficult.
 - c. Several people noted that the traffic on South 3rd Street is increasing as drivers are seeking opportunities to make safer turns on South 1st Street.
 3. Some property owners have businesses or facilities on both sides of South 1st Street and it is difficult for customers and employees to cross the street safely, especially south of the intersection with South 1st Street and Jim Clements Way.
 4. Several business/property owners expressed an interest in opportunities for creating a break in the traffic so that turning movements could be made more safely and/or so that pedestrians could cross the street. Options discussed included:
 - a. Installing a stoplight somewhere between the intersection of South 1st Street and Jim Clements Way and the freeway overpass at the south entrance to the City;
 - b. Installing a traffic circle near the southern entrance to the City; and
 - c. Possibly introducing a brief pause in the sequencing of the traffic signals at South 1st Street and Jim Clements Way to create a moment when cars can make turning movements to and from South 1st Street.
 5. A concern was expressed about pedestrian safety at the intersection of Naches Avenue and South 1st Street, especially the risk of being hit by a car making a right turn from Naches Avenue onto South 1st Street.
 6. Several people expressed a concern about the speed of cars and trucks on South 1st Street, especially northbound vehicles coming off the overpass. The speed of cars accelerating as they approached the City Limits southbound was also a concern.
 7. Some businesses are concerned about the number and the speed of large trucks on South 1st Street, especially northbound during apple harvest.
 - a. It was suggested that a designated truck route be established.
 - b. One fruit company indicated that being able to access their facility from several different directions was important.
 - c. Another fruit company indicated that their ability to expand was limited by the inability to turn left from North Wenas Road at, or in the vicinity of, the intersection with Goodlander Road.

- d. It was also noted that it may be easier for fruit companies to manage the route of trucks making inbound deliveries than managing trucks coming to their facility to pick up packaged fruit for shipment.
8. No interest was expressed in reducing the number of lanes on South 1st Street.
 9. No interest was expressed in any significant reductions in the posted speed limit on South 1st Street or Jim Clements Way, although a few said they would be open to minor reductions.
 10. The School District recognized concerns about the safety along Goodlander Road especially near the intersections at Lancaster Road and at Wenas Road.
 - a. Several commented on the traffic and safety of dropping off students at John Campbell School.
 11. At least one business expressed an interest in more frequent sweeping of South 1st Street.
 12. Several businesses noted that snow removal is a problem. This included driveways being blocked upon plowing and the piles of snow storage.
 - a. Appreciation was expressed for the efforts of the City to keep the sidewalks free of snow.
 13. Several questioned the need and/or benefit of retaining the trolley tracks.
 - a. A question was raised as to whether the access road along South 1st could be converted to parking and landscaping.
 14. Several people expressed concern about the increasing traffic on South 3rd Street and the conflicts due to the number of school children walking in the road.
 - a. It was recommended that curbs, sidewalks, and street lights be installed on South 3rd Street south of West Naches Avenue. (At least one property owner encouraged the City to clearly identify where the curb should be placed so that property owners could install frontage improvements on their own initiative).
 - b. It was noted that the proximity of the fence to the sidewalk along the School District property fronting 3rd Street discouraged some from using that sidewalk.
 - c. Several noted that connecting roads west of South 1st Street do not look or feel safe and are not pedestrian friendly.
 - d. It was suggested that the South 3rd Street corridor be designated as a high priority pedestrian area.

15. The lack of on-street and off-street parking in the vicinity of Naches Avenue, North Wenas Road, and South 1st Street was noted.
 - a. Having to clean up the parking areas near the taverns on Naches Avenue on Monday mornings was noted as a concern.
16. Several businesses fronting 1st Street noted that they did not want trees in the right of way that would obscure visibility of their site or signage.
 - a. At least one business near the intersection of Naches Avenue and South 1st Street expressed an interest in more street trees.
 - b. Several concerns were also raised about safety risks associated with street trees.
17. Some suggested shrubs as an alternative to street trees.
 - a. Questions were raised as to whether shrubs would be more dangerous than street trees.
18. Other alternative landscaping options that were discussed included:
 - a. Portable flower pots/planters;
 - b. Low height, drought resistant plants;
 - c. Grass strips;
 - d. Pavers and other low-maintenance features; and
 - e. Historic street lights with arms for hanging flower baskets.
19. Several expressed concerns about the responsibility and cost of maintaining landscaping.
 - a. The appearance of landscaping during the winter months was also noted.
20. Many noted that the maintenance of landscaping and the appearance of buildings is more important than the type of landscaping.
21. It was suggested that the west side of South 1st Street had more curb appeal than the east side of the street. Others didn't notice a difference.
22. Several expressed concerns about the appearance of buildings and properties along South 1st Street.

- a. The appearance of the “Welcome to Selah” sign on South 1st Street was also cited as a concern.
23. Some businesses were not aware of the façade improvement program administered by the Selah Downtown Association.
- a. Many expressed support for the program.
 - b. At least one business was disappointed that they were not selected to receive funding.
 - c. Several suggested that the program should be marketed to building owners that may not be actively involved in the operation of the business(es).
24. It was suggested that commercial zoning be extended to include the entire blocks on the west side of South 1st Street south of Selah Avenue.
- a. Others suggested a change in zoning or incentives to encourage the replacement of older, poorly maintained residential buildings with newer, higher density buildings and to encourage more efficient use of the long narrow lots that characterize the area.
25. At least one property owner expressed concern about the visual clutter of signs along South 1st Street.
- a. One business owner said they were told that they could not have sandwich board signs on their property.
26. Tree Top indicated that they would be willing to work with other property owners on a theme for painting large blank walls
27. An interest in seeing more senior housing in and near downtown was expressed.
- a. It was also noted that the firing range rotates 200 families in and out every few years and that these families would like to live in Selah but can’t due to the lack of housing opportunities that meets the military criteria. As a result, these families are living in Union Gap and in other Yakima Valley communities further away from the Firing Center.
28. The Selah School District is considering options to relieve crowding including building a kindergarten-only school at the Lince Elementary school site or on the John Campbell School campus.
29. In response to questions about the potential of City Hall being moved to a site that would benefit the downtown, some recognized the potential of consolidating City functions into a single building or campus. Several alternative sites were discussed including:

- a. Integrating City Hall and the Police Department into the Community Center site;
 - b. Integrating the City Hall in partnership with the Selah School District into the Lince School Campus, and possibly sharing some facilities;
 - c. Moving the Community Center to a site near the Quality Inn across from the schools and moving City Hall to the Community Center site;
 - d. Explore the feasibility of moving the City Hall to the vacant brick building across the street from the Community Center; and
 - e. Explore the feasibility of moving the Police Department to a site in the vicinity of the Public Works Building.
30. It was noted that moving City Hall to land that is already publicly owned could enable the City to sell the current City Hall property and the site currently considered as the future site of the City Hall, and return the properties to the tax rolls.
31. Several parties indicated that it was not clear whether there was vacant City-owned land for sale or not.
- a. It was suggested that the City sell the property that it acquired before getting involved in other property development projects.
32. Several expressed a preference for locally-owned businesses as opposed to non-locally owned and operated chains.
33. It was noted that there are different target audiences, and that a different strategy may be required for each group, including:
- a. Those that live in Selah;
 - b. Those that live beyond Selah but drive through Selah on their way to and from work;
 - c. Those that do not live in Selah, but work in Selah;
 - d. Those that come to Selah for a specific reason and leave, most typically youth sporting events; and
 - e. Those that do not live, work, or visit Selah.
34. Several businesses, particularly restaurants and coffee shops, noted that capturing the business of visitors to Selah is an important opportunity to increase sales.

35. It was noted that the Post Office building has sufficient capacity for at least ten more years and that the current lease runs through 2020.
 - a. The Post office is not opposed to landscaping on its site, as long as it does not adversely affect security and the maintenance is included in the lease or performed by others.
36. The assisted living facility west of City Hall enjoys its central location.
 - a. The facility will be undergoing a major remodeling effort soon.
 - b. The owners of the facility may be interested in acquiring the City Hall property if it becomes available.
37. Several persons noted the absence of color and the relatively plain appearance of East Naches Avenue between South 1st Street and North Wenas Road.
 - a. Increased landscaping and more parking were encouraged.
 - b. The cement bases for the light poles was cited as a negative.
38. Several persons noted that there are few larger lots available for development along the South 1st Street corridor.
39. It was suggested that a program be established to more actively welcome new businesses to the community.
40. One locally owned business noted that their sales have grown every year since 2008.
41. A question was raised as to why the Selah Days celebration was moved.
 - a. The day of the celebration has gone from being the best day of business of the year to the worst day of the year for at least one business.
42. One Planning Commissioner noted that twice a day traffic is unpleasant but there is no reason to reduce the speed limit in the corridor.
43. The Commissioners all agreed that the center turn lane was important to preserve.
44. As a response to some comments regarding the planting of street trees along 1st Street, the Commissioners agreed that something needs to be added for eye appeal but the previous attempt was wasteful as the wrong trees were selected and the maintenance was too burdensome.

45. Some Commissioners thought there should be some treatment to allow for acceleration and deceleration in the first block coming from the ramp into town before Southern Avenue.
46. There were differing views from the Commissioners about whether to maintain the trolley right of way, use it for beautification, or make it into parking.
47. Some of the Commissioners wanted to explore the feasibility of making 3rd Street a walking corridor, making improvements on both sides of the road and entertaining the diversity of allowing commercial zoning on the long lots between 1st Street and 3rd Street.
48. Exploring the affect of a roundabout at 1st Street and Southern Avenue was well received by the Commissioners present.
49. The Commission is mostly interested in siting City facilities that will keep the city employees located together.
50. One of the Commissioners expressed that there is a sense of place between the City's Civic Center and King's Row. They should remain close.
51. There was concern expressed about locating emergency services in a residential neighborhood as there are noise issues.
52. The Planning Commission is anticipating sending a representative to the 12/12 City council workshop.

Because the purpose for the 12/4 Selah/WSDOT/HLA meeting was more about sharing comments than gathering comments, the notes for the meeting are attached at the end of this document. WSDOT did express the willingness to provide a written comment to Joe Henne regarding the Selah Sub-Area Plan. That comment will be added below when received.

**Union Gap, Washington
Selah Sub-Area Plan: Stakeholders Meeting
City of Selah, WSDOT, HLA
December 4, 2017**

Attending: Joe Henne and Jeff Peters - City of Selah; Mike Battle, Terry Alapeteri, Deb LaCombe – HLA Engineering and Surveying, Inc.; Todd Trepanier, Randy Giles, Paul gonseth, Bill Preston, Andrew Byrd, John Gruber, LisaRene Schilperoort, Jacob Prilucik – WSDOT South Central Region

The City of Selah applied for and received SIED funding to perform a Selah Sub-Area Plan. As an early effort, the City and HLA acknowledged the entire Study Area, but chose to reduce the area in which all parties believed substantial change could occur to stimulate vitality at a residential

and commercial nexus roughly centered on North First Street and Naches Avenue. This smaller area is referred to as the Focus Area.

Since October 9, 2017, Selah staff and HLA consultants and sub-consultants have been gathering public and business opinion on what perceived issues and opportunities are in both areas. The opinion has been summarized by G.D. Dohrn and Associates, Principal - Gregg Dohrn who attended most of the 27 business meetings with Jeff Peters (occurring on 10/9, 10/20, 10/26, 10/27, 11/8, and 11/16) and also co-facilitated the public outreach meeting on 11/8/2017 at the Selah Civic Center. Mr. Peters and Mrs. LaCombe briefed the Selah Planning Commission during their regularly scheduled meeting on 11/21, and gathered opinion from the members. The next scheduled City briefing meeting is with City Council on 12/12 to gather last opinion from the Council prior to drafting a Preliminary Report for the sub-area planning efforts.

WSDOT's Paul Gonseth received a request from HLA acting on behalf of the City to gather WSDOT persons that may have an interest in hearing the public opinion received and to discuss potential and planned transportation projects prior to the City Council meeting. High ADT traffic volumes were discovered at the southern end of SR 823 during HLA's traffic count analysis as part of recording the existing conditions and the planning team had received a number of comments/complaints about congestion on SR 823 specifically near Southern Avenue. The Selah/WSDOT/HLA brief was scheduled at 9:30am on 12/4/2017.

During this brief, the following was noted:

1. The traffic count analysis printout and copies of the draft comment summary of stakeholder interviews updated by Gregg Dohrn (11/20) were shared with those in attendance.
2. In response to the City expressing the concerns of high volumes at First Street and Southern Avenue, WSDOT recommended that the City perform an Intersection Control Analysis (ICA). For the ICA, WSDOT recommends following the Design Manual 1300. If the analysis shows that an intersection control method is warranted, WSDOT will review the ICA for further potential consideration.
3. WSDOT acknowledged that the corridor has already been identified by WSDOT to be studied as one of the Corridor Sketch Initiative (CSI) locations. WSDOT has forwarded the draft Corridor Sketch Initiative – Phase II US/12 / SR 823 M³ Workshop meeting minutes from 4/4/2017, as requested after this meeting and before these notes were authored.
4. WSDOT is planning a paving project on First Street from Southern Avenue to Jim Clements Way, and then on north Wenas Road between Naches Avenue and Goodlander Road in 2019; the PE phase of that project will be in 2018; because WSDOT's new emphasis is road diets and the like, WSDOT queried whether or not Selah would be interested in WSDOT designing the Wenas section to be striped for 3 lanes versus 4 and also bike lanes; this would bring onto Wenas a Complete Streets approach.
5. The City spoke about some of the Selah local road configurations that might be brought up at the end of this study including but not limited to: taking out the trolley lines and building a frontage road to First Street, reducing the number of access points to First Street from the

side roads and businesses, but any scenario would need to be modeled to determine effects of any modifications.

6. In response to the City expressing concerns of high speeds (worse as one gets closer to Southern on First Street as people prematurely ramp up for the exit out of Selah and people take too long to ramp down upon entering Selah) and no gaps in traffic flow for entering First Street from side streets, WSDOT recommends that the City perform a Speed Study to substantiate the anecdotal perception of high speeds on that section of the WSDOT facility; HLA queried whether a travel time study had been done as part of the CSI – no speed or travel times studies were part of Phase I or Phase II of the CSI.
7. WSDOT recommends that the City perform an Origins and Destinations Study (WSDOT believes last one was completed 20 years ago) as WSDOT believes it will shed light on any land use-based issues that Selah may be experiencing on city streets that intersect with SR 823.
8. As a heads up, WSDOT indicated that HQ is considering impact fees or some other disincentive if Land Use changes impact the State facilities.
9. WSDOT anticipates sending a representative to the City council meeting on 12/12/2017, please coordinate details through Paul Gonseth.

CITY OF SELAH

SUB-AREA PLAN: Preliminary Report



Prepared by:



PROJECT NO. 17123E

JANUARY 2018

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**City of Selah, Washington
Sub-Area Plan
Preliminary Report
January 16, 2018**

Introduction

As the City of Selah has continued to grow, a concern over the quality of the community in the central urban area of the City has emerged. In response, the City has applied for and received funding from the Yakima County Supporting Investments in Economic Diversification SIED Board to prepare a plan to address this downturn, enhance the quality of life, and encourage economic development. With these funds the City has commissioned HLA, the City's Consulting Engineers, in partnership with G. R. Dohm and Associates, a Spokane based firm specializing in customized economic development strategies, to prepare an economic development plan for the central urban area of the City. It is the intent of the City that this plan will be incorporated into the City's Comprehensive Plan and will provide a blueprint for future action. The following document is a preliminary report prepared by the consultants that summarizes their initial findings and the results of the initial staff, stakeholder, and kick-off meetings. It also includes recommended Phase 2 priorities, proposed revisions (if any) to the project area boundaries, and a revised public participation plan.

Project Area

The primary focus of this project is the geographic center of the City, which is generally bounded by the Burlington Northern Sante Fe Railroad tracks on the east, South Fifth Street on the west, Goodlander Road on the north, and Southern Avenue on the south. A map highlighting the project area can be found in Appendix A. The main arterial, SR 823, running through the center of this sub-area is characterized by very high daily traffic volumes and this central sub-area contains most of the City's commercial land uses. Linear in nature, it may be more appropriate to refer to this area as the central urban area, as opposed to the downtown, which oftentimes implies a more compact area. It is important to note that while the focus of this project is on this central urban area, the report may not be limited to this area, since the comprehensive nature of planning, opportunities, and recommendations may involve areas throughout the community. Because SR 823 to Jim Clements Way is a Washington State Department of Transportation (WSDOT) facility, consultation and coordination is required for any desired modifications to South First Street that may result from this Plan.

Stakeholder Interviews

It is not uncommon as cities grow, for planning activities to focus on the perimeter of the community and matters relating to the location, timing, and character of future (expansive) development. However, in preparing this plan, the City has emphasized the importance of checking in with existing businesses located in the heart of the City, to hear firsthand how they are doing, and to discuss what the City can do to be supportive of their investments in the community. As a result, over five full days was spent in individual meetings with business and property owners along the South First Street/Jim Clements Way/North Wenas Avenue corridor. A summary of these stakeholder interviews can be found in Appendix D and will be highlighted later in this report.

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Existing Conditions

During the initial phase of the project, the Consultants met with City staff on numerous occasions to discuss the location, capacity, and condition of existing public facilities in the sub-area. In general terms, the public facilities in the project area are in good condition and there are no obvious deficiencies that appear to be adversely affecting business activities or precluding future investment plans. As a result of sound management, the water and sewer systems in particular, are in good condition and capable of accommodating infill development and/or a fairly wide range of changes of existing uses.

The physical condition of existing buildings and private improvements in the project area, is fair to good. There are specific buildings or properties in disrepair and/or ready for an upgrade, but these appear to be more a function of individual ownership, than a systemic problem. The land uses in the project area are almost entirely auto related, relying on the high volume of traffic that passes through the project area on a daily basis. There is very little vacant land in the project area, although there are clearly instances where more intensive development or efficient use of land could occur. There are also very few vacant storefronts, and many business owners reported that business activity has returned to pre-recession levels.

Currently there are over 34,000 average daily trips occurring near Southern Avenue on the South First Street/Jim Clements Way/North Wenas Avenue corridor and a volume just above 15,000 occurring near Goodlander Road on SR 823, which makes the southern end of this corridor one of the highest volume streets in Yakima County. For comparative purposes, one of the City of Yakima's busiest corridors, 40th Avenue, has a recent average daily count of just under 27,000 near Summitview Avenue. Selah's First Street corridor provides the most direct route to the City of Yakima from Selah and because of the growth to the north of Selah that uses the North First Street corridor for commuting to the City of Yakima, traffic volumes are likely to continue to grow despite corresponding increases in congestion. Many businesses have expressed a concern about the increasing difficulty in making left hand turns to and from South First Avenue and a perceived greater potential for accidents involving cars and pedestrians. The posted speed (35 mph after entering the City) on South First Street in the southern part of the City has also been expressed as a concern.

Numerous concerns were expressed about the appearance of the streetscapes and the aesthetics in the project area, particularly along South First Street south of the intersection with Jim Clements Way. Many of the businesses in these areas rely on direct visibility from potential customers on the corridor. Those existing businesses are opposed to potential landscaping and infrastructure improvements that would limit their access or visibility to the corridor. Maintenance responsibilities and costs were also mentioned as concerns. In a related matter, divided opinion has been gathered about the historic but seldom used rail line that connects the City of Yakima to the City of Selah. Consideration should be given to the future of the historic rail line that runs along the west side of South First Street. Although the condition of the rail appears to be sound, the line utilizes valuable right-of-way fronting some of the highest volume businesses at the southern end of the First Street Corridor.

In general terms, the City facilities in the project area are, or will be, in need of significant repair or replacement in the near future. City Hall occupies a key parcel on Naches Avenue with high redevelopment potential. The City has acquired property to the west of this current location to

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construct a new City Hall. The Community Center is used extensively by the community and for many has been identified as the functional center of the community. The Community Center building is old and the internal infrastructure is aging. Before expensive repairs are performed on this building, it is appropriate to conduct a more extensive assessment of its overall condition. A thorough assessment will assist the City's management team to make informed decisions about how best to preserve the functions that occur in this important community asset. Likewise, a long-term needs assessment is needed for the City's Police Department.

Preliminary Findings

Some combination of the following activities may enable the City to achieve its economic development goals, with a particular emphasis on the central urban area. With direction from the City Council and City Administration, additional research can be conducted to support the implementation of priority activities. The activities have been organized and presented in the following categories:

- Business Development;
- Land Use and Permitting;
- Access, Parking, and Safety;
- Appearance; and
- Other.

Business Development

The Business Development category includes activities intended to support and retain existing businesses and to attract new business investment into the community.

1. **Actively Market Opportunity Sites.** Several key properties in the commercial core of the City present excellent opportunities for development and redevelopment. In addition, there may be properties that are not generally well-known or their status is not widely known. The City, in partnership with the property owners and Yakima County Development Association, can identify and actively market these sites.
2. **Local Business Directory.** A directory of local businesses could be established and distributed throughout the community, so that customers and visitors to the community can readily determine the location of business and shopping opportunities. This may be an excellent project for the Selah Chamber of Commerce or Selah Downtown Association to undertake.
3. **Continue Special Events.**
4. **Small Business Incubator.** Several communities have established a facility that supports the start-up of new local businesses. These facilities can be privately- or publicly-owned,

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and additional research can be conducted into examples that may be appropriate for Selah either in Task 2 of this Sub-Area Plan or separately.

5. Annual Economic Development Summit. Once a year the City could convene a summit meeting of local economic development organizations, local businesses, and interested property owners. The purpose of this meeting would be to highlight accomplishments of the past year, to identify priorities for the coming year, and to discuss how best to coordinate efforts and maximize the return on the investment of local resources. Participants could include representatives from:
 - a. City Council, Planning Commission, and staff;
 - b. Selah Downtown Association;
 - c. Selah Chamber of Commerce;
 - d. Selah School Board and Administration;
 - e. Yakima County Development Association;
 - f. Local fruit industries;
 - g. Local banks;
 - h. Local developers;
 - i. Local businesses; and
 - j. Interested property owners.

Land Use and Permitting

There are several efforts the City could initiate to remove potential regulatory barriers. These could include:

1. Consolidate Commercial Zones.
 - a. Currently there are two different commercial zoning districts: B-1 Professional Business and B-2 General Business. The B-1 District applies to properties west of South First Street on both sides of West Naches Avenue and is more restrictive than the B-2 District.
 - i. It is recommended that these zones be merged into a new Commercial District that provides the widest range of use options.
2. Expand Commercial Areas.
 - a. Currently the area designated for commercial development is linear in nature with limited potential for continued lengthwise expansion. There are opportunities for more intensive development in the vicinity of Bartlett Avenue between North First Street and North Wenas Avenue, and south of Selah Avenue between South First and South Third Streets.
 - i. It is recommended to create more intensive activities in these areas to include: commercial development, multi-family housing, and mixed-use developments with commercial on the ground floor and residential development on upper floors.
 - ii. There are several different ways this could be accomplished including:
 1. Expand the list of permitted uses. This would not involve a rezone, but could include the establishment of an overlay zone, where in

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- addition to the current residential uses, more intensive uses could be permitted.
2. Commercial Zoning designation could be extended to selected areas in order to provide an economic incentive to convert current uses.
 3. Create a new mixed-use zone. Instead of creating an overlay zone or expanding the commercial zone, it may be beneficial to create a new zoning district where more intensive uses and mixed uses are expressly permitted with more flexible development standards.
3. Alternative Development Standards.
 - a. The City's current development standards are outdated and are ready for streamlining and updating.
 - i. It is recommended that the development standards be updated to add provisions enabling the use of alternative measures.
 - ii. The alternative measures can meet City objectives and provide a degree of flexibility more appropriate for infill development.
 4. Master Planned Developments.
 - a. It is recommended to add provisions in the City codes supporting master planned developments for larger parcels.
 5. Promote Mixed-use Development.
 - a. It is recommended to amend the City Zoning Map and Development Regulations to provide more opportunities and greater flexibility in constructing mixed-use developments.
 6. Military Housing.
 - a. It is recommended that the City explore a potential opportunity to work with the United States Army Yakima Training Center and local developers to target the construction of new rental multi-family housing in and near the City center for military families.
 7. Alternative Post Office Location.
 - a. A local post office is an important public facility and service. Currently, the post office occupies a prime commercial site.
 - i. It is recommended that as the existing post office lease nears expiration, the City, post office, and local developers prepare a list of optimal sites.

Access, Parking, and Safety

Traffic on the South First Street/Jim Clements Way/North Wenas Avenue corridor is high and is going to continue to grow. Despite initial concerns from businesses interviewed, the improvements to Jim Clements Way has greatly increased the capacity of this corridor and has improved traffic flows. Unfortunately, though there may not be future improvements that can result in this magnitude of congestion relief, that does not mean smaller incremental improvements cannot be made to accommodate continued growth.

The City could consult with WSDOT, local businesses, property owners, and residents on the following potential actions:

1. Slow Entering/Exiting Traffic.
 - a. During interviews and at the public meeting, the public and City management perceive that vehicles tend to speed up as they leave the City on South First Avenue going southward to enter the freeway, and continue to drive at freeway speeds as they enter the community from the freeway. Many have expressed the belief that slowing the speed of cars and trucks entering/exiting the City on South First Street could improve safety and make for safer turning movements on to and off of South First Street.
 - i. It is recommended to gather the data needed to describe the speed and volume trends on South First Street.
 - ii. It is recommended to explore best practices to address appropriate safety measures for this transition area between state freeway and City arterial.
2. Designation of a Northern Truck Route.
 - a. Currently trucks access the fruit warehouses and processing plants in the sub-area from both the north and south.
 - i. It is recommended that the City in cooperation with private business, study a truck route alignment to potentially use Park Drive and Railroad Avenue and remove many large trucks from travel through the center of the City.
 - ii. It is recommended that part of the truck route study include a cost/benefit analysis that considers private and public benefit.
3. South First Street Left Turn Safety Improvements.
 - a. Businesses, the public, and City staff have expressed a desire to make South First Street near Southern Avenue more friendly to local auto and pedestrian traffic patterns.
 - i. It is recommended that the City explore how to increase opportunities for left turns onto and from South First Street south of the intersection at South First Street and Jim Clements Way.
 - ii. WSDOT has expressed their willingness to consider alterations to South First Street based on a declared needs statement from a data-based study of the area.
 1. It is recommended that the City provide WSDOT a report identifying the traffic needs in the southern end of the South First Street/Jim Clements Way/North Wenas Avenue corridor.
4. South Third Street Corridor Improvements.
 - a. South Third Street south of Naches Avenue is already used as a pedestrian corridor although there are inconsistent pedestrian facilities on South Third Street. Automobile traffic volumes are increasing as vehicles seek opportunities to avoid backups on South First Street or use South third Street to make safe and strategic turns onto South First Street from the west side of the community.
 - i. It is recommended to consider designating South Third Street as a pedestrian and bicycle corridor for the City.
 - ii. Given the presence of Wixson Park, school district property, the Community Center, and nearby residences, it is recommended curbs,

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gutters, and sidewalks along both sides of South Third Street be considered.

5. Naches Avenue and First Street Intersection Safety Improvements.
 - a. This high volume intersection is in the heart of the central urban area and its high volumes present several safety concerns for pedestrians, especially from eastbound vehicles on Naches Avenue making a left turn onto South First Street.
 - i. It is recommended that the City explore appropriate improvements to the intersection of Naches Avenue and First Street.
6. Wayfinding Signs.
 - a. While residents and employees may have established routes to their destinations, visitors to the community, particularly those associated with youth sporting events, may not be familiar with the location of all venues the City holds.
 - i. It is recommended that the City incorporate a comprehensive system of wayfinding signage.
7. Naches Avenue Public Parking Lot.
 - a. One of the few areas where a parking problem has been reported by those interviewed is on Naches Avenue between South First and Jim Clements Way. It is the perception that this problem increases greatly on weekends particularly when events are happening at City facilities. Through a series of informal agreements, patrons to eating establishments in this area use the Wells Fargo Bank parking lot.
 - i. It is recommended that the City explore city-owned options in this area.

Appearance

Tastes and preferences can vary greatly, and as a result, any actions intended to improve the appearance of a community must be derived from extensive consultation with affected business and property owners. In addition, actions to improve the appearance of an area may not necessarily result in increased economic activity. The following activities may, following extensive consultation, help improve the appearance of the central urban area of Selah:

1. Actively Market Low-interest Business Loan Program.
 - a. The Selah Downtown Association (SDA) has established a low-interest loan program for businesses seeking to make improvements to the outside of their buildings. Several businesses interviewed indicated that: a) they had little or no knowledge of the program, or b) that they weren't ready to apply for the loan when they first heard about it.
 - i. It is recommended that this program be actively and continually advertised.
 - ii. It is recommended that in addition to the SDA continuing this effort, the business community and City explore the potential to work with local lenders to make matching loans or to provide financing for improvements not covered by the SDA program.

2. Decorative Street Lighting.
 - a. As an alternative to street trees and boulevard type landscaping, period street lights with flower baskets, banners and seasonal decorations can add color and help provide a sense of identity to an area.
 - i. It is recommended the City and local businesses explore the addition of pedestrian level street lighting that is appropriate and complementary to any City-wide theme.
3. Alternative Landscape Standards.
 - a. Much of the sub-area along the South First Street/Jim Clements Way/North Wenas Avenue corridor is developed and the City landscaping standards, as in most cities, is oriented to new development.
 - i. It is recommended that the City explore adopting landscaping standards that are more appropriate for infill development or that provide incentives for increased landscaping.
4. Enhanced Code Enforcement.
 - a. There are several dispersed instances where property owners are neglecting or choosing not to maintain their property, or make needed repairs.
 - i. It is recommended that the City consider strengthening the City's code enforcement standards, and procedures, and adding resources for thorough and consistent implementation.

Other

1. City Financial Report.
 - a. As the City considers strategies to attract new businesses and investment in the community, it may be helpful to have a more detailed understanding of how existing businesses are contributing to the local economy, especially with respect to tax revenues.
 - i. It is recommended that a report by the City Finance Office detailing the source of City tax revenues could be used to help inform future policy discussions.
2. Civic Center.
 - a. Given the linear nature of the South First Street/Jim Clements Way/North Wenas Avenue corridor, the City of Selah does not have a traditional compact, downtown commercial core area. In addition to the land use strategies which include options for potentially increasing the size of the commercial areas, another option would be to consider consolidating City facilities to create a civic center as a central gathering place and activity center.
 - i. It is recommended that a central governmental campus could be created by first co-locating the City Hall and the Community Center.
 - ii. It is recommended that over time as other facilities such as the public library assesses its current location for continued use, that the central governmental campus be considered as a site that would provide for indoor and outdoor public events and help reinforce the sense of community.

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- iii. It is recommended that although the City has already acquired property for a new City Hall, the City explore the commercial market potential for this property and the existing City Hall property to determine if the community is better served by making these properties available for commercial uses and increasing city revenues.
- iv. It is recommended that the City explore possible sites for a new civic center that could include the current community center site, property in the vicinity of Wixson Park, and/or the School District Administration Building, or perhaps in the general vicinity of Carlton Park, or other available property.

Phase 2 Priorities

While there are numerous actions that can be taken, resources are limited and as a result, difficult decisions must be made to establish priorities to guide the allocation of the remaining Sub-Area Plan resources as well as the time, creativity, and energy of community leaders. To facilitate the discussions about priorities, the following is a summary list of potential Phase 2 activities.

The readers of this report are encouraged to identify each item as:

- a *HIGH* priority - it must be addressed in the next phase of the project, or
- a *MEDIUM* priority - if at all possible, it should be addressed in the next phase, or
- a *LOW* priority - indicating that further consideration should be given only as resources permit.

	<u>Phase 2 Priority</u>		
<u>Business Development</u>			
Actively Market Opportunity Sites	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Local Business Directory	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Continue Special Events	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Small Business Incubator	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Annual Economic Development Summit	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
 <u>Land Use and Permitting</u>			
Consolidate Commercial Zones	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Expand Commercial Areas	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Alternative Development Standards	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Master Planned Developments	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Promote Mixed Use Development	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Military Housing	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Alternative Post Office Location	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
 <u>Access, Parking, and Safety</u>			
Slow Entering/Exiting Traffic	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Designation of a Northern Truck Route	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>

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South First Street Left Turn Safety Improvements	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
South Third Street Corridor Improvements	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Naches Avenue/First Street Safety Improvements	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Wayfinding Signs	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Naches Avenue Public Parking Improvements	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>

Appearance

Actively Market Low Interest Business Loan Program	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Decorative Street Lighting	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Alternative Landscape Standards	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Enhanced Code Enforcement	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>

Other

City Financial Report	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Civic Center	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>
Consolidate City Facilities	<i>LOW</i>	<i>MEDIUM</i>	<i>HIGH</i>

Next Steps

In addition to this report, a copy of the initial Task Order signed by all parties is included describing the Selah Sub-Area Plan's Task 1 and Task 2.

The City Council with the Planning Commission and City staff, will provide the desired elements to be included in Task 2 of the Sub-Area Plan to the Consultants during the February 13, 2018 meeting.

If the scope of the project has changed significantly, the Task Order for Project 17123E will be revised and resigned by all parties and will include an adjusted project budget.

HLA and G.R.Dohm will use the guidance received from the City Council to complete the Sub-Area Plan. Any elements selected from the priority list above will be provided a more detailed recommendation and an implementation strategy including an implementation timeline, and potential financing sources, for City review and approval.

Appendices

Appendix A: Sub-Area Map

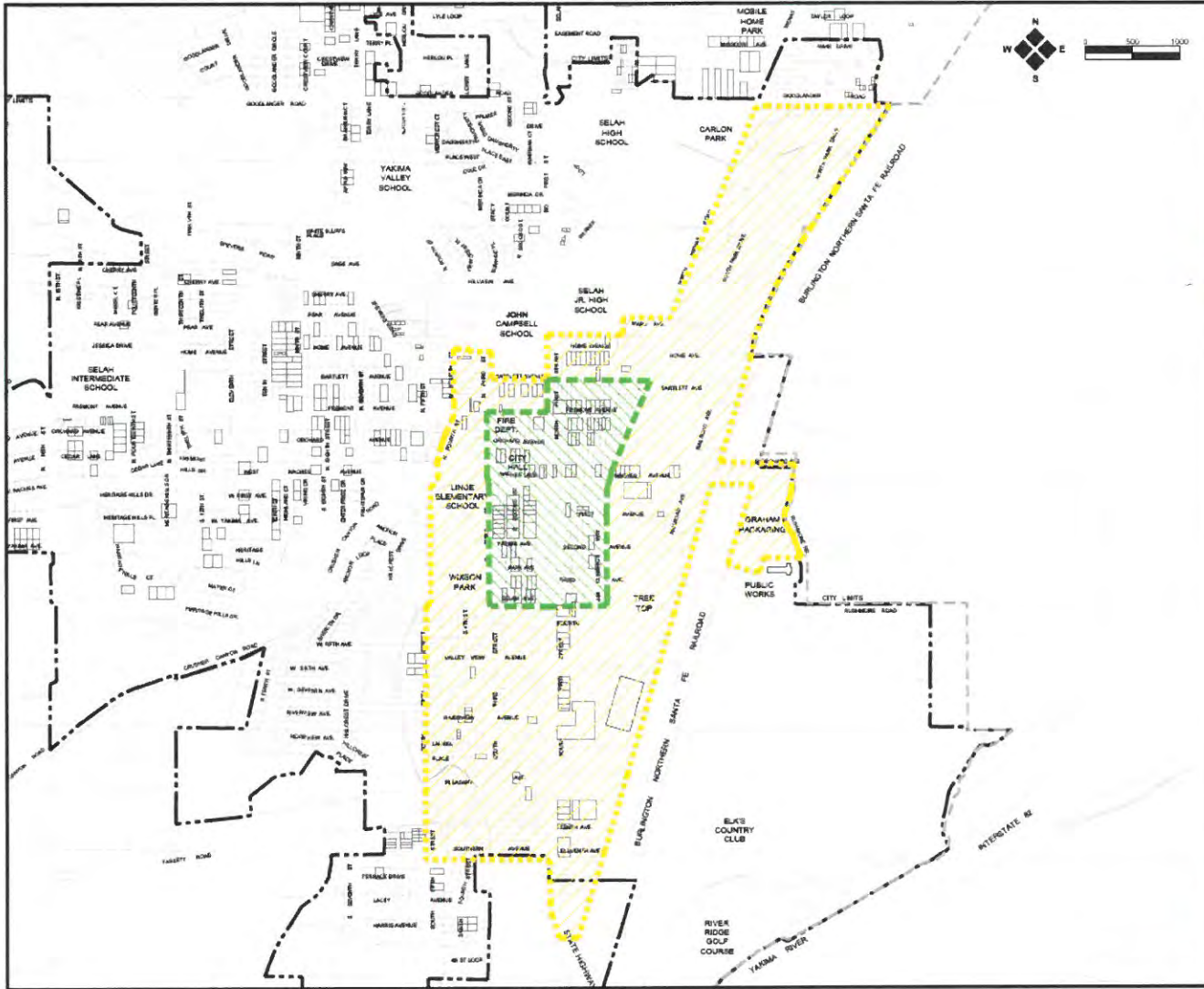
Appendix B: Selah Future Land Use Map

Appendix C: Selah Zoning Map

Appendix D: Stakeholder Interviews Summary

Appendix E: Traffic Counts

Appendix A: Sub-Area Map





CITY OF SELAH

SUB AREA PLAN

SUB-AREA MAP

LEGEND

-  DEVELOPMENT EMPHASIS AREA BOUNDARY
-  SUB AREA PLAN - PLANNING AREA BOUNDARY



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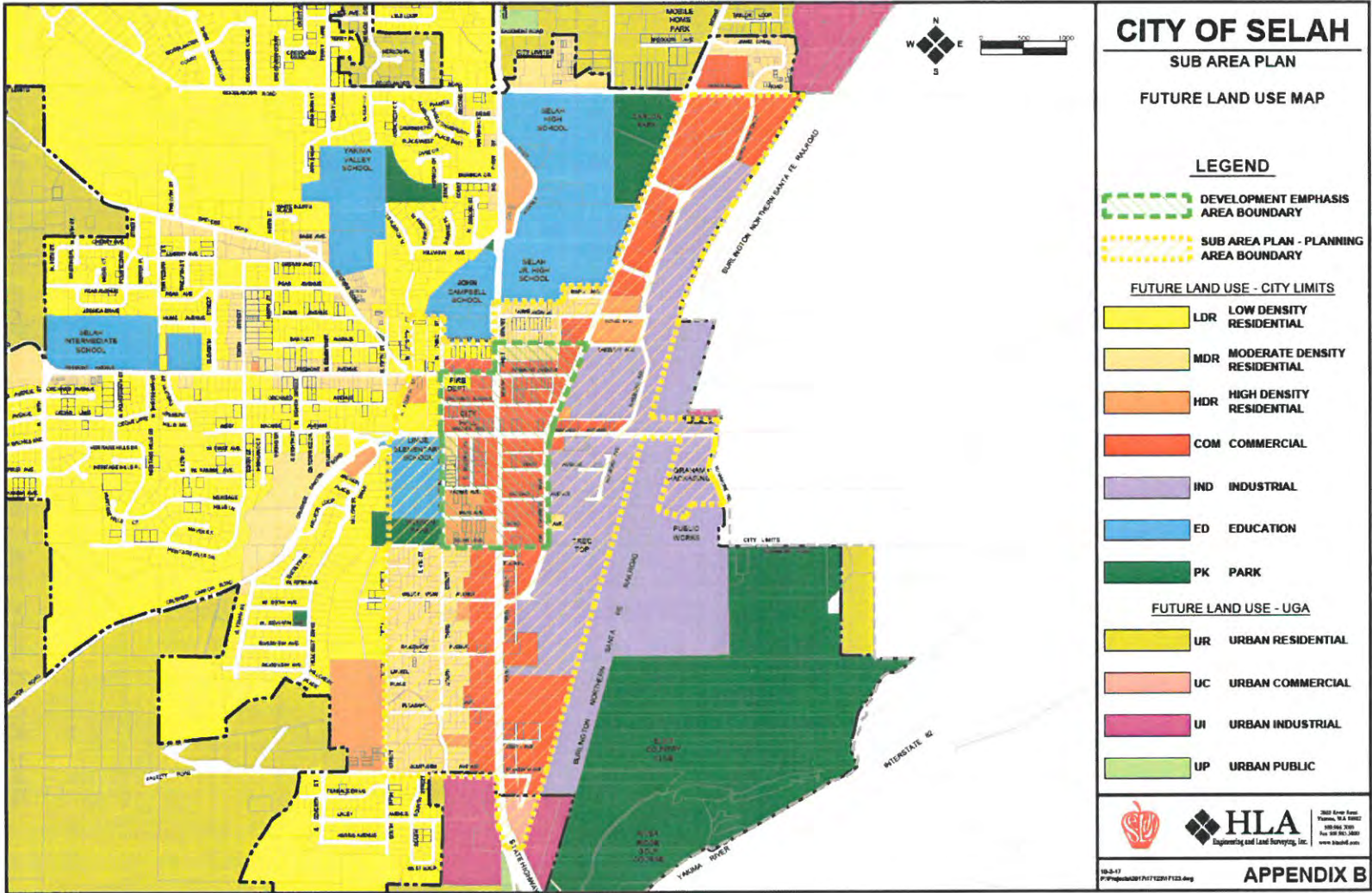
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APPENDIX A

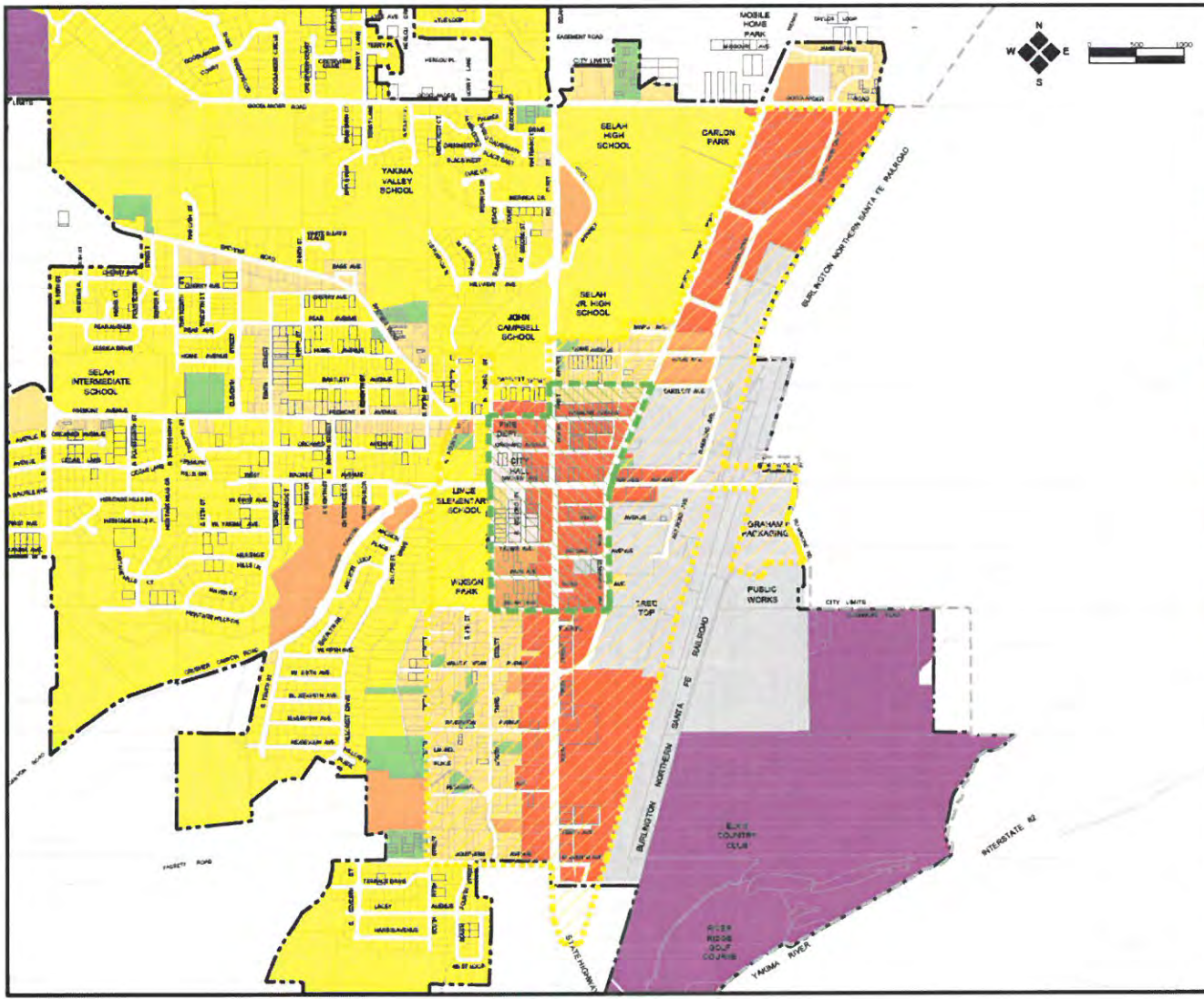
Appendix B: Selah Future Land Use Map

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Central Urban Area Sub-Area Plan
July 10, 2019*

Figure B.1. Selah's Future Land Use Map with Sub-Area Study Area Boundaries



Appendix C: Selah Zoning Map










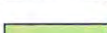


CITY OF SELAH

SUB AREA PLAN

ZONING MAP

LEGEND

-  DEVELOPMENT EMPHASIS AREA BOUNDARY
-  SUB AREA PLAN - PLANNING AREA BOUNDARY
-  R-1 RESIDENTIAL
-  R-2 RESIDENTIAL, TWO FAMILY
-  R-3 RESIDENTIAL, MULTI-FAMILY
-  LDSF LOW DENSITY SINGLE FAMILY
-  B-1 BUSINESS, GENERAL
-  B-2 BUSINESS, PROFESSIONAL
-  M1 INDUSTRIAL
-  PD PLANNED DEVELOPMENT



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APPENDIX C

Appendix D: Stakeholder Interviews Summary

Appendix E: Traffic Counts

Appendix C Land Use Data and Analyses

Figure 5. Selah's Future Zoning Map with Sub-Area Study Area Boundaries (Current)

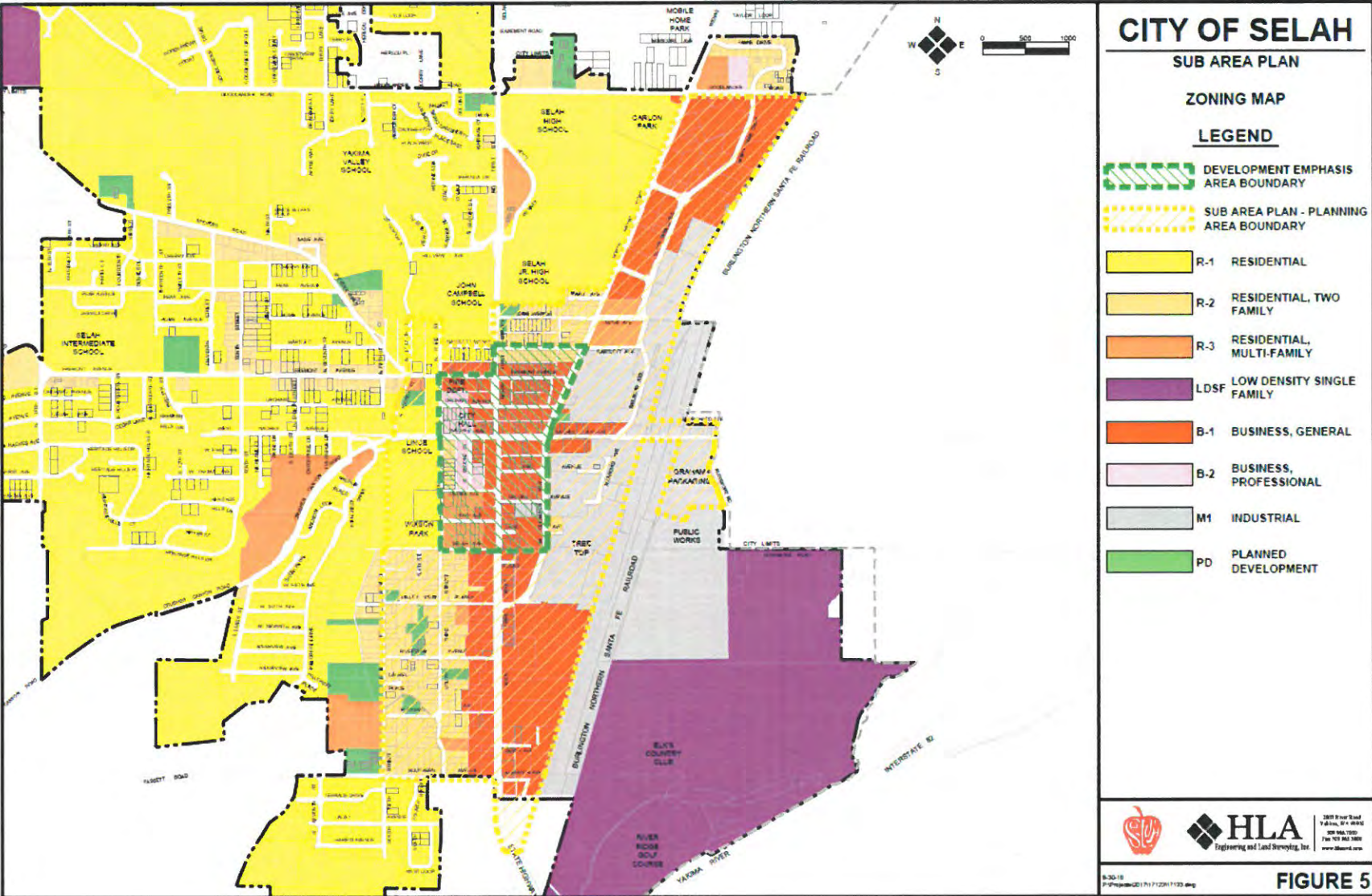


Figure 6. Selah's Future Land Use Map with Sub-Area Study Area Boundaries (Current)

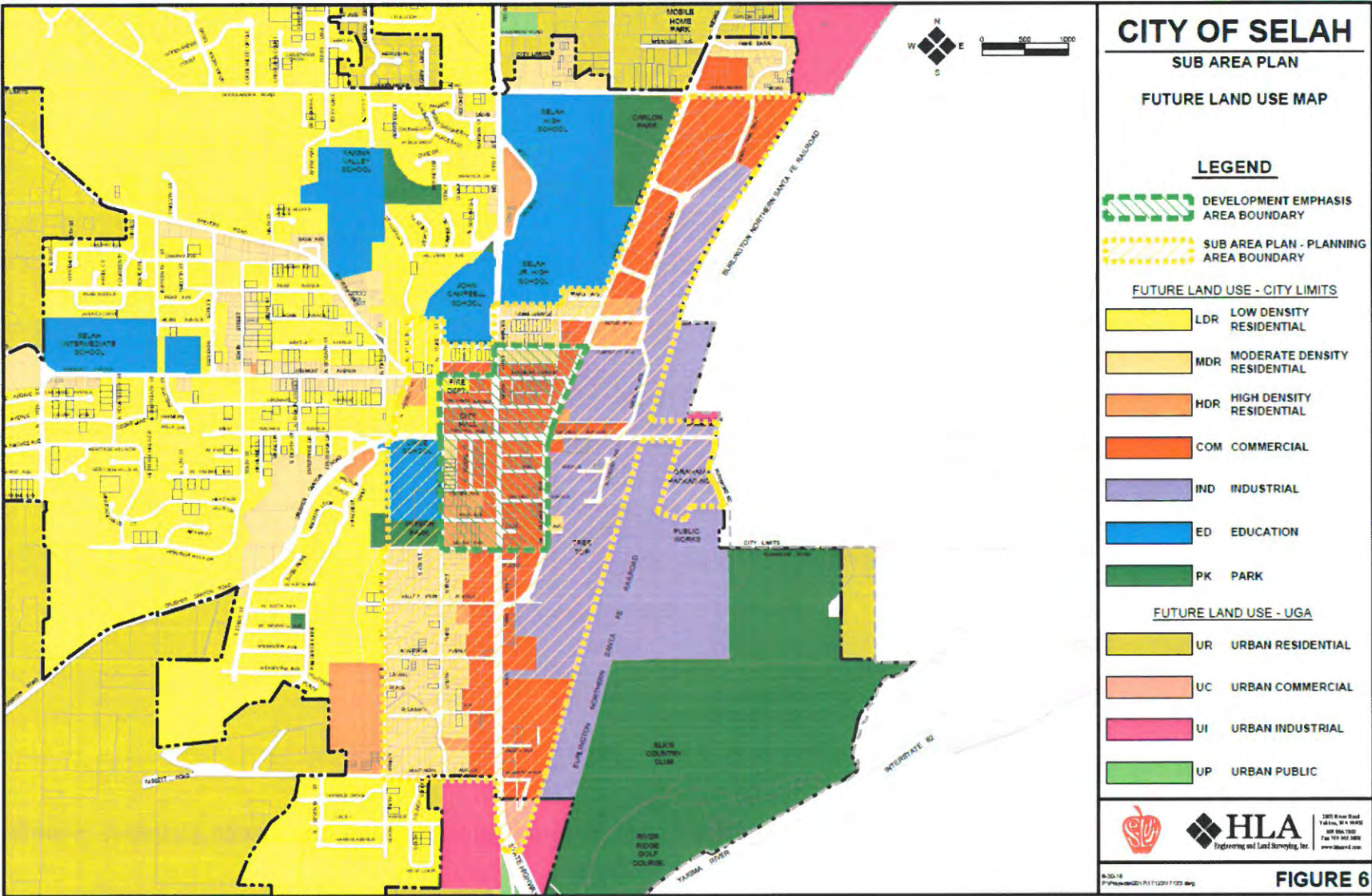


Figure 6.b. Selah's Future Land Use Map with Proposed UGA Expansions (Proposed)

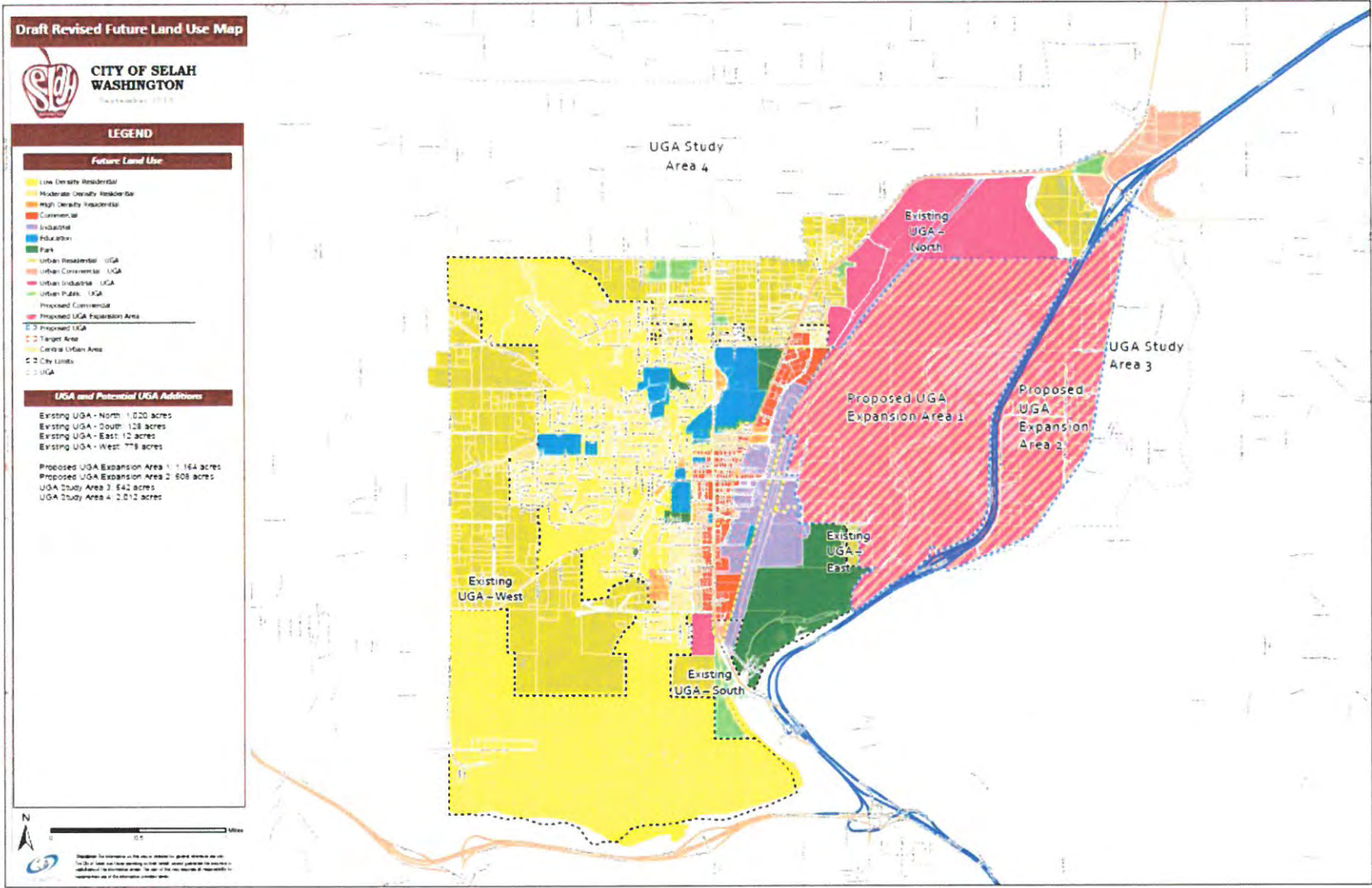


Table 1
Study Area Zoning

Central Urban Area

Parcels	%	Acres	%
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R-1	52	7%	28.0	8%
R-2	257	36%	61.9	18%
R-3	34	5%	13.1	4%
LDSF	0	0%	0	0%
B-1	26	4%	5.7	2%
B-2	292	41%	139.7	42%
M-1	35	5%	81.2	24%
PD	20	3%	6.7	2%

TOTALS	716	100%	336.3	100%
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Target Area

Parcels	%	Acres	%
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R-1	0	0%	0	0%
R-2	26	12%	4.6	10%
R-3	25	12%	5.9	12%
LDSF	0	0%	0	0%
B-1	26	12%	5.7	12%
B-2	136	64%	31.2	66%
M-1	0	0%	0	0%
PD	0	0%	0	0%

TOTALS	213	100%	47.4	100%
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Table 2
City of Selah Central Urban Area
Land Uses by Zoning District

Land Use Codes	Zoning Districts										Totals
	R1	R2	R3	LDSF	B1	B2	M1	PUD	Other		
11 Single Family Residence	40	180	17		15	78	3	11			344
12 Multifamily Residence, (2-4 Units)	1	54	3			9		4			71
13 Multifamily Residence (5+ Units)		7	5			9		5			26
14 Residential Condominiums											0
16 Hotel/Motel						1					1
18 Other Residential	1	2				1	5				9
21 Manufacturing - Food Products			1			4	15				20
31 Manufacturing - Leather Products								1			1
45 ROW						1					1
46 Parking	1	2			1	32	5				41
47 Communications						2					2
48 Utilities							2				2
52 Retail Trade - Building Materials						1					1
53 Retail Trade - General Merchandise						1					1
54 Retail Trade - Food						5					5
55 Retail Trade - Auto						19					19
56 Retail Trade - Apparel/Accessories						1					1
57 Retail Trade - Home Furnishings						3					3
58 Retail Trade - Eating/Drinking						16					16
59 Retail Trade - Other					1	19					20
61 Finance, Insurance, Real Estate Svcs						12					12
62 Personal Services						5					5
63 Business Services			1		1	10					12
64 Repair Services						8					8
65 Professional Services					8	8					16
66 Construction Services						1					1
67 Government Services						9					9
68 Educational Services	3	2				3					8
69 Misc Services		4				4					8
71 Cultural Activitiy						2					2
72 Public Assembly			5			1					6
74 Recreational Activities						2					2
76 Park	3										3
91 Undeveloped Land (Residential)	3	2				2					7
99 Undeveloped Land (Other)		1	2			20	3				26
Use not recorded (Public Lands)		3				3	1				7
Total Uses	52	257	34	0	26	292	35	20	0	716	

Notes:

- A. Of the 716 parcels in the Study Area, 670 (94%) are privately owned and 46 (6%) are publicly owned.
- B. Of the 716 parcels in the Study Area, only 9 (1%) contain one or more environmentally sensitive areas.
- C. Of the 716 parcels in the Study Area, only 29 (4%) are privately owned and undeveloped.

Table 3
 City of Selah Central Urban Area - Target Area
 Land Uses by Zoning District

Land Use Codes	Zoning Districts									Totals
	R1	R2	R3	LDSF	B1	B2	M1	PUD	Other	
11 Single Family Residence		23	13		15	49				100
12 Multifamily Residence, (2-4 Units)		2	3			4				9
13 Multifamily Residence (5+ Units)			2			3				5
14 Residential Condominiums										0
16 Hotel/Motel										0
18 Other Residential										0
21 Manufacturing - Food Products										0
31 Manufacturing - Leather Products										0
45 ROW										0
46 Parking					1	16				17
47 Communications						2				2
48 Utilities										0
52 Retail Trade - Building Materials										0
53 Retail Trade - General Merchandise						1				1
54 Retail Trade - Food						5				5
55 Retail Trade - Auto						4				4
56 Retail Trade - Apparel/Accessories										0
57 Retail Trade - Home Furnishings						3				3
58 Retail Trade - Eating/Drinking						7				7
59 Retail Trade - Other					1	7				8
61 Finance, Insurance, Real Estate Svcs						5				5
62 Personal Services						4				4
63 Business Services					1	2				3
64 Repair Services						2				2
65 Professional Services					8	4				12
66 Construction Services										0
67 Government Services						7				7
68 Educational Services						2				2
69 Misc Services						4				4
71 Cultural Activity						2				2
72 Public Assembly			5			1				6
74 Recreational Activities						2				2
76 Park										0
91 Undeveloped Land (Residential)		1								1
99 Undeveloped Land (Other)			2							2
Use not recorded										0
Total Uses	0	26	25	0	26	136	0	0	0	213

Notes:

- A. Of the 213 parcels in the Target Area, 195 (92%) are privately owned and 18 (8%) are publicly owned.
- B. Of the 213 parcels in the Target Area, no parcels contain one or more environmentally sensitive area.
- C. Of the 213 parcels in the Target Area, only 2 (1%) are privately owned and undeveloped.

Table 4 Urban Growth Areas

	Total		Environmentally Sensitive Areas	
	Parcels	Acres	Constrained Acres	Unconstrained Acres
Total Existing UGA	594	1752.6	540.7	1211.9
UGA-East	3	11.5	11.5	0.0
UGA-South	21	110.6	88.4	22.2
UGA-West	183	747.2	140.8	606.4
UGA-North	387	883.3	300.0	583.3
Proposed UGA Expansion Area 1	63	1161.8	1128.3	33.4
Proposed UGA Expansion Area 2	107	394.8	341.9	52.9
UGA Study Area 3	208	506.3	87.7	418.6
UGA Study Area 4	779	1903.5	162.9	1740.6
TOTALS	1751	5719.0	2261.5	3457.5

Table 5
 City of Selah
 Land Uses by Existing UGA and UGA Study Areas

Land Use Codes	Existing UGAs				UGA Study Areas				Totals
	E	S	W	N	1	2	3	4	
11 Single Family Residence	1	2	125	295	13	78	132	633	1279
12 Multifamily Residence, (2-4 Units)				1		1	1	1	4
13 Multifamily Residence (5+ Units)									0
14 Residential Condominiums									0
15 Mobile Home Park				3			1	1	5
16 Hotel/Motel									0
18 Other Residential		1	2	8	2	2	1	21	37
19 Vacation Rental							1		1
21 Manufacturing - Food Products				2	5				7
31 Manufacturing - Leather Products									0
41 Railroad et al		1		3	3				7
42 Transportation		3							3
45 ROW		1		1					2
46 Parking				2	1				3
47 Communications									0
48 Utilities						1	3		4
51 Wholesale Trade				1					1
52 Retail Trade - Building Materials									0
53 Retail Trade - General Merchandise									0
54 Retail Trade - Food						2	2		4
55 Retail Trade - Auto									0
56 Retail Trade - Apparel/Accessories									0
57 Retail Trade - Home Furnishings									0
58 Retail Trade - Eating/Drinking									0
59 Retail Trade - Other				2					2
61 Finance, Insurance, Real Estate Svcs									0
62 Personal Services				1					1
63 Business Services				1	1	1			3
64 Repair Services									0
65 Professional Services								1	1
66 Construction Services				1		1			2
67 Government Services				1					1
68 Educational Services									0
69 Misc Services				4				1	5
71 Cultural Activitiy									0
72 Public Assembly									0
74 Recreational Activities		1		1					2
76 Park									0
81 Agriculture (Unclassified)	1	3	9		6	7	4	6	36
82 Agriculture Related								1	1
83 Agriculture (Classified)			3	8	5		15	13	44
85 Mining					14		5		19
91 Undeveloped Land (Residential)	1	2	39	34	5	10	34	91	216
93 Water Area		2		1	1				4
99 Undeveloped Land (Other)		2		9		1		1	13
Use Not Recorded (Public Lands)		3	5	8	7	3	9	9	44
Total Uses	3	21	183	387	63	107	208	779	1751

Appendix D Infrastructure Assessment

City of Selah, Washington
Central Urban Area Sub-Area Plan
July 10, 2019

Table D.1. Prioritized Transportation Projects from Selah's 2018-2023 TIP

Table D.1. Prioritized Transportation Projects from Selah's 2018-2023 TIP

In the Study Area and in the Focus Area								
Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
3	Civic Center Park and Ride Lot Improvements	North First Street	N/A	N/A	2017	Pave existing gravel park and ride lot, including sidewalk, storm drainage improvements, and illumination.	\$379,560	CMAQ
4	Park Avenue	Park Avenue between South First Street and South Third Street	Collector	0.12	2019	Reconstruct and widen existing two-lanes, sidewalk on both sides, curb and gutter, storm drainage, and street lighting.	\$406,200	Other
5	North First Street Grind and Overlay	North First Street from Fremont Avenue to Goodlander Road	Minor Arterial	0.63	2019	Plane and overlay asphalt, and replace ADA ramps. Relocate traffic signal pole.	\$840,300	Other
9	South Third Street	South Third Street between Naches Avenue and Valleyview Avenue	Collector	0.38	2023	Reconstruct road add curb and gutter, drainage, sidewalks, and grading. Acquire right of way.	\$1,776,600	STBG
14	Third Street & W. Fremont Avenue School Zone Beacons	Third Street & W. Fremont Avenue	Collector	0.3	2018	Furnish and install two new school zone beacons.	\$20,000	Local
Total Investment Planned or Secured for this Area							\$6,424,660	
4 of the 6 projects are in the top 10 projects								
In the Study Area but not in the Focus Area								
Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
2	Valleyview Avenue / South Third Street / Southern Avenue / South First Street	Valleyview Avenue between South First Street and South Third Street, to Southern Avenue and then to South First Street	Collector	0.65	2022	Reconstruct and widen existing two lanes. Acquire R/W as needed. Construct sidewalks, curb and gutter, storm drainage, street lights and signalization.	\$2,075,500	STBG
6	Selah Pedestrian / Bicycle Path Study	City-wide	N/A	N/A	2018	Pedestrian / bicycle study. Use Watson Park as park and ride.	\$53,000	TAP
7	Southern Avenue	Southern Avenue between South Fifth Street to South Third Street	Collector	0.15	2021	Reconstruct and widen existing two lanes. Construct sidewalks, curb and gutter, storm drainage, street lights and signalization.	\$542,920	Other
10	East Naches Avenue	East Naches Avenue between Wenas Road and S. Rushmore Road	Collector	0.37	2023	Drainage, replace curb and gutter, sidewalk on both sides, grading, paving, and street lighting.	\$1,750,000	Other
12	Valleyview Avenue & South Fifth Street	South Third Avenue & Valleyview Avenue to South Fifth Street and south to Southern Avenue.	Local Access	0.52	2023	Clearing, grubbing, sidewalk, curb and gutter, storm drainage, street lighting, grading and paving.	\$2,352,500	Local
Total Investment Planned or Secured for this Area							\$6,777,920	
4 of the 5 projects are in the top 10 projects								
Not in the Study Area nor the Focus Area								
Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
1	East Goodlander Road	East Goodlander Road between North First Street and North Wenas Road	Collector	0.4	2019	Reconstruct and widen existing two lanes to add a turn lane. Phase 2 of this project to be funded when STBG funds become available. Construct sidewalks, curb and gutter, storm drainage, street lights, and update traffic signals.	\$1,325,800	STBG
8	West Goodlander Road	West Goodlander Road between North First Street and Goodlander Drive	Local Access	0.71	2022	Reconstruct and widen existing two lanes. Construct sidewalks, curb and gutter, and storm drainage.	\$3,134,000	Local
11	North Fourth Street	North Fourth Street between Fremont Avenue and West Naches Avenue	Collector	0.13	2023	Construct curb and gutter, sidewalk, retaining wall, grading, and paving.	\$406,200	Local
13	East Goodlander Road & Lancaster Road Traffic Signal	East Goodlander Road and Lancaster Road	N/A	N/A	2019	Install new four-leg traffic signal with camera detection.	\$416,000	Local
Total Investment Planned or Secured for this Area							\$6,282,000	
2 of the 4 projects are in the top 10 projects								

Table D.2. Prioritized Domestic Water Projects from Selah's 2014 Water System Plan

Table D.2. Prioritized Domestic Water System Projects from Selah's 2014 Water System Plan								
in the Study Area and in the Focus Area								
Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
4	Orchard Avenue Water Main Replacement and Upsizing	North Orchard Avenue between N Third Street and North Wenas Road; this section is inside the focus area - another section is outside the study area.	Local Access	0.26 of the 0.46 miles of total project	2019	Replace the existing 4-inch and 6-inch water main pipes with 8-inch ductile iron pipes. Improves fire flow capacity and system reliability.	\$600,640	SRF Loan / City
10	S. Second Street and Yakima Avenue Water Main Replacement and Upsizing	Yakima Avenue between S. Third Street and S. Second Street; and S. Second Street between W. Naches Avenue and W. Yakima Avenue	Local Access	0.18	2021-2035	Replace the existing 4-inch and 6-inch water main pipes with 8-inch ductile iron pipes. Improves fire flow capacity and system reliability.	\$305,290	SRF Loan / City
Total Investment Planned or Secured for this Area							\$905,930	
Both projects are in the top 10 projects of the 2014 WSP								
in the Study Area but not in the Focus Area								
Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
3	Third Street Water Main Upsizing	Valleyview Avenue between S. Third Street and S. First Street; S. Third Street between Valleyview Avenue and Southern Avenue; Southern Avenue between S. Third Street and S. First Street	Collector	0.65	2017	Replace the existing 6-inch water main pipes with 8-inch ductile iron pipes along A DWSRF loan was received to construct this improvement. Potential coordination with the planned road improvement if \$ available for road project. Improves fire flow capacity and system reliability.	\$714,828	SRF Loan / City
7	W. Barrett Avenue and N. 7th Street Water Main Replacement and Upsizing	Barrett Avenue between N. Third Street and N. First Street; this section is in the focus area - other sections of the project are outside the study area.	Local Access	0.12	2021-2035	Replace the existing 4-inch and 6-inch water main pipes with 8-inch ductile iron pipes. Improves fire flow capacity and system reliability.	\$829,170	SRF Loan / City
13	Tree Top Ross Plant Water Main Upsizing	Southern Avenue between South Fifth Street to South Third Street	N/A	Unknown	Unknown	Replace the existing 4-inch water main pipes with 8-inch ductile iron pipes within the plant. Improves fire flow capacity and system reliability.	Unknown	Private
14	North Park Center Loop to N. Wenas Road		N/A	Unknown	Unknown	Construction of a new 8-inch water main loop connecting N. Park Drive to N. Wenas Road. Improves fire flow capacity and system reliability.	Unknown	Private
Total Investment Planned for this Area							\$1,643,998	
2 of the projects are in the top 10 projects of the 2014 WSP								
Not in the Study Area nor the Focus Area								
Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
1	East Goodlander Road Water main Improvements	East Goodlander Road between North First Street and North Wenas Road	Collector	0.06	2015	Extend existing 12-inch water main to Wenas Road and along Lancaster road just beyond roadway construction. Install new water services.	\$85,000	City
2	Palm Park Booster Pump Station Replacement	N/A	N/A	N/A	2015	Replace the pump station completely. The estimate does not include improvements to the reservoir supply or overflow piping, chlorination system, generator, or relocation of park features.	\$1,005,950	SRF Loan / City
5	W. Naches Avenue Water Main Replacement and Upsizing	W. Naches Avenue between Twelfth Street and Eighth Street	Local Street	0.25	2019	Replace the existing 6-inch water main pipes with 8-inch ductile iron pipes along. Improves fire flow capacity and system reliability.	\$542,770	SRF Loan / City
6	Well No. 7 Improvements	N/A	N/A	N/A	2019	Improvements to Well No. 7 include a new variable frequency drive (VFD) and pump motor, pressure transmitter assembly, chlorine control panel, split-system air conditioning unit, and revisions to the telemetry control panel.	\$264,430	SRF Loan / City
8	Lyle Loop Water Main Extension and PRV Station	Lyle Loop Road end of service north and then west to Terry Lane end of service.	Local Access	0.09	2021-2035	Construct new 8-inch water main, new pressure reducing valve (PRV) station for connecting Zone 3 and Zone 2. Improves fire flow capacity and system reliability.	\$297,760	SRF Loan / City
9	Goodlander Heights Water Main Replacement and Upsizing	Goodlander Heights Area: Goodlander Circle, and Goodlander Drive	Local Access	0.64	2021-2035	Replace the existing 4-inch water main pipes with 8-inch ductile iron pipes. Improves fire flow capacity and system reliability.	\$823,510	SRF Loan / City
11	Service Meter Replacement (to Auto Meter Read fund)	City-wide	N/A	N/A	Annually	1,500 service meters, most of which are more than 10-years old, require an annual replacement schedule. Annual replacement is necessary until the City converts all meters to radio-read.	\$18,000 / yr	Delinquent Fees
12	Zone 6 Booster Pump Station	Valhalla Heights Development	N/A	Unknown	Unknown	Construction of a 500 GPM booster pump, pump building, and 12-inch transmission main. The improvement will provide water to the north Zone 6, future Valhalla Heights Development.	Unknown	Private
15	Zone 7 Booster Pump Station	Lookout Point Development	N/A	Unknown	Unknown	Construction of a 500 GPM booster pump, pump building, and 12-inch transmission main. The improvement will provide water to the north Zone 6, future Lookout Point Development.	Unknown	Private
Total Investment Planned or Secured for this Area							\$3,018,420	
6 of the projects are in the top 10 projects of the 2014 WSP								

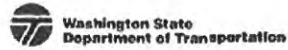
Table D.3. Prioritized Sanitary Sewer Projects from Selah's 2017 General Sewer Plan

Table D.3. Prioritized Sanitary Sewer System Projects from Selah's 2017 General Sewer Plan								
In the Study Area and in the Focus Area								
Improvement Number	Improvement Description	Street	Functional Class	Length (Miles or Linear Feet)	Estimated 2017 Cost	Start Year	Estimated Year of Expenditure Cost	Funding Source
M4 (2 of 5 elements)	Replacement of 5 manholes	a. Replace manhole within Wilson Park, b. Replace manhole at South Third Street and Park Avenue, c. Replace manhole at Naches Avenue and Railroad Avenue, d. Replace manhole east of South First Street just north of Riverview Avenue, e. Install new manhole in Yakima Avenue between South Second Street and South Third Street	N/A	N/A	\$14,000	2019	\$14,800	City
C1 (portions, however complete project included in this section)	New 10-inch, 12-inch, and 15-inch sewer starting at Freemont Avenue and North Fourth Street (end of M3 project), to Third Street, south to Naches Avenue, and east until intersection of Naches Avenue and Railroad Avenue.	In the Focus Area (Naches Avenue between Third Street and Jim Clements Way)	W. Freemont Avenue (I); N 3rd Street (I); W. Naches Avenue (I); E. Naches Avenue (I)	0.43 MI	\$951,000	2020	\$1,093,000	City
Total Investment Planned or Secured for this Area at Time of Construction \$1,097,800								
Both projects are in the next 5 years of the 2017 GSP								
In the Study Area but not in the Focus Area								
Improvement Number	Improvement Description	Street	Functional Class	Length (Miles or Linear Feet)	Estimated 2017 Cost	Start Year	Estimated Year of Expenditure Cost	Funding Source
C3	630 LF of new 12-inch sewer beginning in Wilson Park heading south to Selah Avenue traveling east to South Third Street	Selah Avenue		650 LF	\$139,000	2016	\$137,000	City
M2	Connect new 15-inch sewer to existing sewer under South First Street at Southern Avenue to collection system			250 LF	\$72,000	2019	\$76,000	City
M4 (3 of 5 elements)	Replacement of 5 manholes	a. Replace manhole within Wilson Park, b. Replace manhole at South Third Street and Park Avenue, c. Replace manhole at Naches Avenue and Railroad Avenue, d. Replace manhole east of South First Street just north of Riverview Avenue, e. Install new manhole in Yakima Avenue between South Second Street and South Third Street.	N/A	N/A	\$21,000	2019	\$22,200	City
C4	New 21-inch sewer from Naches Avenue and Railroad Avenue south to Third Avenue	S Railroad Avenue		1,269	\$390,000	2019	\$414,000	City
CE	New 10-inch sewer west of Wilson Park and southwest of Lince Elementary School	South Third Street		150 LF	\$48,000	2020	\$52,000	City
M1	New 15-inch Industrial Pretreatment Sewer in Railroad Avenue	Railroad Avenue		900 LF	\$238,000	2021	\$268,000	City
C2B	New 15-inch sewer at the intersection of Eleventh Avenue and an alley east of South First Street north to Tenth Avenue and east towards the Burlington Northern Santa Fe (BNSF) Railroad right-of-way traveling north to the wastewater treatment plant	N/A	N/A	2,975 LF	\$791,000	2027	\$1,063,000	City
L1	Refurbish and increase the capacity of the South Lift Station	East Fifth Avenue		N/A	\$627,000	2029	\$694,000	City
C2A	567 LF of 10-inch and 568 LF of 12-inch sewer main starting east of South Fifth Street in Southern Avenue heading east to South First Street	Southern Avenue		1,135 LF	\$306,000	2039	\$556,000	City
Total Investment Planned or Secured for this Area \$3,612,200								
Six projects are in the next 5 years of the 2017 GSP								
One project is in the next 20 years of the 2017 GSP								
One project is beyond the next 20 years of the 2017 GSP								
Not in the Study Area nor the Focus Area								
Improvement Number	Improvement Description	Street	Functional Class	Length (Miles or Linear Feet)	Estimated 2017 Cost	Start Year	Estimated Year of Expenditure Cost	Funding Source
C6	New 10-inch sewer on Thirteenth Street between Speyers Road and Cherry Avenue	Thirteenth Street		138 LF	\$50,000	2040	\$95,000	City
C7	New 10-inch /12-inch sewer in alley north of Cherry Avenue east to Ninth Street and then south between Cherry Avenue and Pear Avenue	N/A	N/A	518 LF	\$137,000	2051	\$374,000	City
Total Investment Planned or Secured for this Area \$473,000								
Both projects are beyond the next 20 years of the 2017 GSP								

Table D.4. Prioritized Parks and Recreation System Projects from Selah's 2014-2019 Comprehensive Parks and Recreation Plan

Table D.4. Prioritized Parks and Recreation System Projects from Selah's Comprehensive 2014-2019 Comprehensive Parks and Recreation Plan

In the Study Area and in the Focus Area						
Project Number	Project Title	Park	Start Year	Improvements Needed	Estimated Cost	Funding Source
1	Wixon Park Improvements	Wixon	2014	Covered gazebo	\$40,000	City
2	Wixon Park Improvements	Wixon	2015	Concrete sidewalk to restroom	\$60,000	City
Total Investment Identified in 2014-2019 Comprehensive Parks and Recreation Plan for Wixon Park					\$100,000	
3	Civic Center	N/A	2014	New walls, plumbing, parks office expansions	\$90,000	City
4	Civic Center	N/A	2015	Sound and Projection system, re-key (electronic)	\$10,000	City
5	Civic Center	N/A	2016	Overlay Civic Center parking lot	\$90,000	City
Total Investment Identified in 2014-2019 Comprehensive Parks and Recreation Plan for Selah Civic Center					\$190,000	
6	Pool Filters	Wixon	2014	Pool filters	\$35,000	City
7	Pool	Wixon	2017	Develop plans and construct new pool	\$5,000,000	Grants / Bonds
Total Investment Identified in 2014-2019 Comprehensive Parks and Recreation Plan for Selah Pool					\$5,035,000	
					\$5,325,000	
In the Study Area but not in the Focus Area						
Project Number	Project Title	Park	Start Year	Improvements Needed	Estimated Cost	Funding Source
8	Carlton Park Improvements	Carlton	2015	Playground (big toy set)	\$50,000	City
9	Legion Park Improvements	Legion	2015	Benches, bike rack	\$20,000	Legion Grant
10	Carlton Park Improvements	Carlton	2019	Replace lighting hardball field	\$300,000	Local partners
					\$370,000	
Not in the Study Area nor the Focus Area						
Project Number	Project Title	Park	Start Year	Improvements Needed	Estimated Cost	Funding Source
11	McGonagle Park Improvements	McGonagle	2016	Pave lower parking lot	\$90,000	City
12	McGonagle Park Improvements	McGonagle	2017	Playground (big toy set)	\$50,000	City
13	Playland Park Improvements	Playland	2018	Restroom	\$40,000	City
14	Volunteer Park Improvements	Volunteer	2018	Develop/construct park	\$400,000	RCC/City
15	Palm Park Improvements	Palm	2019	Playground (big toy set)	\$50,000	City
					\$630,000	



Six Year Transportation Improvement Program From 2018 to 2023

Agency: Selah

County: Yakima

MPO/RTPO: YVCOG

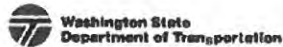
Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Terminal F. Project Description	G. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	R/W Required
17	2	VALLEYVIEW AVENUE/SOUTH THIRD ST/SOUTHERN AVE/SOUTH FIRST ST Valleyview Avenue South First Street to South Third Street to Southam Ave to South First St Reconstruct and widen existing two lanes. Acquire r/w as needed, construct sidewalks, curb and gutter, storm drainage, street lights and signalization	WA-05635	06/13/17	06/13/17		2610	03	C G P T	0.650	CE	Yes

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2022	STP(US)	97,350		0	13,650	101,000
S	CN	2023	STP(US)	1,711,400		0	267,100	1,978,500
Totals				1,798,750		0	280,750	2,079,500

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	0	0	101,000
CN	0	0	0	0	1,978,500
Totals	0	0	0	0	2,079,500



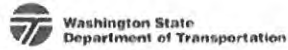
**Six Year Transportation Improvement Program
 From 2018 to 2023**

Agency: Selah
 County: Yakima
 MPO/RTPD: YVCOG
 Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Terminal F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	R/R Required
		G. Structure ID										
00	3	Civic Center Parking Improvements Civic Center Selah Avenue to Park Avenue Expand parking lot / park and ride including excavation, gravel base, asphalt, curb and gutter, storm drainage improvements, and illumination.	WA-08891	08/13/17	08/13/17		2810	23	P		CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2018	CMAQ	309,100		0	48,280	357,380
Totals				309,100		0	48,280	357,380

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	357,380	0	0	0	0
Totals	357,380	0	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Selah

County: Yakima

MPO/RTPO: YVCOG

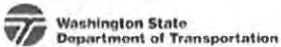
Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	1	174710(001) EAST GOODLANDER ROAD East Goodlander Road North First Street to North Wenas Road Reconstruct and widen existing two lanes to add a turn lane. Phase 2 of this project to be funded when STP(U) funds become available. Construct sidewalks, curb and gutter, storm drainage, street lights, and update traffic signals.	WA-00185	05/22/18	05/22/18		2673	03	C G P S T	0.400	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2019	STP(US)	1,148,817		0	178,983	1,325,800
Totals				1,148,817		0	178,983	1,325,800

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,325,800	0	0	0	0
Totals	1,325,800	0	0	0	0



**Six Year Transportation Improvement Program
 From 2019 to 2024**

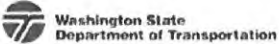
Agency: Selah
 County: Yakima
 MPO/RTPO: YVCOG

Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	2	VALLEYVIEW AVENUE/SOUTH THIRD ST/SOUTHERN AVE/SOUTH FIRST ST Valleyview Avenue South First Street to South Third Street to Southern Ave to South First St Reconstruct and widen existing two lanes. Acquire r/w as needed, construct sidewalks, curb and gutter, storm drainage, street lights and signalization	WA-05635	05/22/18	05/22/18		2673	03	C G P T	0.650	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2022	STP(US)	87,350		0	13,650	101,000
S	CN	2023	STP(US)	1,711,400		0	267,100	1,978,500
Totals				1,798,750		0	280,750	2,079,500

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	0	101,000	0
CN	0	0	0	0	1,978,500
Totals	0	0	0	101,000	1,978,500



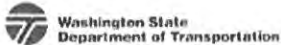
Six Year Transportation Improvement Program From 2019 to 2024

Agency: Selah
 County: Yakima
 MPO/RTPO: YVCOG Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	R/R Required
16	3	Fremont Sidewalk Improvements N 1st Street to N 4th Street Construct new concrete curb and gutter, sidewalk, ADA ramps, school zone flashing beacons, and asphalt repairs.	WA-11092	05/22/18	05/22/18		2673	21	C G P S T W	0.180	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	SRTS	35,406	3,934	39,340
P	CN	2020		0	SRTS	223,146	24,794	247,940
Totals				0		258,552	28,728	287,280

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	39,340	0	0	0	0
CN	0	247,940	0	0	0
Totals		39,340	247,940	0	0



**Six Year Transportation Improvement Program
 From 2019 to 2024**

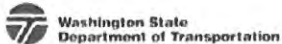
Agency: Selah
 County: Yakima
 MPO/RTPO: YVCOG

Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	4	PARK AVENUE Park Avenue South First Street to South Third Street Reconstruct and widen existing two lanes, sidewalk on both sides, curb and gutter, storm drainage and street lighting.	WA-00186		05/22/18	05/22/16		2873	03	C G P T	0.120	CE	No

Funding									
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds	
P	PE	2020		0	OTHER	42,400	10,600	53,000	
P	CN	2021		0	OTHER	298,400	74,600	373,000	
Totals				0		340,800	85,200	426,000	

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	53,000	0	0	0
CN	0	0	373,000	0	0
Totals	0	53,000	373,000	0	0



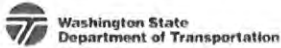
**Six Year Transportation Improvement Program
 From 2019 to 2024**

Agency: Selah
 County: Yakima
 MPO/RTPO: YVCOG
 Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	5	NORTH FIRST STREET GRIND AND OVERLAY North First Street Framont Avenue to Goodlander Road Plane and overlay asphalt, and replace ADA ramps. Relocate traffic signal pole.	WA-00189	05/22/18	05/22/18		2673	05		0.630	CE	No

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	OTHER	83,500	15,900	79,400
P	CN	2019		0	OTHER	842,080	160,520	802,600
Totals				0		795,580	176,420	882,000

Phase	1st	2nd	3rd	4th	5th & 6th
PE	79,400	0	0	0	0
CN	802,600	0	0	0	0
Totals	882,000	0	0	0	0



**Six Year Transportation Improvement Program
 From 2019 to 2024**

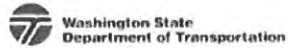
Agency: Selah
 County: Yakima
 MPO/RTPO: YVCOG

Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	6	SELAH PEDESTRIAN/BICYCLE PATH STUDY to Pedestrian/bicycle path study. Use Wixson Park as park and ride.	WA-00203	05/22/18	05/22/18		2673	38			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019	STP(E)	47,600		0	7,400	55,000
Totals				47,600		0	7,400	55,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	55,000	0	0	0	0
Totals	55,000	0	0	0	0



**Six Year Transportation Improvement Program
 From 2019 to 2024**

Agency: Selah

County: Yakima

MPO/RTPO: YVCOG

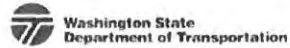
Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	7	SOUTHERN AVENUE Southern Avenue South Fifth Street to South Third Street Reconstruct and widen existing two lanes. Construct sidewalks, curb and gutter, storm drainage, street lights and signalization.	WA-001B3	05/22/18	05/22/18		2673	03	C G P T	0.160	CE	Yes

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	OTHER	45,760	11,440	57,200
P	RW	2022		0	OTHER	86,510	21,620	108,130
P	CN	2022		0	OTHER	323,740	80,930	404,670
Totals				0		456,010	113,990	570,000

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	57,200	0
RW	0	0	0	108,130	0
CN	0	0	0	404,670	0
Totals	0	0	0	570,000	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Selah
 County: Yakima
 MPO/RTPO: YVCOG
 Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	9	SOUTH THIRD STREET South Third Street Naches Avenue to Valleyview Avenue Reconstruct road add curb and gutter, drainage, sidewalks and grading. Acquire right of way.	WA-00196	05/22/18	05/22/18		2673	03	C G P T	0.380	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2024	STP(US)	144,050		0	22,480	166,530
P	RW	2024	STP(US)	133,530		0	20,840	154,370
P	CN	2024	STP(US)	1,337,700		0	208,800	1,546,500
Totals				1,615,280		0	252,120	1,867,400

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	166,530
RW	0	0	0	0	154,370
CN	0	0	0	0	1,546,500
Totals	0	0	0	0	1,867,400



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Selah
 County: Yakima
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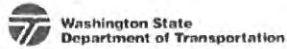
Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	10	EAST NACHES AVENUE East Naches Avenue Wenas Road - East to S Rushmore Road Drainage, replace curb and gutter, sidewalk on both sides, grading, paving and street lighting.	WA-00197	05/22/18	05/22/18		2673	04	C G P T	0.370	CE	No

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2024		0	OTHER	141,120	35,280	176,400
P	CN	2024		0	OTHER	1,328,880	332,220	1,661,100
Totals				0		1,470,000	367,500	1,837,500

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	176,400
CN	0	0	0	0	1,661,100
Totals	0	0	0	0	1,837,500



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Selah
 County: Yakima
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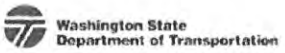
Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	G. Structure ID	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	R/W Required
17	11	NORTH FOURTH STREET North Fourth Street Fremont Avenue to West Naches Avenue Construct curb and gutter, sidewalk, retaining wall, grading and paving.	WA-00198	06/22/18	06/22/18			2673	04	C G P T	0.130	CE	No

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2024		0		0	40,950	40,950
P	CN	2024		0		0	385,560	385,560
Totals				0		0	426,510	426,510

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	40,950
CN	0	0	0	0	385,560
Totals	0	0	0	0	426,510



**Six Year Transportation Improvement Program
 From 2019 to 2024**

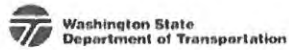
Agency: Selah
 County: Yakima
 MPO/RTPO: YVCOG

Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
			G. Structure ID									
19	12	VALLEY VIEW AVENUE & SOUTH FIFTH STREET Valley View Avenue & S Fifth Street Beginning at S Third Avenue & Valley View Avenue to S Fifth Street & South to Southern Avenue Clearing, grubbing, sidewalk, curb and gutter, storm drainage, street lighting, grading and paving.	WA-00199	05/22/18	05/22/18		2673	04	C G P T	0.520	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2024		0		0	192,500	192,500
P	CN	2024		0		0	2,277,500	2,277,500
Totals				0		0	2,470,000	2,470,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	192,500
CN	0	0	0	0	2,277,500
Totals	0	0	0	0	2,470,000



**Six Year Transportation Improvement Program
 From 2019 to 2024**

Agency: Seiah
 County: Yakima
 MPO/RTPO: YVCOG

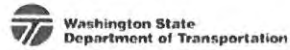
Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Terminals F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type Utility Codes	Total Length	Environmental Type	R/W Required
17	13	East Goodland/Lancaster Road Traffic Signal spot improvement to Install new four-leg traffic signal with camera detection.	WA-06535	05/22/18	05/22/18		2673	21 C G P S T W		CE	No

Funding									
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds	
P	PE	2020		0		0	50,000	50,000	
P	CN	2020		0		0	550,000	550,000	
Totals				0		0	600,000	600,000	

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	50,000	0	0	0
CN	0	550,000	0	0	0
Totals	0	600,000	0	0	0



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Selah
 County: Yakima
 MPO/RTPO: YVCOG

Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Terminal F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	R/W Required
00	15	Transportation Network Analysis City Wide to Transportation network analysis for intersection and City access improvements.	WA-11305	05/22/18	05/22/18		2673	18			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019	TIGER	300,000		0	0	300,000
Totals				300,000		0	0	300,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	300,000	0	0	0	0
Totals	300,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Selah	4,908,447	3,230,942	8,297,601	16,438,990

Appendix E Draft Revised Development Regulations

Appendix A TO CHS. 10.02 THROUGH 10.48

Purpose.

This appendix provides definitions for terms, phrases, words and their derivatives used in this title. Where any of these definitions conflict with definitions used in other titles of the Municipal Code the definitions in this appendix shall prevail for the purpose of this title. Where terms are not defined they shall have the ordinary accepted meaning within the context with which they are used. Where an activity or land use could fall under two or more definitions the more specific shall apply. Webster's Third New International, 1993 (unabridged), shall be the source for ordinary accepted meaning and for the definition of words not defined in this title. Specific examples are included as illustrations but are not intended to restrict a more general definition. (Ord. 1634 § 191, 2004.)

Definitions

A.

"Abut" means to physically touch or border upon or to share a common property line.

"Access" means a legally available and physically practical area for the perpetual use of motor vehicle ingress and egress to a lot. In determining practicality, the topography, drainage, potential for erosion, underlying ownership and other factors may be considered.

"Access driveway" means an entrance roadway from an access easement, alley, dedicated right-of-way, or street to a lot or to a parking facility.

"Access easement" means any private easement for the purpose of ingress and egress that is not dedicated to the public and that is owned by the underlying owners of the land over which it crosses.

"Accessory apartment" means a second dwelling unit not to exceed eight hundred square feet, created within an owner-occupied, site-built single-family dwelling or its accessory garage, for use as an independent or semi-independent unit with provisions for cooking, eating, sanitation and sleeping.

"Accessory single-family dwelling" means a second single-family dwelling whose use is associated with but incidental and subordinate to the principal dwelling on the property.

"Accessory structure, use or building" means a building, part of a building or structure, or a use which is ancillary to the operation or enjoyment of a lawful use, and the use of which is incidental to, that of the primary building, structure or use on the same lot.

"Adequate capital facilities" means facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

"Administrative adjustment" means a change, either an increase or decrease or modification of one or more standards established in this title by the administrative official.

"Administrative office building" means a building housing one or more tenants and is the location where affairs of a business, commercial or industrial organization, professional person or firm are conducted. The building may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. Services such as a bank or savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and fitness facilities for building tenants may also be included.

"Administrative official" means the duly elected mayor of the city of Selah or the mayor's designee. Synonymous with "administrator."

"Adult business" means any of the following:

(1) "Adult cabaret" means an establishment as defined in and regulated under Selah Municipal Code, Chapter [6.64](#).

(2) "Adult services establishment" means and shall include the following:

(A) "Adult bathhouse" means any commercial bathhouse that excludes any person on the basis of age from all or any portion of the premises;

(B) "Adult massage parlor" means any commercial establishment in which massage or other touching of the human body is provided and where any person on the basis of age is excluded from all or any portion of the premises; and

(C) "Adult sauna parlor" means any commercial sauna that excludes any person on the basis of age from all or any portion of the premises.

- (3) "Adult theater establishment" means and shall include the following:
- (A) "Adult motion picture theater" means a building, enclosure, or portion thereof (no matter how small) used for presenting material distinguished or characterized by an emphasis on matters depicting, describing, or relating to "specified sexual activities" or "specified anatomical areas," as defined in subsection (5), for observation by members of the public therein;
 - (B) "Adult panoram" means any commercial establishment as defined in and regulated under Selah Municipal Code, Chapter [6.66](#);
- (4) "Adult retail establishment" means and shall include the following:
- (A) "Adult retail store" means any commercial or retail establishment in which a substantial portion of its "stock in trade," as defined in subsection (6), consists of merchandise distinguished or characterized by an emphasis on or simulation of "specified sexual activities" or "specified anatomical areas," as defined in subsection (5), and/or any person is excluded on the basis of age from all or any portion of the premises;
 - (B) "Adult video store" means any commercial or retail establishment in which a substantial portion of its "stock in trade," as defined in subsection (6), consists of prerecorded video tapes, discs or similar material is distinguished by or characterized by an emphasis on matters depicting, describing or relating to "specified sexual activities" or "specified anatomical areas," as defined in subsection (5), and/or any person is excluded on the basis of age from all or any portion of the premises.
- (5) *Specified Anatomical Area and Specified Sexual Activity.* For purposes of these definitions "specified anatomical area" and "specified sexual activity" shall mean as follows:
- (A) "Specified anatomical area" means:
 - (i) Less than completely and opaquely covered human genital, pubic region, buttock, or female breast below the point immediately above the top of the areola;
 - (ii) Human male genitals in a discernibly turgid state even if completely or opaquely covered.
 - (B) "Specified sexual activities" means:
 - (i) Acts of human masturbation, sexual intercourse or sodomy; or

(ii) Fondling or other erotic touching of human genitals, pubic region, buttock or female breast; or

(iii) Human genitals in a state of sexual stimulation or arousal.

(6) *Stock in Trade*. For purposes these definitions "Stock in trade" means the dollar value of all merchandise available for purchase, rental, viewing or use by patrons of the establishment or the total volume of shelf space and/or display area in those areas of the establishment open to the public.

Adult Daycare Center/Adult Family Home. See "Family home services."

"Agricultural building" means a structure designed and constructed to house farm implements, hay, grain, poultry, livestock or other agricultural products. This structure shall not be a place of human habitation or a place of employment where agricultural products are processed, treated or packaged, nor shall it be a place used by the public.

"Agricultural land" means land primarily or historically devoted to the commercial production of horticultural, agronomic, or specialty crops, as well as apiary and animal production.

"Agricultural market" means a use primarily engaged in the retail sale of fresh agricultural products, grown either on or off-site, but may include as incidental and accessory to the principal use, the sale of factory sealed or prepackaged food products and some limited nonfood items. This definition does not include the sale of livestock.

"Agricultural product support" means a business that provides a product or service intended for use in the processing, storage, preservation, or distribution of agricultural commodities. This definition does not include agricultural processing, storage, preservation, distribution, and related uses.

"Agricultural service establishment" means those uses specifically engaged in performing agricultural or horticultural services on a fee or contract basis, including but not limited to the following:

- (1) Crop dusting and spraying services;
- (2) Harvesting and plowing services;
- (3) Agricultural land grading services;
- (4) Farm equipment service and repair;

- (5) Large animal veterinary services;
- (6) Agricultural fertilizer and chemical product application services.

"Agricultural stand" means a structure, or portion thereof, up to one thousand square feet in area used for the retail sale of agricultural and related incidental products, excluding livestock.

"Agriculturally related industry" means those industrial uses directly related to the packaging, processing, storage, or physical or chemical alteration of the agricultural product. Such industries include, but are not limited to: cold storage plants, controlled atmosphere, produce packing and processing facilities, wineries and their accessory uses such as tasting and sales rooms.

"Agriculture" means the tilling of the soil, the raising of crops, horticulture, viticulture, floriculture, apiary, livestock farming, dairying, animal feeding operations, animal husbandry, composting associated with the primary agricultural use, land application of soil amendments or agricultural waste at agronomic rates, and farm oriented storage for commercial value. Synonymous with farming or ranching.

"Airport or landing field" means any landing area, runway or other facility designed, used or intended to be used for the landing and taking off of aircraft, including aircraft storage, hangars and other appurtenant buildings and open spaces. Airport or landing field is further defined as follows:

- (1) *Personal Use Landing Field.* A landing field or heliport with not more than two based aircraft used for agricultural crop dusting of the owners or tenants property only, or the personal use of the owner or tenant of the site, with no commercial operations.
- (2) *Restricted Use Landing Field.* A landing field or heliport with exclusive rights of use reserved to the owner for personal or commercial use. This shall include owners or tenants of a planned development zoning district, industry or institution.
- (3) *Public Use Landing Field.* Any landing field, airport, heliport or helipad available for public use.

"Alley" means a public thoroughfare or way having a width of not more than twenty feet which affords only a secondary means of access to abutting property.

"Amendment" means a change in the wording, context or substance of this title, or change in the zoning district boundaries on the official zoning map, which map is a part of this title.

"Amusement park" means a permanent outdoor facility, which may include structures and buildings, where there are various devices for entertainment, including rides, booths for the conduct of games or the sale of items, and buildings for shows and entertainment.

"Animal clinic/hospital" means a structure used for veterinary care of sick or injured animals. The boarding of animals is limited to short-term care and is accessory to the principal use. This definition does not include kennels.

"Animal feeding operation (AFO)" means a lot or facility where animals have been, are, or will be stabled or confined and fed or maintained for a total of forty-five days or more in any twelve month period; and where crops, vegetation forage growth, or post-harvest residues are not sustained over any portion of the lot or facility in the normal growing season, and as further defined in the Code of Federal Regulations (CFR, currently [40 CFR 122](#)).

"Antenna" means any system of poles, panels, rods, reflecting discs or similar devices used for the transmission or reception of communication signals including:

- (1) Omni-directional antenna (also known as a "whip" antenna) transmits and receives communication signals in a three hundred sixty degree radial pattern. For the purpose of this title an omni-directional antenna is up to fifteen feet in height and up to four inches in diameter.
- (2) Directional antenna (also known as a "panel" antenna) transmits and receives communication signals in a specific directional pattern of less than three hundred sixty degrees.
- (3) Parabolic antenna (also known as a "dish" antenna) is a bowl-shaped device for the transmission and/or reception of communication signals in a specific directional pattern.

"Antique store" means an establishment offering for sale articles such as glass, china, furniture, or similar furnishings and decorations which have intrinsic value and significance as a result of age (generally fifty years or older), design or sentiment.

"Apartment" means a room or suite of two or more rooms in a multifamily dwelling, occupied or suitable for occupancy as a residence for one family. This definition does not include "Accessory apartments."

"Appeal" means a request for review of a administrative official's decision, determination, order or interpretation of any provisions of this title.

"Applicant" means a person, party, firm, corporation, or other legal entity that submits an application for any permit or approval required by this title and who is the owner of the subject property or the authorized agent of the owner.

"Aquaculture" means keeping or raising aquatic plants or animals including, but not limited to, fish hatcheries and fish farms. This definition excludes commercial aquaculture processing, packing and storage plants. When aquaculture is clearly accessory to other land uses such as raising fish on the same site in conjunction with recreational uses, or for personal, noncommercial purposes, it shall be subject to zoning ordinance requirements for the principal use. Commercial aquaculture processing, packing and storage may be considered, where appropriate, under other commercial or industrial categories.

"Athletic Club" means a privately owned facility that offers comprehensive athletic facilities. These facilities typically have one or more of the following: tennis, racquetball, squash, handball, basketball and volleyball courts; swimming pools; whirlpools; saunas; spas; exercise and weight rooms. They often offer diverse, competitive team sport activities and social facilities. These facilities are membership clubs that may allow access to the public for a fee.

"Automobile, truck, mobile/manufactured home and recreational vehicle sales area" means a covered or uncovered place used for display, sale or rental of new or used automobiles, trucks, mobile/manufactured homes and recreational vehicles.

"Automobile wrecking, dismantling, salvage or junk yard" means a place used for the storage and/or sale of used automobile parts or other salvage materials and for the storage, dismantling, sorting, cleaning, or baling of wrecked automobiles, trucks, trailers, machinery and other discarded or salvage materials.

"Automotive impound yard" means an area within which is stored new and used or damaged cars, trucks, motor homes, trailers (other than manufactured/ mobile homes) and other motor vehicles for up to sixty days for any one vehicle until reclaimed by the owner or sold at public auction.

Automotive Service Station. See "Service station." (Ord. 1634 § 193, 2004.)

B.

"Bed and breakfast inn" means a residential structure providing individuals with lodging and meals for not more than fifteen days and containing not more than five guest rooms used to provide temporary travelers' accommodations and meals for a fee.

"Beverage industries" means the production, processing, and/or packaging of milk, soft drinks, beer, wine, fruit juices and other drinks.

Bingo Parlor. See "Game room."

"Block" means all property fronting upon one side of a street between intersecting and intercepting streets, or between a street and a railroad right-of-way, water way, terminus or dead-end street, or city boundary. An intercepting street shall determine only the boundary of the block on the side of the street which it intercepts.

"Boarding or lodging house" means one or more buildings with not more than five guest rooms where lodging and meals may be provided for compensation for not more than ten persons, but shall not include apartments, family home services, health care facilities, daycare centers, residential care facilities. Any number of guest rooms over five shall be considered an overnight lodging facility.

Building. See "Structure."

"Building area" means the three dimensional space within which a structure is permitted to be built on a lot and which is defined by maximum height regulations, yard setbacks and maximum lot coverage.

"Building height" means the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater height of building:

- (1) The elevation of the highest adjoining sidewalk or finished ground surface within a five foot horizontal distance of the exterior wall of the building when such sidewalk or finished ground surface is not more than ten feet above the lowest finished grade;
- (2) An elevation ten feet higher than the lowest finished grade when the highest sidewalk or finished ground surface described in Item 1 above is more than ten feet above the lowest finished grade. The height of a stepped or terraced building is the maximum height of any segment of the building.

"Building official" means the city administrator and/or his designee. (Ord. 1879 § 1, 2012; Ord. 1634 § 194, 2004.)

C.

"Campground" means an area or tract of land upon which two or more campsites are located, established or maintained for occupancy by individuals using tents, or camping quarters other than recreational vehicles as temporary living quarters for recreation, education or vacation purposes.

"Campground/Recreational Vehicle park" means an area or tract of land upon which two or more campsites are located, established or maintained for occupancy by individuals using tents, camping or recreational vehicles, as temporary living quarters for recreation, education or vacation purposes.

"Camping or recreational vehicle" means vacation trailer, park trailer, fifth-wheel, self propelled vehicle or structure equipped with wheels for highway use which is designed for human occupancy and is used for temporary, recreational or emergency purposes, but not for residential purposes. The vehicle may be equipped with plumbing, including sink and/or toilet.

Card Room. See "Game room."

"Change of use" means a change of use from one use listed in Chapter [28](#), Table A to another use listed in that table.

"Class 1 uses" means those uses set forth and defined in the text and tables of this title and are permitted on any site in a zoning district provided the district standards are met. The building official shall review Class 1 uses for compliance with the provisions and standards of the zoning district. In some cases Class 1 uses may require review by the administrative official.

"Class 2 uses" means those uses set forth and defined in the text and tables of this title and are generally permitted. However, site plan review by the administrative official is required in order to promote compatibility with the intent and character of the zoning district and the objectives of the Selah Urban Growth Area Comprehensive Plan.

"Class 3 uses" means those uses set forth and defined in the text and tables of this title and are generally incompatible with their neighbors because of their size, emissions, traffic generation or for other reasons. However, they may be compatible with other uses in the zoning district if they are properly sited and designed. Class 3 uses may be recommended for approval by the planning commission and approved by the legislative authority when it is determined, after a public hearing, that difficulties related to compatibility, the provision of public services, and the objectives of the Selah Urban Growth Area Comprehensive Plan have been adequately resolved.

Class 1, 2 or 3 Uses, Approved. "Approved Class 1, Class 2 or Class 3 uses" means any use or development approved upon completion of Class 1, 2 or 3 review.

Class 1, 2 or 3 Uses, or Development, Existing. "Existing Class 1, Class 2 or Class 3 uses or development" means any use or development legally existing or legally established prior to the effective date of this title and has been or would be classified under Chapter [10.28](#) of this title as a Class 1, 2 or 3 use in a particular zoning district even though the use has not been reviewed as a Class 1, 2 or 3 use and may not conform to the standards of this title.

Closed Record Appeal. See Title [21](#), Chapter [21.01](#).

"Cluster development" means the arrangement or grouping of lots on some portions of the property to preserve the remainder for either: future infill development; open space and other amenities associated with the property. Development could include zero lot lines, common wall construction, private interior streets, shared site amenities such as off-street parking, access drives, open space and recreational facilities, and individual or multiple unit dwelling structures.

"Commercial services" means technical services and specialized care services such as lawn and garden care and delivery services, except as otherwise regulated.

"Communication tower" means a structure upon which can be mounted a pole, mast, whip, antenna, or any combination thereof used for radio, television, cellular or microwave telecommunications, broadcast transmission, or line-of-sight relay.

"Community center" means a facility owned and operated by a public agency or nonprofit corporation, provided the principal use of the facility is for public assistance, community improvement, or public assembly.

"Community Center Recreational" means a recreational community center that is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children; a daycare or nursery school; meeting rooms; swimming pools and whirlpools; saunas; tennis, racquetball, handball, basketball and volley ball courts; outdoor athletic field/courts; exercise classes; weightlifting and gymnastics equipment; locker rooms; and a restaurant or snack bar. Public access is typically allowed but a fee may be charged.

"Compatibility" means the characteristics of different uses or development that permit the uses to be located near each other in harmony.

"Comprehensive plan" means the adopted city of Selah Urban Growth Area Comprehensive Plan as it now exists or may hereinafter be amended.

"Concentrated animal feeding operation" means a structure or pens for the concentrated feeding or holding of animals or poultry, including, but not limited to, horses, cattle, sheep or swine. This definition includes dairy confinement areas, slaughterhouses, shipping terminal holding pens, poultry and/or egg production facilities and fur farms, but does not include animal husbandry.

"Converted dwelling" means a structure, which, due to interior alterations, has been modified to increase the number of individual dwelling units. This definition does not apply to multifamily structures constructed under the provisions of this title.

"Convenience Market" means a building not greater than four thousand square feet, which is open 24 hours per day, and sells convenience foods, newspapers, magazines and often beer and wine; they do not have gasoline pumps (see ITE Parking Generation Manual for definition of Convenience Market with gasoline pumps).

"Crisis residential facility" means a protective residential facility operated to provide secure or semi-secure temporary shelter for children under the age of eighteen years.

"Critical slope" means area(s) of land where the slope is twenty-five percent or greater. This slope is calculated as a percentage by measuring the vertical rise over any forty foot horizontal run for a specific area that results in a percentage of twenty-five percent or more. The critical slope hazard area includes the area of land that extends for ten feet beyond the top and/or toe of the slope. (Ord. 1634 § 195, 2004.)

D.

"Dangerous waste" means those solid wastes designated in WAC [173-303-070](#) through [173-303-103](#) as dangerous or extremely hazardous waste.

Daycare Center, Child. "Child daycare center" means any preschool, day nursery, nursery school, child home-based daycare nursery or other building or premises regularly used for the daycare of a group of children for periods of less than twenty-four hours, apart from their parents or guardians, governed by the state daycare center licensing provisions and conducted in accordance with state requirements.

"Density" means the method of describing the intensity of development patterns typically measured in dwelling units per acre. Gross density includes the entire property, whereas net density refers to the land available for development (e.g., less roads).

"Discount Club" means a store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires and appliances; many items are sold in large quantities or in bulk.

"Dwelling" means a building, structure or portion thereof designed exclusively for residential purposes, including residential use and occupancy by persons with handicaps.

Dwelling, Multifamily. "Multifamily dwelling" means a building or portion thereof, designed for occupancy by three or more families living independently of each other, and containing three or more dwelling units. Also see "Apartment."

Dwelling, Single-Family. "Single-family dwelling" means a structure designed exclusively for occupancy by one family and containing no more than one dwelling unit. This definition includes manufactured, and modular homes. Also see "Modular home."

Dwelling, Two-Family. "Two-family dwelling" means a building designed exclusively for occupancy by two families living independently of each other, and containing two dwelling units. Such definition also includes the term duplex."

"Dwelling unit" means one or more rooms in a dwelling designed for occupancy by one family for living or sleeping purposes, and having only one kitchen. (Ord. 2018 § 2, 2017; Ord. 1634 § 196, 2004.)

E.

"Educational facility" means schools, business schools, trade schools.

"Electric vehicle battery charging station" means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth by Chapter [19.28](#) RCW and consistent with rules adopted under RCW [19.27.540](#).

"Especially sensitive land uses" means those uses which are, by their nature, especially sensitive to farm, forest or mineral resource operations and management practices. These land uses include

dwellings; schools; family home services such as adult daycare homes and child daycare facilities; health care facilities such as hospitals, clinics and convalescent care facilities; outdoor recreational facilities and similar uses. (Ord. 2018 § 2, 2017; Ord. 1634 § 197, 2004.)

F.

"Family" means an individual, or two or more persons related by blood, marriage or adoption or a group of not more than five persons, excluding servants, who are not related by blood, marriage or adoption, living together in a dwelling unit.

"Family home services" means and includes the following:

- (1) "Adult daycare home" means a regular family abode of a person or persons providing personal care, or special care for less than twenty-four hours to more than one but not more than six adults who are not related by blood or marriage to the person(s) providing the services.
- (2) "Adult family home" means a regular family abode of a person or persons providing personal care, or special care, room and board to more than one but not more than six adults who are not related by blood or marriage to the person(s) providing the services.
- (3) "Family daycare providers" means a licensed child care provider who regularly provides early childhood education and early learning services for less than twenty-four hours, for not more than twelve children in the family living quarters, including children who reside at the home.
- (4) "Foster family home" means a dwelling unit in which foster care is provided on a twenty-four-hour basis for not more than six unrelated children, expectant mothers or persons with developmental disabilities in the family abode of the person or persons under whose direct care and supervision the child, expectant mother or disabled person is placed as part of the family, and the dwelling unit is governed by the state foster care home licensing provisions and conducted in accordance with state requirements.
- (5) *Group Care Facility, Small.* "Small group care facility" means a facility for handicapped, physically disabled or developmentally disabled adults, or dependent or pre-delinquent children, plus house parents, providing facilities residentially oriented in a home-like environment directed to allow a degree of community participation and human dignity not provided in an institutional

atmosphere for only six or fewer such persons, plus house parents. Does not include "halfway house."

(6) "Halfway house" means a home for juvenile delinquents, adult offenders, those leaving correctional and/or mental institutions, or a rehabilitation center for alcohol and/or drug users providing residentially oriented facilities which allow rehabilitation or social adjustment for persons who are in need for supervision or assistance in becoming socially reoriented but not in need of institutional care. Such facility provides a reintroduction of residents into a normal community life by providing a stable living situation rather than incarceration or a reintroduction without home, job or social reinforcement. Does not include a state licensed crisis residential facility as that term is used by statute.

(7) *Licensed Boarding Home, Small.* "Small licensed boarding home" means any home or other institution however named which is advertised, announced or maintained for the express or implied purpose of providing domiciliary assisted living services and enhanced adult residential care to three to six aged persons not related by blood or marriage.

(8) "Safe/shelter home" means a place of temporary refuge (e.g. shelter) which includes access to adequate food and clothing offered on a twenty-four hour, seven day-per-week basis to victims of domestic violence and their children. A safe home is a component of or has a working agreement with a domestic violence service for up to two lodging units. A shelter home includes three or more lodging units.

Feedlot. See "Animal feeding operation (AFO)."

"Flea market" means an occasional or periodic market usually held in an open area, but which may be held indoors, where an individual or groups of individual sellers offer goods for sale to the public. A key element to flea markets is that there are no long-term leases between the sellers and operators and that often the sellers use their own vehicles for display or set up temporary tables or booths for their wares. (See "Yard sale")

"Floriculture" means the cultivation and management of ornamental and especially flowering plants.

"Fraternal organizations, lodges and clubs" means a group of people formally organized for a common interest, usually cultural, religious, or entertainment, with regular meetings, rituals, and informal written membership requirements. May include eating facilities or meeting or reception halls. (Ord. 2018 § 2, 2017; Ord. 1634 § 198, 2004.)

G.

"Game room" means a commercial facility, or a portion thereof, open to the general public, in which card games, pool, electronic games, bingo, etc., are played.

Garage. See "Parking facility."

Garage Sale. See "Yard sale."

"General Retail Sales (not otherwise regulated)" means land uses as specified below, but are not limited to, and uses which meet the definition of retail trade.

Addressing, mailing, and stenographic services	Toy and hobby stores
Antique stores	Jewelry, watches, silverware sales and repair
Artist's supplies	Music stores/instrument sales and repair
Bakeries	Secondhand stores
Book stores	Paint, glass and wallpaper stores
Stationery and office supplies	Pet stores and supplies/grooming
Camera and photographic supplies	Printing, photo copy service
Clothing, shoes, and accessories	Sporting goods and bicycle shops
Computer and electronic stores	Video sales/rental
Collectables (cards, coins, comics, stamps, etc.)	Gift shops
Department stores	Discount store
Drug stores and pharmacies	Variety store
Fabric and sewing supplies	Specialty shops
Florist (indoor sales only)	Small appliances
Specialty food stores	TVs, business machines, etc., sales

"Gross floor area" means the total square footage of all floors in a structure as measured from the interior surface of each exterior wall of the structure, and including halls, lobbies, enclosed porches and fully enclosed recreational areas and balconies, but excluding stairways, elevator shafts, attic space, mechanical rooms, uncovered steps and fire escapes, private garages, carports, and off-street parking and loading areas. Storage areas are included in gross floor area.

"Gross leasable area" means the total floor area designed for tenant occupancy and exclusive use. The area of tenant occupancy is measured from the inside wall or building partition wall to the inside of the opposing wall. All tenant areas, including areas used for storage, but excluding mechanical equipment rooms, shall be included in calculating gross leasable area.

Group Home. See "Family home services." (Ord. 1634 § 199, 2004.)

H.

Halfway House. See "Family home services."

"Hazardous waste" means and includes all dangerous and extremely hazardous waste, including petroleum-contaminated soils. Hazardous waste management, treatment or storage facilities, whether on or off-site, are subject to the requirements of RCW Chapter [70.105](#) and the state siting criteria adopted pursuant to statute.

- (1) *Generator.* "Hazardous waste generator" means any person or site whose act or process produces dangerous waste or whose act or process first causes a dangerous waste to become subject to the Dangerous Waste Regulations, Chapter [173-303](#) WAC.
- (2) "Off-site" means hazardous waste treatment and storage facilities that treat and store waste from generators on properties other than those on which the off-site facilities are located.
- (3) "On-site" means hazardous waste treatment and storage facilities that treat and store waste generated on the same site.
- (4) "Storage" means the holding of dangerous waste for a temporary period. Accumulation of dangerous waste by the generator on the site of generation is not storage as long as the generator complies with the applicable requirements of WAC [173-303-200](#) and [173-303-201](#).

(5) "Treatment" means the physical, chemical, or biological processing of dangerous wastes to make such waste nondangerous or less dangerous, safer for transport, amenable for energy or material resource recovery, amenable for storage, or reduced in volume.

"Health care facilities" means and includes the terms alcoholism/substance abuse treatment facility, hospice, hospital, psychiatric hospital, convalescent or nursing home ambulatory surgical facility, and sanitarium. Several are further defined as follows:

(1) "Alcoholism/substance abuse treatment facility" means a private place or establishment, other than a hospital, licensed by the state and operated primarily for the inpatient treatment of alcoholism and other substance abuse problems. May include outpatient treatment.

(2) "Convalescent or nursing home" means any home, place or institution which operates or maintains facilities providing convalescent or chronic care, or both, for a period in excess of twenty-four consecutive hours, to persons whom by reason of illness or infirmity are unable to properly care for themselves.

(3) "Hospice care" means palliative care provided to a terminally ill person in a place of temporary or permanent residence that alleviates physical symptoms, including pain, as well as alleviates the emotional and spiritual discomfort associated with dying.

(4) "Hospital" means an institution specializing in giving clinical, temporary, and emergency services of a medical or surgical nature to human patients and injured persons and licensed by state law to provide facilities and services in surgery and obstetrics and general medical practice.

(5) *Sanitarium*. "Sanitarium or sanatorium" means a health station or retreat or other place where resident patients are kept, and which specializes in giving clinical, temporary and emergency services of a medical or surgical nature to patients and injured persons and is licensed by state agencies under provision of law to provide facilities and services in surgery, obstetrics and general medical practice as distinguished from treatment of mental and nervous disorders.

"Health/Fitness Club" a privately owned facility that primarily focuses on individual fitness or training. Typically, they provide exercise classes; weightlifting, fitness and gymnastics equipment; spas; locker rooms; and small restaurants or snack bars. This land use may also include ancillary and limited retail. These facilities are membership clubs that may allow access to the public for a fee.

"Hearing examiner" means the duly appointed city of Selah hearing examiner, or hearing examiner pro-tem.

"Heavy equipment" means self-powered, self-propelled or towed mechanical devices, equipment and vehicles of the nature customarily used for commercial purposes such as a tandem axle truck, grader, backhoe, tractor trailer, crane and lift but excluding automobiles, recreational vehicles and boats and their trailers.

"Heavy equipment storage area" means a place where two or more operable heavy equipment are stored.

"Homeowners association" means a community association, other than a condominium association, in which individual owners share ownership or maintenance responsibilities for open space or other facilities.

"Home occupation" means the accessory use of a dwelling or an on-site accessory building for a business. Home occupations are further categorized as:

(1) "Minor home occupation" means any occupation which is clearly secondary to the main use of the premises as a dwelling place, and does not change the character thereof or have any exterior evidence of such secondary use (e.g., outward physical appearance, storage of materials, supplies or vehicles, noise, electrical interference) other than signing as permitted in the zoning district in which it is situated. Minor home occupations are conducted within the dwelling and/or an on-site accessory building, the only employees are members of the family residing in the dwelling; there is no customer traffic to the dwelling; and the home occupation excludes all manufacturing, assembly and/or repair operations.

(2) "Major home occupation" means any occupation which is clearly secondary to the main use of the premises as a dwelling place, and does not change the character thereof or have any exterior evidence of such secondary use (e.g., outward physical appearance, outdoor storage of materials, supplies or vehicles, noise, electrical interference, lighting, vibrations) other than signing as permitted in the zoning district in which it is situated. Major home occupations may be conducted within the dwelling and/or an on-site accessory building by members of a family residing in the dwelling, may include nonresident employees; may attract customer traffic; and may include on-site services, sales, manufacturing, assembly and/or repair operations.

Hotel. See "Overnight lodging facility." (Ord. 1634 § 200, 2004.)

I.

"Impervious surface" means a surface that has been covered with a layer of material so that it is highly resistant to infiltration by water. It includes most conventionally surfaced streets, roofs, sidewalks, driveways, parking lots, patios and other similar structures.

"Industrial uses" means activities predominately connected with manufacturing, assembly, processing, or storage of products.

"Intensity" means the combination of factors (such as visual appearance and building size, traffic generation, noise, dust and light and economic value) associated with a particular use that determines the potential impact of that use on neighboring land uses. The higher the intensity the greater the possible impact on neighboring land uses. Generally the intensity of a land use will determine its compatibility with other types of land uses.

"Irrigation and/or drainage facilities" means all irrigation and/or drainage structures, including, but not limited to, standpipes, weir boxes, pipelines, ditches, pump houses, culverts, etc. (Ord. 1634 § 201, 2004.)

K.

"Kennel" means a structure, enclosure or portion of any premises in or at which dogs, cats or other domesticated animals are boarded or kept for hire, or in or at which dogs, cats or other domesticated animals are kept or maintained by any person other than the owner thereof, or in or at which six or more cats and four or more dogs over the age of four months are kept or maintained. This definition shall include boarding kennels but not animals kept in pet shops or animal hospitals. (Ord. 1634 § 202, 2004.)

L.

"Landscaping" means the arrangement and planting of trees, grass, ground cover, shrubs, flowers, landscaping, and the placement of site screening, pedestrian or bicycle pathways to achieve functional and/or aesthetic enhancement of a site.

"Land use" means the manner in which land and/or structures are used.

"Legislative authority" means the city council of the city of Selah.

"Livestock" means horses, cattle, goats, chickens, ducks, geese, pigs, rabbits, sheep, mink or other animals normally considered "livestock."

"Lot" means a fractional part of subdivided lands having fixed boundaries, being of sufficient area and dimension to meet minimum zoning requirements for width and area. The term shall include "tracts" or "parcels."

Lot, Corner. "Corner lot" means a lot situated at the intersection of two or more streets, provided the angle of the intersection of the street margins does not exceed one hundred thirty-five degrees.

Lot, Inside or Interior. "Inside or interior lot" means a lot other than a corner lot.

Lot, Through. "Through lot" means an interior lot having frontage on two streets.

"Lot area" means the total horizontal area within the boundary lines of a lot.

"Lot coverage" means the percentage of the area of a lot covered by buildings and accessory structures.

"Lot depth" means the horizontal length of a straight line drawn from the midpoint of the front lot line to the midpoint of the rear lot line.

"Lot of record" means a lot shown on an officially recorded plat or subdivision, or a parcel of land the deed or contract of sale is officially recorded, considered as a unit of property, and legally described. "Officially recorded" includes either official recordation with the county auditor or payment of excise tax to the county treasurer, so long as the date of payment is officially stamped on the document and that date is prior to December 28, 1964.

Lot Line, Front. "Front lot line" means the property line separating the lot from a street. For the purpose of establishing the front lot line for a corner lot, through lot or flag lot, the following shall apply:

(1) In the case of a corner lot or through lot, the front lot line shall be the property line with the narrowest street frontage, except, the building official or his designee, shall designate the front lot line for corner lots or through lots in residential zoning districts.

(2) For a flag lot, when the access easement or right-of-way extends across the lot, the front lot line shall be the line separating the lot from the right-of-way or access easement. When the right-of-way or access easement does not extend across the property, the front line shall be determined by the building official.

Where the building official determines the front of the lot consideration will be given to owner preference and public safety issues.

Lot Line, Rear. "Rear lot line" means the property line which is opposite and most distant from the front lot line. For the purpose of establishing the rear lot line of a triangular or trapezoidal lot, or where the rear line of the lot is formed by two or more lines, the following shall apply:

- (1) For a triangular or gore shaped lot, a line ten feet in length within the lot and farthest removed from the front lot line and at right angles to the line comprising the depth of such lot shall be used as the rear lot line;
- (2) In the case of a trapezoidal lot, the rear line of which is not parallel to the front lot line, the rear lot line shall be deemed to be a line at right angles to the line comprising the depth of such lot and drawn through a point bisecting the recorded rear lot line;
- (3) In the case of a pentagonal lot, the rear boundary of which includes an angle formed by two lines, such angle shall be employed for determining the rear lot line in the same manner as prescribed for a triangular lot.

Lot Line, Side. "Side lot line" means any lot boundary line not a front lot line or rear lot line.

"Lot width" means the horizontal distance between the side lot lines measured at right angles to the line comprising the depth of the lot at a point midway between the front and rear lot lines; provided, that the length of the line constituting the rear line of the required front yard shall never be less than fifty feet. (Ord. 1634 § 203, 2004.)

M.

"Manufactured home" means a factory assembled single-family dwelling, as defined by WAC [296-150M](#), and built according to the Department of Housing and Urban Development Manufactured Home Construction and Safety Standards Act. A manufactured home includes plumbing, heating, air conditioning, and electrical systems; is built on a permanent chassis; and can be transported in one or more sections. The distinction between a single-wide, double-wide or triple-wide manufactured home relates to the corresponding number of sections of the home delivered to the site. The definition of manufactured home shall not include mobile home, recreational vehicle, commercial coach, camping vehicle, travel trailer, tip-out, or any other similar vehicle not labeled as a manufactured home under federal or state law.

"Manufactured home, new" as defined by RCW [35.63.160\(2\)](#) means any manufactured home required to be titled under RCW Title [46](#), which has not been previously titled to a retail purchaser, and is not a "used mobile home" as defined in RCW [82.45.032\(2\)](#).

"Manufactured home park" means a parcel of land utilized for the placement of two or more manufactured homes. Except, this definition does not include permitted manufactured home sales lots.

"Massage therapy/spa" means a scientific or skillful manipulation of soft tissue for therapeutic or remedial purposes, specifically for improving muscle tone and circulation and promoting health and physical well-being. The term includes, but is not limited to, manual and mechanical procedures for the purpose of treating soft tissue only, the use of supplementary aids such as rubbing alcohol, liniments, oils, antiseptics, powders, herbal preparations, creams or lotions, procedures such as oil rubs, salt glows and hot or cold packs or other similar procedures or preparations commonly used in this practice. This term specifically excludes manipulation of the spine or articulations and excludes sexual contact.

"Meeting hall" means a private or quasi-private facility in which defined groups or organizations come together for meetings and social events. Includes private bridge club-type card rooms, grange halls, etc.

"Mineral processing" means the crushing, nonchemical washing (including sedimentation ponds), screening, sorting, stockpiling and blending of rock, sand, gravel and other earth, natural materials and/or precious metals including the process of converting sand and gravel or rock into asphalt or concrete products. (i.e., concrete pipe, bricks, concrete forms and the like or the chemical blending or extraction of precious or semi-precious minerals).

"Mining site/operation" means a tract of land and the operations necessary to excavate, process, stockpile, or remove materials such as sand, gravel, aggregate, rock or other mineral resources. The retail, wholesale, contract purchase, or transfer of mineral products is within the scope of this definition. For purposes of this title, the leveling, grading, filling, or removal of materials during the course of normal site preparation for an approved use (e.g. residential subdivision, commercial development, etc.) does not constitute a mining site/operation provided the processing of the material does not occur on the property; the activity is completed quickly, does not occur over an extended period of time, and on-site stockpiles are fully depleted and a mining permit is not required from the Department of Natural Resources.

"Mini-Storage" See "Storage facilities, self-service."

"Mixed-use building" means a building in a commercial district or planned development used partly for residential use and partly for a community facility or commercial use.

"Mobile home" means a factory-assembled single-family dwelling built prior to June 15, 1976, to HUD Manufactured Housing Code standards, and acceptable under applicable state codes in effect at the time of construction or the introduction of the home into the state. The definition of mobile home does not include: modular homes, manufactured homes; park models; or camping vehicles, travel trailers, tip-outs, commercial coaches, recreational vehicles, motor homes and any other similar vehicle which is not intended, designed, constructed or used for residential purposes.

"Modular home" means a residential structure constructed in a factory of factory assembled parts and transported to the building site in whole or units which meets the requirements of the uniform building code. The completed structure is not a mobile or manufactured home.

Motel. See "Overnight lodging facility."

"Multiple building complex" means a group of two or more structures located on the same parcel, sharing the same access and/or parking facilities.

"Multiplex Movie Theater" means a movie theater consisting of audience seating, a minimum of 10 screens, a lobby and a refreshment area. The development generally has one or more of the following amenities: digital sound, tiered stadium seating and movable or expandable walls.

"Multi-Purpose Recreational Facility" means a recreational facility containing two or more of the following land uses combined at one site: miniature golf, batting cages, video arcade, bumper boats, go-carts, and golf driving ranges. Refreshment areas may also be provided.

"Multiple tenant building" means a single structure housing two or more retail offices, commercial uses or residences sharing the same parcel, access and/or parking facilities. (Ord. 2018 § 2, 2017; Ord. 1634 § 204, 2004.)

N.

"Nonconforming building or structure" means a building or structure, or portion thereof, that was lawfully established or altered prior to the adoption or applicable amendment of this title, which fails by reason of such adoption or amendment to conform to the present setback, lot coverage, or other development requirements of this title.

"Nonconforming lot" means a lot that was lawfully established prior to adoption or applicable amendment of this title, which fails to conform to the present area or dimensional requirements of this title.

"Nonconforming use" means a use of land, buildings or structures that was lawfully established prior to the adoption or applicable amendment of this title and since maintained, which fails by reason of such adoption or amendment to conform to the present land use regulations established by this title.

"Nursery" means facilities used for the propagation and sale of agricultural or ornamental plants and related products. Nurseries are further classified as follows:

- (1) *Retail Nursery*. A nursery which offers products to the general public including plant materials, planter boxes, fertilizer, sprays, garden tools, and related items.
- (2) *Wholesale Nursery*. A nursery which raises nursery stock for sale to a retail nursery or other business.
- (3) *Greenhouse*. A nursery facility constructed with transparent or translucent materials for indoor propagation of plants. This definition does not include private greenhouses with no commercial sales. (Ord. 1634 § 205, 2004.)

O.

"Occupied" includes the term designed or intended to be occupied.

"Off-road vehicle recreation facilities" include motor-cross courses, jeep courses, snowmobile courses and similar facilities.

Open Record Hearing. See Title [21](#), Chapter [21.01](#).

"Open space" means undeveloped land that serves a functional role in the life of the community. This term is further categorized as follows:

- (1) *Common Open Space*. Open space within or related to a development that is not dedicated for public use, but is designed, intended and legally committed for the common use or enjoyment of the residents of the development.

(2) *Pastoral or Recreational Open Space.* Areas that serve active or passive recreation needs, e.g., federal, state, regional and local parks, forests, historic sites, etc.

(3) *Utilitarian Open Space.* Those areas not suitable for residential or other development due to the existence of hazardous and/or environmentally sensitive conditions, which can be protected through open space, e.g., critical areas, airport flight zones, well fields, etc. This category is sometimes referred to as "health and safety" open space.

(4) *Corridor or Linear Open Space.* Areas through which people travel, and which may also serve an aesthetic or leisure purpose. For example, an interstate highway may connect Point A to Point B, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.

"Open space" as referred to in the clustering provisions of this title, means a defined portion of the property on which no residential, commercial, or industrial buildings or structures are located that are valued at more than one thousand five hundred dollars or of a nature that could preclude use of the land for future development once the appropriate zoning, utilities (public water and sewer service) and other infrastructure is in place. Covenants may be required to assure control of noxious weeds, fire hazards, abandoned orchards and other nuisances.

"Outdoor commercial amusements" means those of a permanent nature involving a large assembly of people, such as drive-in theaters, racetracks, rodeos, waterparks, miniature golf courses, fairgrounds, zoos and other similar uses.

"Outdoor living area" means an on-site area of lawn, garden, court, patio, pool or balcony in addition to the required off-street parking areas, driveways, service areas or areas of unstable slope.

"Overnight lodging facility" means a commercial establishment consisting of cabins and/or motel and hotel units in which there are six or more guest rooms for transient lodging accommodations on a daily rate to the general public and may include additional services such as restaurants, meeting rooms, and recreational facilities. This definition does not include mobile homes, camping or recreational vehicles. (Ord. 1634 § 206, 2004.)

P.

"Park" means a public or privately owned area with facilities for active or passive recreation by the public. Parks are further categorized as "active" and "passive." An active park is designed to

accommodate athletic activities, i.e., baseball, golf, soccer, swimming pool, tennis, etc. (two examples are Carlon and Wixson Parks) while a passive park may accommodate some minor athletic activities, i.e., basketball, frisbee, horseshoes, etc. (two examples are Riverside Playland and Palm Parks) its primary purpose is aesthetics and open space.

"Parking facility" means a structure, portion of a structure, or open lot, designed to store motor vehicles. Parking facilities are further categorized as follows:

- (1) *Private*. An accessory structure or an accessory portion of the principal structure, or open area, designed and used only for the shelter or storage of motor vehicles owned or operated by the occupants of the principal structure.
- (2) *Public*. A structure or an accessory portion of the principal structure, or an open lot, other than a private garage, designed and used for the rental of space for the storage of motor vehicles.

"Party of record" means the applicant and any other person who has submitted written comment on an action or proposed action, or who has appeared at a public hearing or public meeting and signed an official register requesting notice of further action.

"Pet" means a domesticated animal kept for pleasure or as a hobby rather than utility including but not limited to: fish, dogs fewer than four, cats fewer than six, hen chickens (no roosters) fewer than five, and rabbits fewer than five.

"Pet day care" means a building or structure in which an agency, person or persons regularly provide care for pets, but not including overnight stays. Uses not meeting this definition shall be considered kennels.

"Planned development" means any development within the City of Selah Urban Growth Area approved under SMC Chapter 10.24 or previous planned development ordinance (i.e., planned residential development, planned commercial development, planned industrial development, and planned mixed-use development).

"Planning commission" means the duly appointed planning commission of the city of Selah.

"Public buildings and uses" means those public or quasi-public buildings and uses of a public works, public service, public safety or public utility nature not defined or listed elsewhere in this title. These buildings and uses characteristically may be hard to locate, need close proximity to utility corridors, require a location within a service area or specific site, or need access onto an arterial or collector

street. Such buildings and uses include, but are not limited to: bus shelters, water towers, park and ride, lots, interpretive centers, rest stops, road maintenance stockpile sites and the like.

"Public facilities" means and include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, storm and sanitary sewer systems, water systems, parks and recreational facilities and schools.

"Public nuisance" means and includes any violation of the provisions of this title. Any violation of this title shall be subject to prevention or abatement in an action at equity to the same extent as are other public nuisances. (Ord. 1634 § 207, 2004.)

R.

"Recycling center" means a facility where discarded household products, such as aluminum and tin cans, glass, paper, plastic, and other similar products are deposited, packaged and stored for future reprocessing.

"Residential care facility" means a facility that is licensed to care for at least five functionally disabled persons.

"Retirement home" means an establishment operated for the purpose of providing domiciliary care for a group of persons who by reason of age are unable to or choose not to provide such care for themselves and who are not in need of medical or nursing treatment except in the case of temporary illness. Also see "Apartment" and "Multifamily dwelling."

"Reviewing official" means administrative official, building official, planning commission, hearing examiner, or the legislative body engaged in any review or approval procedure under the provisions of this title. Reviewing official also includes the planning department when engaged in accepting applications and determining completeness.

"Right-of-way" means land in which the state, county or city owns fee simple title or has an easement dedicated for a transportation or utility use.

RV Park. See "Campground." (Ord. 1634 § 208, 2004.)

S.

"School" means a structure and accessory facilities in which prescribed courses are taught. This definition includes elementary, intermediate, junior high and high schools, but does not include vocational schools.

School, Vocational. "Vocational school" means the commercial use of a structure or land for teaching the arts, crafts, or trades.

"Second hand store" means a retail business that primarily sells used goods such as clothing, household items, books, furniture, appliances and other merchandise not generally considered to be antiques. Also see "antique store."

"Service station with mini-mart" means a facility which combines elements of a convenience store and a gas station. Convenience food items are sold in addition to gasoline and other car products; gas pumps are primarily or completely self-service; does not include minor repair services.

"Service station without mini-mart" means a facility to supply motor fuel and other petroleum products to motor vehicles, including lubrication, and may provide minor repair service and incidental sales of motor vehicle accessories.

"Setback" means the minimum horizontal distance required from the property line to the wall line of a building or structure, except where otherwise specified by this title.

"Sight screen" means a continuous wall, fence, or hedge or combination thereof which obscures vision through eighty percent or more of the screened area.

Sign. See specific sign definitions in Chapter [10.38](#).

"Sign manufacturing and assembly" means the design, manufacturing, and assembly of metal-cased, thermo-formed, wooden, stone, neon, internally lit, or electronic signs.

"Social card room" means a commercial facility, or a portion thereof, open to the general public, in which house-banked social card games are played, as that term is defined by RCW 9.46.0282 (or as the same may be subsequently amended hereafter), or in which other activities occur that constitute gambling and are authorized by the Washington State Gambling Commission under RCW 9.46.070 (or as the same may be subsequently amended hereafter), to the extent that said activities include any gambling activity engaging in the use of, or associated with, slot machines (whether mechanical or

electronic) or any gambling activity engaging in the use of, or associated with, any other electronic mechanism including video terminals.

"Solid waste drop box site" means a location for the placement of a drop box facility for disposal of solid waste and recyclable materials.

"Solid waste transfer station" means a permanent, fixed location for the disposal of solid waste and recyclable materials for transport to a waste handling facility.

Storage Facilities, Bulk. "Bulk storage facilities" means either enclosed or outdoor areas designed for the storage of either large quantities of materials or materials of large size. Includes the storage of vehicles when such storage is not incidental and subordinate to another land use and is not vehicle parking or storage, automotive wrecking/dismantling yards, vehicle sales lots, or agriculturally related industry.

Storage Facilities, Commercial. "Commercial storage facilities" means enclosed storage areas designated as support facilities for commercial activities and used for the storage of retail materials.

Storage Facilities, Self-Service. "Self-service storage facilities" means a commercial facility containing compartmentalized stalls, lockers, or screened outside area designed or used exclusively for storing personal property and/or recreational vehicles with no commercial storage authorized.

Story, Building. "Building story" means that portion of a building included between the surface of any floor and the surface of the floor next above it. If there is no floor above it then the space between such floor and the ceiling next above it shall be considered a story.

"Street" means a public or private right-of-way which affords principal means of access to abutting property.

"Structural alterations" means any change in the supporting members of a building such as foundations, bearing walls, columns, beams, floor or roof joints, girders or rafters, or changes in the roof or exterior lines or configuration of a structure if such change results in the enlargement of the structure.

"Structure" means anything constructed or erected which requires location on the ground or attached to something having a location on the ground, but not including fences or walls used as fences six feet or less in height. (Ord. 1634 § 209, 2004.)

T.

"Tavern or bar" means an establishment providing or dispensing, primarily for on-site consumption, beer, vinous or spirituous liquors. The sale of food products including, but not limited to, sandwiches and light snacks may be secondary to the serving of the aforementioned beverages.

"Technical equipment sales" means the sale of medical, dental, fire suppression, restaurant equipment, etc.

"Towing services" means a service to haul or tow vehicles for service, repair or temporary storage. Any facility except for wrecking yards, storing a vehicle for five or more days shall be considered a "vehicle storage facility."

"Transportation brokerage offices" means establishments primarily engaged in furnishing shipping information and acting as agents in arranging transportation for freight and cargo. (Ord. 1634 § 210, 2004.)

U.

"Urban growth area" (UGA) means the city of Selah Urban Growth Area designated by the board of Yakima County commissioners for urban growth. The Selah UGA is depicted within the comprehensive plan.

"Use" means the activity or purpose for which land or structures or combination of land and structures are designed, arranged, occupied, or maintained together with any associated site improvements. This definition includes the construction, erection, placement, movement or demolition of any structure or site improvement and any physical alteration to land itself including any grading, leveling, paving or excavation. Use also means any existing or proposed configuration of land, structures, and site improvements, and the use thereof.

Use, Class 1, 2, 3. See "Class 1, 2, 3 use."

"Utility services" means electric substations, gas metering stations, sewer lift stations, telephone and communications relay or switching stations, municipal/public water works (including pumping stations and reservoirs), power booster or conversion plants, and similar utility facilities, all with their necessary buildings, apparatus or appurtenances thereto. For purposes of this title, "Utility services" does not

include local transmission and collection lines, pipes, conductors, or utilities located underground. Utility services are not subject to the minimum lot size requirements of the zoning district in which they are located (except as required for domestic water, sewage disposal and soil percolation rates); provided, that they meet all other requirements of the zoning district in which they are located. (Ord. 1634 § 211, 2004.)

V.

"Variance" means a modification of the specific regulations of this title in accordance with the terms of this title for the purpose of assuring that no property, because of special circumstances applicable to it, shall be deprived of privileges commonly enjoyed by other properties in the same vicinity and zone. See Chapter [10.30](#).

"Vehicle storage" means keeping vehicles on a given site that are not actively used by the principal occupants of the site. Does not include automotive wrecking/dismantling yards or vehicle sales lots. (Ord. 1634 § 212, 2004.)

W.

"Waste material processing and junk handling" means a place where waste, discarded or salvaged metal, used plumbing fixtures, discarded furniture and household equipment, and other materials are bought, sold, exchanged, stored or baled, and places or yards for the storage of salvaged materials and equipment from building demolition and salvaged structural steel materials and equipment, but excluding establishments for the processing and sorting of garbage, or for the sale, purchase, storage or dismantling of automotive vehicles and machinery. This definition does not include the processing, storage or disposal of hazardous materials.

"Wastewater spray field" means a field that is irrigated with wastewater or treated sewage. May include storage lagoons utilized solely for storing wastewater before spraying, but not other wastewater treatment facilities. The application of agricultural waste or treated sewage at agronomic rates for soil enhancement or fertilizer purposes is excluded from this definition. Also see "Agriculture."

"Wholesale trade" means those uses primarily engaged in the sale of merchandise to retailers; to industrial, commercial, institutional or professional business users; or to other wholesalers. (Ord. 1634 § 213, 2004.)

"Wineries/Breweries" means a winery or brewery for processing and manufacturing purposes only, with limited wholesale trade incidental to the primary use. Wineries and breweries are categorized as follows:

- A. "Basic" does not have a commercial tasting room or restaurant;
- B. "Resort/destination" has either a commercial tasting room or restaurant. This type of winery or brewery is located on a site larger than five acres in size. It could typically be associated, or compatible with: high density residential, resort lodging, or a bed and breakfast;
- C. "Retail" has either a commercial tasting room or restaurant.

Y.

"Yard" means an open space, other than a court, on a lot, unoccupied and unobstructed from the ground upward. Eaves shall not be considered an obstruction. The maximum projection of eaves, and similar projections, shall not exceed two feet measured from the vertical plane of the exterior wall into the required yard.

Yard, Front. "Front yard" means a yard extending across the full width of the lot, having at no point less than the minimum required horizontal distance between the front lot line and the closest permissible location of a structure. The distance shall be measured by a line at right angles to the front lot line, or by the radial line in the case of a curved front lot line. When a lot lies partially within a planned street indicated on an official plan for such a street, and where such planned street is of the type that will afford legal access to such lot, the depth of the front yard shall be measured from the contiguous edge of such planned street in the manner prescribed in this definition.

Yard, Rear Line of the Required Front. "Rear line of the required front yard" means a line parallel to the front lot line and at a distance therefrom equal to the depth of the required front yard, and extending across the full width of the lot.

Yard, Rear. "Rear yard" means a yard extending across the full width of the lot having not less than the minimum required horizontal distance between the rear property line and the closest permissible location of a structure. The distance shall be measured by a line at right angles to the rear property line, or by the radial line in the case of a curved rear lot line.

Yard, Side. "Side yard" means a yard between a building and the side lot lines extending the full depth of the lot from the rear line of the required front yard, or the front lot line where no front yard is required, to the rear lot line, the width of which side yard shall be measured horizontally from and at right angles to the closest permissible location of a structure.

"Yard sale" means a temporary event for the sale of surplus or unwanted items as an accessory use to a residence or business, in which the event does not exceed three days in duration or occur more than twice per calendar year. A yard sale is considered to be occurring whenever goods are on display with the clear intent for public viewing and purchase, and/or there is a sign that announces or publicizes a yard sale. The term "yard sale" includes garage sales, patio sales, estate sales, and moving sales. "Yard sales" do not include flea markets, junkyards, second hand stores, auction houses, and other sale events not meeting the terms of this definition. (Ord. 1634 § 214, 2004.)

Z.

"Zero lot line" means the location of a dwelling on a lot in such a manner that one of the sides of the dwelling rests directly on a side lot line.

"Zoning district" means a mapped area within the incorporated area of the city of Selah in which certain uses of land and structures are permitted, conditionally permitted and certain land uses are prohibited, and within which a uniform set of regulations apply, as set forth within this title (Synonymous with "Zone.") (Ord. 1634 § 215, 2004.)

The Selah Municipal Code is current through Ordinance 2042, passed February 27, 2018.

Disclaimer: The finance department has the official version of the Selah Municipal Code. Users should contact the finance department for ordinances passed subsequent to the ordinance cited above.

[City Website: selahwa.gov](http://selahwa.gov)

City Telephone: (509) 698-7334
[Code Publishing Company](#)

Permitted Uses By Zoning District	LDSF	R-1	R-2	R-3	B-1	B-2	M-1
Agriculture							
Agriculture*, Horticulture, General Farming (not feedlots* and stockyards)	1						1
Agricultural buildings* used to house livestock (See 10.28.040[a])	1	2					1
Agricultural Chemical Sales & Storage							1
Agricultural Market*						2	1
Agricultural stands* (See 10.28.040[b])	2	2				1	1
Agricultural Related Industries*	3						1
Aquaculture*	2						1
Concentrated Feeding Operation*							2
Floriculture*	1						1
Fruit Bin Sales/Storage	3						1
Winery/Brewery Resort/Destination – On-site agricultural production*	2	3					3
Amusement and Recreation							
Athletic Club*						1	3
Bowling Alley						1	3
Campground	3						3
Game Rooms*, Card Rooms, Electronic Game Rooms*						1	
Golf Courses, Golf Driving Ranges, Clubhouses	3						3
Gymnasiums, Exercise Facilities						1	2
Health/Fitness Club					2	1	3
Speedways, Go-Kart Tracks (See 10.28.040[d])	3					2	2
Miniature Golf Courses						1	
Movie Theaters, Auditoriums, Exhibition Halls						1	
Multi-Purpose Recreational Facility*						2	2
Parks* (Public/Private) Passive	1	2	2	2	1	1	1
Active	2	2	2	2	2	2	2
Ice Skating, Roller Skating, Skate Board Rinks						1	

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Recreational Vehicle Park/Campground* (See 10.28.040(c))	3					1	3
Sports Facility (Indoor)						1	2
Social Card Rooms*						3	
Permitted Uses By Zoning District	LDSF	R-1	R-2	R-3	B-1	B-2	M-1
Community Services							
Cemetery, Mausoleums and Columbariums	3	3					
Churches, Synagogues, Temples	2	2	2	1	1	1	2
Community Center, Meeting Halls, Fraternal Organizations*	2	2	2	1	1	1	2
Community Center Recreational*	3	3	3	2	3	1	2
Convalescent and Nursing Home*			3	1	1	1	
Child/Adult Daycare Facilities*: (greater than six but fewer than thirteen children or adults)	2	2	2	2	3	3	
Child/Adult Daycare Center*: (greater than twelve children or adults)	3	3	3	3	3	3	
Ambulance services					1	1	
Family Home Services*	3	3	3	3	3	3	
Funeral homes					1	1	
Hospitals*						1	3
Correction facilities							3
Libraries, Museums, Art galleries	3	3	3	2	1	1	
Municipal buildings (fire and police stations, city hall, municipal maintenance facilities, other municipal buildings)	3	3	3	3	3	1	1
Schools: Elementary, Middle, Intermediate and High Schools*	3	3	3	3	3	3	
Business and Vocation*, Community colleges					2	2	2
Waste water lagoon and/or sprayfield	3						3
Manufacturing							
Agricultural Product Support*						2	1
Automotive or recreational vehicle parts of any type						2	1
Apparel and accessories						2	1
Bakery products (wholesale)						1	1

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Beverage industry*						2	1
Canning, preserving and/or packaging of fruits, vegetables or other food items							1
Asphalt, cement and/or concrete plants							3
Chemicals (agricultural, industrial, medical, wood)							3
Concrete, gypsum and/or plaster products							3
Confectionery and related products (wholesale)						1	1
Cutlery, hand tools and general hardware						3	1
Pharmaceuticals						2	1
Electrical transmission and distribution equipment						2	1
Community Center, Meeting Halls, Fraternal Organizations*	2	2	2	1	1	1	2
Electronic components and/or accessories						2	1
Engineering, medical, optical, dental and scientific instruments						2	1
Fabricated metal or wood structural components						3	1
Food processing						3	1
Furniture, custom cabinet and/or woodworking shops						2	1
Glass, pottery and related products						2	1
Manufacturing							
Grain mill products						3	1
Heating, air conditioning, wood stoves							1
Leather products						3	1
Leather tanning and finishing						3	1
Machinery and/or equipment not previously listed						2	1
Meat, poultry and/or dairy products							1
Containers – Paperboard, metal, plastic						3	1
Paints, varnishes, lacquers, enamels and allied products							1
Plastic products (other than containers)							1
Printing, publishing and binding (mass printing)						1	1
Recycling, Drop Off/Processing Center						3	1
Sawmill, planing mill, prefabricated structural wood products and containers (pallets, bins)							3
Sheet metal and welding shops						3	1

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Sign Manufacturing and Product Assembly*						1	1
Stone products (includes finishing of monuments for retail sale)						2	1
Transportation and recreational equipment						3	1
Woodworking (cabinets, shelves, etc.)						2	1
Permitted Uses By Zoning District	LDSF	R-1	R-2	R-3	B-1	B-2	M-1
Mining/ Refining/ Off-Site Hazardous Waste Treatment							
Asphalt, roofing material manufacture, rock crushing							3
Mining*, including sand and gravel pits							3
Off-site hazardous waste treatment and storage facilities*						3	3
Residential							
Accessory structure, use or building*	1	1	1	1	1	1	1
Converted Dwelling*	3	3	2	2		2	
Detached single-family dwelling*	1	1	1	1			
Manufactured home*/ Mobile home* (See 10.08.140)	2			2			
Two-family dwelling (duplex)* (See 10.28.040(i))		1(l)	1	1			
Manufactured home parks* (See 10.28.040(e))				3			
Multiple-family dwelling*:							
0 – 5 DUA			2	1		2	
6 – 12 DUA			2	1		2	
12 DUA			3	1		2	
Mixed Use Building*				3	1	1	
Retirement Home/Apartments	3		2	1			
Home occupations* (See 10.28.040(i))							
Minor Home Occupations* (See 10.28.040(ii))	1	1	1	1	1	1	
Major Home Occupations* (See 10.28.040(i))	2	2	2	2	2	1	
Planned Development*	1	1	1	1			
Permitted Uses By Zoning District	LDSF	R-1	R-2	R-3	B-1	B-2	M-1
Retail Trade and Services							
Addressing, mailing and stenographic services					1	1	
Adult business*						3	
Advertising agencies					1	1	
Agricultural Chemical Sales and Storage						2	2

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Animal clinic/hospital*					2	1	1
Animal Training/Pet Daycare*						1	1
Artist's supplies						1	
Auction houses*						2	1
Automotive, truck, mobile/manufactured home and recreational vehicle sales*						1	1
Automotive: Car wash/Detailing					2	1	2
Parking lot and garages						1	
Maintenance and repair shops						1	1
Paint and body repair shops						2	1
Parts and accessories (Tires, batteries, etc.)						1	1
Specialized repair shops (Radiator, engine, etc.)						2	1
Towing services						1	1
Winery/Brewery Basic*					1	1	1
Winery/Brewery Resort/Destination – No on-site agricultural production*	3	3					3
Wrecking and dismantling yard*							3
Bail Bonds					1	1	2
Bed and breakfast inn* (See 10.28.040(g))	2	3			2	1	
Boats and marine accessories						1	1
Building and trade (e.g. plumbing, heating, electrical, painting, etc.)						1	1
Butcher shop						1	1
Coffee Shop (without drive thru)					2	1	2
Commercial Services*						1	2
Convenience Market (with or without gas pumps)						1	1
Delicatessen					1	1	
Espresso stands					2	1	2
Farm and implement, tool and heavy construction equipment						1	1
Farm supplies						1	1
Financial institutions					1	1	3
Fuel Oil Distributors						3	1
Florist (outside display and storage)					1	1	3

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Fuel distributors						2	1
Furniture, home furnishings, appliances						1	3
General hardware, garden equipment and supplies						1	1
General Retail Sales (not otherwise regulated)*						1	3
Hair care					1	1	
Heating and plumbing equipment store						1	1
Heavy equipment storage*, maintenance and/or repair						2	1
Kennels* (See 10.28.040(j))	3					1	2
Laundries, Laundromats and dry cleaning plants						1	1
Liquor and wine stores						1	
Locksmiths and Gunsmiths						1	1
Lumber yards						1	1
Manufactured Home and Travel Trailer Sales						3	1
Massage Therapy/Spa*						1	1
Mixed Use Buildings Residential/Commercial					2	1	1
							3
Motels* and hotels*						1	
Night Clubs/Dance Establishments						1	3
Nursery*	2					1	1
Offices and Clinics					1	1	3
Office Contractor Building and Trade (Plumbing, Heating, Electrical, and Painting)					1	1	1
Pawn Broker						2	1
Radio/T.V. studio					2	1	2
Recycling Drop-Off Center*						2	1
Rental: Auto, Truck, Trailer, Fleet Leasing Services with Storage						1	1
Rental: Heavy Equipment (except automotive) with Storage							1
Rental: Heavy Equipment (except automotive) with Storage							1
Repair services: small appliances, TV's, business machines,watches, etc.						1	1
Re-upholstery and furniture						1	1
Small engine and garden equipment						1	1

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Welding						1	1
Restaurants, cafes, drive-in eating facilities					1	1	3
Seamstress Tailor					1	1	3
Service stations* and fuel sales						1	1
Shooting ranges						3	1
Signs. Printed, Painted or Carved						2	1
Tavern or bar*						2	1
Technical Equipment Sales						1	1
Truck stops, truck service stations and shops						2	1
Waste material processing and junk handling*							
Junk handling							1
Recycling							1
Waste material processing							1
Transportation							
Bus and taxicab terminals, dispatch office, storage and maintenance facilities						1	1
Transportation brokerage offices*:							
No truck parking					1	1	1
With truck parking						1	1
Contract truck hauling, rental of trucks with drivers						1	1
Air, rail, truck terminals (for short term storage, office, etc.)						1	1
Railroad switch yard, maintenance and repair facilities							1
Utilities							
Communication towers* (See 10.28.040(h))	3	3	3	3	3	3	2
Refuse transfer station							3
Sewage treatment plants, wastewater lagoons and sprayfields, and bio-solid composting							1
Utility substations (electric, telephone, gas, etc.)	3	3	3	3	3	3	1
Water Reservoirs Associated with Subdivision/Planned Development	Permitted as infrastructure to support proposed Subdivision/Planned Development						
Pumping stations Associated with Subdivision/Planned Development	Permitted as infrastructure to support proposed Subdivision/Planned Development						

Water reservoirs	3	3	3	3	3	3	1
Pumping stations	3	3	3	3	1	1	1
Wholesale Trade-Storage							
Self Service or mini storage* (See 10.28.040(k))						1	1
Warehouses* and storage facilities						2	1
Wholesale trade						2	1

Chapter OFF-STREET PARKING AND LOADING

10.34

Sections:

- 10.34.010 Purpose.**
- 10.34.020 Off-street parking spaces to be provided.**
- 10.34.030 General provisions.**
- 10.34.040 Ingress and egress provisions.**
- 10.34.050 Parking space design standards.**
- 10.34.060 Location of required spaces.**
- 10.34.070 Required improvement and maintenance of parking areas.**
- 10.34.080 Required landscaping of parking areas.**
- 10.34.090 Lighting.**
- 10.34.100 Plot plan required.**
- 10.34.110 Existing uses.**
- 10.34.120 Exemption.**

10.34.030 General provisions.

(a) It shall be a continuing obligation of the owner of property, for which parking spaces are required by this chapter, to provide the required off-street parking and loading facilities. Building permits or other permits will be issued only after receipt by the building official of a site plan drawn to scale showing the location of permanent parking and loading facilities.

- (b) Required parking spaces shall be available for parking of vehicles of residents, customers, patrons and employees only, as the case may be, and shall not be used for storage of vehicles or materials or for the parking of vehicles used in conducting the business or use to which the property is put, and shall not be used for the sale, repair or servicing of any vehicle.
- (c) Off-street parking and loading facilities shall be provided prior to occupancy of any structure hereafter built or enlarged, or prior to a change in the use of any land.
- (d) Any use of property which, on the effective date of this chapter is nonconforming as to the regulations relating to off-street parking facilities, may continue to be used in the same manner as if the parking facilities were conforming. Such existing parking facilities shall not be further reduced.
- (e) Off-street parking spaces existing on the effective date of this chapter and actually being used for the parking of automobiles or other motor vehicles in connection with the use of an existing building shall not be reduced in number or size during the entire life of such building or land use below that which would be required for a new building or land use of a similar type constructed or commenced after the effective date of this chapter.
- (f) The required front yard in the Multiple-Family Residential (R-3) zone shall not be utilized for off-street parking unless the three-foot strip nearest the front property line is landscaped and a two-foot high concrete, masonry or decorative block wall or wood fence or solid landscaping screen is provided.
- (g) Parking space shall mean a space meeting the design standards set forth in Table 34-A.
- (h) Requirements for a building or use not specifically listed in this schedule shall be determined by the administrative official based upon the requirements of the most current edition of the Institute of Transportation Engineers Parking Generation Manual and similar uses.
- (i) In computing the number of required or available spaces to determine compliance with requirements of this section the following means of computation shall be applied:
 - (1) *Computation of Required Spaces.* When a building or use is planned or constructed in such a manner that a choice of parking requirements could be made the use, which requires the greatest number of parking spaces, shall govern.
 - (2) *Fraction.* If the number of off-street parking spaces required contains a fraction such number shall be changed to the nearest higher whole number.

(3) *Mixed Uses.* When several uses occupy a single structure or lot the total required parking spaces shall be the sum of the requirements of the individual uses, or the applicant may request that the Administrative Official utilize the Mixed-Use/Multi-Use Parking Demand Data of the Institute of Transportation Engineers to propose a modified parking standard.

(4) *Dual Uses.* None of the provisions of this chapter shall be construed or applied so as to prevent the dual use of parking facilities for the times during which uses are not conflicting. For the purpose of computing the number of parking spaces available through the dual use of parking facilities, the following considerations, rules and regulations shall be applied:

(A) The building or use for which the application is made for authority to utilize existing off-street parking facilities provided by another building or use shall be located within three hundred feet of such parking facilities.

(B) The applicant shall show that there is no substantial conflict in the principal operating hours for the buildings or uses for which the dual use of off-street parking facilities is proposed.

(C) Parties concerned in the dual use of off-street parking facilities shall file with the city written evidence of an agreement for dual use.

(D) Up to fifty percent of the parking facilities required by this chapter for a use considered to be primarily a daytime use may be provided by a use considered to be primarily a nighttime use; up to fifty percent of the parking facilities required by this chapter for a use considered to be primarily a nighttime use may be provided by a use considered to be primarily a daytime use; provided, up to one hundred percent of the parking facilities required by this chapter for a church or for an auditorium incidental to a public or parochial school may be supplied by parking facilities of a use considered to be primarily a daytime use. For purposes of this subsection, and as a standard for applying the provisions of this section, the following uses are considered to be primarily daytime uses: banks, business and financial offices, manufacturing uses, and the following uses are considered to be typical nighttime and/or Sunday uses: auditoriums, incidental to a public or parochial school, church, dance hall and theater. (Ord. 1634 § 129, 2004.)

(E) *Compact Car Parking.* For parking areas with ten or more required parking spaces, up to fifteen percent of the required number of off-street parking spaces may be designed for compact car parking. Compact spaces shall be no less than eight feet by seventeen feet and

each space must be labeled individually with appropriate signage, and a durable pavement marking "Compact."

Chapter 10.34, Table 34-A

Table Of Parking Space Minimum Design Standards

Angle of Parking (Degrees)	One-Way Maneuvering Lane Width (Feet)	Two-Way Maneuvering Lane Width (Feet)	Parking Stall Width (Feet)	Parking Stall Length (Feet)
Parallel to 29	12	20	9	23
30 – 53	12	20	9	16
54 – 75	15	20	9	18
76 – 90	18	24	10	20

(Ord. 1634 § 138, 2004.)

Table 34-1 Parking spaces required.

The number of off-street parking spaces required for various uses shall not be less than as required in Table 34-1, or for uses not listed in this table the most current edition of the Institute of Transportation Engineers Parking Generation Manual:

City of Selah Zoning Ordinance, Title 10, Chapter34, Table 34-1	
Activity	Parking Standards
Agricultural Services	
Agriculturally Related Industries: Packing, Processing Plants	One space for each 300 sq. ft. of GFA

City of Selah Zoning Ordinance, Title 10, Chapter 34, Table 34-1	
Activity	Parking Standards
Storage Facilities	Two spaces for the first 1,000 sq. ft. of GFAGFA plus one space for each additional 3000 sq. ft. of GFAGFA
Amusement and Recreation	
Athletic Club*	3.55 spaces per 1,000 sq. ft. of GFA
Auditoriums, Exhibition Hall	One space for each 100 sq. ft. of GFA
Billiard Hall	6.56 stalls per 1,000 sq. ft. of GFA and 2.89 stalls per billiard
Bowling Alley	5.02 spaces for each lane
Exercise Facility/Health/Fitness Club	5.27 spaces per 1,000 sq. ft. of GFA
Game Room, Card Room, Electronic Game Rooms	5.81 spaces per 1,000 sq. ft. of GFA and 0.34 spaces per gaming positions.
Golf Course	8.68 spaces per hole
Gymnasiums	One space for each 1,000 sq. ft. of GFA
Health/Fitness Club*	5.27 spaces per 1,000 sq. ft. of GFA
Horse Racing Track, Speedway, Grandstands	One space for each three fixed seats or 54 inches of bench seating
Ice Skating, Roller Skating, Skate Boarding (indoor)	sq. ft. 5.8 spaces per 1,000 of GFA
Movie Theater (see ITE Parking Generation Manual for Multiplex Movie Theater*)	.26 spaces per seat
Multi-Purpose Recreational Facility*	1.78 spaces per golf hole; and 10.67 spaces per 1,000 sq. ft. of GFA; and 16.00 spaces per acre

City of Selah Zoning Ordinance, Title 10, Chapter 34, Table 34-1	
Activity	Parking Standards
Park: City (10 acres or less)	2.80 spaces per acre
Park: City (more than 10 acres)	5.10 spaces per acre
Soccer Complex	58.80 spaces per field
Swimming Pools	One space for each 150 sq. ft. of water surface area
Tennis Courts Indoor and Outdoor (outside of a park or multipurpose recreational center)	3.56 spaces per court
Water Slide Park	84.5 spaces per acre
Community Services	
Churches, Synagogues, and Temples	sq. ft. 8.37 spaces per 1,000 sq. ft. of GFA
College Community	0.18 spaces per student
College University	0.22 spaces per student
Community Center Recreational*	3.20 Vehicles per 1,000 sq. ft. of GFA
Convalescent, Adult Care Center, Nursing and Group Homes	0.35 spaces per bed
Convention Center	0.44 spaces * maximum occupant load
Fire and Police Stations	One space for each 200 sq. ft. of GFA
Halfway House (detention center)	One space for each two beds
Hospital	3.95 spaces per 1,000 sq. ft. of GFA
Schools: Elementary	0.17 spaces per student. Parking for schools shall be determined at the time of construction and shall be based upon maximum occupancy of the structure(s). Any additional construction or placement of portables shall

City of Selah Zoning Ordinance, Title 10, Chapter 34, Table 34-1	
Activity	Parking Standards
	require recalculation of the maximum occupancy and the addition of parking stalls accordingly.
Schools: High School	0.09 spaces per student (see note above for calculation of parking stalls)
Schools: Middle/Junior High	0.09 spaces per student (see note above for calculation of parking stalls)
Schools: Private School (K-12)	0.40 spaces per student
Juvenile Detention Center	One and a half spaces for each bed
Mosque	17.32 spaces per 1,000 sq. ft. of GFA
Museums, Art Galleries	sq. ft. 1.32 spaces per 1,000 sq. ft. of GFA
Preschools, Child Care Centers	3.16 spaces per 1,000 sq. ft. of GFA
Libraries	2.61 spaces per 1,000 sq. ft. of GFA
Vocational Schools	One space for each 400 sq. ft. of GFA
Light Industrial Uses (not otherwise provided in this table)	
General Light Industrial	0.75 spaces per 1,000 sq. ft. of GFA
Industrial Park	1.27 spaces per 1,000 sq. ft. of GFA
Manufacturing (Mass Production)	
Manufacturing	1.02 spaces per 1,000 sq. ft. of GFA
Residential	
Assisted Living	0.41 per dwelling unit

City of Selah Zoning Ordinance, Title 10, Chapter 34, Table 34-1	
Activity	Parking Standards
Continuing Care Retirement Community	1.0 spaces per dwelling
Single-Family Dwelling	Three spaces
Two-Family Dwelling	Six spaces
Multiple-Family Dwellings:	
Three to Four Units	Nine spaces
Five Units	1.20 spaces per dwelling unit
Six Units or More	1.37 spaces per dwelling unit
Retirement home	One space for each dwelling unit
Retail Trade and Services	
Addressing, Mailing and Stenographic Services	One space for each 300 sq. ft. of GFA
Advertising Agencies	One space for each 300 sq. ft. of GFA
Animal Hospital/Veterinary Clinic	1.6 spaces per 1,000 sq. ft. of GFA and 1.4 vehicles per employee
Apparel/Clothing Store	2.13 spaces per 1,000 sq. ft. of GFA
Automobile, Truck, Mobile/Manufactured Home, Recreational Vehicle Sales	One space for each 500 sq. ft. of showroom and one space for each 1,000 sq. ft. of retail sales floor area
Automotive: Automobile Maintenance and Service Shop	Two spaces per service area including work bays
Automotive: Car Wash	Six spaces per wash bay
Automotive: Parts and Accessories	2.25 spaces per 1,000 sq. ft. of GFA
Automotive: Car Wash, Self-Service	One space for each 1,000 sq. ft. of GFA
Automotive: Paint and Body Shops	Two space per service area including work bays

City of Selah Zoning Ordinance, Title 10, Chapter 34, Table 34-1	
Activity	Parking Standards
Automotive: Specialized repair shop (brakes, radiator, etc)	Two space per service area including work bays
Automotive: Tire Store	4.17 spaces per 1,000 sq. ft. of GFA
Automotive: Wrecking and dismantling	One space for each 500 sq. ft. of GFA
Bank/Financial Institution	One space for each 200 sq. ft. of GFA
Bank/Financial Institution Drive-in	4.00 stalls per 1,000 sq. ft. of GFA
Beauty and barber shops	One space for each 75 sq. ft. of GFA
Bed and breakfast inn	One space for each guest room
Book Store	0.89 spaces per 1,000 sq. ft. of GFA
Building and Contractors Office	One space for each 800 sq. ft. of GFA
Carpet Store	1.79 spaces per 1,000 sq. ft. of GFA
Coffee/Donut Shop (without drive-through window)	14.44 spaces per 1,000 sq. ft. of GFA
Coffee/Donut Shop (with drive-through window)	10.40 spaces per 1,000 sq. ft. of GFA
Copy, Print and Express Shipping Store	3.00 spaces per 1,000 sq. ft. of GFA
Convenience Market*	3.11 spaces per 1,000 sq. ft. of GFA
Convenience Market (with gas pumps)	8.38 spaces per 1,000 sq. ft. of GFA
Discount Club*	2.90 spaces per 1,000 sq. ft. of GFA
Drug Store with Drive-Through Window	2.39 spaces per 1,000 sq. ft. of GFA
Drug Stores without Drive-Through Window	2.94 spaces per 1,000 sq. ft. of GFA
Dry Cleaners	1.40 stalls per 1,000 sq. ft. of GFA

City of Selah Zoning Ordinance, Title 10, Chapter 34, Table 34-1	
Activity	Parking Standards
Electronics Store	3.03 spaces per 1,000 sq. ft. of GFA
Farm supplies	One space for each 800 sq. ft. of GFA
Furniture, home furnishings, appliances	1.04 spaces per 1,000 sq. ft. of GFA
Sporting Goods Store	1.78 spaces per 1,000 sq. ft. of GFA
Home Improvement Store	3.19 stalls per 1,000 sq. ft. of GFA
Heating, air conditioning, plumbing equipment store	One space for each 400 sq. ft. of GFA
Heavy equipment, farm equipment sales and repair	One space for each 300 sq. ft. of GFA
Hotel	1.20 spaces per room
Hotel: Business	.66 spaces per room
Hotel: Resort	1.29 spaces per room
Household appliances, furniture, small engine, TV repair	One space for each 300 sq. ft. of GFA
Liquor store	2.98 spaces per 1,000 sq. ft. of GFA
Lumber Yard/Building Materials	One space for each 400 sq. ft. of GFA of structure and storage area
Nursery	One space for each 400 sq. ft. sq. ft. of structure and permanent outside display and sales area
Medical: Dental Laboratories and Offices	3.20 spaces per 1,000 sq. ft. of GFA
Medical: Surgery Center	5.67 per operating room
Medical: Clinics	4.94 spaces per 1,000 sq. ft. of GFA
Motels	0.71 spaces per room

City of Selah Zoning Ordinance, Title 10, Chapter34, Table 34-1	
Activity	Parking Standards
Multiple Use Shopping Center: Two or more structures or uses within an single-building with shared parking:	4.67 spaces per 1,000 sq. ft. of GFA
Office Supply Store	0.61 spaces per 1,000 sq. ft. of GFA
Paint, glass and wallpaper store	One space for each 400 sq. ft. of GFA
Pet Supply Store	1.17 spaces per 1,000 sq. ft. of GFA
Post Office	33.20 spaces per 1,000 sq. ft. of GFA and 2.01 spaces per employee
Professional office building for accountants, attorneys, engineers, government, etc.	4.15spaces per 1,000 sq. ft. of GFA
Radio/TV Studios and Offices	One space for each 300 sq. ft. of GFA
Real Estate Office	One space for each 200 sq. ft. of GFA
Residential Mini-Storage	One space for each 300 sq. ft. of GFA of office space
Restaurant, Cafe (sit down)	16.41 spaces per 1,000 sq. ft. of GFA
Restaurant Fast-Food (without drive-through window)	12.40 spaces per 1,000 sq. ft. of GFA

City of Selah Zoning Ordinance, Title 10, Chapter34, Table 34 -1	
Activity	Parking Standards
Restaurant Fast-Food (with drive-through window)	9.98 spaces per 1,000 sq. ft. of GFA
Retail service establishments listed or not listed in Chapter10.28, Table A but not listed in this table	One space for each 300 sq. ft. of GFA
Retail trade establishments listed in or not listed in Chapter10.28, Table A but not listed in this table	
Less than 4,000 sq. ft. of GFA	One space for each 300 sq. ft. of GFA
4,001 to 10,000 sq. ft. of GFA	One space for each 350 sq. ft. of GFA
10,001 to 25,000 sq. ft. of GFA	One space for each 400 sq. ft. of GFA
Greater than 25,000 sq. ft. of GFA	Three space for each 1,000 sq. ft. of GFA
Service Station with or without Convenience Market	0.75 spaces per fueling position
Shoe sales, repair or shine	One space for each 300 sq. ft. of GFA
Supermarket	3.92 spaces per 1,000 sq. ft. of GFA
Tavern, bar, dine-drink-dance establishments	One space for each 75 sq. ft. of GFA
Toy/ Children's Store	1.94 spaces per 1,000 sq. ft. of GFA
Waste material processing and junk handling	One space for each 500 sq. ft. of GFA
Transportation	
Bus terminal, dispatch office, storage and maintenance facility	One space for each 500 sq. ft. of GFA
Air, rail and truck terminal	One space for each 300 sq. ft. of GFA
Taxicab terminal, dispatch office, storage and maintenance facility	One space for each 300 sq. ft. of GFA

City of Selah Zoning Ordinance, Title 10, Chapter34, Table 34-1	
Activity	Parking Standards
Utilities	
Utility services	One space for each 800 sq. ft. of GFA
Wholesale Trade	
Warehousing	0.51 spaces per 1,000 sq. ft. of GFA
Wholesale trade	Two space for first 1,000 sq. ft. of GFA plus one space for each additional 3000 sq. ft. of GFA

Abbreviations/Symbols: GFA – Gross Floor Area sq. ft. – Square Feet

(Ord. 1634 § 139, 2004.)

The Selah Municipal Code is current through Ordinance 2012, passed January 10, 2017.

Disclaimer: The finance department has the official version of the Selah Municipal Code. Users should contact the finance department for ordinances passed subsequent to the ordinance cited above.

[City Website: selahwa.gov](http://selahwa.gov)

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This document contains draft revisions to Title 10 of the Selah Municipal Code consistent with the recommendations of the Selah Central Urban Area Sub-Area Plan. These revisions are highlighted in underline and strikeout format and are subject to review by the City Planning Commission, as well as public review and comment, and final review by the City Council. The following revisions are provided to illustrate how the Sub-area plan would be implemented and will not go into effect until adopted by the City Council. For more information on the status of these potential revisions, please contact Selah Planning Director Jeff Peters at (509)698-7365 or jeff.peters@selahwa.gov.

Title 10 - ZONING

Chapter 10.08 - GENERAL ZONING DISTRICT REGULATIONS

Sections:

10.08.010 - General development standards.

The regulations established in this title within each zoning district shall be minimum regulations and shall apply uniformly to each class or kind of structure or land, except as hereinafter provided:

- (1) No building, structure or part thereof shall hereafter be erected, constructed, reconstructed, moved or structurally altered unless in conformity with all of the regulations specified in this title for the zoning district in which it is located.
- (2) No buildings or structures shall encroach on any easement or right-of-way.
- (3) No part of a yard, or other open space, or off-street-parking or loading space required about or in connection with any building for the purpose of complying with this title shall be included as part of a yard, open space or off-street parking or loading space similarly required for any other building.
- (4) No yard or lot existing at the time of passage of this title shall be reduced in dimension or area below the minimum requirements set forth in this title. Yards or lots created after the effective date of this title shall meet at least the minimum requirements established by this title.
- (5) All structures and uses require connection to public water and sewer systems where available. If public sewer and/or water service is not available to serve a proposed project the proponent shall extend such service, unless the reviewing official and all other appropriate agencies authorize the use of interim systems. When interim systems are authorized, the following may be required:
 - (A) "Double plumbing" dry line sewers to connect the structure or use's on-site system to a public sewer when it becomes available;
 - (B) Dry line sewer installation when the city provides construction elevations in sufficient detail to ensure that the dry lines will be able to function;
 - (C) Installation of an interim community sewer system which shall be managed and/or owned by an approved satellite management agency;
 - (D) Permanent or interim community water supply system shall be managed and/or owned by an approved satellite management agency;
- (6) Uses allowed within a zoning district are specifically those listed as Class 1 permitted, Class 2 administrative or Class 3 conditional uses within Chapter 10.28, Table A.

10.08.020 - Lot depth-to-width requirements.

Every lot created or modified shall not exceed a maximum four to one (4:1) depth-to-width ratio unless the reviewing official determines, based on evidence provided by the applicant, that a different configuration more appropriately meets the intent of the specific zoning district and the comprehensive plan.

10.08.040 - Lot coverage.

Principal and accessory structures shall not occupy or cover a greater percentage of a lot than allowed in Table 8-1:

Chapter 10.08 Table 8-1 Maximum Lot Coverage

Maximum lot coverage for both principal and accessory structures					
Zoning district					
LDSF	R-1	R-2	R-3	B-2	M-1
35 percent	35 percent	50 percent	80 percent*	100 percent	100 percent

* Lot coverage includes both principal and accessory structures and parking area. Twenty percent of the total lot area shall be dedicated exclusively to landscaping and greenery.

** Lot coverage includes both principal and accessory structures and parking area. Twenty percent of the total lot area shall be dedicated exclusively to landscaping and greenery; provided, however, where an owner allocates more than the required off-street spaces (an allocation in excess of one additional space) for off-street parking, the required amount of landscaping and greenery may, at the discretion of the administrative official, be reduced by the square footage of the additional off-street parking but the amount of landscaping and greenery shall in no event be less than ten percent of the lot area.

10.08.090 - Setbacks from property lines.

Chapter 10.08, Table 8-3 Principal Structure Setbacks

Required Principal Structure Setbacks From Property Lines						
Zoning District						
	LDSF	R-1	R-2	R-3	B-2	M-1
Front Yard Setback	20 feet	20 feet	20 feet	15 feet	15 feet***	0 feet***
Side Yard Setback*	10 of lot width with a 5 ft. minimum and 8 ft. maximum**	10% of lot width with a 5 ft. minimum and 8 ft. maximum**	10% of lot width with a 5 ft. minimum and 8 ft. maximum**	10% of lot width with a 5 ft. minimum and 8 ft. maximum**	0 feet***	0 feet***
Rear Yard Setback	20 feet	20 feet	20 feet	15 feet	0 feet***	0 feet***

* Corner lots shall provide a side yard setback equal to the minimum required front yard setback

** Structures exceeding one story shall provide a minimum side yard setback of eight feet on each side of the structure. With the exception of commercial buildings.

*** All lot boundaries abutting a residential zoning district shall be effectively sight-screened by a tight fence or wall or by a combination of fencing and landscaping except as limited by vision triangle requirements

10.08.160 - Buffering requirements for commercial and industrial uses.

Any commercial or industrial use, including any outdoor storage area, which abuts property zoned for residential purposes shall provide either:

- (1) A maintained landscape planting or screening at least ten feet in width between such use and the adjacent residential zoning district. Within the landscaped area shall be placed lawn, ground cover, trees, hedges, evergreens, shrubbery or other suitable plantings; or
- (2) A six foot high wall or slatted fence obscuring visibility a minimum of ninety percent. This option is not available if any proposed wall would be located within a public utility easement.

The purpose of the landscaped planting or wall is to protect the character of the adjacent residential zoning district and to minimize impacts on adjacent residential uses.

A buffering plan shall be submitted and reviewed as part of the Class 1, II or III application.

Chapter 10.20 - GENERAL BUSINESS (B-2) ZONING DISTRICT

Sections:

10.20.010 - Purpose.

The general business (B-2) zoning district is established to provide for the day-to-day convenience shopping and service needs of persons residing in nearby residential areas. It is intended that all business establishments shall be retail, wholesale or service establishments and where all goods produced on the premises are sold at retail. The B-2 zoning district is located where urban governmental services are either available or can be extended by the proponent to facilitate the project at no public cost. Urban development standards shall be required for B-2 developments meeting the city's minimum urban standards.

10.20.020 - Class 1 permitted, Class 2 administrative and Class 3 conditional uses.

Class 1 permitted, Class 2 administrative and Class 3 conditional uses, as listed in Chapter 10.28, Table A. Particular emphasis shall be given to ensuring that B-2 uses and land divisions will facilitate future urban development and extension of utilities. No open space in this zoning district may be used for the storage, display, or sale of merchandise; used vehicles or equipment except as authorized pursuant to this title.

10.20.030 - Lot size and density.

- (a) The minimum lot size requirements for any newly created lot (including lot line adjustments) in this district is seven thousand two hundred sq. ft.
- (b) Proposed B-2 development shall ensure adequate setbacks, buffering of adjoining uses and sensitivity to its physical features. Lot sizes shall be increased to accommodate specific uses, lot coverage, setbacks, access, landscaping, and other requirements as provided in this title.

Chapter 10.22 - INDUSTRIAL (M-1) ZONING DISTRICT

Sections:

10.22.010 - Purpose.

The industrial (M-1) zoning district is established to preserve areas for industrial and related uses of such a nature that they do not create serious problems of compatibility with other kinds of land uses, and to make provisions for certain kinds of commercial uses which are most appropriately located as neighbors of industrial uses. The industrial district is located principally, but not exclusively, along arterials or adjacent to railroad rights-of-ways, and may possess varying levels of public service and utility needs which affect the timing and intensity of development that may be approved.

10.22.020 - Class 1 permitted, Class 2 administrative and Class 3 conditional uses.

Class 1 permitted, Class 2 administrative and Class 3 conditional uses, as listed in Chapter 10.28, Table A.

- (1) Particular emphasis shall be given to ensuring that industrial uses and land divisions will facilitate future industrial development and the future extension of utilities.
- (2) No open space in this zoning district may be used for the storage, display, or sale of used vehicles or equipment.

10.22.030 - Lot size.

- (a) The minimum lot size requirements for any newly created lots (including lot line adjustments) in this district is one-half acre.

- (b) The minimum lot size herein specified is based on municipal water and sewer service availability.
- (c) Proposed industrial development shall ensure adequate setbacks, buffering of adjoining uses and sensitivity to physical features. Lot sizes shall be increased to accommodate specific uses, lot coverage, setbacks, access, landscaping, and other requirements as provided in this title.

Chapter 23 Mixed-Use Overlay Zones

10.23.010 Purpose

The purpose of the Mixed-Use Overlay Zones is to promote redevelopment, more intensive uses, and mixed use developments near the center of the city, in accordance with the provisions of the Selah Central Urban Area Sub-Area Plan.

10.23.020 Mixed-Use Overlay Zones Established

The following mixed-use overlay zones are established, as depicted on the Official Zoning Map:

- (a) South Third Street Overlay Zone: Generally, those properties fronting the east side of South Third Street from Selah Avenue to Southern Avenue.

- (b) Central Overlay Zone: Generally, those properties east of North First Street, west of North Wenas Road, fronting on or south of East Home Avenue, and fronting on or north of East Orchard Avenue.

10.23.030 South Third Street Overlay Zone Development Standards.

As an alternative to the existing development standards applicable to these properties, the following mixed-use standards may be applied:

- (a) Permitted Uses.

- (1) All existing, legally established uses may continue as conforming uses.
- (2) All uses permitted in the underlying zoning district may be approved.
- (3) In addition, the uses permitted in the B-2 General Business Zone may be approved, provided that all provisions of this chapter are met.

- (b) Mixed Uses. Mixed-use commercial and residential developments may be permitted, provided that:

- (1) In mixed use buildings fronting a City street, commercial uses must be on the ground floor.

- (c) Innovative housing design. Innovation in housing design is encouraged in order to provide affordable housing and a variety of housing opportunities. This may include, but is not limited to cluster housing, duplexes, tri-plexes, attached common wall housing, and live/work spaces, provided that:

- (1) All buildings fronting on South Third Street must be oriented to and facing the street.
- (2) No blank walls shall be facing South Third Street.
- (3) The maximum density standards may be waived provided that all development activities conform with building height, setback, and lot coverage requirements of the underlying zone.
- (4) All required parking shall be provided on-site, no on-street parking shall be permitted.

10.23.040 Central Area Overlay Zone Development Standards.

As an alternative to the existing development standards applicable to these properties, the following mixed-use standards may be applied:

- (a) Permitted Uses.
 - (1) All existing, legally established uses may continue as conforming uses.
 - (2) All uses permitted in the underlying zoning district may be approved.
 - (3) Uses permitted in the B-2 General Business Zone may be approved on properties with the underlying zoning of R-2, Two-Family Residential, provided that all provisions of this chapter are met.
- (b) Mixed Uses. Mixed-use commercial and residential developments may be permitted, provided that:
 - (1) In mixed use buildings fronting a City street, the commercial uses must be on the ground floor.
- (c) The maximum density standard, building height, setback, and lot coverage requirements of the underlying zone may be waived for new commercial and mixed-use developments.
 - (1) It is strongly encouraged that required on-site parking for employees and residents be accessed from the alley.
- (d) All required parking shall be provided on-site, except that this provision may be waived for new commercial and mixed-use developments if:
 - (1) A shared parking agreement has been approved by the City; or
 - (2) A voluntary in lieu of payment to provide the required parking in a public or cooperative parking facility has been approved by the City; and/or
 - (3) A determination has been made by the City that adequate on-street parking exists to reasonably serve the new development.

Chapter 10.28 - PERMITTED, ADMINISTRATIVE AND CONDITIONAL USES

Sections:

10.28.020 - Land use table.

- (a) Chapter 10.28, Table A, lists those uses which may be permitted through Class I, II or III review in the various zoning districts defined in this title. **Uses not listed in Chapter 10.28, Table A, are not permitted uses.** Proposed uses not listed in Chapter 10.28, Table A, may be considered as a similar use in accordance with Section 10.28.030, Similar uses. In addition to Chapter 10.28, Table A, reference to the individual zoning districts and, where indicated, the regulatory notes contained in Section 10.28.040 and definitions in Title 10, Appendix A, is necessary in order to determine if any specific requirements apply to the listed use.

- (b) Land uses not specifically permitted in Table A are not permitted uses within any zoning district within the city of Selah unless authorized through the similar use process set forth in this chapter.

10.28.040 - Regulatory notes.

The following regulatory notes correspond to the uses listed in Chapter 10.28, Table A:

- (f) The first floor of mixed (residential and commercial) use along the street frontage must be used for commercial uses. Dwelling units may be located above the first floor or to the back of the building. The proposal must be served by a municipal water supply and sewage disposal system. The mixed use shall provide sufficient off-street parking to accommodate the mixed uses in accordance with Chapter 10.34.

Chapter 10.30 - ADMINISTRATIVE ADJUSTMENTS AND VARIANCES

Sections:

10.30.010 - Purpose.

This chapter establishes procedures, review criteria and authority for: administratively adjusting development standards of this title; approving modifications to previously approved uses; and in limited circumstances, allowing variance from the requirements of this title.

10.30.020 - Administrative adjustment of standards.

- (a) Administrative adjustment of certain development standards may be authorized by Class 2 review to provide flexibility in the administration of this title. Class 3 review is required for administrative adjustments involving Class 3 uses.
- (b) A particular standard may be reduced, modified, or met through alternative methods if the administrative official finds that the adjustment, reduction, and/or alternative method is consistent with:
 - (1) The intent and purposes of the specific zoning district and the particular standard being adjusted;
 - (2) Balancing the flexibility of the adjustment with the health, safety and general welfare of individual neighborhoods and the community;
 - (3) Coordinating development with adjacent land uses and the physical features of the site;
 - (4) Maintaining the minimum adjustment necessary to accommodate the proposed use;
 - (5) The facilitation of in-fill, redevelopment, and/or mixed use development; and
 - (5) The adjustment is of distinct and direct benefit to the adjoining property owners and the community at large.
- (c) The administrative official may approve, modify, deny, or impose conditions of approval, as authorized in Chapter 10.06.040.
- (d) The administrative official shall not have the authority through the administrative adjustment process to reduce the requirements for:
 - (1) Minimum lot size;
 - (2) Increase the height of buildings or structures, as limited in Chapter 10.08;
 - (4) Manufactured home parks, as set forth in Chapter 10.26;
 - (5) Home occupations, as set forth in Chapter 10.28, Table A and Appendix A;
 - (6) The requirements set forth in other titles of the Selah Municipal Code.
- (e) Where specific procedures and criteria are provided elsewhere in this title for reducing or modifying the requirements of this title, the administrative official shall not accept an adjustment application for processing.

10.34.020 - Off-street parking spaces to be provided.

When a new structure is constructed or an existing structure is enlarged, or when the use of an existing structure is changed, off-street parking and loading spaces shall be provided according to the standards set forth in Chapter 10.34, Table 34-1. If a structure, existing on the effective date of this chapter, is enlarged so as to require additional parking spaces to conform to requirements of this chapter, such additional parking spaces shall be provided; however, the number of such additional spaces shall be computed with regard only to the extent of the enlargement, regardless of whether or not the number of previously existing spaces satisfies the requirements of this chapter.

- (a) Existing parking deficits of legally established uses assigned to existing structures shall be allowed to continue even if a change of use occurs; provided, that in the judgment of the City the new use would not necessitate more parking spaces than the previous use.
- (b) All required parking shall be provided on-site unless:
 - (1) A shared parking agreement has been approved by the City; or
 - (2) A voluntary in lieu of payment to provide the required parking in a public or cooperative parking facility has been approved by the City; and/or
 - (3) A determination has been made by the City that adequate on-street parking exists to reasonably serve the new development.
- (c) Parking Exceptions for Historic Structures. When a change in use within a historic structure would necessitate additional off-street parking, the additional off-street parking may be reduced or waived by the City, based on a finding that the reduction or waiver is necessary to preserve the historic character of the building or site. The Applicant shall be required to show the need for a reduction or waiver and shall be the minimum necessary.
- (d) For all non-residential uses or for special cases involving new residential developments, the required minimum parking standard in Table 34-1 may be modified by the City in accordance with the provisions of Chapter 10.30, following a review by the City of the following information provided by the Applicant:
 - (1) Documentation regarding actual parking demand for the proposed use; or
 - (2) Technical studies relating the parking need for the proposed use; or
 - (3) Required parking for the proposed use as determined by other comparable jurisdictions.

10.34.030 - General provisions.

- (a) It shall be a continuing obligation of the owner of property, for which parking spaces are required by this chapter, to provide the required off-street parking and loading facilities. Building permits or other permits will be issued only after receipt by the building official of a site plan drawn to scale showing the location of permanent parking and loading facilities.
- (b) Required parking spaces shall be available for parking of vehicles of residents, customers, patrons and employees only, as the case may be, and shall not be used for storage of vehicles or materials or for the parking of vehicles used in conducting the business or use to which the property is put, and shall not be used for the sale, repair or servicing of any vehicle.
- (c) Off-street parking and loading facilities shall be provided prior to occupancy of any structure hereafter built or enlarged, or prior to a change in the use of any land.

- (d) Any use of property which, on the effective date of this chapter is nonconforming as to the regulations relating to off-street parking facilities, may continue to be used in the same manner as if the parking facilities were conforming. Such existing parking facilities shall not be further reduced.
- (e) Off-street parking spaces existing on the effective date of this chapter and actually being used for the parking of automobiles or other motor vehicles in connection with the use of an existing building shall not be reduced in number or size during the entire life of such building or land use below that which would be required for a new building or land use of a similar type constructed or commenced after the effective date of this chapter.
- (f) The required front yard in the Multiple Family Residential (R-3) zone shall not be utilized for off-street parking unless the three-foot strip nearest the front property line is landscaped and a two-foot high concrete, masonry or decorative block wall or wood fence or solid landscaping screen is provided.
- (g) Parking space shall mean a space meeting the design standards set forth in Table 34-A.
- (h) Requirements for a building or use not specifically listed in this schedule shall be determined by the administrative official based upon the requirements of the most current edition of the Institute of Transportation Engineers Parking Generation Manual and similar uses.
- (i) In computing the number of required or available spaces to determine compliance with requirements of this section the following means of computation shall be applied:
 - (1) Computation of Required Spaces. When a building or use is planned or constructed in such a manner that a choice of parking requirements could be made the use which requires the greatest number of parking spaces shall govern.
 - (2) Fraction. If the number of off-street parking spaces required contains a fraction such number shall be changed to the nearest higher whole number.
 - (3) Mixed Uses. When several uses occupy a single structure or lot, the total required parking spaces shall be the sum of the requirements of the individual uses, or the applicant may request that the Administrative Official utilize the Mixed-Use/Multi-Use Parking Demand Data of the Institute of Transportation Engineers to propose a modified parking standard.
 - (4) Dual Uses. None of the provisions of this chapter shall be construed or applied so as to prevent the dual use of parking facilities for the times during which uses are not conflicting. For the purpose of computing the number of parking spaces available through the dual use of parking facilities, the following considerations, rules and regulations shall be applied:
 - (A) The building or use for which the application is made for authority to utilize existing off-street parking facilities provided by another building or use shall be located within three hundred feet of such parking facilities.
 - (B) The applicant shall show that there is no substantial conflict in the principal operating hours for the buildings or uses for which the dual use of off-street parking facilities is proposed.
 - (C) Parties concerned in the dual use of off-street parking facilities shall file with the city written evidence of an agreement for dual use.
 - (D) Up to fifty percent of the parking facilities required by this chapter for a use considered to be primarily a daytime use may be provided by a use considered to be primarily a nighttime use; up to fifty percent of the parking facilities required by this chapter for a use considered to be primarily a nighttime use may be provided by a use considered to be primarily a daytime use; provided, up to one hundred percent of the parking facilities required by this chapter for a church or for an auditorium incidental to a public or parochial school may be supplied by parking facilities of a use considered to be primarily a daytime use. For purposes of this subsection, and as a standard for applying the provisions of this section, the following uses

are considered to be primarily daytime uses: banks, business and financial offices, manufacturing uses, and the following uses are considered to be typical nighttime and/or Sunday uses: auditoriums, incidental to a public or parochial school, church, dance hall and theater.

- (E) Compact Car Parking. For parking areas with ten or more required parking spaces, up to fifteen percent of the required number of off-street parking spaces may be designed for compact car parking. Compact spaces shall be no less than eight feet by seventeen feet and each space must be labeled individually with appropriate signage, and a durable pavement marking "Compact."

Table 34-1 Parking spaces required.

The number of off-street parking spaces required for various uses shall not be less than as required in Table 34-1, or for uses not listed in this table the most current edition of the Institute of Transportation Engineers Parking Generation Manual:

City of Selah Zoning Ordinance, Title 10, Chapter 34, Table 34-1	
Activity	Parking Standards
Agricultural Services	
Agriculturally Related Processing Plants	One space for each 300 s.f. of gfa
Storage Facilities	Two spaces for the first 1,000 s.f. of gfa plus one space for each additional 3000 s.f. of gfa
Amusement and Recreation	
Auditoriums, Exhibition Hall	One space for each 100 s.f. of gfa
Billiard Hall	6.56 stalls per 1,000 sq. ft. of GFA and 2.89 stalls per billiard
Bowling Alley	5.02 spaces for each lane
Exercise Facility/Health/Fitness Club	5.27 spaces per 1,000 sq. ft. of GFA.
Game Room, Card Room, Electronic Game Rooms	5.81 spaces per 1,000 sq. ft. GFA and .34 spaces per gaming positions.
Golf Course	8.68 spaces per hole
Gymnasium	One space for each 1,000 sq. ft. of GFA
Health/Fitness Club	5.27 spaces per 1,000 sq. ft. of GFA
Horse Racing Track/Grandstands	One space for each three fixed seats or 54 inches of bench seating

Ice Skating, Roller Skating, sSate Boarding (indoor)	5.8 spaces per 1,000 sq. ft. of GFA
Movie Theater (see ITE Manual for Multiplex Movie Theater)	.26 spaces per seat
Multi-Purpose Recreational Facility	1.78 spaces per golf hole; and 10.67 spaces per 1,000 sq. ft. of GFA; and 16.00 spaces per acre
Park, City (10 acres or less)	2.80 spaces per acre
Park, City (more than 10 acres)	5.10 spaces per acre
Soccer Complex	58.80 spaces per field
Swimming Pools	One space for each 150 s.f. of water surface area
Community Services	
Churches and Temples	8.37 spaces per 1,000 sq. ft. of GFA
Community College	0.18 spaces per student
College/University	0.22 spaces per student
Community Center Recreational	3.20 spaces per 1,000 sq. ft of GFA
Convalescent, Adult Care Center, Nursing and Group Homes	0.35 spaces per bed
Convention Center	0.44 spaces times the maximum occupant load
Fire and Police Stations	One space for each 200 s.f. of gfa
Halfway House (detention center)	One space for each two beds
Hospital	3.95 spaces per 1,000 sq. ft. of GFA
Schools: Elementary	0.17 spaces per student. Parking for schools shall be determined at the time of construction and shall be based upon maximum occupancy of the structure(s). Any additional construction or placement of portables shall require recalculation of the maximum occupancy and the addition of parking stalls accordingly.
Schools: High School	0.09 spaces per student (see note above for calculation of parking stalls)
Schools: Middle School -	0.09 spaces per student (see note above for calculation of parking stalls)
Schools: Private (K-12)	0.04 spaces per student

Juvenile Detention Center	One and a half spaces for each bed
Mosque	17.32 spaces per 1,000 sq. ft. of GFA
Museums, Art Galleries	1.32 spaces per 1,000 sq. ft. of GFA
Preschools, child care centers	One space for each employee plus one space for each six children
Libraries	One space for each 100 s.f. of gfa
Museums, art galleries	One space for each 100 s.f. of gfa
Preschools, Child Care Centers	3.16 spaces per 1,000 sq. ft. of GFA
Vocational Schools	One space for each 400 s.f. of gfa
Manufacturing (Mass Production)	
Manufacturing	1.02 spaces per 1,000 sq. ft. of GFA
Residential	
Assisted Living	0.41 per dwelling unit
Continuing Care Retirement Community	1.0 spaces per dwelling unit
Single-Family Dwelling	Three spaces
Two-family dwelling	Six spaces
Multiple family dwellings:	
Three to Four units	Nine spaces
Five units	1.20 spaces per dwelling unit
Six units or more	1.37 spaces per dwelling unit
Retirement home	One space for each dwelling unit
Retail Trade and Services	
Addressing, Mailing and Stenographic Services	One space for each 300 s.f. of gfa
Advertising Agencies	One space for each 300 s.f. of gfa
Animal Hospital/Veterinary Clinic	1.6 spaces per 1,000 sq. ft. of GFA and 1.4 spaces per employee
Apparel/Clothing Store	2.13 spaces per 1,000 sq. ft. of GFA

Automobile, Truck, Manufactured Home, Recreational Vehicle Sales	One space for each 500 s.f. of showroom and one space for each 1,000 s.f. of retail sales floor area
Automotive: Automobile Maintenance and Service Shop	Two spaces per service area including work bays
Automotive: Car Wash	Six spaces per wash bay
Automotive: Car Wash, Self-Service	One space for each 1,000 s.f. of gfa
Automotive: Paint and Body Shops	Two space per service area including work bays
Automotive: Parts and Accessories	2.25 spaces per 1,000 sq. ft. of GFA
Automotive: Specialized Repair Shop (brakes, radiator, etc	Two space per service area including work bays
Automotive: Tire Store	4.17 spaces per 1,000 sq. ft. of GFA
Automotive: Wrecking and Dismantling	One space for each 500 s.f. of gfa
Bank/Financial Institution	One space for each 200 sq. ft. of GFA
Bank/Financial Institution Drive In	4 stalls per 1,000 sq. ft. of GFA
Beauty and Barber Shops	One space for each 75 s.f. of gfa
Bed and Breakfast Inn	One space for each guest room
Book Store	0.89 spaces per 1,000 sq. ft. of GFA
Building and Contractors Office	One space for each 800 s.f. of gfa
Carpet Store	1.79 spaces per 1,000 sq. ft. of GFA
Coffee/Donut Shop (without drive-through window)	14.44 spaces per 1,000 sq. ft. of GFA
Coffee/Donut Shop (with drive-through window)	10.40 spaces per 1,000 sq. ft. of GFA
Copy, Print, and Express Shipping Store	3 spaces per 1,000 sq. ft. of GFA
Convenience Market	3.11 spaces per 1,000 sq. ft. of GFA
Convenience Market (with gas pumps)	8.38 spaces per 1,000 sq. ft. of GFA
Discount Club	2.90 spaces per 1,000 sq. ft. of GFA

Drug Store with Drive-Through Window	2.39 spaces per 1,000 sq. ft. of GFA
Drug Store Without Drive-Through Window	2.94 spaces per 1,000 sq. ft. of GFA
Dry Cleaners	1.40 stalls per 1,000 sq. ft. of GFA
Electronics Store	3.30 spaces per 1,000 sq. ft. of GFA
Farm Supplies	One space for each 800 s.f. of gfa
Furniture, Home Furnishings, Appliances	1.04 spaces per 1,000 sq. ft. of GFA
Sporting Goods Store	1.78 spaces per 1,000 sq. ft. of GFA
Home Improvement Store	3.19 spaces per 1,000 sq. ft. of GFA
Heating, Air Conditioning, Plumbing Equipment Store	One space for each 400 s.f. of gfa
Heavy Equipment, Farm Equipment Sales and Repair	One space for each 300 s.f. of gfa
Hotel	1.20 spaces per room
Hotel: Business	.66 spaces per room
Hotel: Resort	1.29 spaces per room
Household Appliances, Furniture, Small Engine, TV Repair	One space for each 300 s.f. of gfa
Liquor Store	2.98 spaces per 1,000 sq. ft. of GFA
Lumber Yard/Building Materials	One space for each 400 s.f. of gfa of structure and storage area
Nursery	One space for each 400 s.f. of structure and permanent outside display and sales area
Medical/ Dental Offices	3.20 spaces per 1,000 sq. ft. of GFA
Motels	.71 spaces per room

Multiple Use Shopping Center: Two or more structures with shared parking	4.67 spaces per 1,000 sq. ft. of GFA
Office Supply Store	0.61 spaces per 1,000 sq. ft. of GFA
Paint, Glass and Wallpaper Store	One space for each 400 s.f. of gfa
Pet Supply Store	1.17 spaces per 1,000 sq. ft. of GFA
Post Office	33.20 spaces per 1,000 sq. ft. of GFA and 2.01 spaces per employee
Professional Office Building for Accountants, Attorneys, Engineers, Government, etc.	4.15 spaces per 1,000 sq.ft. of GFA
Radio/TV Studios and Offices	One space for each 300 s.f. of gfa
Real Estate Office	One space for each 200 s.f. of gfa
Residential Mini-Storage	One space for each 300 s.f. of gfa of office space
Restaurant, Cafe (sit down)	16.41 spaces per 1,000 sq. ft. of GFA
Restaurant Fast-Food (without drive-through window)	12.40 spaces per 1,000 sq. ft. of GFA
Restaurant Fast-Food (with drive-through window)	9.98 spaces per 1,000 sq. ft. of GFA
Retail service establishments listed or not listed in Chapter 10.28, Table A but not listed in this table	One space for each 300 s.f. of gfa
Retail trade establishments listed in or not listed in Chapter 10.28, Table A but not listed in this table	
Less than 4,000 s.f. of gfa	One space for each 300 s.f. of gfa

4,001 to 10,000 s.f. of gfa	One space for each 350 s.f. of gfa
10,001 to 25,000 s.f. of gfa	One space for each 400 s.f. of gfa
Greater than 25,000 s.f. of gfa	Three spaces for each 1,000 s.f. of gfa
Service Station with or without Convenience Market	.75 spaces per fueling position
Shoe Sales, Repair or Shine	One space for each 300 s.f. of gfa
Supermarket	3.92 spaces per 1,000 sq. ft. of GFA
Tavern, Bar, Dine-Drink-Dance Establishments	One space for each 75 s.f. of gfa
Toy/Children's Store	1.94 spaces per 1,000 sq. ft. of GFA
Waste Material Processing and Junk Handling	One space for each 500 s.f. of gfa
Transportation	
Bus terminal, dispatch office, storage and maintenance facility	One space for each 500 s.f. of gfa
Air, rail and truck terminal	One space for each 300 s.f. of gfa
Taxicab Terminal, Dispatch Office, Storage	One space for each 300 s.f. of gfa
Utilities	
Utility services	One space for each 800 s.f. of gfa
Wholesale Trade	
Warehousing	.51 spaces per 1,000 sq. ft. of GFA
Wholesale Trade	Two space for first 1,000 s.f. of gfa plus one space for each additional 3000 s.f. of gfa

Abbreviations/Symbols: gfa—Gross Floor Area s.f.—Square Feet

10.38.190 - Variances.

No reduction of the standards in this chapter is allowed except as authorized pursuant to Title 10, Chapter 10.20.040 Variances.

Appendix A to Chs. 10.02 through 10.48

Purpose.

This appendix provides definitions for terms, phrases, words and their derivatives used in this title. Where any of these definitions conflict with definitions used in other titles of the Municipal Code the definitions in this appendix shall prevail for the purpose of this title. Where terms are not defined they shall have the ordinary accepted meaning within the context with which they are used. Where an activity or land use could fall under two or more definitions the more specific shall apply. Webster's Third New International, 1993 (unabridged), shall be the source for ordinary accepted meaning and for the definition of words not defined in this title. Specific examples are included as illustrations but are not intended to restrict a more general definition.

Definitions.

A

"Abut" means to physically touch or border upon or to share a common property line.

"Access" means a legally available and physically practical area for the perpetual use of motor vehicle ingress and egress to a lot. In determining practicality, the topography, drainage, potential for erosion, underlying ownership and other factors may be considered.

"Access driveway" means an entrance roadway from an access easement, alley, dedicated right-of-way, or street to a lot or to a parking facility.

"Access easement" means any private easement for the purpose of ingress and egress that is not dedicated to the public and that is owned by the underlying owners of the land over which it crosses.

"Accessory apartment" means a second dwelling unit not to exceed eight hundred square feet, created within an owner-occupied, site-built single-family dwelling or its accessory garage, for use as an independent or semi-independent unit with provisions for cooking, eating, sanitation and sleeping.

"Accessory single-family dwelling" means a second single-family dwelling whose use is associated with but incidental and subordinate to the principal dwelling on the property.

"Accessory structure, use or building" means a building, part of a building or structure, or a use which is ancillary to the operation or enjoyment of a lawful use, and the use of which is incidental to, that of the primary building, structure or use on the same lot.

"Adequate capital facilities" means facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

"Administrative adjustment" means a change, either an increase or decrease or modification of one or more standards established in this title by the administrative official.

"Administrative office building" means a building housing one or more tenants and is the location where affairs of a business, commercial or industrial organization, professional person or firm are conducted. The building may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. Services such as a bank or savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and fitness facilities for building tenants may also be included.

"Administrative official" means the duly elected mayor of the city of Selah or the mayor's designee. Synonymous with "administrator."

"Adult business" means any of the following:

- (1) "Adult cabaret" means an establishment as defined in and regulated under Selah Municipal Code, Chapter 6.64. (2) "Adult services establishment" means and shall include the following:

- (A) "Adult bathhouse" means any commercial bathhouse that excludes any person on the basis of age from all or any portion of the premises;

- (B) "Adult massage parlor" means any commercial establishment in which massage or other touching of the human body is provided and where any person on the basis of age is excluded from all or any portion of the premises; and
 - (C) "Adult sauna parlor" means any commercial sauna that excludes any person on the basis of age from all or any portion of the premises.
- (3) "Adult theater establishment" means and shall include the following:
- (A) "Adult motion picture theater" means a building, enclosure, or portion thereof (no matter how small) used for presenting material distinguished or characterized by an emphasis on matters depicting, describing, or relating to "specified sexual activities" or "specified anatomical areas," as defined in subsection (5), for observation by members of the public therein;
 - (B) "Adult panoram" means any commercial establishment as defined in and regulated under Selah Municipal Code, Chapter 6.66;
- (4) "Adult retail establishment" means and shall include the following:
- (A) "Adult retail store" means any commercial or retail establishment in which a substantial portion of its "stock in trade," as defined in subsection (6), consists of merchandise distinguished or characterized by an emphasis on or simulation of "specified sexual activities" or "specified anatomical areas," as defined in subsection (5), and/or any person is excluded on the basis of age from all or any portion of the premises;
 - (B) "Adult video store" means any commercial or retail establishment in which a substantial portion of its "stock in trade," as defined in subsection (6), consists of prerecorded video tapes, discs or similar material is distinguished by or characterized by an emphasis on matters depicting, describing or relating to "specified sexual activities" or "specified anatomical areas," as defined in subsection (5), and/or any person is excluded on the basis of age from all or any portion of the premises.
- (5) Specified Anatomical Area and Specified Sexual Activity. For purposes of these definitions "specified anatomical area" and "specified sexual activity" shall mean as follows:
- (A) "Specified anatomical area" means:
 - (i) Less than completely and opaquely covered human genital, pubic region, buttock, or female breast below the point immediately above the top of the areola;
 - (ii) Human male genitals in a discernibly turgid state even if completely or opaquely covered.
 - (B) "Specified sexual activities" means:
 - (i) Acts of human masturbation, sexual intercourse or sodomy; or
 - (ii) Fondling or other erotic touching of human genitals, pubic region, buttock or female breast; or
 - (iii) Human genitals in a state of sexual stimulation or arousal.
- (6) Stock in Trade. For purposes these definitions "Stock in trade" means the dollar value of all merchandise available for purchase, rental, viewing or use by patrons of the establishment or the total volume of shelf space and/or display area in those areas of the establishment open to the public.

Adult Daycare Center/Adult Family Home. See "Family home services."

"Agricultural building" means a structure designed and constructed to house farm implements, hay, grain, poultry, livestock or other agricultural products. This structure shall not be a place of human habitation

or a place of employment where agricultural products are processed, treated or packaged, nor shall it be a place used by the public.

"Agricultural land" means land primarily or historically devoted to the commercial production of horticultural, agronomic, or specialty crops, as well as apiary and animal production.

"Agricultural market" means a use primarily engaged in the retail sale of fresh agricultural products, grown either on or off-site, but may include as incidental and accessory to the principal use, the sale of factory sealed or prepackaged food products and some limited non-food items. This definition does not include the sale of livestock.

"Agricultural product support" means a business that provides a product or service intended for use in the processing, storage, preservation, or distribution of agricultural commodities. This definition does not include agricultural processing, storage, preservation, distribution, and related uses.

"Agricultural service establishment" means those uses specifically engaged in performing agricultural or horticultural services on a fee or contract basis, including but not limited to the following:

- (1) Crop dusting and spraying services;
- (2) Harvesting and plowing services;
- (3) Agricultural land grading services;
- (4) Farm equipment service and repair;
- (5) Large animal veterinary services;
- (6) Agricultural fertilizer and chemical product application services.

"Agricultural stand" means a structure, or portion thereof, up to one thousand square feet in area used for the retail sale of agricultural and related incidental products, excluding livestock.

"Agriculturally related industry" means those industrial uses directly related to the packaging, processing, storage, or physical or chemical alteration of the agricultural product. Such industries include, but are not limited to: cold storage plants, controlled atmosphere, produce packing and processing facilities, wineries and their accessory uses such as tasting and sales rooms.

"Agriculture" means the tilling of the soil, the raising of crops, horticulture, viticulture, floriculture, apiary, livestock farming, dairying, animal feeding operations, animal husbandry, composting associated with the primary agricultural use, land application of soil amendments or agricultural waste at agronomic rates, and farm oriented storage for commercial value. Synonymous with farming or ranching.

"Airport or landing field" means any landing area, runway or other facility designed, used or intended to be used for the landing and taking off of aircraft, including aircraft storage, hangars and other appurtenant buildings and open spaces. Airport or landing field is further defined as follows:

- (1) Personal Use Landing Field. A landing field or heliport with not more than two based aircraft used for agricultural crop dusting of the owners or tenants property only, or the personal use of the owner or tenant of the site, with no commercial operations.
- (2) Restricted Use Landing Field. A landing field or heliport with exclusive rights of use reserved to the owner for personal or commercial use. This shall include owners or tenants of a planned development zoning district, industry or institution.
- (3) Public Use Landing Field. Any landing field, airport, heliport or helipad available for public use.

"Alley" means a public thoroughfare or way having a width of not more than twenty feet which affords only a secondary means of access to abutting property.

"Amendment" means a change in the wording, context or substance of this title, or change in the zoning district boundaries on the official zoning map, which map is a part of this title.

"Amusement park" means a permanent outdoor facility, which may include structures and buildings, where there are various devices for entertainment, including rides, booths for the conduct of games or the sale of items, and buildings for shows and entertainment.

"Animal clinic/hospital" means a structure used for veterinary care of sick or injured animals. The boarding of animals is limited to short-term care and is accessory to the principal use. This definition does not include kennels.

"Animal feeding operation (AFO)" means a lot or facility where animals have been, are, or will be stabled or confined and fed or maintained for a total of forty-five days or more in any twelve month period; and where crops, vegetation forage growth, or post-harvest residues are not sustained over any portion of the lot or facility in the normal growing season, and as further defined in the Code of Federal Regulations (CFR, currently 40 CFR 122).

"Antenna" means any system of poles, panels, rods, reflecting discs or similar devices used for the transmission or reception of communication signals including:

- (1) Omni-directional antenna (also known as a "whip" antenna) transmits and receives communication signals in a three hundred sixty degree radial pattern. For the purpose of this title an omni-directional antenna is up to fifteen feet in height and up to four inches in diameter.
- (2) Directional antenna (also known as a "panel" antenna) transmits and receives communication signals in a specific directional pattern of less than three hundred sixty degrees.
- (3) Parabolic antenna (also known as a "dish" antenna) is a bowl-shaped device for the transmission and/or reception of communication signals in a specific directional pattern.

"Antique store" means an establishment offering for sale articles such as glass, china, furniture, or similar furnishings and decorations which have intrinsic value and significance as a result of age (generally fifty years or older), design or sentiment.

"Apartment" means a room or suite of two or more rooms in a multifamily dwelling, occupied or suitable for occupancy as a residence for one family. This definition does not include "Accessory apartments."

"Appeal" means a request for review of a administrative official's decision, determination, order or interpretation of any provisions of this title.

"Applicant" means a person, party, firm, corporation, or other legal entity that submits an application for any permit or approval required by this title and who is the owner of the subject property or the authorized agent of the owner.

"Aquaculture" means keeping or raising aquatic plants or animals including, but not limited to, fish hatcheries and fish farms. This definition excludes commercial aquaculture processing, packing and storage plants. When aquaculture is clearly accessory to other land uses such as raising fish on the same site in conjunction with recreational uses, or for personal, noncommercial purposes, it shall be subject to zoning ordinance requirements for the principal use. Commercial aquaculture processing, packing and storage may be considered, where appropriate, under other commercial or industrial categories.

"Athletic Club" means a privately owned facility that offers comprehensive athletic facilities. These facilities typically have one or more of the following: tennis, racquetball, squash, handball, basketball and volleyball courts; swimming pools; whirlpools; saunas; spas; exercise and weight rooms. They often offer diverse, competitive team sport activities and social facilities. These facilities are membership clubs that may allow access to the public for a fee.

"Automobile, truck, mobile/manufactured home and recreational vehicle sales area" means a covered or uncovered place used for display, sale or rental of new or used automobiles, trucks, mobile/manufactured homes and recreational vehicles.

"Automobile wrecking, dismantling, salvage or junk yard" means a place used for the storage and/or sale of used automobile parts or other salvage materials and for the storage, dismantling, sorting, cleaning, or baling of wrecked automobiles, trucks, trailers, machinery and other discarded or salvage materials.

"Automotive impound yard" means an area within which is stored new and used or damaged cars, trucks, motor homes, trailers (other than manufactured/ mobile homes) and other motor vehicles for up to sixty days for any one vehicle until reclaimed by the owner or sold at public auction.

Automotive Service Station. See "Service station."

B

"Bed and breakfast inn" means a residential structure providing individuals with lodging and meals for not more than fifteen days and containing not more than five guest rooms used to provide temporary travelers' accommodations and meals for a fee.

"Beverage industries" means the production, processing, and/or packaging of milk, soft drinks, beer, wine, fruit juices and other drinks.

Bingo Parlor. See "Game room."

"Block" means all property fronting upon one side of a street between intersecting and intercepting streets, or between a street and a railroad right-of-way, water way, terminus or dead-end street, or city boundary. An intercepting street shall determine only the boundary of the block on the side of the street which it intercepts.

"Boarding or lodging house" means one or more buildings with not more than five guest rooms where lodging and meals may be provided for compensation for not more than ten persons, but shall not include apartments, family home services, health care facilities, daycare centers, residential care facilities. Any number of guest rooms over five shall be considered an overnight lodging facility.

Building. See "Structure."

"Building area" means the three dimensional space within which a structure is permitted to be built on a lot and which is defined by maximum height regulations, yard setbacks and maximum lot coverage.

"Building height" means the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater height of building:

- (1) The elevation of the highest adjoining sidewalk or finished ground surface within a five foot horizontal distance of the exterior wall of the building when such sidewalk or finished ground surface is not more than ten feet above the lowest finished grade;
- (2) An elevation ten feet higher than the lowest finished grade when the highest sidewalk or finished ground surface described in Item 1 above is more than ten feet above the lowest finished grade. The height of a stepped or terraced building is the maximum height of any segment of the building.

"Building official" means the city administrator and/or his designee.

C

"Campground" means an area or tract of land upon which two or more campsites are located, established or maintained for occupancy by individuals using tents, or camping quarters other than recreational vehicles as temporary living quarters for recreation, education or vacation purposes.

"Campground/Recreational Vehicle park" means an area or tract of land upon which two or more campsites are located, established or maintained for occupancy by individuals using tents, camping or recreational vehicles, as temporary living quarters for recreation, education or vacation purposes.

"Camping or recreational vehicle" means vacation trailer, park trailer, fifth-wheel, self propelled vehicle or structure equipped with wheels for highway use which is designed for human occupancy and is used for temporary, recreational or emergency purposes, but not for residential purposes. The vehicle may be equipped with plumbing, including sink and/or toilet.

Card Room. See "Game room."

"Change of use" means a change of use from one use listed in Chapter 28, Table A to another use listed in that table.

"Class 1 uses" means those uses set forth and defined in the text and tables of this title and are permitted on any site in a zoning district provided the district standards are met. The building official shall review Class 1 uses for compliance with the provisions and standards of the zoning district. In some cases Class 1 uses may require review by the administrative official.

"Class 2 uses" means those uses set forth and defined in the text and tables of this title and are generally permitted. However, site plan review by the administrative official is required in order to promote compatibility with the intent and character of the zoning district and the objectives of the Selah Urban Growth Area Comprehensive Plan.

"Class 3 uses" means those uses set forth and defined in the text and tables of this title and are generally incompatible with their neighbors because of their size, emissions, traffic generation or for other reasons. However, they may be compatible with other uses in the zoning district if they are properly sited and designed. Class 3 uses may be recommended for approval by the planning commission and approved by the legislative authority when it is determined, after a public hearing, that difficulties related to compatibility, the provision of public services, and the objectives of the Selah Urban Growth Area Comprehensive Plan have been adequately resolved.

Class 1, 2 or 3 Uses, Approved. "Approved Class 1, Class 2 or Class 3 uses" means any use or development approved upon completion of Class 1, 2 or 3 review.

Class 1, 2 or 3 Uses, or Development, Existing. "Existing Class 1, Class 2 or Class 3 uses or development" means any use or development legally existing or legally established prior to the effective date of this title and has been or would be classified under Chapter 10.28 of this title as a Class 1, 2 or 3 use in a particular zoning district even though the use has not been reviewed as a Class 1, 2 or 3 use and may not conform to the standards of this title.

Closed Record Appeal. See Title 21, Chapter 21.01.

"Cluster development" means the arrangement or grouping of lots on some portions of the property to preserve the remainder for either: future infill development; open space and other amenities associated with the property. Development could include zero lot lines, common wall construction, private interior streets, shared site amenities such as off-street parking, access drives, open space and recreational facilities, and individual or multiple unit dwelling structures.

"Commercial services" means technical services and specialized care services such as lawn and garden care and delivery services, except as otherwise regulated.

"Communication tower" means a structure upon which can be mounted a pole, mast, whip, antenna, or any combination thereof used for radio, television, cellular or microwave telecommunications, broadcast transmission, or line-of-sight relay.

"Community center" means a facility owned and operated by a public agency or nonprofit corporation, provided the principal use of the facility is for public assistance, community improvement, or public assembly.

"Community Center Recreational" means a recreational community center that is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and

children; a daycare or nursery school; meeting rooms; swimming pools and whirlpools; saunas; tennis, racquetball, handball, basketball and volley ball courts; outdoor athletic field/courts; exercise classes; weightlifting and gymnastics equipment; locker rooms; and a restaurant or snack bar. Public access is typically allowed but a fee may be charged.

"Compatibility" means the characteristics of different uses or development that permit the uses to be located near each other in harmony.

"Comprehensive plan" means the adopted city of Selah Urban Growth Area Comprehensive Plan as it now exists or may hereinafter be amended.

"Concentrated animal feeding operation" means a structure or pens for the concentrated feeding or holding of animals or poultry, including, but not limited to, horses, cattle, sheep or swine. This definition includes dairy confinement areas, slaughterhouses, shipping terminal holding pens, poultry and/or egg production facilities and fur farms, but does not include animal husbandry.

"Converted dwelling" means a structure, which, due to interior alterations, has been modified to increase the number of individual dwelling units. This definition does not apply to multifamily structures constructed under the provisions of this title.

"Convenience Market" means a building not greater than four thousand square feet, which is open 24 hours per day, and sells convenience foods, newspapers, magazines and often beer and wine; they do not have gasoline pumps (see ITE Parking Generation Manual for definition of Convenience Market with gasoline pumps).

"Convenience store" means a building not greater than four thousand square feet, which is used for retail sales of packaged or prepared food, beverages, lottery tickets, tobacco products, and limited stock of groceries or similar products for the traveling public or neighborhood residents. May include automotive fuel dispensing services.

"Crisis residential facility" means a protective residential facility operated to provide secure or semi-secure temporary shelter for children under the age of eighteen years.

"Critical slope" means area(s) of land where the slope is twenty-five percent or greater. This slope is calculated as a percentage by measuring the vertical rise over any forty foot horizontal run for a specific area that results in a percentage of twenty-five percent or more. The critical slope hazard area includes the area of land that extends for ten feet beyond the top and/or toe of the slope.

D

"Dangerous waste" means those solid wastes designated in WAC 173-303-070 through 173-303-103 as dangerous or extremely hazardous waste.

Daycare Center, Child. "Child daycare center" means any preschool, day nursery, nursery school, child home-based daycare nursery or other building or premises regularly used for the daycare of a group of children for periods of less than twenty-four hours, apart from their parents or guardians, governed by the state daycare center licensing provisions and conducted in accordance with state requirements.

"Density" means the method of describing the intensity of development patterns typically measured in dwelling units per acre. Gross density includes the entire property, whereas net density refers to the land available for development (e.g., less roads).

"Discount Club" means a store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires and appliances; many items are sold in large quantities or in bulk.

"Dwelling" means a building, structure or portion thereof designed exclusively for residential purposes.

Dwelling, Multifamily. "Multifamily dwelling" means a building or portion thereof, designed for occupancy by three or more families living independently of each other, and containing three or more dwelling units. Also see "Apartment."

Dwelling, Single-Family. "Single-family dwelling" means a structure designed exclusively for occupancy by one family and containing no more than one dwelling unit. This definition includes manufactured, and modular homes. Also see "Modular home."

Dwelling, Two-Family. "Two-family dwelling" means a building designed exclusively for occupancy by two families living independently of each other, and containing two dwelling units. Such definition also includes the term duplex."

"Dwelling unit" means one or more rooms in a dwelling designed for occupancy by one family for living or sleeping purposes, and having only one kitchen.

E

"Educational facility" means schools, business schools, trade schools.

"Especially sensitive land uses" means those uses which are, by their nature, especially sensitive to farm, forest or mineral resource operations and management practices. These land uses include dwellings; schools; family home services such as adult daycare homes and child daycare facilities; health care facilities such as hospitals, clinics and convalescent care facilities; outdoor recreational facilities and similar uses.

F

"Family" means an individual, or two or more persons related by blood, marriage or adoption or a group of not more than five persons, excluding servants, who are not related by blood, marriage or adoption, living together in a dwelling unit.

"Family home services" means and includes the following:

- (1) "Adult daycare home" means a regular family abode of a person or persons providing personal care, or special care for less than twenty-four hours to more than one but not more than six adults who are not related by blood or marriage to the person(s) providing the services.
- (2) "Adult family home" means a regular family abode of a person or persons providing personal care, or special care, room and board to more than one but not more than six adults who are not related by blood or marriage to the person(s) providing the services.
- (3) Family Daycare Home, Child. "Child family daycare home" means a licensed child daycare facility in the family residence of a state licensee providing regularly scheduled child daycare, for less than twenty-four hours, for not more than twelve children in the family living quarters, including children who reside at the home.
- (4) "Foster family home" means a dwelling unit in which foster care is provided on a twenty-four hour basis for not more than six unrelated children, expectant mothers or persons with developmental disabilities in the family abode of the person or persons under whose direct care and supervision the child, expectant mother or disabled person is placed as part of the family, and the dwelling unit is governed by the state foster care home licensing provisions and conducted in accordance with state requirements.
- (5) Group Care Facility, Small. "Small group care facility" means a facility for handicapped, physically disabled or developmentally disabled adults, or dependent or pre-delinquent children, plus house parents, providing facilities residentially oriented in a home-like environment directed to allow a degree of community participation and human dignity not provided in an institutional atmosphere for only six or fewer such persons, plus house parents. Does not include "halfway house."

- (6) "Halfway house" means a home for juvenile delinquents, adult offenders, those leaving correctional and/or mental institutions, or a rehabilitation center for alcohol and/or drug users providing residentially oriented facilities which allow rehabilitation or social adjustment for persons who are in need for supervision or assistance in becoming socially reoriented but not in need of institutional care. Such facility provides a reintroduction of residents into a normal community life by providing a stable living situation rather than incarceration or a reintroduction without home, job or social reinforcement. Does not include a state licensed crisis residential facility as that term is used by statute.
- (7) Licensed Boarding Home, Small. "Small licensed boarding home" means any home or other institution however named which is advertised, announced or maintained for the express or implied purpose of providing domiciliary assisted living services and enhanced adult residential care to three to six aged persons not related by blood or marriage.
- (8) "Safe/shelter home" means a place of temporary refuge (e.g. shelter) which includes access to adequate food and clothing offered on a twenty-four hour, seven day-per-week basis to victims of domestic violence and their children. A safe home is a component of or has a working agreement with a domestic violence service for up to two lodging units. A shelter home includes three or more lodging units.

Feedlot. See "Animal feeding operation (AFO)."

"Flea market" means an occasional or periodic market usually held in an open area, but which may be held indoors, where an individual or groups of individual sellers offer goods for sale to the public. A key element to flea markets is that there are no long-term leases between the sellers and operators and that often the sellers use their own vehicles for display or set up temporary tables or booths for their wares. (See "Yard sale")

"Floriculture" means the cultivation and management of ornamental and especially flowering plants.

"Fraternal organizations, lodges and clubs" means a group of people formally organized for a common interest, usually cultural, religious, or entertainment, with regular meetings, rituals, and informal written membership requirements. May include eating facilities or meeting or reception halls.

G

"Game room" means a commercial facility, or a portion thereof, open to the general public, in which card games, pool, electronic games, bingo, etc., are played.

Garage. See "Parking facility."

Garage Sale. See "Yard sale."

"General Retail Sales (not otherwise regulated)" means land uses as specified below, but are not limited to, and uses which meet the definition of retail trade.

Addressing, mailing, and stenographic services	Toy and hobby stores
Antique stores	Jewelry, watches, silverware sales and repair
Artist's supplies	Music stores/instrument sales and repair
Bakeries	Secondhand stores
Book stores	Paint, glass and wallpaper stores
Stationery and office supplies	Pet stores and supplies/grooming

Camera and photographic supplies	Printing, photo copy service
Clothing, shoes, and accessories	Sporting goods and bicycle shops
Computer and electronic stores	Video sales/rental
Collectables (cards, coins, comics, stamps, etc.)	Gift shops
Department stores	Discount store
Drug stores and pharmacies	Variety store
Fabric and sewing supplies	Specialty shops
Florist (indoor sales only)	Small appliances
Specialty food stores	TVs, business machines, etc., sales

"Gross floor area" means the total square footage of all floors in a structure as measured from the interior surface of each exterior wall of the structure, and including halls, lobbies, enclosed porches and fully enclosed recreational areas and balconies, but excluding stairways, elevator shafts, attic space, mechanical rooms, uncovered steps and fire escapes, private garages, carports, and off-street parking and loading areas. Storage areas are included in gross floor area.

"Gross leasable area" means the total floor area designed for tenant occupancy and exclusive use. The area of tenant occupancy is measured from the inside wall or building partition wall to the inside of the opposing wall. All tenant areas, including areas used for storage, but excluding mechanical equipment rooms, shall be included in calculating gross leasable area.

Group Home. See "Family home services."

H

Halfway House. See "Family home services."

"Hazardous waste" means and includes all dangerous and extremely hazardous waste, including petroleum-contaminated soils. Hazardous waste management, treatment or storage facilities, whether on or off-site, are subject to the requirements of RCW Chapter 70.105 and the state siting criteria adopted pursuant to statute.

- (1) Generator. "Hazardous waste generator" means any person or site whose act or process produces dangerous waste or whose act or process first causes a dangerous waste to become subject to the Dangerous Waste Regulations, Chapter 173-303 WAC.
- (2) "Off-site" means hazardous waste treatment and storage facilities that treat and store waste from generators on properties other than those on which the off-site facilities are located.
- (3) "On-site" means hazardous waste treatment and storage facilities that treat and store waste generated on the same site.
- (4) "Storage" means the holding of dangerous waste for a temporary period. Accumulation of dangerous waste by the generator on the site of generation is not storage as long as the generator complies with the applicable requirements of WAC 173-303-200 and 173-303-201.
- (5) "Treatment" means the physical, chemical, or biological processing of dangerous wastes to make such waste non-dangerous or less dangerous, safer for transport, amenable for energy or material resource recovery, amenable for storage, or reduced in volume.

"Health care facilities" means and includes the terms alcoholism/substance abuse treatment facility, hospice, hospital, psychiatric hospital, convalescent or nursing home ambulatory surgical facility, and sanitarium. Several are further defined as follows:

- (1) "Alcoholism/substance abuse treatment facility" means a private place or establishment, other than a hospital, licensed by the state and operated primarily for the inpatient treatment of alcoholism and other substance abuse problems. May include outpatient treatment.
- (2) "Convalescent or nursing home" means any home, place or institution which operates or maintains facilities providing convalescent or chronic care, or both, for a period in excess of twenty-four consecutive hours, to persons whom by reason of illness or infirmity are unable to properly care for themselves.
- (3) "Hospice care" means palliative care provided to a terminally ill person in a place of temporary or permanent residence that alleviates physical symptoms, including pain, as well as alleviates the emotional and spiritual discomfort associated with dying.
- (4) "Hospital" means an institution specializing in giving clinical, temporary, and emergency services of a medical or surgical nature to human patients and injured persons and licensed by state law to provide facilities and services in surgery and obstetrics and general medical practice.
- (5) Sanitarium. "Sanitarium or sanatorium" means a health station or retreat or other place where resident patients are kept, and which specializes in giving clinical, temporary and emergency services of a medical or surgical nature to patients and injured persons and is licensed by state agencies under provision of law to provide facilities and services in surgery, obstetrics and general medical practice as distinguished from treatment of mental and nervous disorders.

"Health club/racquet club" means privately owned facilities with tennis courts, swimming pools, racquetball courts, handball courts, other minor gymnastic facilities. Features exercise, sports, and other active physical conditioning, as well as a broader range of services such as juice bar and meeting rooms.

"Health/Fitness Club" a privately-owned facility that primarily focuses on individual fitness or training. Typically, they provide exercise classes; weightlifting, fitness and gymnastics equipment; spas; locker rooms; and small restaurants or snack bars. This land use may also include ancillary and limited retail. These facilities are membership clubs that may allow access to the public for a fee.

"Hearing examiner" means the duly appointed city of Selah hearing examiner, or hearing examiner pro-tem.

"Heavy equipment" means self-powered, self-propelled or towed mechanical devices, equipment and vehicles of the nature customarily used for commercial purposes such as a tandem axle truck, grader, backhoe, tractor trailer, crane and lift but excluding automobiles, recreational vehicles and boats and their trailers.

"Heavy equipment storage area" means a place where two or more operable heavy equipment are stored.

"Homeowners association" means a community association, other than a condominium association, in which individual owners share ownership or maintenance responsibilities for open space or other facilities.

"Home occupation" means the accessory use of a dwelling or an on-site accessory building for a business. Home occupations are further categorized as:

- (1) "Minor home occupation" means any occupation which is clearly secondary to the main use of the premises as a dwelling place, and does not change the character thereof or have any exterior evidence of such secondary use (e.g., outward physical appearance, storage of materials, supplies or vehicles, noise, electrical interference) other than signing as permitted in the zoning district in which it is situated. Minor home occupations are conducted within the dwelling and/or

an on-site accessory building, the only employees are members of the family residing in the dwelling; there is no customer traffic to the dwelling; and the home occupation excludes all manufacturing, assembly and/or repair operations.

- (2) "Major home occupation" means any occupation which is clearly secondary to the main use of the premises as a dwelling place, and does not change the character thereof or have any exterior evidence of such secondary use (e.g., outward physical appearance, outdoor storage of materials, supplies or vehicles, noise, electrical interference, lighting, vibrations) other than signing as permitted in the zoning district in which it is situated. Major home occupations may be conducted within the dwelling and/or an on-site accessory building by members of a family residing in the dwelling, may include non-resident employees; may attract customer traffic; and may include on-site services, sales, manufacturing, assembly and/or repair operations.

Hotel. See "Overnight lodging facility."

I

"Impervious surface" means a surface that has been covered with a layer of material so that it is highly resistant to infiltration by water. It includes most conventionally surfaced streets, roofs, sidewalks, driveways, parking lots, patios and other similar structures.

"Industrial uses" means activities predominately connected with manufacturing, assembly, processing, or storage of products.

"Intensity" means the combination of factors (such as visual appearance and building size, traffic generation, noise, dust and light and economic value) associated with a particular use that determines the potential impact of that use on neighboring land uses. The higher the intensity the greater the possible impact on neighboring land uses. Generally the intensity of a land use will determine its compatibility with other types of land uses.

"Irrigation and/or drainage facilities" means all irrigation and/or drainage structures, including, but not limited to, standpipes, weir boxes, pipelines, ditches, pump houses, culverts, etc.

K

"Kennel" means a structure, enclosure or portion of any premises in or at which dogs, cats or other domesticated animals are boarded or kept for hire, or in or at which dogs, cats or other domesticated animals are kept or maintained by any person other than the owner thereof, or in or at which six or more cats and four or more dogs over the age of four months are kept or maintained. This definition shall include boarding kennels but not animals kept in pet shops or animal hospitals.

L

"Landscaping" means the arrangement and planting of trees, grass, ground cover, shrubs, flowers, landscaping, and the placement of site screening, pedestrian or bicycle pathways to achieve functional and/or aesthetic enhancement of a site.

"Land use" means the manner in which land and/or structures are used.

"Legislative authority" means the city council of the city of Selah.

"Livestock" means horses, cattle, goats, chickens, ducks, geese, pigs, rabbits, sheep, mink or other animals normally considered "livestock."

"Lot" means a fractional part of subdivided lands having fixed boundaries, being of sufficient area and dimension to meet minimum zoning requirements for width and area. The term shall include "tracts" or "parcels."

Lot, Corner. "Corner lot" means a lot situated at the intersection of two or more streets, provided the angle of the intersection of the street margins does not exceed one hundred thirty-five degrees.

Lot, Inside or Interior. "Inside or interior lot" means a lot other than a corner lot.

Lot, Through. "Through lot" means an interior lot having frontage on two streets.

"Lot area" means the total horizontal area within the boundary lines of a lot.

"Lot coverage" means the percentage of the area of a lot covered by buildings and accessory structures.

"Lot depth" means the horizontal length of a straight line drawn from the midpoint of the front lot line to the midpoint of the rear lot line.

"Lot of record" means a lot shown on an officially recorded plat or subdivision, or a parcel of land the deed or contract of sale is officially recorded, considered as a unit of property, and legally described. "Officially recorded" includes either official recordation with the county auditor or payment of excise tax to the county treasurer, so long as the date of payment is officially stamped on the document and that date is prior to December 28, 1964.

Lot Line, Front. "Front lot line" means the property line separating the lot from a street. For the purpose of establishing the front lot line for a corner lot, through lot or flag lot, the following shall apply:

- (1) In the case of a corner lot or through lot, the front lot line shall be the property line with the narrowest street frontage, except, the building official or his designee, shall designate the front lot line for corner lots or through lots in residential zoning districts.
- (2) For a flag lot, when the access easement or right-of-way extends across the lot, the front lot line shall be the line separating the lot from the right-of-way or access easement. When the right-of-way or access easement does not extend across the property, the front line shall be determined by the building official.

Where the building official determines the front of the lot consideration will be given to owner preference and public safety issues.

Lot Line, Rear. "Rear lot line" means the property line which is opposite and most distant from the front lot line. For the purpose of establishing the rear lot line of a triangular or trapezoidal lot, or where the rear line of the lot is formed by two or more lines, the following shall apply:

- (1) For a triangular or gore shaped lot, a line ten feet in length within the lot and farthest removed from the front lot line and at right angles to the line comprising the depth of such lot shall be used as the rear lot line;
- (2) In the case of a trapezoidal lot, the rear line of which is not parallel to the front lot line, the rear lot line shall be deemed to be a line at right angles to the line comprising the depth of such lot and drawn through a point bisecting the recorded rear lot line;
- (3) In the case of a pentagonal lot, the rear boundary of which includes an angle formed by two lines, such angle shall be employed for determining the rear lot line in the same manner as prescribed for a triangular lot.

Lot Line, Side. "Side lot line" means any lot boundary line not a front lot line or rear lot line.

"Lot width" means the horizontal distance between the side lot lines measured at right angles to the line comprising the depth of the lot at a point midway between the front and rear lot lines, provided that the length of the line constituting the rear line of the required front yard shall never be less than fifty feet.

M

"Manufactured home" means a factory assembled single-family dwelling, as defined by WAC 296-150M, and built according to the Department of Housing and Urban Development Manufactured Home Construction and Safety Standards Act. A manufactured home includes plumbing, heating, air conditioning, and electrical systems; is built on a permanent chassis; and can be transported in one or more sections.

The distinction between a single-wide, double-wide or triple-wide manufactured home relates to the corresponding number of sections of the home delivered to the site. The definition of manufactured home shall not include mobile home, recreational vehicle, commercial coach, camping vehicle, travel trailer, tip-out, or any other similar vehicle not labeled as a manufactured home under federal or state law.

"Manufactured home park" means a parcel of land utilized for the placement of two or more manufactured homes. Except, this definition does not include permitted manufactured home sales lots.

"Massage therapy/spa" means a scientific or skillful manipulation of soft tissue for therapeutic or remedial purposes, specifically for improving muscle tone and circulation and promoting health and physical well-being. The term includes, but is not limited to, manual and mechanical procedures for the purpose of treating soft tissue only, the use of supplementary aids such as rubbing alcohol, liniments, oils, antiseptics, powders, herbal preparations, creams or lotions, procedures such as oil rubs, salt glows and hot or cold packs or other similar procedures or preparations commonly used in this practice. This term specifically excludes manipulation of the spine or articulations and excludes sexual contact.

"Meeting hall" means a private or quasi-private facility in which defined groups or organizations come together for meetings and social events. Includes private bridge club-type card rooms, grange halls, etc.

"Mineral processing" means the crushing, non-chemical washing (including sedimentation ponds), screening, sorting, stockpiling and blending of rock, sand, gravel and other earth, natural materials and/or precious metals including the process of converting sand and gravel or rock into asphalt or concrete products. (i.e., concrete pipe, bricks, concrete forms and the like or the chemical blending or extraction of precious or semi-precious minerals).

"Mining site/operation" means a tract of land and the operations necessary to excavate, process, stockpile, or remove materials such as sand, gravel, aggregate, rock or other mineral resources. The retail, wholesale, contract purchase, or transfer of mineral products is within the scope of this definition. For purposes of this title, the leveling, grading, filling, or removal of materials during the course of normal site preparation for an approved use (e.g. residential subdivision, commercial development, etc.) does not constitute a mining site/operation provided the processing of the material does not occur on the property; the activity is completed quickly, does not occur over an extended period of time, and on-site stockpiles are fully depleted and a mining permit is not required from the Department of Natural Resources.

Mini-Storage. See "Storage facilities, self-service."

"Mixed-use building" means a building in a commercial district or planned development used partly for residential use and partly for a community facility or commercial use.

"Mobile home" means a factory-assembled single-family dwelling built prior to June 15, 1976, to HUD Manufactured Housing Code standards, and acceptable under applicable state codes in effect at the time of construction or the introduction of the home into the state. The definition of mobile home does not include: modular homes, manufactured homes; park models; or camping vehicles, travel trailers, tip-outs, commercial coaches, recreational vehicles, motor homes and any other similar vehicle which is not intended, designed, constructed or used for residential purposes.

"Modular home" means a residential structure constructed in a factory of factory assembled parts and transported to the building site in whole or units which meets the requirements of the uniform building code. The completed structure is not a mobile or manufactured home.

Motel. See "Overnight lodging facility."

"Multiple building complex" means a group of two or more structures located on the same parcel, sharing the same access and/or parking facilities.

"Multiplex Movie Theater" means a movie theater consisting of audience seating, a minimum of 10 screens, a lobby and a refreshment area. The development generally has one or more of the following amenities: digital sound, tiered stadium seating and movable or expandable walls.

"Multi-Purpose Recreational Facility" means a recreational facility containing two or more of the following land uses combined at one site: miniature golf, batting cages, video arcade, bumper boats, go-carts, and golf driving ranges. Refreshment areas may also be provided.

"Multiple tenant building" means a single structure housing two or more retail offices, commercial uses or residences sharing the same parcel, access and/or parking facilities.

N

"Nonconforming building or structure" means a building or structure, or portion thereof, that was lawfully established or altered prior to the adoption or applicable amendment of this title, which fails by reason of such adoption or amendment to conform to the present setback, lot coverage, or other development requirements of this title.

"Nonconforming lot" means a lot that was lawfully established prior to adoption or applicable amendment of this title, which fails to conform to the present area or dimensional requirements of this title.

"Nonconforming use" means a use of land, buildings or structures that was lawfully established prior to the adoption or applicable amendment of this title and since maintained, which fails by reason of such adoption or amendment to conform to the present land use regulations established by this title.

"Nursery" means facilities used for the propagation and sale of agricultural or ornamental plants and related products. Nurseries are further classified as follows:

- (1) Retail Nursery. A nursery which offers products to the general public including plant materials, planter boxes, fertilizer, sprays, garden tools, and related items.
- (2) Wholesale Nursery. A nursery which raises nursery stock for sale to a retail nursery or other business.
- (3) Greenhouse. A nursery facility constructed with transparent or translucent materials for indoor propagation of plants. This definition does not include private greenhouses with no commercial sales.

O

"Occupied" includes the term designed or intended to be occupied.

"Off-road vehicle recreation facilities" include motor-cross courses, jeep courses, snowmobile courses and similar facilities.

Open Record Hearing. See Title 21, Chapter 21.01.

"Open space" means undeveloped land that serves a functional role in the life of the community. This term is further categorized as follows:

- (1) Common Open Space. Open space within or related to a development that is not dedicated for public use, but is designed, intended and legally committed for the common use or enjoyment of the residents of the development.
- (2) Pastoral or Recreational Open Space. Areas that serve active or passive recreation needs, e.g., federal, state, regional and local parks, forests, historic sites, etc.
- (3) Utilitarian Open Space. Those areas not suitable for residential or other development due to the existence of hazardous and/or environmentally sensitive conditions, which can be protected through open space, e.g., critical areas, airport flight zones, well fields, etc. This category is sometimes referred to as "health and safety" open space.

- (4) **Corridor or Linear Open Space.** Areas through which people travel, and which may also serve an aesthetic or leisure purpose. For example, an interstate highway may connect Point A to Point B, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.

"Open space" as referred to in the clustering provisions of this title, means a defined portion of the property on which no residential, commercial, or industrial buildings or structures are located that are valued at more than one thousand five hundred dollars or of a nature that could preclude use of the land for future development once the appropriate zoning, utilities (public water and sewer service) and other infrastructure is in place. Covenants may be required to assure control of noxious weeds, fire hazards, abandoned orchards and other nuisances.

"Outdoor commercial amusements" means those of a permanent nature involving a large assembly of people, such as drive-in theaters, racetracks, rodeos, waterparks, miniature golf courses, fairgrounds, zoos and other similar uses.

"Outdoor living area" means an on-site area of lawn, garden, court, patio, pool or balcony in addition to the required off-street parking areas, driveways, service areas or areas of unstable slope.

"Overnight lodging facility" means a commercial establishment consisting of cabins and/or motel and hotel units in which there are six or more guest rooms for transient lodging accommodations on a daily rate to the general public and may include additional services such as restaurants, meeting rooms, and recreational facilities. This definition does not include mobile homes, camping or recreational vehicles.

P

"Park" means a public or privately owned area with facilities for active or passive recreation by the public. Parks are further categorized as "active" and "passive." An active park is designed to accommodate athletic activities, i.e., baseball, golf, soccer, swimming pool, tennis, etc. (two examples are Carlon and Wixson Parks) while a passive park may accommodate some minor athletic activities, i.e., basketball, frisbee, horseshoes, etc. (two examples are Riverside Playland and Palm Parks) its primary purpose is aesthetics and open space.

"Parking facility" means a structure, portion of a structure, or open lot, designed to store motor vehicles. Parking facilities are further categorized as follows:

- (1) **Private.** An accessory structure or an accessory portion of the principal structure, or open area, designed and used only for the shelter or storage of motor vehicles owned or operated by the occupants of the principal structure.
- (2) **Public.** A structure or an accessory portion of the principal structure, or an open lot, other than a private garage, designed and used for the rental of space for the storage of motor vehicles.

"Party of record" means the applicant and any other person who has submitted written comment on an action or proposed action, or who has appeared at a public hearing or public meeting and signed an official register requesting notice of further action.

"Pet" means a domesticated animal kept for pleasure or as a hobby rather than utility including but not limited to: fish, dogs fewer than four, cats fewer than six, hen chickens (no roosters) fewer than five, and rabbits fewer than five.

"Pet day care" means a building or structure in which an agency, person or persons regularly provide care for pets, but not including overnight stays. Uses not meeting this definition shall be considered kennels.

"Planned development" means any development within the City of Selah Urban Growth Area approved under SMC Chapter 10.24 or previous planned development ordinance (i.e., planned residential development, planned commercial development, planned industrial development, and planned mixed-use development).

"Planning commission" means the duly appointed planning commission of the city of Selah.

"Public buildings and uses" means those public or quasi-public buildings and uses of a public works, public service, public safety or public utility nature not defined or listed elsewhere in this title. These buildings and uses characteristically may be hard to locate, need close proximity to utility corridors, require a location within a service area or specific site, or need access onto an arterial or collector street. Such buildings and uses include, but are not limited to: bus shelters, water towers, park and ride, lots, interpretive centers, rest stops, road maintenance stockpile sites and the like.

"Public facilities" means and include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, storm and sanitary sewer systems, water systems, parks and recreational facilities and schools.

"Public nuisance" means and includes any violation of the provisions of this title. Any violation of this title shall be subject to prevention or abatement in an action at equity to the same extent as are other public nuisances.

R

"Recycling center" means a facility where discarded household products, such as aluminum and tin cans, glass, paper, plastic, and other similar products are deposited, packaged and stored for future reprocessing.

"Residential care facility" means a facility that is licensed to care for at least five functionally disabled persons.

"Retirement home" means an establishment operated for the purpose of providing domiciliary care for a group of persons who by reason of age are unable to or choose not to provide such care for themselves and who are not in need of medical or nursing treatment except in the case of temporary illness. Also see "Apartment" and "Multifamily dwelling."

"Reviewing official" means administrative official, building official, planning commission, hearing examiner, or the legislative body engaged in any review or approval procedure under the provisions of this title. Reviewing official also includes the planning department when engaged in accepting applications and determining completeness.

"Right-of-way means land in which the state, county or city owns fee simple title or has an easement dedicated for a transportation or utility use.

RV Park. See "Campground."

S

"School" means a structure and accessory facilities in which prescribed courses are taught. This definition includes elementary, intermediate, junior high and high schools, but does not include vocational schools.

School, Vocational. "Vocational school" means the commercial use of a structure or land for teaching the arts, crafts, or trades.

"Second hand store" means a retail business that primarily sells used goods such as clothing, household items, books, furniture, appliances and other merchandise not generally considered to be antiques. Also see "antique store."

"Service station with mini-mart" means a facility which combines elements of a convenience store and a gas station. Convenience food items are sold in addition to gasoline and other car products; gas pumps are primarily or completely self-service; does not include minor repair services.

"Service station without mini-mart" means a facility to supply motor fuel and other petroleum products to motor vehicles, including lubrication, and may provide minor repair service and incidental sales of motor vehicle accessories.

"Setback" means the minimum horizontal distance required from the property line to the wall line of a building or structure, except where otherwise specified by this title.

"Sight screen" means a continuous wall, fence, or hedge or combination thereof which obscures vision through eighty percent or more of the screened area.

Sign. See specific sign definitions in Chapter 10.38.

"Sign manufacturing and assembly" means the design, manufacturing, and assembly of metal-cased, thermo-formed, wooden, stone, neon, internally lit, or electronic signs.

"Social card room" means a commercial facility, or a portion thereof, open to the general public, in which house-banked social card games are played, as that term is defined by RCW 9.46.0282 (or as the same may be subsequently amended hereafter), or in which other activities occur that constitute gambling and are authorized by the Washington State Gambling Commission under RCW 9.46.070 (or as the same may be subsequently amended hereafter), to the extent that said activities include any gambling activity engaging in the use of, or associated with, slot machines (whether mechanical or electronic) or any gambling activity engaging in the use of, or associated with, any other electronic mechanism including video terminals.

"Solid waste drop box site" means a location for the placement of a drop box facility for disposal of solid waste and recyclable materials.

"Solid waste transfer station" means a permanent, fixed location for the disposal of solid waste and recyclable materials for transport to a waste handling facility.

Storage Facilities, Bulk. "Bulk storage facilities" means either enclosed or outdoor areas designed for the storage of either large quantities of materials or materials of large size. Includes the storage of vehicles when such storage is not incidental and subordinate to another land use and is not vehicle parking or storage, automotive wrecking/dismantling yards, vehicle sales lots, or agriculturally related industry.

Storage Facilities, Commercial. "Commercial storage facilities" means enclosed storage areas designated as support facilities for commercial activities and used for the storage of retail materials.

Storage Facilities, Self-Service. "Self-service storage facilities" means a commercial facility containing compartmentalized stalls, lockers, or screened outside area designed or used exclusively for storing personal property and/or recreational vehicles with no commercial storage authorized.

Story, Building. "Building story" means that portion of a building included between the surface of any floor and the surface of the floor next above it. If there is no floor above it then the space between such floor and the ceiling next above it shall be considered a story.

"Street" means a public or private right-of-way which affords principal means of access to abutting property.

"Structural alterations" means any change in the supporting members of a building such as foundations, bearing walls, columns, beams, floor or roof joints, girders or rafters, or changes in the roof or exterior lines or configuration of a structure if such change results in the enlargement of the structure.

"Structure" means anything constructed or erected which requires location on the ground or attached to something having a location on the ground, but not including fences or walls used as fences six feet or less in height.

T

"Tavern or bar" means an establishment providing or dispensing, primarily for on-site consumption, beer, vinous or spirituous liquors. The sale of food products including, but not limited to, sandwiches and light snacks may be secondary to the serving of the aforementioned beverages.

"Technical equipment" sales means the sale of medical, dental, fire suppression, restaurant, equipment, etc.

"Towing services" means a service to haul or tow vehicles for service, repair or temporary storage. Any facility except for wrecking yards, storing a vehicle for five or more days shall be considered a "vehicle storage facility."

"Transportation brokerage offices" means establishments primarily engaged in furnishing shipping information and acting as agents in arranging transportation for freight and cargo.

U

"Urban growth area" (UGA) means the city of Selah Urban Growth Area designated by the board of Yakima County commissioners for urban growth. The Selah UGA is depicted within the comprehensive plan.

"Use" means the activity or purpose for which land or structures or combination of land and structures are designed, arranged, occupied, or maintained together with any associated site improvements. This definition includes the construction, erection, placement, movement or demolition of any structure or site improvement and any physical alteration to land itself including any grading, leveling, paving or excavation. Use also means any existing or proposed configuration of land, structures, and site improvements, and the use thereof.

Use, Class 1, 2, 3. See "Class 1, 2, 3 use."

"Utility services" means electric substations, gas metering stations, sewer lift stations, telephone and communications relay or switching stations, municipal/public water works (including pumping stations and reservoirs), power booster or conversion plants, and similar utility facilities, all with their necessary buildings, apparatus or appurtenances thereto. For purposes of this title, "Utility services" does not include local transmission and collection lines, pipes, conductors, or utilities located underground. Utility services are not subject to the minimum lot size requirements of the zoning district in which they are located (except as required for domestic water, sewage disposal and soil percolation rates), provided that they meet all other requirements of the zoning district in which they are located.

V

"Variance" means a modification of the specific regulations of this title in accordance with the terms of this title for the purpose of assuring that no property, because of special circumstances applicable to it, shall be deprived of privileges commonly enjoyed by other properties in the same vicinity and zone. See Chapter 10.30.

"Vehicle storage" means keeping vehicles on a given site that are not actively used by the principal occupants of the site. Does not include automotive wrecking/dismantling yards or vehicle sales lots.

W

"Waste material processing and junk handling" means a place where waste, discarded or salvaged metal, used plumbing fixtures, discarded furniture and household equipment, and other materials are bought, sold, exchanged, stored or baled, and places or yards for the storage of salvaged materials and equipment from building demolition and salvaged structural steel materials and equipment, but excluding establishments for the processing and sorting of garbage, or for the sale, purchase, storage or dismantling of automotive vehicles and machinery. This definition does not include the processing, storage or disposal of hazardous materials.

"Wastewater spray field" means a field that is irrigated with wastewater or treated sewage. May include storage lagoons utilized solely for storing wastewater before spraying, but not other wastewater treatment

facilities. The application of agricultural waste or treated sewage at agronomic rates for soil enhancement or fertilizer purposes is excluded from this definition. Also see "Agriculture."

"Wholesale trade" means those uses primarily engaged in the sale of merchandise to retailers; to industrial, commercial, institutional or professional business users; or to other wholesalers.

"Wineries/Breweries" means a winery or brewery for processing and manufacturing purposes only, with limited wholesale trade incidental to the primary use. Wineries and breweries are categorized as follows:

- A. "Basic" does not have a commercial tasting room or restaurant;
- B. "Resort/destination" has either a commercial tasting room or restaurant. This type of winery or brewery is located on a site larger than five acres in size. It could typically be associated, or compatible with: high density residential, resort lodging, or a bed and breakfast;
- C. "Retail" has either a commercial tasting room or restaurant.

Y

"Yard" means an open space, other than a court, on a lot, unoccupied and unobstructed from the ground upward. Eaves shall not be considered an obstruction. The maximum projection of eaves, and similar projections, shall not exceed two feet measured from the vertical plane of the exterior wall into the required yard.

Yard, Front. "Front yard" means a yard extending across the full width of the lot, having at no point less than the minimum required horizontal distance between the front lot line and the closest permissible location of a structure. The distance shall be measured by a line at right angles to the front lot line, or by the radial line in the case of a curved front lot line. When a lot lies partially within a planned street indicated on an official plan for such a street, and where such planned street is of the type that will afford legal access to such lot, the depth of the front yard shall be measured from the contiguous edge of such planned street in the manner prescribed in this definition.

Yard, Rear Line of the Required Front. "Rear line of the required front yard" means a line parallel to the front lot line and at a distance therefrom equal to the depth of the required front yard, and extending across the full width of the lot.

Yard, Rear. "Rear yard" means a yard extending across the full width of the lot having not less than the minimum required horizontal distance between the rear property line and the closest permissible location of a structure. The distance shall be measured by a line at right angles to the rear property line, or by the radial line in the case of a curved rear lot line.

Yard, Side. "Side yard" means a yard between a building and the side lot lines extending the full depth of the lot from the rear line of the required front yard, or the front lot line where no front yard is required, to the rear lot line, the width of which side yard shall be measured horizontally from and at right angles to the closest permissible location of a structure.

"Yard sale" means a temporary event for the sale of surplus or unwanted items as an accessory use to a residence or business, in which the event does not exceed three days in duration or occur more than twice per calendar year. A yard sale is considered to be occurring whenever goods are on display with the clear intent for public viewing and purchase, and/or there is a sign that announces or publicizes a yard sale. The term "yard sale" includes garage sales, patio sales, estate sales, and moving sales. "Yard sales" do not include flea markets, junkyards, second hand stores, auction houses, and other sale events not meeting the terms of this definition.

Z

"Zero lot line" means the location of a dwelling on a lot in such a manner that one of the sides of the dwelling rests directly on a side lot line.

"Zoning district" means a mapped area within the incorporated area of the city of Selah in which certain uses of land and structures are permitted, conditionally permitted and certain land uses are prohibited, and within which a uniform set of regulations apply, as set forth within this title (Synonymous with "Zone.")

Appendix F Step-by-Step Action Plan

**City of Selah, Washington
Central Urban Area Sub-Area Plan
Draft Step-by-Step Action Plan
Wednesday, July 10, 2019**

The following is a list of the activities and projects recommended to strengthen the Central Urban Area of Selah. For each activity/project a series of actions has been identified that can be taken to implement the recommendation. These steps should be reviewed and updated, as appropriate, before initiating these actions. Several of the recommended activities/projects may be consolidated for adoption and depending on the nature of the activity/project and actions previously taken, a consolidated SEPA/GMA action may or may not be required.

Highest Priority Activities/Projects

- A Naches Road Extension/Interchange Study
- B Goodlander Road Improvement Project/Interim Truck Route
- C South Third Street Improvement Project

- D Local Business Directory (ongoing activity)
 - 1 Review draft business directory prepared by Downtown Selah Association.
 - 2 Review list of City business licensees for additions.
 - 3 Confirm plans for printing and distribution.
 - 4 Periodically review and update the directory.

- E Actively Market Business Façade Grant Program (ongoing activity)
 - 1 Meet with Selah Downtown Association to review marketing activities to date and status of grant program portfolio.
 - 2 Invite Selah Downtown Association to make presentation to City Council.
 - 3 Explore opportunities to expand marketing efforts and strengthen program.

- F Annual Economic Development Summit
 - 1 Consult with potential participants regarding the date and format of the summit meeting, perhaps focusing on a January or February date.
 - 2 Set the date, location, format, and agenda.
 - 3 Select a facilitator.
 - 4 Personally, extend invitations and follow-up with written invitations.
 - 5 Conduct the summit meeting.
 - 6 Prepare and distribute a meeting summary.

- 7 Evaluate the meeting format, make appropriate revisions, and schedule next year's summit meeting.

G Continued Support of Special Events (ongoing activity)

- 1 Meet with the sponsors of current special events to assess the location and to identify opportunities to strengthen and expand the event.
- 2 Consult with Central Urban Area businesses to assess the economic impact of current special events, to identify potential new events, and to identify opportunities to expand or improve events and the positive impacts on businesses.
- 3 Encourage and support the hosting of additional special events in the Central Urban Area.
- 4 Continue to review, evaluate, and adjust special events as appropriate.

High Priority Activities/Projects

H Consolidate Commercial Zoning Districts

- 1 Review and finalize staff recommended interim action to amend the Table of Permitted Land Uses to expand the permitted uses in the B-1 zoning district to match the permitted uses in the B-2 zoning district.
- 2 Consolidate this proposed action with other proposed amendments to Development Regulations, as appropriate.
- 3 Present draft revisions to the Planning Commission for review and authorization to initiate the SEPA/GMA review, as appropriate.
- 4 Schedule and conduct public hearing before the Planning Commission.
- 5 Complete the Planning Commission review and prepare recommendations to the City Council.
- 6 Present Planning Commission recommendations to the City Council for review.
- 7 City Council review and approval.
- 8 Note: This is an interim measure, the permanent action to merge the B-1 zoning district into the B-2 zoning district will require a rezone and can be integrated into any other action to amend the City's Official Zoning Map.

I Alternative Development Standards including Landscaping, Parking, and Signage

- 1 Review and finalize staff recommended revisions to allow greater administrative flexibility to respond to unique circumstances attributable to the layout of existing lots, buildings, and access.

- 2 Consolidate this proposed action with other proposed amendments to the City's Development Regulations, as appropriate.
- 3 Present draft revisions to the Planning Commission for review and authorization of the SEPA/GMA review, as appropriate.
- 4 Schedule and conduct a public hearing before the Planning Commission.
- 5 Complete the Planning Commission review and prepare recommendations to the City Council.
- 6 Present the Planning Commission recommendations to the City Council for review.
- 7 City Council review and approval.

J Revise SEPA Thresholds Applicable in the Central Urban Area

- 1 Review and finalize staff recommended SEPA Threshold revisions.
- 2 Consolidate this proposed action with other proposed amendments to Development Regulations, as appropriate.
- 3 Present draft revisions to the Planning Commission for review and authorization to initiate the SEPA/GMA review, as appropriate.
- 4 Schedule and conduct a public hearing before Planning Commission.
- 5 Complete Planning Commission review and prepare recommendations to the City Council.
- 6 Present the Planning Commission recommendations to the City Council for review.
- 7 City Council review and approval.

J Promote Mixed-Use Developments in the B-2 Zoning District

- 1 Review and finalize staff recommended mixed-use development standards.
- 2 Consolidate this proposed action with other proposed amendments to Development Regulations, as appropriate.
- 3 Present draft revisions to the Planning Commission for review and authorization to initiate the SEPA/GMA review, as appropriate.
- 4 Schedule and conduct public hearing before Planning Commission.
- 5 Complete Planning Commission review and prepare recommendation to the City Council.
- 6 Present Planning Commission recommendation to the City Council for review.
- 7 City Council review and approval.

K Welcome to Selah Sign

- 1 Consider assigning this activity to the Signage Task Force, see item L.

L Wayfinding Signs

- 1 Establish a Signage Task Force including, but not limited to representatives of local businesses and business organizations, the Yakima Visitors and Convention Bureau, the Selah School District, the Park District, WSDOT, and the City.
- 2 Identify and assess local and regional signage plans and sign formats.
- 3 Identify and assess successful examples from other communities, such as Dayton or College Place.
- 4 Review regulatory and public safety considerations that affect signage.
- 5 Identify and prioritize locations for wayfinding signage.
- 6 Discuss potential signage recommendations including the cost installing and maintaining signs.
- 7 Prepare and present findings and recommendations to the Planning Commission, local economic development organizations, and the City Council for review, comment, and potential adoption.

M Actively Market Opportunity Sites

- 1 Review and update the preliminary list of development sites and investment opportunities in the Central Urban Area.
- 2 Consult with property owners to confirm interest and relevant sales information.
- 3 Share sales information with YCDA staff for posting.
- 4 Arrange tour of sites for YCDA staff, other economic development organizations, and local realtors.
- 5 Periodically check in with owners and update sales information, as appropriate.

N Expand Commercial Areas/Integrated SEPA Review

- 1 Consult with affected property owners in proposed UGA Expansion Areas 1 and 2 regarding the proposed action, potential interest, possible concerns, and next steps.
- 2 Prepare a scope of work and secure the funding necessary to conduct a more detailed assessment of the proposed UGA expansion with an emphasis on the identification of areas suitable and not suitable for development, measures to protect environmentally sensitive areas, and the feasibility of extending city services.
- 3 Present the findings and recommendations to the Planning Commission, affected property owners, local economic development organizations, and the City Council for review, comment, and potential adoption.

- 4 If consistent with the findings and recommendations, prepare amendments to the City's Comprehensive Plan to amend the Future Land Use Map to include the recommended expansion of the Selah UGA and the adoption of Goals and Policies to guide future planning and development activities.
 - 5 If consistent with the findings and recommendations, prepare an application for submission to Yakima County to formally amend the Selah Urban Growth Area boundary.
 - 6 Prepare draft amendments to the City's Zoning Map and Development Regulations that would facilitate the construction of business and industrial parks in UGA Expansion Areas 1 and 2, and possibly mixed-use master planned developments in UGA Expansion Area 1.
- O South Third Street/Bartlett Avenue Overlay Districts
- 1 Review and further refine the staff recommended overlay and mixed-use development standards.
 - 2 Review the proposed revisions with affected property owners, and discuss potential interest, possible concerns to be addressed, and next steps.
 - 3 Discuss the benefits of establishing a mixed-use zoning overlay and explore the interest of rezoning these areas for commercial uses at some point in the future, with a special emphasis on properties fronting North Wenas Avenue.
 - 4 Summarize the findings and present draft findings to the Planning Commission for discussion.
 - 5 Planning Commission determines the interest in, and benefits of the adoption of a mixed-use development overlay(s) or commercial rezone(s).
 - 6 Depending on the outcome of the Planning Commission deliberations, schedule and conduct a public hearing.
 - 7 Conduct SEPA/GMA review.
 - 8 Complete the Planning Commission review and prepare the recommendations to the City Council.
 - 9 Present Planning Commission recommendations to the City Council for review.
 - 10 City Council review and approval.

Important Activities/Projects

- P Speed Study at South City Entrance/Exit
Q South First Street/ Southern Avenue Intersection Control Study
R Naches Avenue/First Street Safety Improvements

S Naches Avenue Public Parking Improvements

- 1 In consultation with the Downtown Selah Association, conduct a parking study for the Target Area within the Central Urban Area to document the number of parking spaces available and to measure the utilization rates at different times of the day and week.
- 2 Identify and assess opportunities for shared parking and the creation of new parking areas, including directional signage.
- 3 Present the findings and recommendations to the Planning Commission, affected property owners, local economic development organizations, for review and comment.
- 4 Depending on the outcome of the Planning Commission deliberations, schedule and conduct a public hearing.
- 5 Conduct SEPA/GMA review.
- 6 Complete the Planning Commission review and prepare the recommendations to the City Council.
- 7 Present Planning Commission recommendation to the City Council for review.
- 8 City Council review and approval.

T Decorative Street Lighting

- 1 Consult with WSDOT regarding plans to upgrade the existing street lighting.
- 2 If an upgrade is planned, further consult with WSDOT regarding options for installing more decorative and energy efficient lighting.
- 3 If an upgrade is not planned, consult with WSDOT and Pacific Power regarding the costs of maintaining and operating the existing streetlights.
- 4 Determine if there is a cost-effective opportunity to replace the existing streetlights.
- 5 Identify, assess, and select decorative and energy efficient streetlights for installation when an opportunity presents itself.
- 6 Prioritize streets to receive decorative lighting.

U Yakima Trolley Terminus Location Study

- 1 Consider implementing this activity in conjunction with South First Street/Southern Avenue Intersection Study, Item Q.

V Small Business Incubator

- 1 Prepare a scope of work and the secure funding to conduct a feasibility study of establishing a small business incubator in the Central Urban Area of Selah.

- 2 Establish a Small Business Incubator Task Force.
- 3 Identify and assess public and private business incubators in Washington State. Identify and assess the need for and opportunities to establish a business incubator in Selah.
- 4 incubator in Selah.
- 5 Evaluate current home business regulations and explore opportunities to promote business start-ups at home.
- 6 Prepare and present findings and recommendations to the Planning Commission, local economic development organizations, local businesses, and the City Council for review, comment, and potential adoption.

W Civic Center Evaluation

- 1 Prepare a scope of work and secure the funding for a detailed assessment and report on the physical condition of the Selah Civic Center and opportunities to increase usage, reduce operating costs, and to increase revenues.
- 2 Establish a Civic Center Task Force.
- 3 Identify and assess the operations of similar facilities in Washington State.
- 4 Identify and assess opportunities to consolidate City-functions and facilities, and for synergistic development opportunities with potentially compatible facilities such as Wixson Park.
- 5 Prepare a draft, detailed, long-term maintenance, operation, and enhancement plan for the Civic Center with planning level cost estimates.
- 6 Prepare and present findings and recommendation to the City Council, local economic development organizations, local user groups, and the general public, for review and comment.
- 7 Incorporate the report into the City's Capital Facilities Plan.

X Consolidate City Facilities

- 1 Continue to assess the long-term needs for City facilities including City Hall, the Police Department, and potentially compatible uses.
- 2 If it appears that the Wells Fargo Building may stay vacant for an extended period of time, explore the potential for acquiring and adapting the building for use as a City Hall.
- 3 Continue to watch for other locations that may not be suitable for private sector investment and/or that could stimulate private investment if developed as a City Hall.
- 4 Note: The City owns the existing City Hall and has acquired a site for a new City Hall, both in the Central Urban Area. If an alternative City Hall site is identified, then both of these sites, which have private development potential, could be sold and added to the tax rolls.

Y City Financial Report

- 1 Review reporting requirements and current annual financial report with City Clerk-Treasurer.
- 2 Explore opportunities to prepare a supplemental document for distribution to the public in an effort to increase the understanding of the City's financial situation and factors that affect the annual budget and levels of services.