CITY OF SELAH
PLANNING DEPARTMENT
113 WEST NACHES AVENUE
SELAH, WASHINGTON 98942
PHONE 509-698-7365
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DEAR READER:

IN 1997 THE CITY OF SELAH, RESPONDING TO THE WASHINGTON STATE GROWTH MANAGEMENT ACT (GMA hereinafter the ACT), ADOPTED THE CITY OF SELAH URBAN GROWTH AREA COMPREHENSIVE PLAN.

THE ACT REQUIRES THAT CITIES AND TOWNS PARTICIPATING IN THE GMA TO REVIEW AND, IF NECESSARY, REVISE THEIR COMPREHENSIVE PLAN AT SPECIFIC INTERVALS. THE CITY OF SELAH COMPLETED THE REQUIRED REVIEW, DETERMINED THAT CERTAIN REVISIONS WERE NECESSARY, AND THEN PREPARED THIS ***DRAFT*** FOR REVIEW AND COMMENT BY INTERESTED PARTIES.

THE CITY OF SELAH URBAN GROWTH AREA (UGA) CONTAINS APPROXIMATELY 6.8 SQUARE MILES AND IN GENERAL EXTENDS TO SLADE AND MAPLE WAY ROADS TO THE WEST, MCGONAGLE AND HARRISON ROADS TO THE NORTH, THE YAKIMA TRAINING CENTER INTERCHANGE OF INTERSTATE 82, THE BURLINGTON NORTHERN SANTA FE RAILROAD AND THE ELKS GOLF COURSE TO THE EAST, AND THE NATCHES RIVER TO THE SOUTH.

THE CITY OF SELAH AND THE SURROUNDING UNINCORPORATED PORTION OF YAKIMA COUNTY CONTAINED WITHIN THE BOUNDARY OF THE SELAH URBAN GROWTH AREA HAVE BOTH GROWN SINCE 1997. ALTHOUGH THE PHYSICAL BOUNDARY OF THE UGA HAS NOT EXPANDED THERE HAS BEEN A CONTINUED INCREASE IN POPULATION SINCE 1993

	CITY	UNINCORPORATED COUNTY	TOTAL
1993 Estimates:	5,113	2,730	7,843
2001 Estimate:	6,405	1,383	7,728
2005 Estimate:	6,740	1,445	8,185
2025 Estimate:	10,402	2,246	12,648

AND A CONTINUED INCREASE IN LAND USE

	CITY OF SELAH		UNINCORPORATED COUNTY	
Residential (1997):	441.22 ac.	19.3%	433.73 ac.	18.0%
Residential (2005):	614.20 ac.	21.9%	568.20 ac.	28.0%
Commercial (1997):	57.58 ac.	2.5%	0.65 ac.	0.1%

Commercial (2005):	57.40 ac.	2.1%	4.30 ac.	0.2%
Industrial (1997):	113.49 ac.	4.9%	60.94 ac.	2.5%
Industrial (2005):	79.10 ac.	2.8%	131.30 ac.	6.5%
Total Developed (1997):	1,218.79 ac.	53.2%	714.11 ac.	29.7%
Total developed (2005):	1,438.80 ac.	51.3%	961.40 ac.	47.4%
Ag/Vacant (1997):	1,071.14 ac.	46.8%	1,691.93 ac.	29.7%
Ag/Vacant (2005):	1,367.20 ac.	48.7%	1,068.60 ac.	52.6%

NOTE: Total UGA acreage is based on GIS data analysis. The total UGA area of 4,836 acres is slightly greater than the UGA area estimate provided in the 1997 Plan (4,696 acres). This difference is based on a higher level of accuracy in measuring land area through the GIS process, not on any actual increase in the City's UGA boundary since 1997.

PURPOSE OF PLAN

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

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

Proposed text changes located in the colored **DRAFT** document are red in color. Inserted text is underlined while deletions are ~~lined out~~.

Proposed text changes located in a black and white **DRAFT** document are not colored. Inserted text is underlined while deletions are lined out.

The most significant text changes to the Plan are in **Chapter 2 , Community Goals, Objectives and Policies**. The emphasis of these changes is the inclusion of language furthering the protection of the natural environment. These goals, objectives and policies will become the basis for the adoption of a new Shorelines Management Plan and Critical Areas Ordinance in 2006.

Major changes were inserted in **Chapter 8 , Capital Facilities and Utilities.** The chapter identifies major infrastructure improvements , costs and financing.

Throughout the text changes were inserted reflecting updated statistical data and background information about the City and UGA.

Sincerely,

Dennis Davison, Community Planner

Please feel free to contact me with your questions or comments. Telephone: (509) 698-7365, FAX 698-7372 or e-mail at ddavison@elltel.net.

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Chapter 1 Summary

Purpose of the Comprehensive Plan

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

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

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

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

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

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

Planning Process

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

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

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

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

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

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

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

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

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

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

9. **Open space and recreation.** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

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

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

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

~~13.~~**Historic preservation.** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

The County-Wide Planning Policies

The GMA requires that each County and its incorporated communities agree on a set of policies that will ensure coordinated planning across jurisdictional lines. Yakima County in conjunction with the City of Selah and other communities adopted County-wide Planning Policies (C~~W~~PP~~'s~~) in 199~~3~~ and subsequently updated in 200~~32~~. The policies provide a framework for planning that includes designation of an UGA, provision of urban services in the UGA concurrent with growth, coordinated transportation systems, coordinated policies for housing, creation of joint planning within the UGA, and consistent economic development policies. The County-wide policies also directly address the GMA's goals that: a) private property rights be considered, b) development permits be processed in a fair and timely manner, and c) that citizen participation be the foundation of all planning efforts.

The Selah GMA Comprehensive Plan is generally and specifically consistent with the Yakima Countywide Planning Policy. In general, as described in the Guiding Principles element of the CPP the Selah GMA Comprehensive Plan supports the principles of seeking solutions locally, using a common data base for planning and consistent terms for comprehensive land use categories. Land use data in the Selah Comprehensive Plan is based on Yakima County Assessor's Data and the transportation analysis is based on data from the Yakima Valley Conference of Governments.

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

Yakima County-wide Planning Policy	Selah GMA Comprehensive Plan
Urban Growth Area Policies~~s~~	The Selah UGA is consistent with the Urban Growth Areas policies of the CPP. Chapter 3 provides a capacity analysis for the UGA.
Contiguous and Orderly Development Policies	The Land Use element of the Comprehensive Plan provides for growth first in areas with available services, followed by UGA areas where future services are planned. Refer to policy LUGM 3.2.
Siting Public Facilities Policies	Objective LUGM 5 and Policy 5 in the Land Use policies support the cooperative siting of public facilities, consistent with the CPP.
County-wide Transportation Facilities Policies	The transportation policies and Chapter 7 of the Comprehensive Plan are consistent with this element of the CPP.
Affordable Housing Policies	Refer to the housing policies and Chapter 4 of the Selah Comprehensive Plan for affordable housing policies in support of this element of the CPP.

Joint Planning Policies	The Selah Comprehensive Plan supports the concept of joint cooperative planning with surrounding jurisdictions. Policies that address inter-local cooperation with the County and other agencies include Policy LUGM 4.2, Objective LUGM 5, Policy LUGM 5.1, Policy CFU 2.1 and Policy CFU 3.3.
Economic Development Policies	The Land Use and Economic Development elements of the Comprehensive Plan include policies to ensure that economic development is consistent with the capacity of the region's natural resources and ~~consistent~~ with the City's land use and capital facilities plans. Refer to goals and policies in the Land Use and Economic Development elements.
Fiscal Impact Analysis Policies	The City's Capital Facilities element provides a capital facilities plan consistent with the CPP and includes consideration of coordination needs with other agencies. Please refer to the Capital Facilities and Utilities policies and background information in Chapter 8. The Comprehensive Plan does not include consideration of an impact fee process (CPP H3.3).
Coordination with Special Purpose Districts, Adjacent Counties and State, Tribal and Federal Governments Policies	The Comprehensive Plan supports coordination with special purpose districts and adjacent governmental agencies. Policies that address inter-agency coordination include Policy LUGM 4.2, Objective LUGM 5, Policy LUGM 5.1, Policy CFU 2.1 and Policy CFU 3.3.

Public Involvement

In 1992, in response to the GMA, Mayor John Sweesy appointed a twenty-five person Citizen Advisory Committee with three clear purposes.

1. **To guide the planning process:** It was this Committee's responsibility to develop a set of goals, objectives and policies that would help the City of Selah and the Selah UGA achieve the vision it has for itself, consistent with the County-wide Planning Policies.
2. **To ensure public participation:** It was a clear goal of the Committee from the outset that a broad based and continual citizen participation effort should be maintained, bringing a broad cross-section of the community into the process.
3. **To guide implementation:** The Mayor assured Committee members that the Council was behind this effort and was looking forward to the direction provided by the "Plan", particularly as it related to the expenditure of limited public resources.

Based on the goals, objectives and policies developed by the Citizen Advisory Committee, ~~a~~ the City's GMA ~~compliant~~ comprehensive plan was developed and adopted in 1997~~3~~. ~~The plan was subsequently updated in 1997, based on new information, such as updated utility plans.~~

This update, a decade after the initial plan, ~~is compliant with~~meets the GMA requirement to update the comprehensive plan every ten years based on new population projections. This update is a continuation of the policy direction established in the 1997 plan rather than a departure from the original Plan direction. This update extends the planning horizon to 2025 and incorporates GMA changes since 1997. Public comment and input opportunities will be provided at a public hearing in front of the Planning Commission.

Roles

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

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

The Selah City Council and Board of Yakima County Commissioners: These elected officials have the responsibility for enacting and amending land use regulations after considering the recommendations of the Commission. This responsibility includes amending zoning regulations and the zoning district maps. The City Council and Board of Yakima County Commissioners also play a part in the comprehensive planning process by reviewing the Plan and making recommendations. The role of the City Council and Board of Yakima County Commissioners in the subdivision process includes accepting or rejecting dedications of easements, rights-of-way and other public lands, approving financial guarantees or financing mechanisms to ensure construction of all public improvements, approving engineering drawings, and approving subdivisions prior to their being recorded.

The Citizens: Formalizing citizen input through public meetings and required public hearings is one of the most vital aspects of the planning process. Citizens can become involved in the process by contributing to the meaningful dialogue surrounding particular issues or the process in general.

Planning Area

The Selah UGA Comprehensive Plan contains approximately 6.8 square miles within the designated UGA (UGA). In general, the UGA extends to Slade and Maple Way Roads to the west, McGonagle and Harrison Road to the north, the Yakima Training Center interchange of Interstate 82, the Burlington Northern - Santa Fe Railroad and the Elks Golf Course to the east,

and the Naches River to the south. The UGA represents the potential annexation boundaries of the City of Selah ~~for the twenty year horizon of the Plan~~through 2025.

Future Land Use Map

The City's Planning Commission, utilizing a projected population of 12,648 in the year 2025; the resultant residential, commercial, industrial and public land use requirements to accommodate the projected population; existing land use patterns and environmental constraints; ~~the Plan's Goals and Policies recommended by the Citizen Advisory Committee,~~ and public input received through the public hearing process; developed the Future Land Use Map for the Selah UGA (see Land Use Element).

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

Comprehensive Plan Amendments

Annual Amendments

Community planning is an iterative process, meaning that the Plan is a living document that will be amended on a regular basis as conditions change, better information becomes available, and/or community values evolve. The City will consider a unified package of amendments on an annual basis. Amendments may be requested by members of the public or~~,~~ suggested by staff~~,~~ ~~or made necessary on the basis of new information, will be analyzed for consistency with the overall plan, decided through public hearing in front of the City Commission, and implemented through ordinance.~~ All proposed amendments are considered by the Planning Commission with a recommendation to the City Council. Public comment is invited during the Planning Commission~~'~~ review process, including at a public hearing held on the proposed amendment(s). After receiving the Planning Commission recommendation, the City Council makes the final decision on all Comprehensive Plan amendments. If approved, the amendment will be adopted by ordinance.

Emergency Amendments

This Plan may be revised or amended outside of the normal schedule if findings are adopted to show that the amendment was necessay, due to an emergency situation of a neighborhood or community-wide significance and not to a personal emergency on the part of a particular applicant or property owner. Plan and zoning amendments related to annexations may be considered during the normal annexation process and need not be coordinated with the annual Plan Amendment schedule. The nature of any emergency and proposed amendment shall be explained to the City Council. The Council will decide whether or not to allow the proposal to proceed ahead of the normal amendment schedule.

How Will the Plan Be Implemented?

The GMA contains requirements that communities take real steps to assure that the goals and policies are not ignored as decisions occur and are, in fact, implemented by day-to-day decisions. In order to make goals and policies actually affect what happens in the real world, several things must happen. To assure that all government decisions made after its adoption are consistent with the Comprehensive Plan, City codes, procedures and regulations must be amended to be consistent with The Plan. Primary implementation tools include the City Zoning Code, the Six Year Transportation Improvement Programs. State Environmental Policy Act (SEPA), utility plans, and many other city codes and programs. The implementation phase of the planning process calls for codes and programs to be amended to implement the goals and policies of the Comprehensive Plan as needed. Any proposed change to a program or ordinance will be discussed in a public hearing and must be based on citizen involvement. In this way, it can be assured that the specific steps taken are as consistent with community desires as the initial goals and policies.

Organization of This Comprehensive Plan

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

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

Chapter 2
Community Goals, Objectives & Policies

Goal Setting

One of the key components of the growth management planning process is goal setting. It is important, at the outset of the planning process, to formulate a set of explicit statements which describe the aspirations for the future and which serve as a general guide for development while managing growth. The City of Selah established the following general goals and strategies, which are detailed in the formally adopted goals, objectives and policies that follow.
Parks/Recreation/Environment: Provide a quality parks system and recreation program.
Land Use and Growth Management: Recognize the importance of the floodplain; strengthen the Central Business District; develop within natural drainage basins; improve access to the City of Yakima; and create local income opportunities.
Economic Development: Provide an attractive economic development climate through an attractive community; and promote the development of commercial and industrial businesses.
Infrastructure and Development Standards: Develop an efficient transportation, water and sewer system that supports the community vision. Strategies would include using infrastructure to direct growth, balance and revitalize deteriorating neighborhoods through multi-density housing alternatives, and targeting businesses with low utility needs.
Housing and Quality of Life: Maintain and enhance the present quality of Selah's schools, police and fire protection; improve accessibility to affordable housing; revitalize the central business district; and develop a proactive public/private business attraction program. The main strategy to this effort will be to focus on improving what Selah already has in the anticipation that the rest will follow.

Goals, Objectives and Policies

The purpose of a land use plan is to guide the day-to-day efforts of the City of Selah and Yakima County Planning Commissions, the Selah City Council, Board of Yakima County Commissioners and staff so that land use decisions are goal-oriented rather than arbitrary. The Future Land Use Map is useful as a guide to future development patterns. It is important to supplement the map with written policies that direct the City's future.
The statements outlined below provide the community and public officials a clear idea what future development is expected to meet.

Land Use and Growth Management

GOAL: Strengthen the Central Business District.

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

Objective LUGM 1: Support and define the Central Business District (CBD - Fremont to Southern on First Street and Naches Avenue from 3rd Street to Railroad Avenue) as the prime commercial center in Selah.

Policy LUGM 1.1: Encourage a consistent streetscape design plan for public use areas in the CBD.

Policy LUGM 1.2: Develop cooperative public/private efforts to expand parking in and around the CBD.

Policy LUGM 1.3: Place CBD improvement projects as high priorities on the City's capital improvement program.

Policy LUGM 1.4: Make the CBD an attractive place for both pedestrians and motorists.

Policy LUGM 1.6: Encourage commercial development within the CBD.

Objective LUGM 2: Establish Selah as a place of historic and cultural recognition.

Policy LUGM 2.1: Preserve and develop historic buildings and sites which enhance the heritage of the community (e.g., Pioneer Cemetery).

GOAL: Develop within natural drainage basins.

As the Selah UGA continues to develop, expansion of urban services will become increasingly difficult and costly. Consequently, policies should be implemented to improve efficiency and cost effectiveness.

Objective LUGM 3: Encourage economic growth while maintaining quality development and controlling the cost of public improvements in Selah's UGA.

Policy LUGM 3.1: Growth should be encouraged in natural drainage basins.

Policy LUGM 3.2: Direct development to areas where infrastructure (water, sewer, and streets) is either present, can be easily extended, or is planned to be extended.

Policy LUGM 3.3: Conserve land, energy and financial resources by minimizing urban sprawl.

Policy LUGM 3.4: Streets, water, and sewer extensions should be designed to provide service to the maximum area possible with the least length of extension.

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

Objective LUGM 4: Assure that land use policies and patterns adequately protect and preserve resource lands, critical areas, water supplies, water bodies and other significant areas.

Policy LUGM 4.1 Provide for the protection of wellheads and springs from land uses that present a threat to surface or groundwater quality. Aquifer recharge areas shall be subject to close scrutiny and intergovernmental efforts to control potential threats to aquifer contamination.

Policy LUGM 4.2 Protect shoreline areas from incompatible types and intensities of development through careful application and periodic review of the Selah Shoreline Master Program (SMP). All goals and policies of the SMP and any subsequent amendments shall be adopted by reference in their entirety to assure consistency between the Comprehensive Plan and the SMP.

Policy LUGM 4.2. Integrate flexibility into development regulations that would allow for incentives and bonuses for developers who maintain natural areas and open space as a part of new development.

Policy LUGM 4.3. Continue to update and refine City regulations to protect wetlands, aquifer recharge areas, frequently flooded areas, seismic hazard areas, steep slopes, agricultural areas, and anadromous fish habitat from incompatible levels or types of development in accordance with the Washington Growth Management Act.

Policy LUGM 4.4. Ensure that land use practices in geologically hazardous areas do not cause or exacerbate natural processes which may endanger lives, property or resources.

Policy LUGM 4.5. Classify and designate areas on which development should be prohibited, conditioned, or otherwise controlled because of danger from geological hazards.

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

Objective LUGM 45: Promote economic growth and development through periodic and systematic annexations.

Policy LUGM 45.1: Encourage the annexation of areas prior to the formation of subdivisions.

Policy LUGM 45.2: Complete and implement an annexation plan in accordance with Chapter 35.12 RCW, as amended, including a mutual Level of Service (LOS) standards between the City of Selah and Yakima County.

Policy LUGM 45.3: Projects developed with municipal services should occur within the incorporated area.

Policy LUGM 45.4: For developing or developed areas, consider annexation if:

1. The impact of annexation will have a positive effect on Selah's tax base (although this shall not be the sole reason for annexation); and/or
2. The annexation is necessary to protect areas of importance to Selah's long-term growth plans; and/or
3. The annexation area has development potential and can be served by community services; and/or
4. The area represents a threat to the public health or safety.

Policy LUGM 45.5: Consider annexations only for property located in the City's UGA.

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

Objective LUGM 65: Site essential public facilities in a manner consistent with County-wide Planning Policies and City policies.

Policy LUGM 56.1: The City will not preclude the siting of essential public facilities; however, it shall enforce its Comprehensive Plan and development regulations to ensure reasonable compatibility with other land uses.

Housing

GOAL: Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Objective HSG 1: Maintain and upgrade the character of existing residential neighborhoods.

Policy HSG 1.1: Discourage rezoning which would allow incremental conversion of existing single-family dwellings to duplexes or multi-family dwellings.

Policy HSG 1.2: Encourage new single-family development throughout existing single-family neighborhoods as redevelopment and infill construction at appropriate densities.

Policy HSG 1.3: Restrict the encroachment of commercial and industrial uses into residential neighborhoods except in areas identified for commercial and industrial expansion.

Policy HSG 1.4: Support reinvestment in deteriorating neighborhoods through strict code enforcement.

Policy HSG 1.5: Require landscape buffers between zoning districts, such as between commercial and industrial districts, and between residential and commercial districts.

Policy HSG 1.6: Replace nonconforming uses with appropriate conforming uses.

Objective HSG 2: Encourage new residential development to approximate existing residential densities and housing mix levels.

Policy HSG 2.1: Encourage the combined net density of all residential development to remain at present levels. Exceptions to this policy should be permitted where the developer can demonstrate that the quality of the project design, construction and amenities warrants a different housing density.

Policy HSG 2.2: Ensure codes and ordinances promote and allow for a compatible mix of housing types in residential areas.

Policy HSG 2.3: Special needs housing shall be designed and maintained to be compatible with the surrounding neighborhood. ~~Ensure that residential standards for housing for persons with handicaps treat such housing in a manner similar to similar general residential development.~~

Objective HSG 3: Minimize the negative impact of medium- and high-density residential projects on adjacent low-density residential areas, but encourage mixed use/density projects.

Policy HSG 3.1: Encourage multi-family dwellings to locate in areas where increased density can be used as a tool to discourage urban sprawl.

Policy HSG 3.2: Require high-density multi-family residential projects to meet minimum site design criteria including:

1. Adequate traffic access
2. Landscaping
3. Off-street parking

4. A suburban character

Policy HSG 3.3: Manufactured and modular homes, where allowed, shall meet the same criteria as specified in Policy HSG 3.2.

Policy HSG 3.4: Encourage the upgrade of existing mobile home parks to current development standards.

Policy HSG 3.5: Allow assisted living units as a method of increasing the supply of affordable housing, as an alternative to institutional or assisted care living, and to assist homeowners remaining in their existing homes.

Objective HSG 4: Encourage new residential construction to be compatible with existing residential development.

Policy HSG 4.1: Encourage developers to use private covenants and deed restrictions which specify architectural, maintenance and landscaping standards within their development.

Objective HSG 5: Participate in the development of a regional fair share housing allocation that provides low and moderate income housing targets.

Parks and Recreation

The City of Selah has worked hard on developing a respected and highly utilized parks and recreation program. Consequently, the City should pursue objectives that concentrate on 1) procure an adequate and equitable funding resource; 2) addressing deficiencies in the present system (such as the need for function specific community-wide activities like sports fields); and 3) encouraging the expansion of the park system as the City continues to grow.

GOAL: Provide a quality parks system and recreation program.

Objective PRE 1: Explore the establishment of a parks and recreation district congruent with the boundaries of Selah School District #119.

Objective PRE 2: Provide financial support for recreational and cultural activities from a variety of sources.

Policy PRE 2.1: Negotiate with developers/subdividers to consider options to provide for parks.

Policy PRE 2.2: Explore all opportunities for leveraging local monies for park development with both public and private grant funds.

Objective PRE 3: Provide additional park facilities in locations where they are presently lacking.

Policy PRE 3.1: Identify potential sites and plan for a series of neighborhood parks in Selah's UGA.

Policy PRE 3.2: Identify potential bicycle and pedestrian routes.

Policy PRE 3.3: Identify and develop parks that serve specific community wide needs, such as swimming pools, soccer fields, sports complex, etc.

Policy PRE 3.4: In determining the location and size of park acquisitions, consideration should be given to providing safe and convenient access to pedestrian and bicyclists.

Objective PRE 4: Improve upon the community-wide park facilities in Selah.

Policy PRE 4.1: Seek the development of the floodplain areas for compatible recreational purposes, including connection to the Yakima Greenway.

Policy PRE 4.2: Identify and take advantage of opportunities to expand greater access to waterfront recreation.

Policy PRE 4.3: Plan for the integration of bikeways and pedestrian pathways within the street and park systems.

Objective PRE 5: Expand upon existing organized programs and activities offered through Selah Parks and Leisure services.

Policy PRE 5.1: Consider establishing a park land improvement fund through the building permit fee process that would match any comparable Yakima County fees. This would ensure that the collected Yakima County fees are used to enhance the Selah park and recreation system.

Policy PRE 5.2: Encourage corporate and/or service sponsorship and endorsement programs.

Policy PRE 5.3: Encourage "service in kind" park development projects.

Natural Environment

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

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

GOAL: Respect the floodplain.

Objective ENV 1: Respect habitat and wetland areas within the 100-year floodplain.

Policy ENV 1.1: Map important habitat and wetland areas within the 100-year floodplain.

Policy ENV 1.2: Adopt wildlife and wetlands habitat overlay zones within the zoning ordinances.

Policy ENV 1.3: Require appropriate studies for projects in the 100-year floodplain, as identified on Federal Emergency Management Agency (FEMA) flood maps.

Policy ENV 1.4: Only developments which respect the floodplain and meet appropriate local, state and federal requirements will be allowed in the 100-year floodplain.

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

Objective ENV 2: Adopt land use policies that reduce or eliminate negative impacts of development on storm water drainage capacities and systems.

Policy ENV 2.1: ~~The City shall e~~Encourage the retention of native vegetation or the creation of vegetative buffers near drainage courses to preserve water quality, and to aid in bio-filtration of storm water.

Policy ENV 2.2. Minimize adverse stormwater impacts generated by the removal of vegetation and alteration of land forms.

Policy ENV 2.~~2~~3: ~~The City shall r~~Require the utilization of on-site detention and/or infiltration facilities as a part of new developments which demonstrate the capacity to accommodate such facilities and/or would significantly burden the City's storm water infrastructure facilities if not utilized.

Policy ENV 2.~~3~~4: ~~The City shall e~~Ensure that new development will not increase peak storm water runoff.

~~**Policy ENV 2.4:** The City shall provide for protection of wellheads and springs from land uses that present a threat to surface or ground water quality. Aquifer recharge areas shall be the subject to close scrutiny and intergovernmental efforts to control potential threats to aquifer contamination.~~

Policy ENV 2.5: Control stormwater in a manner that has positive or neutral impacts on the quality of surface and groundwater and does not sacrifice one for the other.

~~**Policy ENV 2.5:** The City shall protect shoreline areas from incompatible types and intensities of Selah Shoreline Master Program (SMP). All goals and policies of the Selah SMP and any subsequent amendments shall be adopted by reference in their entirety to assure consistency between the Comprehensive Plan and the SMP.~~

Goal: **Promote and enhance surface and ground water quality.**

Objective ENV 3: Maintain and manage the quality of surface and ground water resources as near as possible to their natural condition and in compliance with state water quality standards.

Policy ENV 3.1: Develop performance standards and regulate uses for activities which adversely impact water quantity and quality in aquifers, watersheds and surface waters.

Policy ENV 3.2 Evaluate the potential impact of development proposals on groundwater quality, and require alternative site designs to reduce contaminant loading where site conditions indicate that the proposed action will measureably degrade groundwater quality.

Policy ENV 3.3 Encourage the retention of natural open spaces in development proposals overlying areas highly susceptible for contaminating groundwater resources.

Policy ENV 3.4 Support regional educational efforts which inform citizens of measures they can take to reduce contaminant loading of groundwater systems.

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

Policy ENV 3.6 Encourage the use of drainage, erosion, and sediment control practices for all construction or development activities.

Policy ENV 3.7 Make use of local and regional data sources to monitor and assess surface and groundwater quality.

Policy ENV 3.8 Participate in water quality improvement planning and implementation efforts by local, regional, state, federal, and tribal agencies.

Goal: Provide appropriate protection for recognized habitat and critical areas.

Objective ENV ~~34~~: Establish specific, science-based criteria for identification and protection of environmentally sensitive resources.

Policy ENV ~~34~~.1: Monitor designated environmentally critical areas to ensure continued viability and protection.

Policy ENV ~~34~~.2: Integrate environmental considerations into all planning efforts and comply with all state and federally mandated environmental legislation.

~~**Policy ENV 3.3:** Monitor and preserve the habitat of endangered or threatened species occurring within the City and UGA consistent with science-based criteria.~~

Policy ENV 4.3. Support regional efforts for the protection of fish and wildlife habitat to consistent with science-based criteria to protect the natural values and functions of those habitats. Fish and wildlife habitat protection considerations should include:

1. The physical and hydrological connections between different habitat types to prevent isolation of those habitats.
2. Diversity of habitat types both on a local and regional scale;
3. Large tracts of fish and wildlife habitat;
4. Areas of high species diversity;
5. Locally or regionally unique or rare habitats;
6. Winer range and migratory bird habitat of seasonal importance.

Policy ENV 4.4. Direct development away from areas containing significant fish and wildlife habitat areas, especially areas that are currently undeveloped or are primarily dominated by low intensity land uses.

Policy ENV 4.5. Limit development projects or require mitigation measures in areas adjacent to public lands containing significant fish and wildlife habitat.

Policy ENV 4.6. Project the habitat of *Washington State Listed Species of Concern* and *Priority Habitats and Species* in order to maintain their populations.

Policy ENV 4.7 Cooperate with resource agencies to prioritize habitats and provide appropriate measures to protect them according to their respective values.

Objective ENV 5: Provide for long-term protection of wetlands.

Policy ENV ~~4.8~~5.1 Preserve, protect, manage and regulate wetlands for purposes of public health, safety and general welfare by:

1. Conserving fish, wildlife, and other natural resources
2. Regulating property use and development to maintain the natural and economic benefits provide by wetlands, consistent with the general welfare of the City;
3. Protecting private property rights consistent with the public interest;
4. Requireing wetland buffers and building setbacks around regulated wetlands to preserve vital wetland functions and values.

Policy ENV ~~4.9~~5.2. Adopt a clear definition of a regulated wetland and a method for delineating regulated wetland boundaries.

Policy ENV ~~4.10~~5.3. Manage and mitigate human activities or actions that would have a probable adverse impact on the existing conditions or regulated wetlands or their buffers.

Policy ENV ~~4.11~~5.4. Require mitigation for any regulated activity which alters regulated wetlands and their buffers.

Economic Development

Residents of Selah believe that the City should strive to diversify the local economy. One of Selah's strengths is the small town environment within a growing and dynamic community. These two attributes can be seen as opportunities to stimulate local entrepreneurs, which will also set the shopping experience in Selah apart from chain store shopping centers.

GOAL: Provide an attractive economic development climate through an attractive community and promote the development of commercial and industrial businesses.

Objective ED 1: Provide a variety of high quality locations for commercial, industrial, and office development in Selah.

Policy ED 1.1: Maintain an inventory of appropriate industrial sites for research, manufacturing, warehousing, business/employment parks or other similar uses in the City.

Policy ED 1.2: Support development and redevelopment of industrial lands that make a positive contribution to the City's economy and physical environment.

Policy ED 1.3: Protect prime industrial sites from encroachment by incompatible uses such as housing and unrelated retail activity.

Policy ED 1.4: Provide access to industrial areas in a manner, which discourages traffic through residential areas.

Objective ED 2: Reserve and promote industrial sites with appropriate public facilities and services for new industrial development.

Policy ED 2.1: Require adequate street access to industrial sites.

Policy ED 2.2: In addition to highway access, industrial sites should have access to railroad facilities.

Policy ED 2.3: Public water and sewer service should be available to industrial sites.

Policy ED 2.4: Public uses which are primarily industrial in nature (e.g., equipment storage yards and utility plants) should be located in industrial zones.

Objective ED 3: Establish a commission to promote industrial development and a business retention program.

Policy ED 3.1: Encourage industry that compliments the character of the City of Selah.

Policy ED 3.2: Encourage industry that has a low environmental impact.

Policy ED 3.3: Encourage industry that has a low public services impact.

Policy ED 3.4: Complete an inventory of existing and potential industrial sites within the Selah UGA.

Policy ED 3.5: Develop a proactive public/private business attraction program.

Objective ED 4: Create an environment favorable to business development in the central business district.

Policy ED 4.1: Develop a centralized approach to assisting new business through licensing and regulatory start-up.

Policy ED 4.2: Assist investors in developing business projects that are in the CBD area (i.e., industrial revenue bonds, tax deferrals).

Policy ED 4.3: Encourage the City of Selah and the Selah Chamber of Commerce to join in a "Shop Selah" campaign.

Policy ED 4.4: Complete a survey of existing and potential commercial sites within the Selah UGA.

Transportation

The physical relationship of the City of Selah to the City of Yakima is acknowledged as both a strength and weakness. Maintaining a viable First Street is dependent upon a strong and direct linkage to Yakima from the south end of First Street.

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

Objective TRAN 1: Provide a safe and efficient transportation network within the City of Selah UGA.

Policy TRAN 1.1: Streets and highways should be located and designed to meet the demands of both existing and projected land uses as provided for in the Selah Comprehensive Plan.

Policy TRAN 1.2: Street and highway improvements should be located and designed to respect the residential character of the community and its quality living environment.

Policy TRAN 1.3: Develop a right-of-way policy for future transportation improvements.

Policy TRAN 1.4: Curb cuts onto collector and arterial streets should be kept to a minimum through the following techniques:

1. The provision of reverse frontage roads;
2. The use of intersecting streets as access points; and
3. Internal design of subdivisions.

Policy TRAN 1.5: Local streets shall be designed and signed to discourage through traffic.

Policy TRAN 1.6: Establish a plan of landscaping along major street rights-of-way.

Policy TRAN 1.7: Establish a street improvement fund through the building permit fee process that would match any comparable Yakima County fees.

Policy TRAN 1.8: Encourage the expansion of public transportation.

Policy TRAN 1.9: Encourage multi-agency cooperation with WSDOT, YVCOG, Yakima County, and the City of Yakima, and ensure that improvements in Selah are coordinated with adjacent communities.

Policy TRAN 1.10: Ensure mobility for all residents, including the elderly and persons with disabilities, by providing accessible transportation services:

1. Identify existing transportation facilities and locations that are not accessible or useable by persons with disabilities or special needs and improve the facilities;
2. Apply street and sidewalk design standards and develop a system that respond to the needs of persons who are elderly, disabled or have other special needs; and
3. Ensure parking areas comply with accessibility requirements of the Uniform Building Code and Americans with Disabilities Act.

Objective TRAN 2: Improve circulation within the City of Selah UGA.

Policy TRAN 2.1: Develop and implement a program of upgrading existing streets, including street lights and sidewalks.

Policy TRAN 2.2: Develop and implement a truck routing plan, including proper signage. Limit commercial truck through traffic to designated truck routes to avoid intrusion into neighborhoods, except for delivery trucks.

Policy TRAN 2.3: Develop and implement an annual street, sidewalk, and lighting inspection program.

Policy TRAN 2.4: Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing connections can reduce traffic congestion and increase neighborhood unity.

Objective TRAN 3: Improve pedestrian safety and circulation within the City of Selah UGA.

Policy TRAN 3.1: Require sidewalks on one side of all local streets and both sides of all collectors and arterials (sidewalks constructed along arterials and collectors should be within one foot of the private property line).

Policy TRAN 3.2: Safe and efficient movement of bicycle and pedestrian traffic throughout Selah, especially in school and recreational areas, in the business district and points of congestion should be provided.

Policy TRAN 3.3: Prioritize sidewalk improvements on arterials and local roads. The first priority should be completing the sidewalk system on arterial streets. The second priority should be to improve the sidewalk system on local streets.

Policy TRAN 3.4: As part of the pedestrian network, provide crosswalks at key locations such as Downtown, intersections of City arterials, the local street network near schools, and other locations with significant pedestrian volumes.

GOAL: Provide a safe and convenient access throughout the City of Selah.

Objective TRAN 4: Improve access to the City of Selah while maintaining and improving the economic viability of First Street.

Policy TRAN 4.1: Improve access to undeveloped areas within the Selah UGA.

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

Policy TRAN 4.2: Promote direct and quality roadway linkages between First Street, Interstate 82, the City of Yakima, and State Route 12.

Policy TRAN 4.3: Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway.

Policy TRAN 4.4: Ensure that roads are designed to allow emergency vehicle passage 24 hours a day. Dead-end street lengths and turnarounds, travel lane widths, maximum road grades, parking location, and other road design features should accommodate emergency and service vehicles.

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

Objective TRAN 5: Provide an integrated street network of different classes of streets designed to facilitate different types of traffic flows and access needs.

Policy TRAN 5.1: Implement a functional classification system to ensure that transportation system improvements are compatible with adjacent land uses and will minimize potential conflicts.

Policy TRAN 5.2: Periodically review existing street classifications to adjust the classification when appropriate.

Policy TRAN 5.3: Adopt levels of service for principal, minor, and collector arterials that reflect the preference of the community. The City of Selah has adopted a standard of LOS D for principal arterials, and LOS C for all other minor arterials, collectors, and local access roads.

Objective TRAN 6: Review and monitor the transportation system to provide adequate service to existing and future land uses.

Policy TRAN 6.1: Fund and establish a data collection system including traffic counts and accidents to support studies, operational changes, and designs.

Policy TRAN 6.2: Allow major land use changes only when those proposals accompany specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs.

Policy TRAN 6.3: Monitor major intersections and initiate traffic impact studies when deemed necessary.

Policy TRAN 6.4: Develop and maintain a traffic model for Selah and its UGA. Forecast travel to identify needed transportation improvements. The forecasts should:

1. Account for expected changes in personal travel behavior and feasibility of mode choices;
2. Use current data and policies;
3. Be compatible with other jurisdictions; and
4. Reflect land use policies.

Policy TRAN 6.5: Identify improvements and strategies needed to carry out the land use vision and meet the LOS requirements for transportation.

Policy TRAN 6.6: Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Re-assess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.

Capital Facilities and Utilities

The City of Selah feels strongly that the City should take care of what it has before engaging in new development. The philosophy of the City is "build a quality environment and it will attract others."

GOAL: Maintain the quality of Selah's schools, police and fire protection.

Objective CFU 1: Maintain the quality of Selah's police service and fire protection.

Policy CFU 1.1: Make necessary improvement to Selah's water system and fire department to maintain levels of service adequate to meet existing and future demands.

Policy CFU 1.2: Complete annual monitoring of response times for police and fire calls with present service levels serving as the baseline for performance measurement.

Policy CFU 1.3: Maintain or improve upon the present level of police officers per population in the City of Selah to ensure present high standards of excellence are maintained.

GOAL: Recognize the need for a quality school system.

Objective CFU 2: Encourage a quality school system.

Policy CFU 2.1: Coordinate planning and development projects with the Selah School District.

Policy CFU 2.2: Establish a school facility improvement fund through the building permit process that would match any comparable Yakima County fees.

GOAL: Develop an efficient utility system (both public and private) that supports the community vision.

Objective CFU 3: Develop adequate rights-of-ways and infrastructure improvements for future development through the planning process, including, but not limited to, public and private utilities and streets.

Policy CFU 3.1: All new development should be served by underground utilities, i.e., electricity, natural gas, telephone, cable TV, etc.

Policy CFU 3.2: Complete and implement a six year capital facility plan which is updated annually in accordance with the GMA.

Policy CFU 3.3: Coordinate with non-municipal service providers and providers of information regarding existing and projected facilities over the 20-year life of the plan.

Policy CFU 3.4: Ensure that the Land Use Element and the Capital Facilities Element, and its accompanying financing plan, are coordinated and consistent.

Objective CFU 4: Establish a financing strategy to cover the costs of needed facilities and improvements contained in the Capital Facilities Element.

Policy CFU 4.1: The City shall identify all funding sources to pay for the needed projects as required by GMA.

Policy CFU 4.2: If probable funding falls short the City shal incorporate one or all of the following:

- Reassess the Land Use Element to reduce the impacts associated with densities and land use designations;
- Lower the adopted level of service standards to reflect service levels that can be maintained given the known financial resources;
- Increase the amount of available revenue through rate increases;
- Impose impact fees; or
- Decrease the amount of project costs

Chapter 3
Land Use Element

Introduction

Elements of a Comprehensive Plan are interrelated with the land use element; together these elements establish the desirable characteristics, qualities and patterns of the physical environment. Land use patterns have a direct impact on the quality of life, personal comfort, convenience and safety within the UGA.

Land use, managed effectively, can maintain balance and consistency in the environment and the UGA. The City and Yakima County can specify and define amounts, locations, densities and the timing of land development. What is planned for the land today will have long-term significance. Land use planning provides and preserves land for the future.

The purpose of the land use element of the Comprehensive Plan is not only to maintain and protect land resources, but also to preserve the "small-town" atmosphere and quality of life that is at risk with population growth. As a growing community, the City of Selah and the UGA should accommodate growth without destroying the current natural and social environment. This element should find a way to preserve the character of the city and the UGA, while maximizing benefits of existing resources. Appendix A further discusses the population and economic trends for the City.

The Washington GMA requires that cities inventory their land. Once a city has inventoried, evaluated and designated uses of land, accounting for future population growth and densities, transportation and infrastructure needs, the City and Yakima County must provide regulations to guide the development of limited land resources. Future land use must be supported by adequate public facilities and services, and appropriate and consistent regulations must be designed to guide growth.

Geographical Context

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

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

Land Use Survey

An existing land use inventory was prepared based on Yakima County Assessor's data supplemented by City of Selah data and field review. Recorded information was then translated into acreage and presented in the Plan in graphic and tabular form.

The existing land use inventory was recorded in a variety of classifications as outlined below.

- **Residential:** Land occupied by one or more dwelling units, including accessory buildings, the primary use being for sheltering individuals, families, or groups of persons. Examples: single-family, duplex, mobile home parks, and multiple-family structures.
- **Commercial:** Land occupied by buildings or merchandise, the primary purpose of which is the wholesale or retail sale of goods and services. Examples: grocery stores, offices, clothing sales, car sales and service.
- **Industrial:** Land occupied by buildings, materials or equipment, the primary use being for storage, transportation, or manufacturing of a product. Examples: manufacturing, construction yards, heavy equipment or material storage, warehousing.
- **Public and Semi-Public:** Land occupied by governmental agencies or by religious, educational or civic groups, excluding public lands used for recreational purposes. Examples: schools, churches, cemeteries, municipal buildings, private golf courses.
- **Parks and Recreation:** Land used for both active and passive recreational activities by the general public.
- **Transportation and Utilities:** Highways, streets and alleys, and railroad rights-of-way; and other utility right-of-ways, such as water, sewer and power.
- **Vacant:** Land on which none of the above uses are performed, but including agricultural, mining, and forestry.

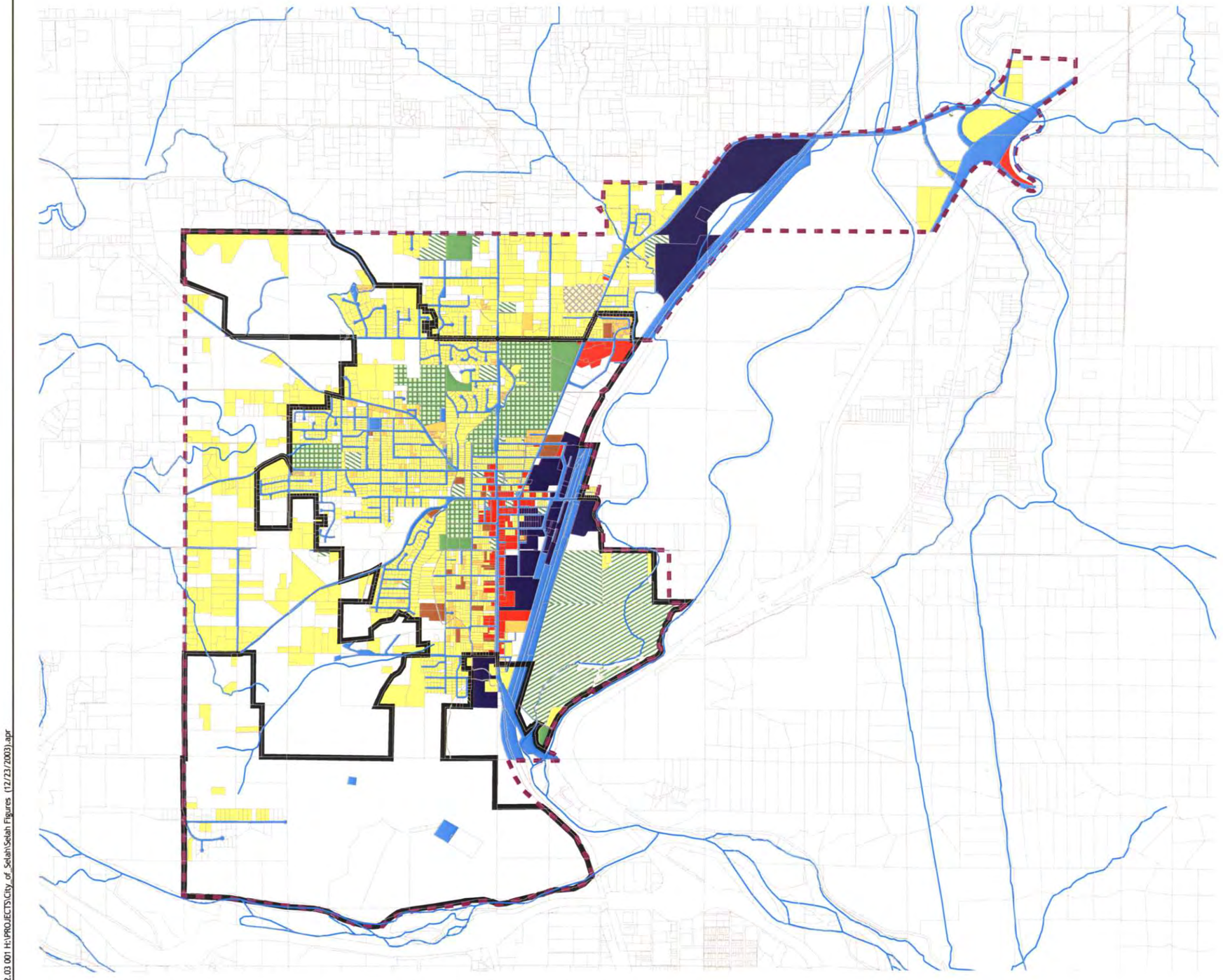
The results of the land use inventory are displayed on the existing land use map (Figure 3-1), and in tabular form as acreage calculations in Tables 3-1 and 3-2. The existing land use map is not a plan, but rather a representation of the inventory data. Since the existing land use map is referenced throughout the planning process, it should be kept current. While keeping the land use data current, the City and Yakima County can periodically assess land use in relation to the Comprehensive Plan objectives and goals.

As reflected on the existing land use map, land within the City of Selah, is primarily utilized for residential, commercial, and industrial uses. The unincorporated UGA, the land within the UGA, but outside the City of Selah, is a mixture of residential, agricultural and vacant land use.

Existing Land Use Within Selah City Limits

This section of the land use element examines the pattern of existing land uses and development patterns within the current city limits. These patterns are then analyzed, providing information about the current distribution of uses.

Figure 3-1
Existing Land Use Map
City of Selah Comprehensive Plan
December 2004



Legend

Parcels by Existing Land Use

- Agricultural/Vacant
- Retail / Business
- Industrial
- Parks and Recreation
- Public
- Residential - Medium Density
- Residential - Mobile Home
- Residential - High Density
- Residential - Low Density
- Semi-Public
- Transportation / Utilities / Communications
- School

- Parcel Boundaries
- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

N

0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

03142.03 001 H:\PROJECTS\City_of_Selah\Selah Figures (12/23/2003).apr

The current distribution of uses within the City of Selah are displayed in Table 3-1. From this table, it is apparent that residential uses comprise the largest portion of Selah with, in decreasing order, transportation and utilities, semi-public, public, industrial, commercial and park uses. Almost forty-nine percent of the total land area in the City is currently vacant or in agricultural use. Due to economic or geographical factors, some of the vacant land inside the City may be unsuitable for development.

Table 3-1 Existing Land Use - Selah City Limits

Land Use Category	Total Acreage	% of Total	% of Developed
Residential	614.2	21.9	42.7
Single-Family	*542.2*	*19.3*	*37.7*
Duplex	*48.9*	*1.8*	*3.4*
Multi-Family	*23.1*	*0.8*	*1.6*
Commercial	57.4	2.1	4.0
Industrial	79.1	2.8	5.5
Parks & Recreation	32.8	1.2	2.3
Public	193.2	6.9	13.4
Semi-Public	194.2	6.9	13.5
Transportation and Utilities	267.9	9.5	18.6
Total Developed	*1,438.8*	*51.3*	*100.0*
Vacant/Agriculture	*1,367.2*	*48.7*	--
TOTAL	**2,806.0**	**100.0**	**100.0**

Residential Development Patterns

Within the City of Selah, 614 acres of land are in residential use (Table 3-1). There are approximately 1,305.7 acres remaining to be developed for residential use. Approximately 63% of this acreage (817.6 acres) is above the 1,400-foot elevation, which is the current limit of the City's pressurized water system. The remaining 37% (488.1 acres) is currently developable.
The City of Selah is dominated by a single-family residential pattern. Single-family residences account for 88.3% of the developed residential area. While only 8% of the City's developed residential area is used for two-family housing, duplexes are scattered throughout the community and appear to be developed with more frequency. Multiple-family housing projects comprise only 3.7% of the City's developed residential area.

Commercial Development Patterns

The existing land use inventory indicates that the City has an average amount of commercial use for a city of its population. Currently, 57.4 acres are developed commercially. Most commercial land use is clustered along First Street and~~with a second commercial area~~ at the intersection of North Wenas and East Goodlander Road. Future commercial capacity is also available around the I-82/Yakima Training Center interchange to the northeast. These ~~two~~ commercial areas serve the surrounding unincorporated areas as well as City residents. The First Street and Naches Avenue intersection is the approximate center of the central business district.

Industrial Development Patterns

The land use inventory identified 79.1 acres of land in industrial use. Part of the railroad right-of-way is included in this figure. Land in the industrial category is generally located along the railroad tracks, within walking distance from the central business district.

~~There are no general aviation airports located in the City of Selah or the Selah UGA. The nearest airport is the Yakima Air Terminal in the City of Yakima UGA. This airport is not adjacent to the Selah UGA and land use designations in Selah would not impact the airport.~~

Park Lands

The City has concentrated its park land development efforts on quality rather than quantity. Selah's climate and natural setting is conducive to numerous outdoor activities. However, currently the City appears to have a shortage of park acreage. The existing land use inventory indicates there are approximately 32.8 acres of park land in the City of Selah. The City appears to have both a shortage of total park land and a shortage of neighborhood parks dispersed throughout the City.

Parks and recreational opportunities increase the quality of life by making the area more attractive and by giving its residents free opportunities for their leisure time. The City's park system, like public facilities, also plays a significant role in the community because the service area goes well beyond the city limits. The City's public facilities and parks are an invitation for people outside the City of Selah to participate in the community. It is estimated that the City's park system serves in excess of 22,000 people or nearly four times the current City population.

Public/Semi-Public Lands

The existing land use inventory indicates that approximately 387.4 acres of land is in public and semi-public use. Public land uses are dispersed throughout the City, representing churches, the civic center, library and schools.

The major component of public land use in Selah is the Selah School District. Churches are also included in this category, and are scattered throughout the City. The largest component of semi-public use is the Elks Golf Course located east of the railroad tracks and lying within the Yakima River Floodplain.

There are no general aviation airports located in the City of Selah or the Selah UGA. The nearest airport is the Yakima Air Terminal in the City of Yakima UGA. This airport is not adjacent to the Selah UGA and land use designations in Selah would not impact the airport.

Vacant/Agriculture Lands

The GMA established the requirement of urban area boundaries in order to preserve adequate open space and resource lands. Agricultural lands within the City of Selah can be considered for development, as long as development occurs in compliance with the GMA concurrency requirements.

According to the existing land use inventory, there are 1367.2 acres of vacant/agriculture land within the City. The 1994 annexation of the ridge to the south constitutes approximately 37% of this vacant land. Vacant land in the northwest corner of the city also constitutes a large portion of the total vacant land. Portions of these areas are limited by high risk steep slopes.

Existing Land Use in the Unincorporated UGA

The unincorporated UGA is the area that lies directly outside the city limits, but within the UGA (UGA) boundary. The unincorporated UGA covers approximately 2,~~406~~ 030 acres of land. While the city limits is considered the existing service area, the unincorporated UGA is considered the future service area. The Selah UGA, including the City and the unincorporated UGA, is approximately 4,836 acres in area. Table 3-2 displays the existing distribution of land uses within the UGA, including a comparison of land use distributions within the incorporated and unincorporated portions of the UGA.

Table 3-2 Existing Land Use – Urban Growth Area

	Incorporated	%	Unincorporated	%	Total	%
Residential	614.2	21.9%	568.2	28.0%	1,182.4	24.4%
Single-Family	*542.2*	*19.3%*	*549.4*	*27.1%*	*1,091.6*	*22.5%*
Duplex	*48.9*	*1.8%*	*3.9*	*0.2%*	*52.8*	*1.1%*
Multifamily[1]	*23.1*	*0.8%*	*14.9*	*0.7%*	*38.0*	*0.8%*
Commercial	57.4	2.1%	4.3	0.2%	61.7	1.3%
Industrial	79.1	2.8%	131.3	6.5%	210.4	4.3%
Public Use	193.2	6.9%	18.6	0.9%	211.8	4.4%
Semi-Public Use	194.2	6.9%	--	0.0%	194.2	4.0%
Parks	32.8	1.2%	9.8	0.5%	42.6	0.9%
Trans./Utilities	267.9	9.5%	229.2	11.3%	497.1	10.3%
Total Developed	1,438.8	51.3%	961.4	47.4%	2,400.2	49.6%
Ag/Vacant	1,367.2	48.7%	1,068.6	52.6%	2,435.8	50.4%
TOTAL	**2,806.0**	**100%**	**2,030.0**	**100%**	**4,836.0**[2]	**100%**

~~Note:~~ 1. Mobile homes units were calculated in with multi-family, although they are single-family units.
2. Total UGA acreage is based on GIS data analysis. The total UGA area of 4,836 acres is slightly greater than the UGA area estimate provided in the 1997 Plan (4,696 acres). This difference is based on a higher level of accuracy in measuring land area through the GIS process, not on any actual increase in the City's UGA since 1997.

As indicated in Table 3-2 and on the Existing Land Use Map (Figure 3-1), approximately half of the unincorporated urban area consists of vacant/agricultural lands. However, development is found scattered throughout the unincorporated urban area, particularly north and west of the City limits. Industrial development is located just east of Harrison Road in the northern portion of the unincorporated UGA. In general, development activity has been strong to the north of Selah's current city limits and even beyond the Urban Growth Boundary.

An increasing amount of residential development has occurred outside of the incorporated area, predominantly to the north, but also to the west and south. Single-family residential development has occurred in the western portion of the unincorporated UGA, primarily in the canyon areas along transportation routes. Most of the western and southern unincorporated UGA is above 1,400 feet, which is the extent of the city's pressurized water system.

The City of Selah still can accommodate a large portion of the projected growth within its city limits. When considering development regulations in the unincorporated UGA, the City of Selah and Yakima County should emphasize the protection of sensitive areas and the availability of adequate urban services for urban level development.

Population Forecasts

For growth planning purposes, the Yakima Countywide Planning Policy Committee agreed to use the 2001 Office of Financial Management (OFM) estimate of current population. Through the use of the Yakima County's Geographic Information System (GIS), the 2025 population forecast combines the coverage of the municipal boundary and the UGA. This consolidation of boundaries forms a planning area which consists of land under city jurisdiction and land under county jurisdiction. Once the Selah UGA boundary was established, the boundary was overlain with Census tracts and, through GIS extrapolation, a population estimate for the Selah UGA was generated.

~~The City of Selah 2001 population was 6,405 persons. This figure is derived from the Office of Financial Management (OFM) and its annual estimation process for incorporated cities.~~ In 2000, the City of Selah had a population of 6,310 persons according to the US Census. In 2001, the Washington Office of Financial Management estimated the City's population at 6,405 persons. The estimated 2001 unincorporated population within Selah's UGA was 1,383 persons, generated using Yakima County's GIS system. The total population for the entire UGA was 7,788 persons, which was generated from combining the population of the City of Selah and the population estimate for the unincorporated area inside the UGA.

The projection for the unincorporated UGA represents a proportional share of the ~~resulting~~ future 2025 population estimate based on the proportional share utilized for the 2001 population estimates.
Table 3-3 shows the population projections for the City of Selah and the total UGA. It is important to compare both the projected population within the City and the UGA, since the City of Selah will increasingly be providing services to the UGA.

Table 3-3 Population Projections

	2001 (OFM)	2025 (OFM)	Population Change
Current City Limits	6,405	10,402	3,997
Total UGA	7,788	12,648	4,860

Future Land Use Needs

Table 3-4 presents the future land use needs for the City of Selah for the year 2025 projected population. The amount of land necessary to accommodate residential growth was calculated based on the current ratios of units by single family, duplex, and multifamily housing use (see Table 4-1), current average housing densities (single-family – 4 units/acre; duplex – 8 units/acre; multi-family – 18 units/acre), and an average household size of 2.5 people per household. Future park land needs are based on the 1989 Comprehensive Parks Plan as presented in the Parks and Open Space Element. Future land use needs for the remaining land use categories were determined by examining the City's existing land use acreages per 100 population and applying the particular ratio to the future 2025 population of 12,648 persons. For industrial uses, the resulting total was adjusted based on local knowledge of industrial employers and the anticipated future market.

Table 3-4 Future Land Use Needs for UGA 2025 Population

Land Use	Existing Developed Acreage	Year 2025 Acreage Needed	Additional Acreage Required
Single Family Residential	1,091.6	1,450.1	358.5
Duplex	52.8	75.0	22.2
Multifamily Residential	38.0	56.2	18.2
Commercial	61.7	100.2	38.5
Industrial	210.4	~~341.7~~310.2310.4	~~131.3~~99.8100
Parks & Recreation	42.6	91.8	49.2
Public/Semi-Public	406.0	659.4	253.4

If existing development patterns were to continue within the City, it would need to devote additional acreage to housing, public/semi-public use, and industrial use in that order of priority. Approximately 30 percent of the land within the UGA that is currently vacant or in agricultural use and within the limits of the existing water system would be required to accommodate this new development.

Residential Land Use Needs

There is a projected need for approximately 1,944 additional dwelling units in the UGA by the year 2025. The amount of land needed to accommodate these projected housing needs depends on many factors, including what type of housing units the City and Yakima County wants to encourage - single family, duplex or multi-family. Within each of these categories there are many sub-types. For example, single family homes may be on large lots or small lots. Multi-family housing may be in three to four story flats with common green space or two-story town homes, where each unit has its own small yard area, or apartments above retail spaces. Based on the current ratios of housing types, additional housing units of the following types are needed: single-family – 1,434 units; duplex – 178 units; and multi-family – 327 units. Utilizing current average housing densities for each type, an additional 398.9 acres is necessary to serve the population by the year 2025.

There are currently approximately 1,305.7 acres within Selah's city limits ~~which~~ that are vacant and zoned for residential use. Of those, ~~only~~ 488.1 acres are assumed to be developable at urban level densities given existing water system pressure limitations. Within the unincorporated UGA, approximately 976 acres are zoned for residential use and are vacant or in agricultural use. Development at urban level densities is also limited in this area given the existing water system pressure limitation and the restrictions of the floodplain.

This capacity analysis indicates that the City of Selah has sufficient residential land suitable for development to accommodate anticipated growth through the year 2025. An adequate market factor is included, which recognizes that individual property owner decisions may preclude full development of all land. Although large tracts of vacant land exist within the city limits, these areas contain steep slopes and are above the limits of the existing domestic water system; thus, these areas are assumed to develop at a much lower density.

Commercial and Industrial Land Use Needs

Approximately 61.7 acres are currently utilized for commercial use. The Central Business District (CBD) incorporates the historic city center (First Street and Naches Avenue) and the commercial area along South First Street extending south from this center to Southern Avenue. Additional commercial development is located at the intersection of Wenas Road and East Goodlander Road. Much of the land zoned for commercial use is underutilized and 13.2 acres are vacant.

There are currently 210.4 acres of land devoted to industrial development in the total UGA. Industrial developments generally prefer railroad access. Since the land east of the railroad tracks is in the floodplain, this land should be not be utilized for industrial use. Currently, this area in the floodplain is being utilized for a wastewater sprayfield for TreeTop, Inc., a major agricultural processor. Much of the land immediately west of the railroad tracks in the central and southeastern sections of the City of Selah is already in industrial use; vacant lands still exist in the northeastern portion of the City adjacent to the railroad tracks. ~~There are no plans to locate a future general aviation airport in the City or unincorporated UGA.~~

Park, Recreation and Public Facility Needs

Selah provides an excellent setting conducive to numerous recreational opportunities. The City of Selah should build on its perception as a family outing destination. Recreational land in the City of Selah consists of mini-parks, neighborhood parks, community parks, regional parks, and joint usage of recreational areas with the Selah School District. Currently, the city has approximately 52.2 acres of designated developed park lands within the City limits.
To provide for current and projected populations, the City should obtain more park land and develop existing city-owned lands. Existing park land acreage does not satisfy minimum service standards for current or projected populations within the city limits. Extending the park system to the unincorporated areas is recommended for future populations. Several areas outside the city limits are vacant lands that, because of geological hazards or floodplains, are undevelopable. These areas should be considered for designated open space.

There are no plans to locate a future general aviation airport in the City or unincorporated UGA.

Future Land Use

The future land use map is a vital part of the land use element and the Comprehensive Plan as a whole. The GMA requires that land use regulations be consistent with the comprehensive plan. The future land use map establishes the framework for amendments to the City's official zoning map. It also establishes the land use and zoning framework as land is annexed into the City. There are several different land use designations on the future land use map, which fall into one of the following categories:

- Low Density Residential
- Moderate Density Residential
- High Density Residential
- Parks
- Floodways
- Steep Slopes

- Commercial
- Industrial
- Industrial Sprayfield
- ~~Urban Reserve~~
- Quasi-Public Open Spaces

Low Density Residential

This use category provides areas of low density residential development, up to 5 dwelling units per gross acre. Clustering of dwelling units, within the permitted density range, is encouraged to preserve open space, steep slopes, drainage ways, etc. This land use category accommodates existing agricultural uses until such time as developed to urban residential use. The predominate use will be low density residential; however, it is the intent and desire of Selah that its low density neighborhoods develop with a mix of housing types including single-family, duplexes, townhouses and multi-family dwellings. The mix of housing types will be limited by the maximum permissible density and zoning standards will regulate development to assure compatibility. Moderate density residential development will be served primary by municipal utility services and/or private community water and sewage systems that are designed for future connection to Selah's municipal system. Construction of a single-family residential unit on an existing lot of record, outside of the City of Selah, may use an individual on-site well and septic system.

Moderate Density Residential

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

High Density Residential

This use category provides areas of high density residential development, up to 24 dwelling units per gross acre. Each development is intended to provide usable open space for the enjoyment of the residents therein. Minimum yard area requirements will be established in the City's zoning ordinance. The primary use is multi-family (i.e., apartments, townhouse and condominium) dwellings. The High Density Residential Use category is designed to accommodate compact development served by municipal utility services, with a minimum lot size of one (1) acre.

Commercial

This use category is established recognizing existing commercial areas, providing for their expansion ~~and establishing a new~~such as the commercial area ~~for freeway related activities~~ at the I-82/Yakima Training Center Interchange.

Parks

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

Industrial

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

Industrial Sprayfield

This use category is established to provide areas for the continuance and expansion of existing sprayfields and the establishment of new industrial sprayfields. Areas designated Industrial Sprayfield are not intended for general industrial or commercial use.

Floodways

This use category is established recognizing existing floodways adjacent to the Yakima and Naches Rivers and regulating their development for public safety. This category protects the public health and safety by prohibiting residential development within those areas designated by the Federal Emergency Management Agency, National Flood Insurance Program, as floodways along the Yakima and Naches Rivers.

Steep Slopes

This use category is established recognizing those areas having steep slopes greater than 25 percent and regulating their development for public safety.

~~Urban Reserve~~

~~This use category is established recognizing those rural areas which are outside the existing municipal boundary and outside the existing utility service area but within the Selah UGA Boundary. Prior to the conversion of reserve areas to urban development, the area must be incorporated within the City of Selah's utility service area and utilities and public streets must be available. Interim zoning of urban reserve areas by Yakima County, until their inclusion within the City's utility service area, should be compatible with the Yakima County's PLAN 2015 Policy Plan.~~

Quasi-Public Open Spaces

This use category is established recognizing existing quasi-public areas and providing for their continuance and expansion, including schools, churches, and municipally-owned lands, as well as non-municipal golf courses.

Figure 3-2
Future Land Use Map
City of Selah Comprehensive Plan
December 2004

Legend

Future Land Use

- Commercial
- Industrial
- Industrial Sprayfield
- Parks
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Quasi-Public Open Space
- Floodway
- Steep Slopes

- Parcel Boundaries
- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

N

0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

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Chapter 4
Housing Element

Introduction

Because of its geographical location, the Selah UGA is a suburb to the City of Yakima, so housing is an important component of the Selah UGA Comprehensive Plan. As shown on the existing land use map (Figure 3-1), the greatest percentage of land use within the Selah UGA is residential (1,182.4 acres, 49.3% of the developed area). As quality of life factors continue to be enhanced, the City of Selah and UGA will attract more people, and additional housing units will be necessary.

Housing Stock - Type, Tenure and Age

U.S. Census data shows that in 2000 total housing units within the city limits were 2,408. This is an increase of 478 units since 1990, as shown in Table 4-1. In 2000, single-family units were the dominant housing type - 1,776 units, multi-family - 626 units, and mobile homes - 35 units. Of the 2,408 occupied housing units in 2000, 1,257 were owner-occupied, 1,012 were renter-occupied, leaving 139 units vacant.

The housing stock within the City of Selah is fairly new as compared to Yakima County and Washington State. A large percentage of the housing stock was built after the year 1940. Only 7.6% of the housing units within the City were built before the year 1940, whereas 12.8% of the housing units in Yakima County and 12.5% of the total housing units in Washington State were built prior to 1940.

Table 4-1 Housing Type (1990 and 2000)

	Total Units	Single-Family	Multi-Family	Mobile and others
HOUSING TYPE (~~1999~~1990)				
City of Selah	1,930	1,359 (70%)	504 (26%)	67 (4%)
Yakima County	70,852	49,356 (70%)	11,174 (16%)	10,322 (14%)
HOUSING TYPE (2000)				

City of Selah	2,408	1,776 (73%)	626 (26%)	35 (1%)
Yakima County	79,174	50,756 (64%)	16,665 (21%)	11,557 (14%)

Source: US Bureau of the Census, Census of Population, Washington.

Table 4-2 Housing Tenure (1990 and 2000)

	Total Occupied Units	Owner Occupied	Median Home Value	Renter Occupied	Median Rent	Rental Vacancy Rate
HOUSING TENURE (1990)						
City of Selah	1,863	1,049 (56%)	$58,800	814 (44%)	$296	2.2%
Yakima County	65,985	41,702 (63%)	$54,700	24,283 (37%)	$267	5.7%
HOUSING TENURE (2000)						
City of Selah	2,269	1,257 (55%)	$133,100	1,012 (45%)	$612	7.2%
Yakima County	73,993	47,670 (64%)	$113,800	26,323 (36%)	$534	36%

Source: US Bureau of the Census, Census of Population, Washington.

Land Requirements for Housing

The Land Use Element demonstrated a projected demand for approximately 1,944 additional dwelling units in the UGA by the year 2025. Approximately 399 acres will be required to support this future housing demand, assuming housing type distribution will match existing trends. As discussed in Chapter Three, this need can be met with the available developable land within the City limits and the unincorporated UGA with an appropriate competition factor.

Affordable Housing

Across the State of Washington a concern of many residents is the lack of affordable housing. It is becoming more and more difficult for the average citizen to purchase a new home. The median value of a home in the City of Selah in 2000 was $133,100, Table 4-2, with a median household income of approximately $42,386. The City's median home value is higher than the County's, and this parallels higher wages and income of City residents as compared to the County.

Housing Strategies

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

Mixed Use/Multi-family housing. As Selah's identity becomes more focused on development in the city center, affordable housing units should be accommodated in the city center, whether it be with mixed use structures or multi-family units. A few multi-family units are currently located in the city center - along First Street. Selah's city center provides schools, parks, retail neighborhood shops and jobs within walking distances of housing. Offering living in the city center would

provide affordable housing for residents, and also enhance and maintain a quality of life in the city center area.

Manufactured housing. Selah permits mobile homes and mobile home parks in low density single-family residential zones. The city should expand opportunities for affordable housing by allowing manufactured homes that meet UBC building codes in all single-family zones. As manufactured housing becomes less distinguishable from stick-built housing, manufactured housing should become an option in more and more locations.

Accessory units. Accessory apartments or "granny flats" would provide another opportunity for those seeking affordable rental housing. This type of housing not only provides an affordable place to live, but also offers assistance to homeowners concerning their own financial burdens. These accessory units could be located within present single family homes or as separate structures on existing single family lots. As mandated by the State Housing Policy Act of 1993, the City must amend its zoning ordinance to allow for the development of accessory units.

Special housing needs. The GMA requires that the housing element of the comprehensive plan address special housing needs, such as group care homes and foster care facilities. The current Selah Zoning Ordinance does not specifically address these facilities. However, its restrictive definition of the term "family" would seem to exclude these homes from single-family districts. The City should review and revise current zoning laws, which address group homes and foster care facilities to ensure conformance with the Federal Fair Housing Act.

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

State and Federal Financing Options

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

Yakima County Housing Authority

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

There are no YCHA public housing units in Selah. The closest public housing units are located in the City of Yakima which has the majority of the county's approximately 140 units.

The Section 8 Certificate and Voucher Programs are rental assistance programs designed to make decent, safe and sanitary rental housing more affordable to low-income, elderly, and handicapped/disabled individuals and families. Applicants must meet HUD eligibility requirements, and have incomes that do not exceed HUD-established area income limits. Potentially eligible applicants are placed on a waiting list until a housing Certificate or Voucher can be issued. (It is not unusual for the waiting period to exceed 24 months). Under the certificate program, the tenant pays not more than 30% of adjusted income toward rent and utilities. The balance is paid directly to the landlord by YCHA. Rent and utilities for the unit must not exceed the fair market rent in the county. As an example, the fair market rent in Yakima County for a two bedroom unit is ~~$522~~596 in 2004. This amount does not include utilities.

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

The Washington State Housing Finance Commission

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

Another program, called House Key Plus is a joint effort of the WSHFC and the Department of Community, Trade and Economic Development (C-TED). The program offers down payment assistance by offering first-time home-buyers a 3% interest loan to help meet the down payment. House Key Plus can provide up to a $5,000 loan to qualified first-time buyers who are unable to make a downpayment. The program has two tiers of subsidy. Households at or below 80% of county median income can obtain up to $5,000 to help with a downpayment. While households at 81-100% percent of county median income can obtain up to $2,000 to help with a down payment.

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

Department of Community, Trade and Economic Development - Housing Division

The Housing Division plays a vital role in the state's housing delivery system. The Housing Services Division invests public resources to create, preserve and enhance safe and affordable housing for Washington residents. The Housing Services Division manages numerous federal, state and other programs to support the delivery of affordable housing to homebuyers, first-time homebuyers and renters in the state. Activities ~~The Housing Assistance Program is the division's largest program with a biennium budget of approximately $38 million. This program provides loans and grants to local governments, non-profit organizations, and public housing organizations to increase the availability and affordability of low-income and special needs housing. Eligible activities~~ include:

- New construction
- Rehabilitation or acquisition of housing or homeless shelters
- Rent or mortgage guarantees and subsidies
- Matching funds for social services directly related to providing housing for special needs groups in assisted projects
- Preconstruction technical assistance

- Technical assistance, design, finance services, consultation, and administrative costs for eligible nonprofit community or neighborhood-based organizations.

~~Funds are awarded through a competitive process. The projects must benefit households with incomes below 50% of the area median income. Funds are provided primarily as loans requiring a 25 year commitment to maintain the housing for the intended group.~~

Other housing programs that the division offers includes: several different weatherization programs, an affordable housing program, an emergency shelter grant program, funds to provide permanent housing for handicapped homeless, emergency mortgage or rental assistance for dislocated forest product workers, and an migrant and seasonal farm worker housing and repair program.

~~The *Housing Resource Guide* includes descriptions of 54 programs of the following federal and state agencies:~~

~~- Farmer's Home Administration~~

~~- State Department of Community Development~~

~~- Washington State Housing Finance Commission~~

~~- US Department of Housing and Urban Development~~

~~- Bureau of Indian Affairs~~

~~The *Housing Resource Guide*, prepared by the State Department of Community Development, is an excellent index of programs which provides descriptions that include activities, program fund levels and a brief analysis of each program.~~

Local Financing Options

In addition to federal, state and county programs, there are a number of housing finance mechanisms of which the City of Selah could take advantage to promote the construction of affordable housing. Several local funding strategies are discussed in the *Housing Resource Guide*. Local resources include use of general funds, block grants, bonds, levies, and partnerships with private sources.

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

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

Special Purpose Property Tax Levy. The City of Selah can increase regular property taxes for special purposes, including low-income housing, for a specific time period subject to voter approval. Levies can provide housing at an overall lower cost than bonds because there are no issuance costs or repayment of principal and interest. Levy funds can also be used for a broader set of purposes than bonds, including operating and administrative costs. These funds are one of the

most flexible local resources for housing. Programs can be designed to address local needs and levy funds qualify as matching funds for all state and federal housing programs.

Chapter 5
Parks, Recreation & Open Space Element

Introduction

Parks, recreation and open space areas consist of sites, facilities and programs to serve the community. The main function of these facilities is to provide active and passive recreational opportunities for residents, protect environmental resources and serve as an important aesthetic feature of the City. Parks development and extensions are important to consider for the quality of life in the Selah UGA. The December 1989 Comprehensive Parks Plan for the City of Selah, incorporated herein by reference, provides a detailed review of the existing conditions of the parks, recreation and open space areas. Figure 5-1 shows the location of Selah's parks.

For many years, the community's recreational activities took place at school playgrounds. The City eventually was able to fund its own park system. Although the park system and school district are separate entities, the District and the City signed an agreement authorizing joint usage of recreational areas. The school district provides not only recreational land area, but it also introduces populations from outside the city limits.

Informally, the City park system provides service to county residents. The 1989 Comprehensive Parks Plan estimated the park service area to be 15,000 people. Although it is not the responsibility of the City to provide recreational services to the unincorporated urban area of Selah, these residents living outside the city limits do participate in the City's recreational facilities and activities. The use of parks by residents of outlying areas and city residents is important to consider in providing adequate services and facilities.

Existing Park Facilities

Currently the park system consists of ~~six~~ eight parks, ~~three park sites~~a trolley station park, one public pool and one civic center. The park system includes Carlon, Wixson, Palm, Legion, Sunrise, North, Trolley Station and Playland Riverside Parks, and the Selah Little League ~~park~~Park. An inventory of acreage and development status is shown in Table 5-1. These parks vary in size and type, servicing different population sizes and age groups.

Small neighborhood parks, such as Legion, Palm, North, and Sunrise Park, are approximately 0.25 to 1 acre in size, and serve small neighborhood areas. Legion and Palm Park are mini-parks located in small residential areas. Few amenities are provided at these sites.

Larger parks, such as Wixson, Playland Riverside and Carlon Parks provide picnic grounds, children's playground, restrooms, walking paths, parking lots, and, in the case of Playland Riverside Park, a river viewing deck. Selah Little League Park, a specialized facility, provides baseball fields, open space, children's playground, walking paths and a river viewing area.

Table 5-1 Existing Parks Facilities

Park Name	Size In Acres	Service Radius	Current Development Status
Carlon Park	16.5	Regional	Developed
Wixson Park	5.0	Community	Developed
Legion Park	0.8	Neighborhood	Developed
Palm Park	1.0	Neighborhood	Developed
Sunrise Park	0.3	Neighborhood	Developed
Playland Riverside Park	2.8	Community	Developed
North Park	5.0	Neighborhood	Currently Being Developed
Selah Little League	9.8	Community	Developed
Civic Center	1.03 Site 12,380 sq.ft.	Community	Developed
Trolley Station Park	0.25	Regional	Partially Developed
Yakima Greenway	Pathway	Regional	Partially Developed

The City of Selah also needs to encourage the development and rehabilitation of existing facilities. For example, children's playgrounds should be enlarged, and equipment should be replaced. The City is also in the process of trying to purchase more land for parks and recreational use.

State Route 823 is utilized by bicyclists to get from Selah to the Yakima River Greenway. ~~SR 823 is highly congested and dangerous for bicycle travel. A bike path is recommended in the Comprehensive Parks Plan.~~ This roadway has been improved with a dedicated bicycle path that connects from downtown Selah to~~The bike path would connect with~~ the Yakima Greenway. ~~a regional pathway to Selah's Playland Riverside Park located on the river. I-82 and SR 823, between the cities of Selah and Yakima, is currently being reconstructed and will include a bicycle path between the two cities.~~

Selah Little League
Carlon Park
North Park
Sunrise Park
American Legion Park
Wixon Park
Civic Center
Palm Park
Trolley Station Park
Playland Park

Figure 5-1
Park Location Map
City of Selah Comprehensive Plan
December 2004

Legend

- Existing Park Site
- Parcel Boundaries
- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

N

0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

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Park Needs

Table 5-2 establishes the local guidelines for acres and facilities needed based on population. These standards were developed in the 1989 Comprehensive Parks Plan based on national and state guidelines which were modified to meet local needs. The additional needs are based on the year 2025 population of 12,648 persons.

Table 5-2 Park Standards

Area Types	Standards	Existing City Parklands	Future Need	Additional Needs
Small Urban Park	3.5 acres/1,000 pop.	32.9 acres	44.3 acres	11.4 acres
Large Urban Park				
Regional	3.0 acres/1,000 pop.	16.5 acres	38.0 acres	21.5 acres
Riverfront	0.5 acres/1,000 pop.	2.8 acres	6.3 acres	3.5 acres
Green Belts and Parkways	0.25 acres/1,000 pop.	0 acres	3.2 acres	3.2 acres
Recreational Facility	**Standard**	**Existing City Facilities**	**Future Need**	**Additional Needs**
Swimming Pool				
Inside	1/15,000 pop.	0 pool	1	1
Outside	1/12,000 pop.	1 pool	0	0
Fields				
Baseball	1/5,000 pop.	1 city, 1 school	3	1
Little League	1/1,500 pop.	4 city, 0 school	8	4
Softball	1/2,000 pop.	3 city	6	3
Tennis Courts	1/1,500 pop.	8 city	8	0
Community Center	1/12,000 pop.	1 center	0	0
Golf Course	1/25,000 pop.	+2 private courses	0	0
Soccer Fields	1/1,500 pop.	2 fields	8	6

Chapter 6
Natural Environment Element

Introduction

Under the GMA, the legislature has outlined thirteen goals for effectively managing growth. Several of these goals relate directly or indirectly to the natural environment, including;

- Protecting natural resources;
- Encouraging the development and retention of open space;
- Protecting Washington's high quality environment; and
- Encouraging the preservation of lands, sites and structures that have archeological or historical significance.

It is necessary to examine the relationship between urban growth and environmental protection in order to make informed decisions concerning the location, intensity, and type of future development. The GMA expresses the importance of preserving and effectively managing the diversity of natural resources, and scenic areas. By discouraging development in environmentally sensitive areas, natural resources and critical areas, such as wetlands or floodplains, can be preserved and public safety can be ensured while minimizing costs to public and private entities.

While the GMA does not specifically define natural resource lands, it does encourage the conservation and protection of productive agricultural, forest, and mineral resource lands. However, significant natural resource lands have not been documented within the Selah UGA due to its urbanized nature.

Under the GMA, designating land as a critical area does not preclude that land from being developed, but rather provides restrictions regarding the uses and activities that can occur on such land. For the purposes of the GMA, critical areas include wetlands, frequently flooded areas, aquifer recharge areas, geologically hazardous areas, and fish and wildlife habitat conservation areas.

A model code is ~~currently being~~ has been developed by the Washington State Office of Community Development (OCD) to designate and classify ecologically sensitive and hazardous areas. The code is intended to protect those areas and their functions and values, while also allowing for reasonable use of private property. The model will provide documentation of the scientific sources from which the proposed standards are to be derived. The standards they promote are intended to be consistent with "best available science." The City ~~will update~~is working on an update to their critical area ordinance in accordance with the GMA requirements, and in cooperation with Yakima County.

~~OCD recommendations, when the model ordinance is finalized.~~

Critical Areas

Wetlands

Areas designated as wetlands exhibit three distinct characteristics: hydric soils (soils saturated with water), high water table (the presence of standing water at least part of the year), and water tolerant or water dependent plant species. If water tolerant vegetation has been removed from the site but the area still has hydric soils and a high water table, the site may remain as part of an aquatic system and may be classified as a wetland.

Wetlands are generally associated with surface or groundwater. In low lying areas or topographic depressions, such as along streams or shorelines where water velocity is slow, silt and organic materials are deposited. In these areas, water tolerant vegetation has a chance to take root, which further slows the flow of water, and eventually leads to the formation of a wetland. The most common wetlands found within the Selah UGA are of this type.

Wetland locations were identified based on maps provided by the Natural Resource Conservation Service (NRCS, formerly the U.S. Soil Conservation Service) and the US Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI). Most wetlands within the Selah UGA are associated with the Yakima River and are located east of the railroad tracks (Figure 6-1). The main stem of the Yakima River is classified as Riverine Upper Perennial, while associated wetlands (within the area of the Elks Golf Course and the northeastern arm of the Selah UGA) are classified as Palustrine.

Frequently Flooded Areas

Flooding is one of the most significant natural occurrences limiting development. The 100-year flood event is a flood that has a 1 percent chance of occurring in any given year. The area potentially inundated during a 100-year flood is referred to as the 100-year floodplain, and it is necessary to know the location of the 100-year floodplain when planning future development. The floodplain consists of two sections: the floodway and the flood fringe. The floodway contains the channel of the river and carries the majority of floodwater and can cause the most damage to property and threat to public safety. The flood fringe extends from the floodway to the outer edge of the floodplain. During a 100-year flood event this area is covered by floodwater, some of which is standing water. Development can occur in the flood fringe, but with some degree of risk. Floodplains designated within the Selah UGA are the same as the 100-year floodplain designations on the Federal Emergency Management Agency (FEMA) flood maps. Within the northeastern and southeastern sections of the Selah UGA, floodplains occur near the Yakima River, as well as adjacent to the Naches River in the southern section of the Selah UGA (Figure 6-2).

Aquifer Recharge Areas

Groundwater is subsurface water that travels through the earth and discharges into streams or lakes. Groundwater is influenced by anthropogenic changes to the landscape, such as installation of wells and creation of impervious surfaces, as well as by natural causes, such as rainfall or topography. Both can affect groundwater quantity and rate of flow. Anthropogenic changes to the landscape can be controlled to some degree through planning development and

minimizing impacts. Removal of vegetation and creation of impervious surfaces can increase the flow and discharge of groundwater and can in turn affect surface waters. Similarly, planting vegetation may slow the flow and discharge of groundwater. An accidental spill or discharge of a hazardous material could be detrimental to the groundwater supplies, and cause degradation of groundwater and surface waters for a considerable time. Careful planning can avoid the potential for such accidents to occur.

Soil Permeability. When precipitation infiltrates the soil it percolates through the soil to the water table. This action recharges the groundwater system. Groundwater moves down a hydraulic gradient to the water table where it discharges. Areas of permeable soils are likely to be aquifer recharge areas, and these areas can have a profound affect on the quality of groundwater.

Soil permeability refers to the ability of a soil to transmit water or air. Permeability is a factor that determines if an area is potentially susceptible to aquifer contamination. Permeability should be considered in soil drainage systems, locating septic tank absorption fields and performing construction activities. The City of Selah relied upon the NRCS Soils Map for identifying soil permeability. The Selah UGA has varying degrees of soil permeability (Figure 6-3).

Underlying Geology. Geologic features are important in determining groundwater and aquifer characteristics such as the degree that ground water may be vulnerable to contamination. Underlying geology refers to landform types and conditions beneath the soil. For aquifer considerations, geologic features are grouped into Unconsolidated and Consolidated soils. Unconsolidated soils have gravel to silt-like characteristics and depend largely on stream recharge. Consolidated soils have a low permeability (hydraulic conductivity).

Aquifers that comprise the groundwater system in the Selah UGA consist of Yakima basalts (consolidated soils), Ellensburg Formation (semi-consolidated soils) and alluvial deposits (unconsolidated soils) and are presented graphically in Figure 6-4. Yakima basalts are the most productive aquifers in the area and are composed of basaltic lava flows several thousand feet thick. This rock is resistant to erosion and is notable for cliff formations. Groundwater movement in basalt is slow as it moves from higher slopes toward the Yakima River. Yakima basalt is overlain by the Ellensburg Formation, which consists of semi-consolidated clay, silt, sand and gravel, and is generally a poor aquifer. This formation is easily eroded and in some instances the uplands have been stripped away from the underlying basalt. Many near surface aquifers, where domestic wells obtain water, are associated with the Ellensburg Formation. The alluvial deposits are principally unconsolidated gravel and sand that overlay the basalts and Ellensburg Formation. Most small domestic wells tap the alluvium. The main recharge force is from rivers and streams that flow near these features.

Areas of growing concern are the critical aquifer recharge areas, where ground water stands the greatest risk of contamination. The GMA requires that cities and counties identify and regulate "areas with a critical recharging effect on aquifers used for potable water". Land uses and the density of development in these areas can affect the quality of groundwater. Based on preliminary evaluations, it appears that shallow aquifers are vulnerable to groundwater contamination throughout the Selah UGA boundary. Shallow aquifer areas include shallow wells within city limits, outlying residential areas, and areas with septic systems. However, deep aquifers do not appear to be highly vulnerable to groundwater contamination. Deep aquifers are greater than 400 feet in depth.

Geologically Hazardous Areas

Steep Slopes. A slope is considered steep when it is geologically hazardous or unstable and presents a potential physical risk. Geologically hazardous areas can generally be defined as areas that because of their susceptibility to erosion, sliding, damage from earthquakes, or other geological events, are not suitable for commercial, residential, or industrial development, or are otherwise incompatible with public health and safety concerns. For the most part, in the Selah UGA, geologically hazardous areas are limited to areas with "excessive" slope.

Steep slopes can limit development. Topography of an area limits development when the slope becomes too steep to safely accommodate structures. Generally, areas with slopes exceeding 15% should be avoided to reduce the likelihood of property damage due to soil slippage or erosion. Soil within the Selah UGA consists primarily of silt loam; a fine-grained soil with little plasticity and cohesion, which generally does not provide an adequate foundation.

Designations of steep slope areas were based upon data from the NRCS soils maps. Limitations to development in the Selah UGA are predominantly in the northwestern and southern portions of the UGA. These areas contain high-risk slopes (Figure 6-5).

Fish and Wildlife Habitat Conservation Areas

The State of Washington, Department of Community, Trade and Economic Development, has identified the following habitat classifications.

- Habitats and species of local importance;
- Naturally occurring ponds, under four acres in size;
- Areas within which endangered, threatened, and sensitive species have a primary association;
- State Natural Area Preserves and Natural Resource Conservation Areas;
- Waters of the State;
- Lakes, ponds, streams and rivers planted with game fish by a government or Tribal entity.

Priority habitats, such as those that provide breeding, roosting, foraging, or migration opportunities have been mapped within the Upper Yakima Valley by the Washington State Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) database (Figure 6-6). Most of the Priority Habitats in the Upper Yakima Valley are located within the FEMA floodplain boundaries.

A total of 15 species considered to be of state or federal significance were studied, inventoried and mapped in eastern Washington for urbanizing areas. The Upper Yakima Valley contains the following species: Bald Eagle, Ferruginous Hawk, Golden Eagle, Great Blue Heron, Prairie Falcon, and the Ring-Necked Snake. Species listed as threatened under the federal Endangered Species Act (ESA) that may occur within or near the boundaries of the Selah UGA include bald eagles, bull trout, and steelhead. Bull trout and steelhead have been documented in the Yakima River and the Naches River, and may also occur in tributaries of these rivers.

Vegetation within the Selah UGA consists of cheatgrass, fescues and other dryland grasses and forbes. In drainage swales, where a natural source of irrigation takes place, willows and fescues remain green during dry summer months. Other species, such as thinleaf alder, red osier dogwood and black cottonwood, have been observed in the area. There are a few Siberian Elms, which are classified as overstory trees. No endangered or threatened flora species are known to exist within or near the boundaries of the Selah UGA.

The loss of understory and overstory vegetation can create significant habitat concerns for fish and wildlife. Citizens have expressed concern that habitat for pheasants, quail, and other wild birds, as well as that of reptiles and amphibians is being disrupted by development. Restoring and enhancing understory and overstory vegetation would improve habitat conditions for the native floraar and fauna within the Selah UGA. ~~Future development will entail careful planning, and consideration will be given to restoring or enhancing native vegetation where practicable~~As future development occurs in these areas, developers will be asked to conduct careful planning and consideration of restoration and/or enhancement of native vegetation..

Natural Economic Resources

Mineral resources are the only identified natural economic resource within the Selah UGA. This resource is primarily found in the form of gravel deposits (Figure 6-7). Gravel deposits are subdivided into concrete grade and gravel suitable for crushing. Concrete grade gravel is found along the floodplain of the Yakima River. This type of gravel is round, clean and free from fractures and surface coatings. Gravel is an important mineral resource since it is not a renewable resource. The gravel in the Selah UGA is good to fair concrete grade gravel. Timbering, mining and fishing are natural economic resources within the region, but do not contribute to the economic base of the Selah UGA.

Figure 6-1
Wetlands
City of Selah Comprehensive Plan
December 2004

Legend

- Riverine Lower Perennial
- Riverine Upper Perennial
- Palustrine
- Lacustrine Limnetic
- Parcel Boundaries
- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

±

0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

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Figure 6-2
Floodplains
City of Selah Comprehensive Plan
December 2004

Legend

- FEMA 100-Year Floodplain
- Parcel Boundaries
- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah, FEMA 2003

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

N

0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

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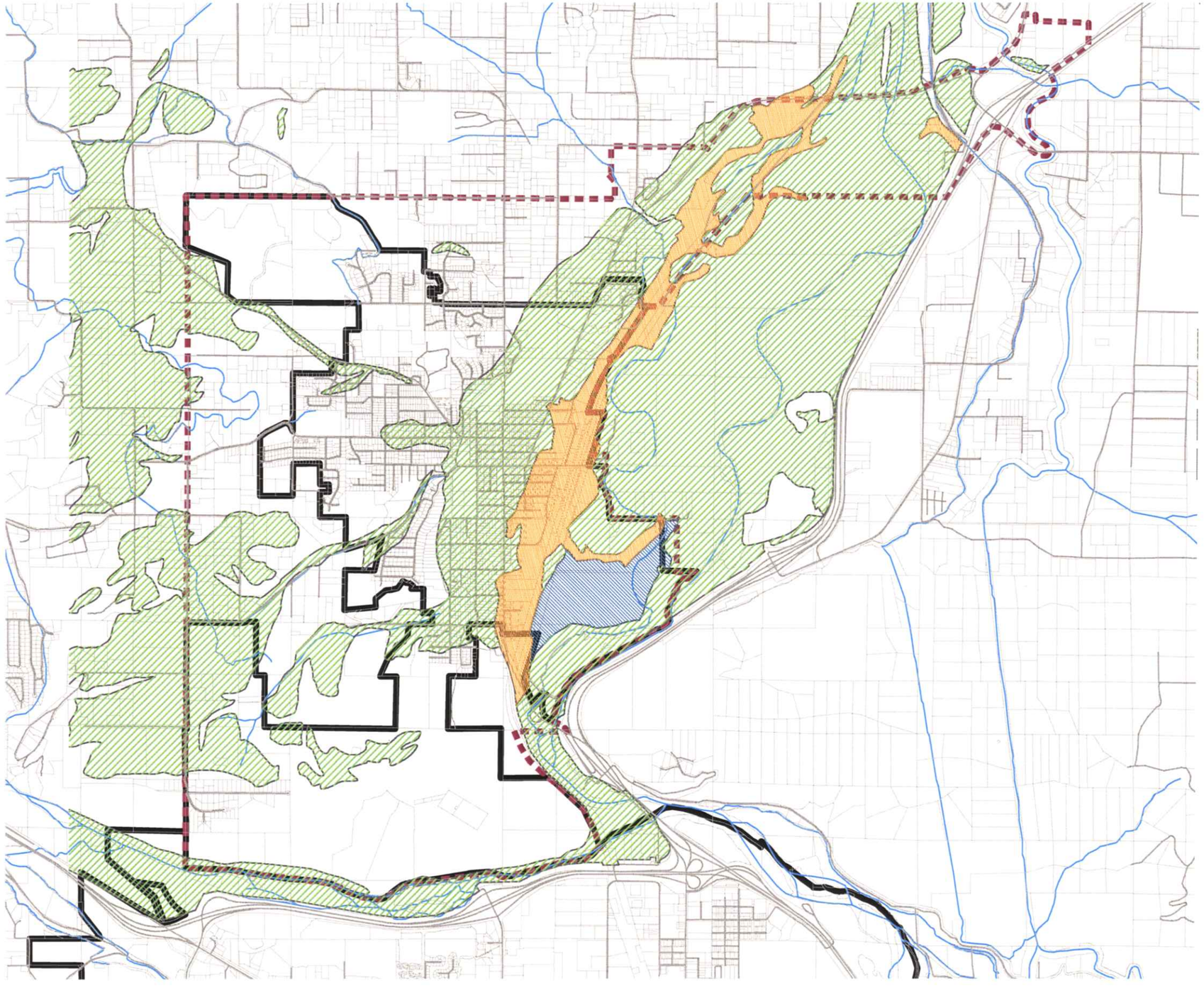
Figure 6-3
Permeable Soils
City of Selah Comprehensive Plan
December 2003



Legend

- High Permeability
- Moderate Permeability
- Slow Permeability
- Not Classified as Permeable

- Parcel Boundaries
- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

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0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

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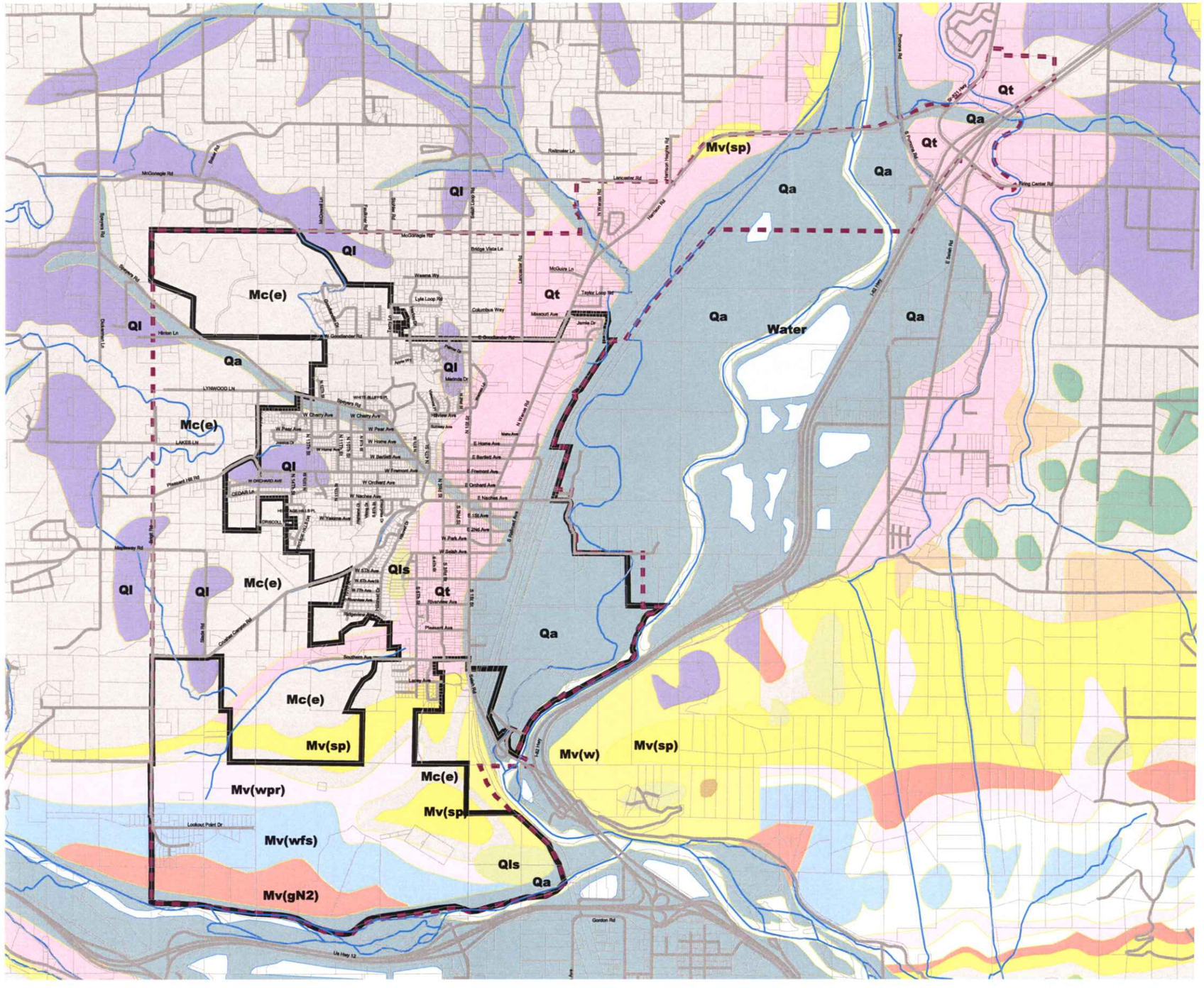
Figure 6-4
Underlying Geology
City of Selah Comprehensive Plan
December 2004



Legend

Geologic Unit Identifier and Description

	Mc(e)	Ellensburg Formation
	Mv(gN2)	Grande Ronde Basalt
	Mv(sp)	Pomona Member, Saddle Mountains Basalt
	Mv(w)	Wanapum Basalt
	Mv(wfs)	Frenchman Springs Member, Wanapum Basalt
	Mv(wpr)	Priest Rapids Member, Wanapum Basalt
	PLMcg(r)	Ringold Formation
	Qa	Alluvium
	Ql	Loess
	Qls	Mass Wasting Deposits, Landslide Deposits
	Qt	Terraced Deposits
	Water	

Parcel Boundaries

Selah City Limits

Selah Urban Growth Boundary

Roads

Streams

Source: Yakima County GIS, City of Selah, Washington State Department of Natural Resources, Division of Geology and Earth Resources, 2003

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

N

0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

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Figure 6-5
Geologic Hazards
City of Selah Comprehensive Plan
December 2004

Legend

OVERSTEEP SLOPES

HIGH RISK

LOW RISK

ALLUVIAL FAN DEPOSITION

LOW RISK

Parcel Boundaries

Selah City Limits

Selah Urban Growth Boundary

Roads

Streams

Source: Yakima County GIS, City of Selah

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

N

0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

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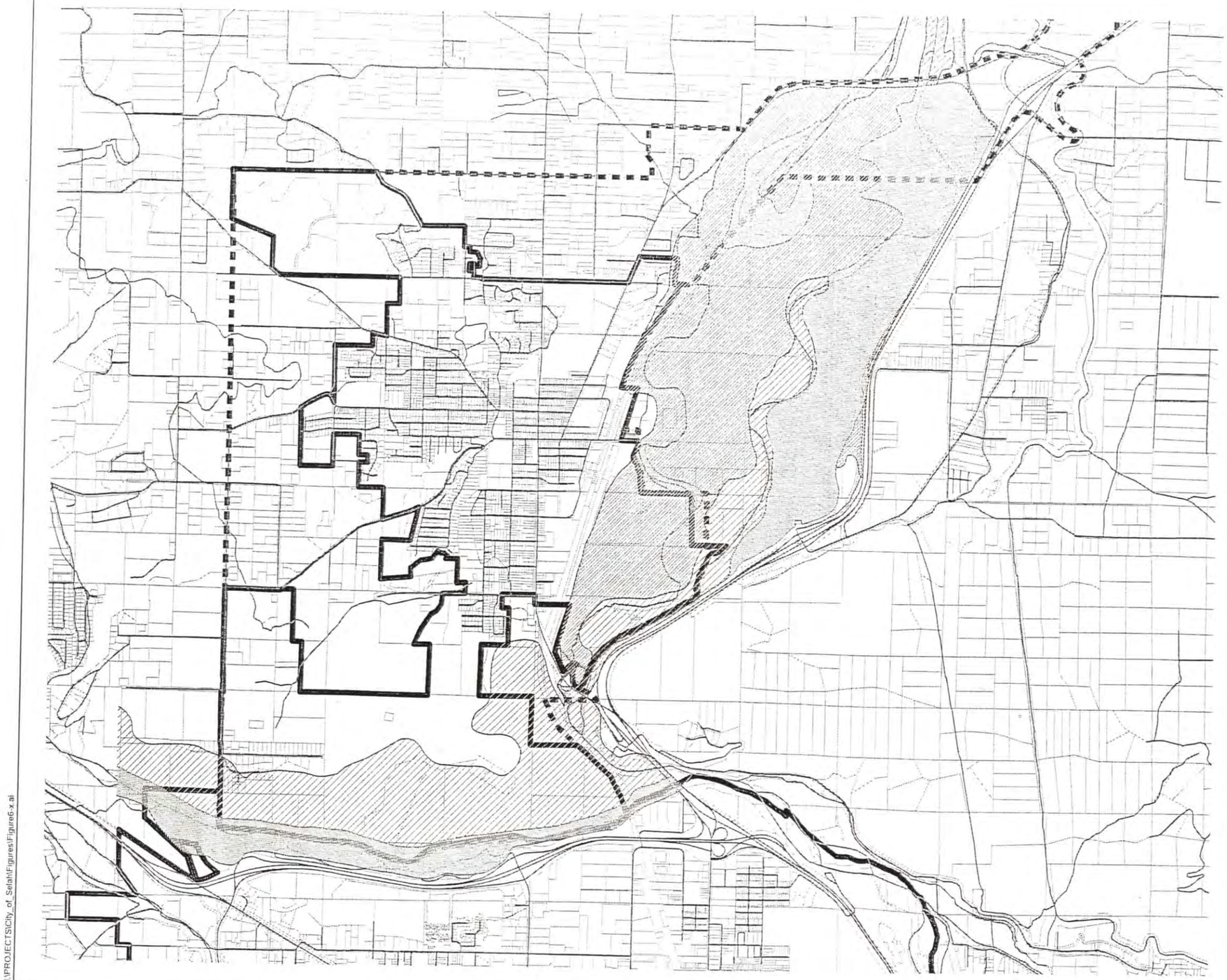

Figure 6-6
Wildlife Habitat Areas
City of Selah Comprehensive Plan
December 2004

Legend

- HABITAT AREAS
- BREEDING OR COMMUNAL ROOSTING AREAS
- AREAS OF OBSERVED PRESENCE
- Parcel Boundaries
- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

N

0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

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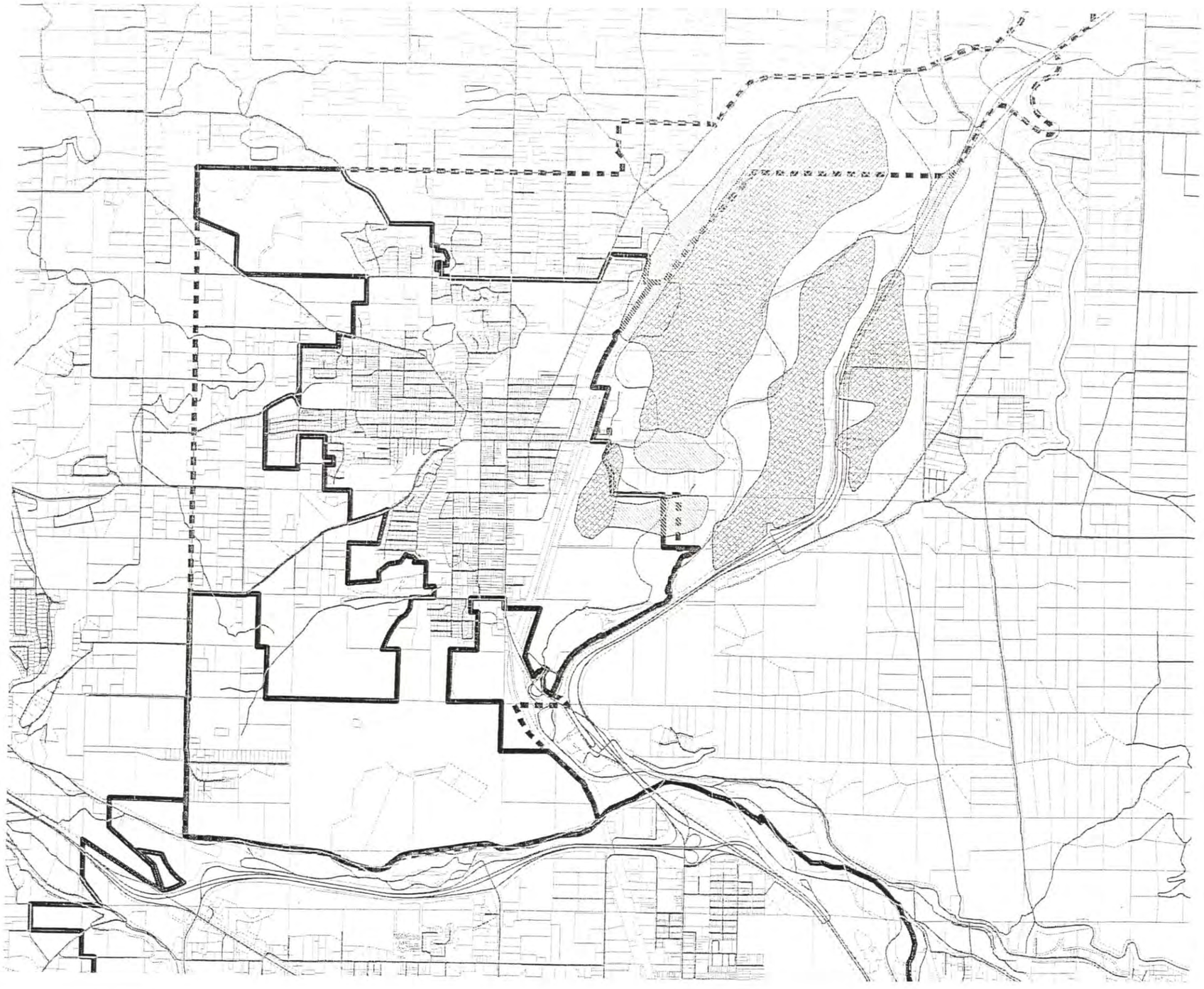

Figure 6-7
Mineral Potentials
City of Selah Comprehensive Plan
December 2004

Legend

GRAVEL DEPOSITS

CONCRETE GRADE - GOOD

CONCRETE GRADE - FAIR

Parcel Boundaries

Selah City Limits

Selah Urban Growth Boundary

Roads

Streams

Source: Yakima County GIS, City of Selah

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

N

0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

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Chapter 7
Transportation Element

Introduction

The purpose of the Transportation Element is to guide the development of surface transportation within the City of Selah in a manner consistent with the City's adopted transportation goals, objectives, and policies, as well as the overall goals of the Comprehensive Plan. Based upon existing and projected future land use and travel patterns, the Transportation Element describes roadway and traffic conditions, forecasting and analysis methodologies, assessment of existing and future deficiencies, and a recommended Transportation Improvement Plan designed to address the identified deficiencies.

Growth Management Act

Transportation planning at the State, County and local levels is mandated by the State of Washington GMA [RCW 36.70A, 1990]. The GMA contains many requirements for the preparation of the Transportation Element of a Comprehensive Plan. In addition to requiring consistency with the Land Use Element, the GMA requires that the following components be included in the Transportation Element [State of Washington, RCW 36.70A.070(6)]:

- Inventory of facilities by mode of transport
- Calculations to aid in determining the existing and future operating conditions of the facilities
- Proposed actions to bring deficient facilities into compliance
- Traffic forecasts, based upon land use
- Identification of infrastructure needs to meet current and future demands
- Funding analysis for needed improvements, as well as possible additional funding sources
- Identification of intergovernmental coordination efforts
- Identification of demand management strategies as available.

In addition to these elements, GMA mandates that development cannot occur unless adequate supporting infrastructure either already exists or is built concurrent with development. In addition to capital facilities, infrastructure may include transit service, Transportation Demand Management (TDM) strategies, or Transportation System Management (TSM) strategies.

Objectives of Transportation Element

The Transportation Element establishes direction for development of programs and facilities that address the transportation needs for the City of Selah both now and across a 20-year planning horizon.

Based upon the directives of the City's adopted transportation goals and policies, as well as the mandates of the GMA, the objectives for the *City of Selah Transportation Element* are as follows:

- Provide an efficient transportation system.
- Ensure consistency with the land use of local comprehensive plans.
- Identify transportation improvements necessary to provide a system that will function safely and efficiently through the year 2025.

Land Use Review

Table 7-1 shows the comparison of land use that was analyzed for existing conditions and projected future conditions (2010 and 2025).

Table 7-1 Land Use Comparison for Existing and Future Analysis Years

Land Use Type	Unit	Year		
		Existing	2010	2025
Single Family Dwelling	Dwelling Unit	2,066	2,378	3,500
Duplex/Fourplex Dwelling	Dwelling Unit	436	436	614
Multi-Family Dwelling	Dwelling Unit	438	666	765
Retail	1000 sq ft	218	405	521
Industrial	1000 sq ft	1,038	2,063	3,150
Office/Service	1000 sq ft	152	214	274
Government	1000 sq ft	61	89	89
Agriculture	Acre	587	584	526
Park	Acre	42	42	42
School	Student	3,593	3,984	4,835
Golf Course	Acre	159	159	159

Existing and future traffic analysis presented in this section is based upon the land use summarized in Table 7-1, and is consistent with the land use projections described in Chapter 3 (Land Use Element) of this Comprehensive Plan. The following approaches were used to estimate land use for each of the analysis years.

Existing Land Use

Existing land use within the City of Selah was initially quantified based upon the Yakima County Assessor property records. Staff then drove the streets of Selah to verify the accuracy of the land use records, and used this combined information to establish an accurate base map of existing land use.

Projected 2010 Land Use

The 2010 projection is based on location-specific residential and commercial development proposals that were identified by the City. No new industrial development is expected to occur by 2010. The 2010 estimates were verified as consistent with future zoning and available land estimates.

Projected 2025 Land Use

The 2025 projection is based on (a) future zoning and available land estimates, and (b) projections from the City's water plan regarding the proportion of new development that the different water pressure zones can be expected to support. 2025 estimates were also checked for consistency with the 2010 projections. The 2025 land use projections are consistent with the land use targets identified in Chapter 3 (Land Use Element) of this Comprehensive Plan.

Inventory of Transportation Facilities

Roadways

State Highways

SR-823 is the only Washington State Route (SR) located within the Selah City Limits. SR-823 runs roughly north-south on the east side of the City. From Selah, it runs north to SR-821, and south to the City of Yakima. I-82/US-97 runs generally north-south, just to the east of the City Limits. I-82/US-97 provides regional access to and from the City of Selah. It provides direct access to the Cities of Yakima, Richmond, Pasco and Kennewick to the south, connecting to I-84 just south of the Washington/Oregon border. To the north, it provides access to I-90 near the City of Ellensburg, which connects to the Seattle metropolitan area to the west, and traverses the United States to the east.

In 1998, Highway of Statewide Significance (HSS) legislation was passed by the Washington State Legislature and codified as RCW 47.06.140. Highways of Statewide Significance are those facilities deemed to provide and support transportation functions that promote and maintain significant statewide travel and economic linkages. The legislation emphasized that these significant facilities should be planned from a statewide perspective (WSDOT 2002). Thus, level-of-service requirements for HSS highways are not subject to local standards. I-82/US-97 is the only HSS in the vicinity of Selah. State facilities that do not have HSS designation, such as SR-823, are designated as Highways of Regional Significance (HRS) and are subject to the City standards.

Roadway Functional Classification System

Functional classification is applied to the different types of roadways that comprise a complete system. The classification of a roadway depends upon the types of trips that occur on it, the adjacent land use, and the relative level of traffic volume it carries. These functional classifications are described as follows.

Freeway/Interstate is a multi-lane, high-speed, high-capacity roadway intended exclusively for motorized traffic. Typically, freeways have two or more lanes for traffic in each direction and road crossings are grade-separated. All access is controlled by interchanges.

Principal Arterial (also called Major Arterial) is an inter-community roadway that connects major community centers and facilities, and is often constructed with limited direct access to abutting land uses.

The primary function of Principal Arterials is to provide a high degree of vehicular mobility; however, they may play a minor role in providing land access.

Minor Arterial is an intra-community roadway, bounded by the principal arterial system that connects centers and facilities within the community and serving some through traffic, while providing a greater level of access to abutting properties. They can typically be found in residential, commercial and industrial areas. Minor Arterials connect with other arterial and collector roads extending into the urban area, and tend to serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools.

Collector is a roadway designed to fulfill both functions of mobility and land access. Collectors typically serve intra-community trips connecting residential neighborhoods with each other or activity centers, while also providing a high degree of property access within a localized area. Collector roadways serve as the means of connecting neighborhoods into the Principal/Minor Arterial system.

Local Access Street is a roadway designed with a primary function of providing access to residences. Typically, they are only a few blocks long and are relatively narrow. All roadways in the City of Selah that have not been designated as a Freeway, Arterial or a Collector roadway are considered to be local access streets. Local access streets make up the majority of the miles of roadway.

Roadway Inventory

Table 7-2 summarizes the characteristics of all roadways classified as principal arterial, minor arterial, and collector. All other roadways in the City are local access roadways.

Table 7-2 Roadway Summary

Roadway	Location	Functional Classification	Speed Limit	Number of Lanes
S First Street (SR-823)	W Selah Avenue – South City Limits	Principal Arterial	35	5
S First Street (SR-823)	E Naches Avenue – W Selah Avenue	Principal Arterial	30	5
Wt Naches Avenue	4th Street – First Street	Minor Arterial	25	2
E Naches Avenue (SR-823)	First Street – N Wenas Road	Minor Arterial	25	4
N Wenas Road (SR-823)*	E Goodlander Road – Harrison Rd	Minor Arterial	40	2
N Wenas Road (SR-823)	E Naches Avenue – E Goodlander Road	Minor Arterial	30	2
N Wenas Road*	Harrison Road – Lancaster Road	Minor Arterial	40	2
Harrison Rd (SR-823)*	N Wenas Road – SR-821	Minor Arterial	55	2
Crusher Canyon Road*	West City Limits – Maple Way Road	Minor Arterial	35	2
Crusher Canyon Road	4th Street – West City Limits	Minor Arterial	25	2
W Fremont Avenue	16th Street – N First Street	Minor Arterial	25	2
E Fremont Avenue	N First Street – N Wenas Road	Minor Arterial	25	2
Speyers Road*	West City Limits – Hinton Lane	Minor Arterial	35	2
Speyers Road	N 9th Street – West City Limits	Minor Arterial	30	2
Speyers Road	Fremont Avenue – N 9th Street	Minor Arterial	25	2

Roadway	Location	Functional Classification	Speed Limit	Number of Lanes
N First Street*	Goodlander Road – McGonagle Road	Minor Arterial	40	2
N First Street	Hillview Avenue – Goodlander Road	Minor Arterial	30	5
N First Street	Home Avenue – Hillview Avenue	Minor Arterial	25	5
N First Street	Home Avenue – Naches Avenue	Collector	30	5
E Goodlander Road	N First Street – N Wenas Road	Collector	35	2
E Naches Avenue	N Wenas Road – East City Limits	Collector	25	2
N Third Street	Fremont Avenue – W Naches Avenue	Collector	25	2
S Third Street	Selah Avenue – Southern Avenue	Collector	25	2
S Third Street	W Naches Avenue – Selah Avenue	Collector	20	2
Southern Avenue	S First Street – Fassett Road	Collector	25	2
S Wenas Road	E Naches Avenue – Second Avenue	Collector	25	2
N 11th Aveune	Speyers Road – Fremont Avenue	Collector	25	2
Pleasant Hill Road*	16th Street – Brigit Road	Collector	35	2

* Roadways that are outside of City Limits in Yakima County.

Traffic Control Devices

Traffic signals located within the City of Selah are owned both by the City and by WSDOT. Signals currently under the jurisdiction of WSDOT are located at the following intersections:

- First Street and Naches Avenue
- S First Street and Park Avenue/E 3rd Avenue
- S First Street and Valley View Avenue
- N Wenas Road and E Goodlander Road

Signals currently under the jurisdiction of the City of Selah are located at the following intersections:

- N First Street and Fremont Avenue

The following intersections are all-way stop-controlled:

- S 3rd Street and Selah Avenue
- S 3rd Street and Valley View Avenue
- S 3rd Street and Riverview Avenue
- S 3rd Street and Pleasant Avenue
- N 10th Street and W Orchard Avenue

Non-Motorized

Walkways

Walkways are in place on at least one side of the roadway along most major City streets. A map that shows the locations of existing sidewalks and shoulders is included in the City's Transportation Plan.

Bikeways

A dedicated bikeway runs along SR 823, between downtown Selah and the Yakima River Greenway. A bike route along S Third Street between W Naches Avenue and Southern Avenue, and along Southern Avenue between S Third Street and S First Street is planned by 2005. YVCOG has identified the route made up of SR 823 between Southern Avenue and First Avenue, Naches Avenue between First Avenue and Crusher Canyon Road, and Crusher Canyon Road between Naches Avenue and the west City Limits as a "future pathways." Within the Selah UGA but outside of the City Limits, Crusher Canyon Road, Bright Road, and Mapleway Road are identified as County Bike Routes. (YVCOG 2003)

Transit

The only transit service available in the City of Selah is provided by People For People, which is a nonprofit organization that provides transportation service in rural areas of Washington State. In Yakima County services that are provided include senior transportation, general public transportation, job access transportation, and Medicaid transportation services. (People for People 2003)

Transportation Demand Management

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

- Travelers switch from driving alone to high-occupancy-vehicle (HOV) modes such as transit, vanpools or carpools.
- Travelers switch from driving to non-motorized modes such as bicycling or walking.
- Travelers change the time they make trips from more congested to less congested times of day.
- Travelers eliminate trips altogether either through means such as compressed workweeks, consolidation of errands, or telecommuting.

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

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

- City of Selah (~40 employees)

- Washington Department of Social and Health Services (~200 employees)
- Tree Top, Inc. (~255 employees)

(YVCOG 2003)

Rail

The Burlington-Northern Santa Fe (BNSF) Railroad provides the majority of freight service within Yakima Valley. The BNSF mainline runs roughly parallel to SR 823, on the east side of the City. Currently, no inter-regional passenger rail service is provided in Yakima County. The nearest passenger rail service is provided in the City of Pasco, to the southeast, and in the City of Wenatchee, to the north. (YVCOG 2003)

Air Transportation

No airports are located within the City of Selah or its UGA. The nearest airport that provides commercial service in Yakima Valley is the Yakima Air-Terminal-McAllister Field. It is jointly owned by the City of Yakima and Yakima County, and is classified as a Primary Service Short Haul (under 500 miles) Transport Airport, and provides commercial passenger and cargo service. (YVCOG 2003)

Roadway Level-of-Service Methodology

LOS Approach

LOS is a quantitative measure, and is the primary measurement used to determine the operating condition of a roadway segment or intersection. LOS is calculated by comparing the actual number of vehicles using a roadway (volume of traffic) to its carrying capacity. The Highway Capacity Manual (Transportation Research Board 2000) is the recognized source for the techniques used to measure transportation facility performance. Using the Highway Capacity Manual procedures, the quality of traffic operation is graded into one of six LOS designations: A, B, C, D, E, or F. LOS A represents the best range of operating conditions and LOS F represents the worst.

LOS for intersections is determined by the average amount of delay experienced by vehicles at an intersection. Table 7-3 summarizes the LOS criteria for signalized intersections.

Table 7-3 LOS Criteria for Signalized Intersections

LOS	Average Delay per Vehicle (seconds/vehicle)
A	≤ 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

Source: Transportation Research Board 2000

For two-way stop-controlled intersections, LOS depends on the amount of delay experienced by drivers on the minor (stop-controlled) approach. LOS for a two-way stop-controlled intersection is determined by the average delay per vehicle in each minor movement. All-way stop-controlled intersections require drivers on all approaches to stop before proceeding into the intersection. LOS for all-way stop-controlled intersections is determined by the average per vehicle for all movements.

The LOS criteria for stop-controlled intersections have different threshold values than those established for signalized intersections, primarily because drivers expect different levels of performance from distinct types of transportation facilities. In general, stop-controlled intersections are expected to carry lower volumes of traffic than signalized intersections. Thus for the same LOS, a lower level of delay is acceptable at stop-controlled intersections than it is for signalized intersections. Table 7-4 summarizes the LOS thresholds for both two-way and all-way stop-controlled intersections.

Table 7-4 LOS Criteria for Stop-Controlled Intersections

LOS	Average Delay per Vehicle (seconds/vehicle)
A	≤ 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

Source: Transportation Research Board 2000

Summary reports for all LOS analysis completed for the Transportation Element update are included in Appendix A of the City's Transportation Plan.

LOS Standards

LOS standards are used to evaluate the transportation impacts of long-term growth. GMA requires that jurisdictions must adopt standards by which the minimum acceptable roadway operating conditions are determined and deficiencies may be identified.

The City of Selah has selected a standard of LOS D for principal arterials, and LOS C for all other minor arterials, collectors, and local access roads. In urban areas, the LOS of roadway intersections controls the LOS of the roadway system. (TRB 2000) Thus, to determine the adequacy of operations for the City of Selah roadway system, LOS is measured at key intersections throughout the City during the most congested conditions (PM peak hour) of a typical weekday. Consistent with LOS definitions set forth in the Highway Capacity Manual, LOS at signalized and all-way stop controlled intersections is measured according to the average delay of all vehicles that travel through the intersection during the analysis hour. LOS at stop-controlled intersections that are not all-way is measured by evaluating delay separately at each of the stop-controlled legs. (TRB 2000)

Existing Conditions Analysis

Traffic Volumes

Average daily traffic (ADT) volumes at key City locations, based on counts conducted by the City of Selah and by WSDOT, are summarized in Table 7-5.

Table 7-5 Existing Average Daily Traffic

Roadway	Location	Functional Classification	Average Daily Traffic (ADT)
N First Street	South of Goodlander Road	Minor Arterial	14,300
N First Street	South of Fremont Avenue	Collector	10,900
S First Street	South of Naches Avenue	Principal Arterial	23,000[1]
S First Street	North of Southern Avenue	Principal Arterial	26,000[2]
S 2nd Street	North of Yakima Avenue	Local Access	400
N 3rd Street	North of W Naches Avenue	Collector	1,700
S 3rd Street	South of W Naches Avenue	Collector	2,000
S 3rd Street	North of Southern Avenue	Local Access	200
N 4th Street	North of W Naches Avenue	Local Access	400
S 4th Street	South of Southern Avenue	Local Access	300
N 5th Street	South of Fremont Avenue	Local Access	300
S 5th Street	South of Southern Avenue	Local Access	400
N 8th Street	South of Fremont Avenue	Local Access	600
N 10th Street	North of Fremont Avenue	Local Access	200
S 10th Street	South of Crusher Canyon Road	Local Access	400
N 11th Street	South of Speyers Road	Collector	300
N 12th Street	South of Fremont Avenue	Local Access	100
N 13th Street	South of Speyers Road	Local Access	100
N 14th Street	South of Speyers Road	Local Access	300
Hillcrest Drive	South of Crusher Canyon Road	Local Access	1,000
Lookout Point Road	South of Crusher Canyon Road	Local Access	300
N Wenas Road	South of Harrison Rd	Minor Arterial	10,000[1]
N Wenas Road	North of E Naches Avenue	Minor Arterial	13,100[3]
S Wenas Road	South of E Naches Avenue	Collector	3,100[3]
McGonagle Road	West of Selah Loop	Local Access	900
Jamie Drive	East of N Wenas Road	Local Access	200
Goodlander Road	West of N First Street	Local Access	1,700

Roadway	Location	Functional Classification	Average Daily Traffic (ADT)
Goodlander Road	West of N Wenas Road	Collector	3,400
Merinda Drive	West of N First Street	Local Access	300
Hillview Avenue	West of N First Street	Local Access	600
Home Avenue	West of N 11th Street	Local Access	500
Home Avenue	West of N Wenas Road	Local Access	400
Bartlett Avenue	West of N First Road	Local Access	400
Bartlett Avenue	West of N Wenas Road	Local Access	200
Fremont Avenue	East of N First Street	Minor Arterial	1,900
Fremont Avenue	East of N 11th Street	Minor Arterial	3,100
Speyers Road	East of N 5th Street	Minor Arterial	4,000
Speyers Road	East of N 11th Street	Minor Arterial	2,100
Orchard Avenue	West of N Wenas Road	Local Access	400
Orchard Avenue	East of 3rd Street	Local Access	500
W Naches Avenue	East of 3rd Street	Minor Arterial	3,400
E Naches Avenue	East of First Street	Minor Arterial	12,100[3]
E Naches Avenue	East of Wenas Road	Collector	2,500[3]
Crusher Canyon Road	East of S 10th Street	Minor Arterial	2,100
First Avenue E	East of S First Street	Local Access	1,400
2nd Avenue E	East of S First Street	Local Access	1,000
Park Avenue	West of S First Street	Local Access	500
3rd Avenue E	East of S First Street	Local Access	300
Valley View Avenue	East of 3rd Street	Local Access	1,000
Yakima Avenue	West of S First Street	Local Access	800
Southern Avenue	West of S First Street	Collector	1,200

(1) Based on 2002 AADT conducted by WSDOT. (2) Based on 2001 AADT conducted by WSDOT.
(3) Based on October 2003 traffic counts conducted by WSDOT. All other ADTs are based on City counts.

Existing LOS

LOS analysis was performed for existing PM peak-hour conditions at the 13 analysis intersections. Table 7-6 summarizes the intersection locations, the existing traffic control for each intersection, and the calculated LOS. The existing LOS at these intersections is illustrated in Figure 7-1. The results shown in the table represent LOS based upon average delay for all traffic movements at the intersection. Thus, longer delays may exist for certain traffic movements than the composite LOS measure shows.

Analysis indicates that under existing conditions, most if the analysis intersections are operating at or better than their defined standard, however, four intersections operate at congested levels during the PM peak hour. Two intersections, N First Street/Gore Road with Goodlander Road and N Third Street with W

Fremont Avenue are both two-way stop-controlled intersections, with the congested level of delay occurring on one of the minor legs. Wenas Road and E Naches Avenue is a three-way stop controlled intersection, with stop control on all but the eastbound leg of the intersection. The northbound movement through the intersection is currently experiencing congested levels of average delay during the PM peak hour. Analysis shows that the worst traffic conditions occur at S First Street and Southern Avenue, which is a t-intersection with stop control on the Southern Avenue leg. Traffic waiting to turn onto First Avenue is currently operating at LOS F, with potentially very high levels of delay.

Table 7-6 Existing Intersection LOS – PM Peak Hour

	Intersection	LOS Standard[1]	Traffic Control[2]	Average Delay[3] (sec)	LOS[4]
1	N First Street/Gore Road and Goodlander Road	C	TWSC	16/37	C/E*
2	N Wenas Road and E Goodlander Road	C	S	18	B
3	Speyers Road and W Fremont Avenue	C	TWSC	19	C
4	N Third Street and W Fremont Avenue	C	TWSC	27/14	D/B*
5	N First Street and Fremont Avenue	C	S	19	B
6	N Wenas Road and E Fremont Avenue	C	TWSC	20	C
7	Third Street and W Naches Avenue	C	TWSC	13/12	B/B
8	First Street and Naches Avenue	D	S	46	D
9	Wenas Road and E Naches Avenue	C	TWSC[5]	12/20/26	B/C/D*
10	S First Street and Park Avenue	D	S	22	C
11	S First Street and E 5th Avenue/Valley View Avenue	D	S	15	B
12	S Third Street and Southern Avenue	D	TWSC	9	A
13	S First Street and Southern Avenue	D	TWSC	167	F*

1. Intersections that include Principal Arterials have a standard of LOS D. All other intersections have a standard of LOS C.
2. S=signalized; TWSC=two-way stop-controlled (or minor leg stop controlled, includes one- or three-way stop control)
3. Delay is measured in seconds per vehicle. At S and AWSC intersections, it represents average delay for all movements in the intersection. For TWSC intersections, it represents average delay for the minor leg movements. Results are shown for the eastbound and westbound approaches, respectively, or for the northbound and southbound approaches respectively – whichever is applicable.
4. LOS based on the methodology outlined in the Highway Capacity Manual (TRB 2000). *Asterisk denotes an LOS below the defined standard, indicating that the intersection is considered deficient under existing conditions.
5. This intersection is a three-way stop-controlled intersection. Results are shown for the stop-controlled southbound, westbound, and northbound approaches, respectively.

Collision Analysis

Analysis was performed of the most recent three years of available collision data (1999 – 2001) collected and compiled by the WSDOT Transportation Data Office for the City of Selah. This WSDOT database records collisions only by location, not by type or severity. Table 7-7 summarizes the locations at which the highest number of collisions has occurred over the three-year period. The table shows that two

locations have experienced greater than an average of one accident per year over the study period. Analysis shows that the highest accident frequency occurs at the intersections of N First Street with Fremont Avenue and Naches Avenue, respectively. However, when numbers are adjusted to reflect the traffic volumes that move through each of the intersections, both locations are shown to experience less than one accident per million entering vehicles.

Table 7-7 Highest Collision Locations

Location	Average Annual Number of Accidents[1]	Average Accidents per Million Entering Vehicles
Fremont Avenue and N First Street	5.0	0.8
Naches Avenue and First Street	4.0	0.5
Bartlett Avenue and N First Street	1.0	0.3
Valley View Avenue and S First Street	1.0	0.1
Park Avenue and S First Street	1.0	0.1
Naches Avenue and Third Street	1.0	0.5
Goodlander Road and N Wenas Road	1.0	0.3
Goodlander Road and N First Street	1.0	0.3

[1]Based on WSDOT data collected from 1999 through 2001

Traffic Forecast Model

A transportation computer model was developed to analyze future travel demand and traffic patterns over a 20-year planning horizon. A more detailed description of the model that was developed for the City of Selah is described in the City's Transportation Plan.

Future Conditions Analysis

Network Scenarios

Future traffic conditions (2010 and 2025) under three possible roadway network scenarios.

1. **Existing Network** – Future projected conditions with existing roadway network in place.
2. **Wenas Avenue Extension** – Future projected conditions with S Wenas Avenue extended south to E Fifth Avenue, and then west to First Avenue. This would provide a bypass of the intersection of First Avenue and Naches Avenue for vehicles traveling on SR-823. This project also includes installation of a traffic signal at the intersection of Naches Avenue and Wenas Road.
3. **Lookout Point/N 40th Avenue Connection** – Future projected conditions with roadway connection added between Lookout Point Road and N 40th Avenue in Yakima.

Future Conditions with Existing Network

Under this scenario, traffic conditions were modeled with 2010 and 2025 projected land use, and the existing roadway network in place. Future scenarios include improvement of the intersection of N First Street and Goodlander Road, which includes installation of a traffic signal. This County project is expected to be complete in 2006. The following sections summarize the results for the 2010 and 2025 analysis under this scenario.

Summary of Analysis

2010 Results

LOS analysis was performed for projected 2010 PM peak hour conditions at the 13 analysis intersections. Table 7-8 summarizes the intersection locations, the existing traffic control for each intersection, and the calculated LOS.

Analysis shows that during the PM peak hour under projected 2010 conditions, eight analysis intersections are expected to operate at or better than their defined standard, and five intersections are projected to operate at congested levels during the peak hour, if no mitigation measures are implemented. In addition to three intersections identified as deficient under existing conditions, two additional two-way stop controlled intersections are projected to exceed LOS standards. The intersections of Fremont Avenue with Speyers Road and N Wenas Road are each expected to experience congested conditions on their minor legs.

Table 7-8 Projected 2010 Intersection LOS with Existing Network

	Intersection	LOS Standard[1]	Traffic Control[2]	Average Delay[3] (sec)	LOS[4]
1	N First Street/Gore Road and Goodlander Road	C	S	11	B
2	N Wenas Road and E Goodlander Road	C	S	28	C
3	Speyers Road and W Fremont Avenue	C	TWSC	31	D*
4	N Third Street and W Fremont Avenue	C	TWSC	89/17	F/C*
5	N First Street and Fremont Avenue	C	S	19	B
6	N Wenas Road and E Fremont Avenue	C	TWSC	35	E*
7	Third Street and W Naches Avenue	C	TWSC	21/16	C/C
8	First Street and Naches Avenue	D	S	50	D
9	Wenas Road and E Naches Avenue	C	TWSC[5]	14/21/47	B/C/E*
10	S First Street and Park Avenue	D	S	22	C
11	S First Street and E 5th Avenue/Valley View Avenue	D	S	19	B
12	S Third Street and Southern Avenue	D	TWSC	9	A
13	S First Street and Southern Avenue	D	TWSC	ECL[6]	F*

Intersections that include Principal Arterials have a standard of LOS D. All other intersections have a standard of LOS C.

S=signalized; TWSC=two-way stop-controlled (or minor leg stop controlled, includes one- or three-way stop control)

Delay is measured in seconds per vehicle. At S and AWSC intersections, it represents average delay for all movements in the intersection. For TWSC intersections, it represents average delay for the minor leg movements. Results are shown for the eastbound and westbound approaches, respectively, or for the northbound and southbound approaches respectively – whichever is applicable.

LOS based on the methodology outlined in the Highway Capacity Manual (TRB 2000). *Asterisk denotes an LOS below the defined standard, indicating that the intersection is considered deficient under existing conditions.

This intersection is a three-way stop-controlled intersection. Results are shown for the stop-controlled southbound, westbound, and northbound approaches, respectively.

ECL = Exceeds calculable limits

2025 Results

LOS analysis was performed for projected 2025 PM peak hour conditions at the 13 analysis intersections. Table 7-9 summarizes the intersection locations, the existing traffic control for each intersection, and the calculated LOS.

The table shows that during the PM peak hour under projected 2025 conditions, six of the analysis intersections are expected to operate at or better than their defined standard. Seven intersections are projected to operate at congested levels during the peak hour, if no mitigation measures are implemented. In addition to the five intersections identified under 2010 conditions, two additional intersections are projected to experience congested conditions. The intersections of Naches Avenue with First Street and Third Street are projected to reach congested conditions by 2025.

Table 7-9 Projected 2025 Intersection LOS with Existing Network

	Intersection	LOS Standard[1]	Traffic Control[2]	Average Delay[3] (sec)	LOS[4]
1	N First Street/Gore Road and Goodlander Road	C	S	12	B
2	N Wenas Road and E Goodlander Road	C	S	22	C
3	Speyers Road and W Fremont Avenue	C	TWSC	100	F*
4	N Third Street and W Fremont Avenue	C	TWSC	ECL/20	F/C*
5	N First Street and Fremont Avenue	C	S	22	C
6	N Wenas Road and E Fremont Avenue	C	TWSC	116	F*
7	Third Street and W Naches Avenue	C	TWSC	ECL/35	F/E*
8	First Street and Naches Avenue	D	S	76	E*
9	Wenas Road and E Naches Avenue	C	TWSC[5]	16/27/184	C/D/F*
10	S First Street and Park Avenue	D	S	27	C
11	S First Street and E 5th Avenue/Valley View Avenue	D	S	25	C
12	S Third Street and Southern Avenue	D	TWSC	10	A
13	S First Street and Southern Avenue	D	TWSC	ECL[6]	F*

Intersections that include Principal Arterials have a standard of LOS D. All other intersections have a standard of LOS C.

S=signalized, TWSC=two-way stop-controlled (or minor leg stop controlled, includes one- or three-way stop control)

Delay is measured in seconds per vehicle. At S and AWSC intersections, it represents average delay for all movements in the intersection. For TWSC intersections, it represents average delay for the minor leg movements. Results are shown for the eastbound and westbound approaches, respectively, or for the northbound and southbound approaches respectively – whichever is applicable.

LOS based on the methodology outlined in the Highway Capacity Manual (TRB 2000). *Asterisk denotes an LOS below the defined standard, indicating that the intersection is considered deficient under existing conditions.

This intersection is a three-way stop-controlled intersection. Results are shown for the stop-controlled southbound, westbound, and northbound approaches, respectively.

ECL = Exceeds calculable limits

Future Conditions with Wenas Avenue Extension

Under this scenario, traffic conditions were modeled with 2010 and 2025 projected land use, and the Wenas Avenue extension added to the existing roadway network. Regardless of whether or not the Wenas Avenue extension is built, analysis indicates that the following intersections will require improvement by 2010:

- N Third Street and W Fremont Avenue (existing deficiency)
- Wenas Road and E Naches Avenue (existing deficiency)
- S First Street and Southern Avenue/11th Avenue (existing deficiency)
- Speyers Road and W Fremont Avenue
- N Wenas Road and E Fremont Avenue

Regardless of whether or not the Wenas Avenue extension is built, analysis indicates that the following additional intersection will require improvement by 2025:

- Third Street and W Naches AvenueAnalysis indicates that construction of the Wenas Avenue extension will have the following effects on congestion over the analysis period:
- Installation of the traffic signal at the intersection of E Naches Avenue and Wenas Road that is planned as part of the project would mitigate congestion at that location, which is identified as an existing deficiency.
- Traffic diverted from First Street, and to a lesser extent from Third Street, would improve traffic conditions at some key locations along both roadways. By 2025, the amount of traffic that is projected to bypass the intersection of First Street and Naches Avenue as a result of the project is sufficient to eliminate the need for capacity improvement at that location. If the Wenas Avenue extension project (or another project that would cause a similar decrease in traffic at First Street and Naches Avenue) is not built, widening and re-channelization will be required at First Street and Naches Avenue by 2025.

Future Conditions with Lookout Point / N 40th Street Connection

Under this scenario, traffic conditions were modeled with 2025 projected land use, and the Lookout Point/ N 40th Avenue connection was added to the existing roadway network. This scenario was run with and without the Wenas Avenue extension also in place. Analysis showed only negligible differences in LOS at the analysis intersections, with or without this project in place.

A direct connection between Lookout Point in the City of Selah, and N 40th Street in the City of Yakima, may provide some opportunities for economic development in the southern portion of Selah. However, construction of this project is not expected to have any discernable impact on traffic conditions within the City over the next 20 years.

Recommended Transportation Improvement Plan

Roadway Improvements

Improvements to Address LOS Deficiencies

Roadway improvement projects that are recommended in this Plan were developed to most cost efficiently mitigate identified existing and projected future LOS deficiencies, while maintaining consistency with adopted transportation policies. Table 7-10 summarizes the roadway improvements recommended to address the City of Selah's transportation needs through the year 2025. The priority order was determined according to the order in which the deficiencies are expected to occur. The recommended improvements are illustrated conceptually in Figure 7-2.

Table 7-10 Summary of Recommended Roadway Improvements

	Priority	Location	Improvement	Note
Six Year Plan 2005-2010	1	S First Street and Southern Avenue	Install traffic signal	Mitigates existing deficiency
	2	E Fremont Avenue, from N First Street to N Wenas Road	Improve travel lanes, sidewalks, drainage, curb and gutter. Install traffic signal at N Wenas Road and W Fremont Avenue	Signal mitigates existing deficiency
	3	Wenas Avenue Extension	Construct 4-lane roadway between Wenas Road/Naches Avenue and First Street/5th Avenue. Construct sidewalks, lighting, drainage, curb and gutter. Install traffic signal at E Naches Avenue Wenas Road	Signal mitigates existing deficiency
	4	Speyers Road and W Fremont Avenue	Convert from two-way to all-way stop control Construct a westbound right-turn lane	Mitigates deficiency projected by 2010
	5	N Wenas Road and E Fremont Avenue	Install traffic signal Construct a northbound left-turn lane	Mitigates deficiency projected by 2010
	6	Crusher Canyon Road,	Widen travel lanes, construct	

	Priority	Location	Improvement	Note
		from N Fourth Street to Mapleway Road	sidewalks, drainage, curb and gutter.	
Twenty Year Plan 2011-2025	7	Third Street and W Naches Avenue	Convert from two-way to all-way stop control	Mitigates deficiency projected by 2025
	8	Speyers Road, from Fremont Avenue to West City Limits	Construct drainage interceptor, widen travel lanes, and construct sidewalks, drainage, curb and gutter.	
	9	Park Avenue, from S First Street to S Third Street	Widen travel lanes, construct sidewalks, lighting, drainage, curb and gutter.	
	10	Valley View Avenue, from S Third Street to S First Street	Widen travel lanes, construct sidewalks, drainage, curb and gutter.	
	11	S Third Street, from Park Avenue to Southern Avenue	Widen travel lanes, construct sidewalks, lighting, drainage, curb and gutter.	
	12	Valley View Avenue, and S Fifth Avenue, from Valley View Avenue and Third Street to Southern Avenue and Fifth Street	Widen travel lanes, construct retaining wall, sidewalk, drainage, curb and gutter.	
	13	N Fourth Street, from Fremont Avenue to W Naches Avenue	Widen travel lanes, construct retaining wall, sidewalk, drainage, curb and gutter.	
	14	E Naches Avenue, from Wenas Road to Railroad Avenue	Widen travel lanes, construct sidewalks, lighting, drainage, curb and gutter.	
	15	Southern Avenue, from S Fifth Street to S First Street	Widen travel lanes, construct sidewalks, lighting, drainage, curb and gutter.	
	16	N First Street, from Naches Avenue to Fremont Avenue	Rotomill existing asphalt pavement between existing curbs and overlay with asphalt concrete	
	17	Pavement overlays	At various locations, to be determined by pavement management system.	
	18	Citywide traffic signal system	Analyze, design, and implement a coordination program for the Citywide traffic signal system.	

LOS with Recommended Improvements

2010 Results

Table 7-11 summarizes the recommended traffic control, and the calculated average delay and LOS for each of the analysis intersections in the year 2010, with the recommended transportation improvements in place. The table shows that with the recommended six-year improvements in place, all key intersections within the City of Selah are expected to operate within LOS standards.

Table 7-11 Projected 2010 Intersection LOS with Recommended Improvements

	Intersection	LOS Standard[1]	Traffic Control[2]	Average Delay[3] (sec)	LOS[4]
1	N First Street/Gore Road and Goodlander Road	C	S	11	B
2	N Wenas Road and E Goodlander Road	C	S	34	C
3	Speyers Road and W Fremont Avenue	C	AWSC	13	B
4	N Third Street and W Fremont Avenue	C	S	12	B
5	N First Street and Fremont Avenue	D	S	20	B
6	N Wenas Road and E Fremont Avenue	C	S	6	A
7	Third Street and W Naches Avenue	C	TWSC	15/17	C/C
8	First Street and Naches Avenue	D	S	25	C
9	Wenas Road and E Naches Avenue	C	S	17	B
10	S First Street and Park Avenue	D	S	20	B
11	S First Street and E 5th Avenue/Valley View Avenue	D	S	31	C
12	S Third Street and Southern Avenue	D	TWSC	9	A
13	S First Street and Southern Avenue	D	S	7	A

1. Intersections that include Principal Arterials have a standard of LOS D. All other intersections have a standard of LOS C.

2. S=signalized; TWSC=two-way stop-controlled (or minor leg stop controlled, includes one-way stop control); AWSC=all-way stop controlled.

3. Delay is measured in seconds per vehicle. At S and AWSC intersections, it represents average delay for all movements in the intersection. For TWSC intersections, it represents average delay for the minor leg movements. Results are shown for the eastbound and westbound approaches, respectively, or for the northbound and southbound approaches respectively – whichever is applicable.

4. LOS based on the methodology outlined in the Highway Capacity Manual (TRB 2000). *Asterisk denotes an LOS below the defined standard, indicating that the intersection is considered deficient under existing conditions.

2025 Results

Table 7-12 summarizes the recommended traffic control, and the calculated average delay and LOS for each of the analysis intersections in the year 2025, with the recommended 20-year transportation improvements in place. LOS results are also illustrated in Figure 7-3. The table shows that with the recommended 20-year improvements in place, all key intersections within the City of Selah are expected to operate within LOS standards.

Table 7-12 Projected 2025 Intersection LOS with Recommended Improvements

	Intersection	LOS Standard[1]	Traffic Control[2]	Average Delay[3] (sec)	LOS[4]
1	N First Street/Gore Road and Goodlander Road	C	S	12	B
2	N Wenas Road and E Goodlander Road	C	S	19	B
3	Speyers Road and W Fremont Avenue	C	AWSC	23	C
4	N Third Street and W Fremont Avenue	C	S	13	B
5	N First Street and Fremont Avenue	C	S	24	A
6	N Wenas Road and E Fremont Avenue	C	S	8	A
7	Third Street and W Naches Avenue	C	AWSC	14	B
8	First Street and Naches Avenue	D	S	35	C
9	Wenas Road and E Naches Avenue	C	S	29	C
10	S First Street and Park Avenue	D	S	23	C
11	S First Street and E 5th Avenue/Valley View Avenue	D	S	38	D
12	S Third Street and Southern Avenue	D	TWSC	10	A
13	S First Street and Southern Avenue	D	S	11	B

1. Intersections that include Principal Arterials have a standard of LOS D. All other intersections have a standard of LOS C.

2. S=signalized; TWSC=two-way stop-controlled (or minor leg stop controlled, includes one- or three-way stop control); AWSC=all-way stop-controlled.

3. Delay is measured in seconds per vehicle. At S and AWSC intersections, it represents average delay for all movements in the intersection. For TWSC intersections, it represents average delay for the minor leg movements. Results are shown for the eastbound and westbound approaches, respectively, or for the northbound and southbound approaches respectively – whichever is applicable.

4. LOS based on the methodology outlined in the Highway Capacity Manual (TRB 2000). *Asterisk denotes an LOS below the defined standard, indicating that the intersection is considered deficient under existing conditions.

Impact of Recommended Improvements on Safety and Circulation

Implementation of the recommended plan will improve safety conditions by reducing congestion at key intersections throughout the City. This lowers potential conflicts between vehicles, and lowers the chances that drivers experiencing high levels of delay will become impatient and try to move into inadequate gaps in traffic. Construction of the Wenas Avenue Extension will provide an alternative north-south route past downtown, that will allow through traffic to bypass First Avenue north of 5th Avenue. This will allow for improved circulation for both local and through traffic. Travel lane improvements included in the roadway segment improvement projects will also improve safety and circulation for vehicle travel.

Impact of Recommended Improvements on Freight Movement

Construction of the Wenas Avenue Extension provides a route that can be identified as a truck route, allowing freight trucks to travel through the City while avoiding more higher volume conditions on First Street, and particularly at the intersection of First Street and Naches Avenue. This is beneficial both for the freight trucks, and for the local traffic that travels on First Avenue.

Connectivity Assessment

Completion of the Wenas Avenue extension is recommended as a connectivity improvement, as it would provide a third north-south route alternative in downtown Selah. Analysis indicates that completion of this project would improve traffic conditions on both First Street and Third Street. Addition of this roadway connection would allow for a north-south truck route to be established along SR-823, while allowing truck traffic to avoid the intersection of First Street and Naches Avenue, which is the busiest intersection in the City.

Naches Avenue/Crusher Canyon Road, Fremont Avenue, Speyers Road, and Goodlander Road, carry the primary east-west traffic movement through the City. Analysis indicates that these corridors are adequate to accommodate future projected east-west traffic demand.

The City adopted an amendment to the UGA Comprehensive Plan that incorporated the Southwest Basin Sub Area, and defined the transportation and utility corridors to support development in that area. The Resolution and map of adopted transportation and utility corridors are included as Appendix B of this document. The map shows the alignments of potential roadway connectors that may be required at some point in the future, if development in this area continues to grow. Connector roadways include the extension of Southern Avenue to Lookout Point Road in the east-west direction, and north-south connectors of Slade Road between Crusher Canyon Road and Southern Avenue, and Orchard View Drive between Southern Avenue and Lookout Point Drive. Evaluation of circulation and overall traffic conditions does not indicate that this project would be warranted within the timeframe analyzed for this update. However, as this area continues to grow, traffic conditions should be monitored and this extension considered if future conditions warrant it.

Typical standards require secondary access to the arterial network for neighborhoods with 100 or more units. These factors should be considered as new development occurs, so that adequate primary and secondary access roads are also provided. This will be a particular issue in the northwest and southwest areas of the City, where much of the new future residential development is expected to occur.

Roadway Functional Classification

The majority of roadways within the City of Selah are serving the function for which they are currently classified. Recommended changes to the City's Roadway Functional Classifications are:

- Upgrade N First Street between Naches Avenue and E Home Avenue from collector to principal arterial
- Classify the Wenas Avenue Extension as a minor arterial
- Upgrade Goodlander Road, W Park Avenue, W Selah Avenue, and W Fifth Avenue from local access to collector

Figure 7-4 illustrates the City roadway system with the recommended functional classifications.

Table 7-13 summarizes by functional classification the total miles of roadway located within the City of Selah, with the recommended changes in classification. The table compares the miles of roadway to general guidelines. The table shows that with recommended changes in place, the total miles of Principal Arterial are still slightly below guidelines. The total Minor Arterial miles and Collector miles are slightly above guidelines. However, all totals are within reasonable range of the recommended guidelines.

Table 7-13 Miles of Roadway by Functional Classification

Functional Classification	Existing (Miles [Percentage of Total])	Recommended (Miles [Percentage of Total])	FHWA and AASHTO Guidelines[1]
Principal Arterial	0.8 [2.2%]	1.0 [2.9%]	5% - 10%
Minor Arterial	4.8 [14.1%]	5.3 [15.6%]	10% - 15%
Collector	3.4 [10.0%]	4.3 [12.7%]	5% - 10%
Local Access	24.9 [74.0%]	23.3 [68.70%]	65% - 80%
Total	33.7[100%]	33.9[100%]	100%

1 Guidelines determined by the Federal Highway Administration (FHWA) and the American Association of State Highway Transportation Officials (AASHTO)

Non-Motorized and TDM

The City will continue to encourage and support non-motorized modes and TDM, in accordance with adopted policies. The City supports efforts by the YVCOG to establish additional bikeways within the City in the future. Roadway improvements and other infrastructure improvements will be designed to support pedestrian and bicycle travel. As a matter of policy, the City seeks to support future transit service improvements. They City will also continue to implement its CTR program, and ensure that other major employers within the City implement their plans as well. Sidewalk construction included in the roadway segment improvement projects will also improve safety and circulation for pedestrian travel.

Financing Plan

Cost of Recommended Improvements

Planning level cost estimates were completed for the recommended transportation improvements, and are included in Appendix D. The estimated costs are summarized in Table 7-14.

Table 7-14 Cost of Recommended Roadway Improvements

Priority	Location	Improvement	Cost[1]
1	S First Street and Southern Avenue	Install traffic signal (state route)	$410,000
2	E Fremont Avenue, from N First Street to N Wenas Road	Improve travel lanes, sidewalks, drainage, curb and gutter. Install traffic signal at N Wenas Road and W Fremont Avenue (state route)	$541,000*
3	Wenas Avenue Extension	Construct 4-lane roadway between Wenas Road/Naches Avenue and First Street/5th Avenue. Construct sidewalks, lighting, drainage, curb and gutter. Install traffic signal at E Naches Avenue Wenas Road (state route)	$987,000*
4	Speyers Road and W Fremont Avenue	Convert from two-way to all-way stop control Construct a westbound right-turn lane	$166,000

Priority	Location	Improvement	Cost[1]
5	N Wenas Road and E Fremont Avenue	Install traffic signal (state route) Construct a northbound left-turn lane	$627,000
6	Crusher Canyon Road, from N Fourth Street to Mapleway Road	Widen travel lanes, construct sidewalks, drainage, curb and gutter.	$2,000,000*
		Sub-total for 2005-2010	**$4,731,000**
7	Third Street and W Naches Avenue	Convert from two-way to all-way stop control	$5,000
8	Speyers Road, from Fremont Avenue to West City Limits	Construct drainage interceptor, widen travel lanes, and construct sidewalks, drainage, curb and gutter.	$1,300,000*
9	Park Avenue, from S First Street to S Third Street	Widen travel lanes, construct sidewalks, lighting, drainage, curb and gutter.	$213,000*
10	Valley View Avenue, from S Third Street to S First Street	Widen travel lanes, construct sidewalks, drainage, curb and gutter.	$313,000*
11	S Third Street, from Park Avenue to Southern Avenue	Widen travel lanes, construct sidewalks, lighting, drainage, curb and gutter.	$980,000*
12	Valley View Avenue, and S Fifth Avenue, from Valley View Avenue and Third Street to Southern Avenue and Fifth Street	Widen travel lanes, construct retaining wall, sidewalk, drainage, curb and gutter.	$695,000*
13	N Fourth Street, from Fremont Avenue to W Naches Avenue	Widen travel lanes, construct retaining wall, sidewalk, drainage, curb and gutter.	$230,000*
14	E Naches Avenue, from Wenas Road to Railroad Avenue	Widen travel lanes, construct sidewalks, lighting, drainage, curb and gutter.	$523,000*
15	Southern Avenue, from S Fifth Street to S First Street	Widen travel lanes, construct sidewalks, lighting, drainage, curb and gutter.	$492,000*
16	N First Street, from Naches Avenue to Fremont Avenue	Rotomill existing asphalt pavement between existing curbs and overlay with asphalt concrete	$13,000*
17	Pavement overlays	At various locations, to be determined by pavement management system.	$105,000*
18	Citywide traffic signal system	Analyze, design, and implement a coordination program for the Citywide traffic signal system.	$200,000
		Sub-total for 2011-2025	**$5,069,000**
		Total Cost Of Twenty Year Plan	**$9,800,000**

[1]Cost estimates marked with an asterisk* were developed by the City and included in the 2004-2009 TIP. All other cost estimates are planning-level estimates developed as part of the Transportation Plan Update

[2]Based on City 2004-2009 TIP, the cost of this project (less the traffic signal, which is listed as project #1 in this table) would be approximately $1,500,000. The cost of this project is not included in the total cost estimate in this City review draft.

Revenue Sources

Funding sources available to the City for financing the Transportation Element are summarized in Table 7-15.

Table 7-15 Summary of Revenue

Funding Source	Amount
STP Funds Direct Allocation[1]	$1,300,000
Motor Vehicle Tax/Street Improvement[2]	$300,000
City match for Crusher Canyon[3]	$30,000
STP for Crusher Canyon[3]	$170,000
Transportation Improvement Board for Crusher Canyon[3]	$1,700,000
Future state/federal/grant funding[4]	$6,300,000
Total	**$9,800,000**

[1]Represents average of $65,000 per year, projected over 20 years

[2]Represents average of $15,000 per year, projected over 20 years

[3]Represents funding that is already secure for the Crusher Canyon Road Improvement

[4]Potential sources include TIB, federal Hazard Elimination (HES) Program and TEA-21 grants. The forecast is based upon the City's past success rate in acquiring these grants.

Contingency Plans in the Event of Revenue Shortfall

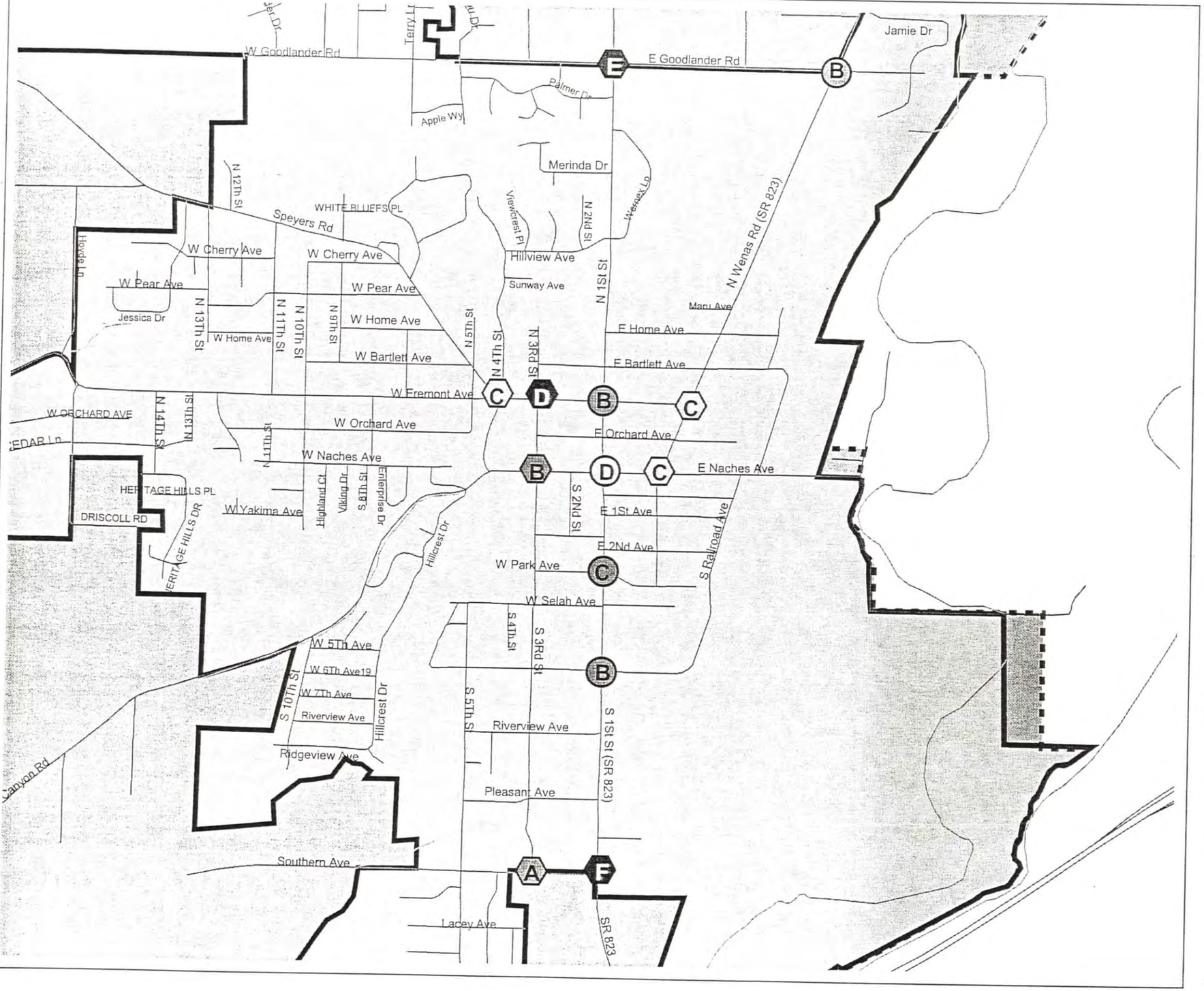
Some of the revenue forecasts are for revenues that are very secure, and highly reliable. However, other revenue forecasts are for sources that are volatile, and therefore difficult to predict with confidence, including grants, joint agency funding, the motor vehicle registration fee, and mitigation payments (which have not been enacted), and which fluctuate with the amount of new development.

In the event that revenues from one or more of these sources is not forthcoming, the City has several options: add new sources of revenue or increase the amount from existing sources; require developers to provide such facilities at their own expense; change the Land Use Element to reduce the amount of development; and/or lower the LOS standard.

Conclusion

The Transportation Element of the Comprehensive Plan serves to guide the development of surface transportation within the City of Selah, based upon evaluation of existing conditions, estimation and evaluation of future conditions that result from the adopted future land use alternative, and policies that reflect the priorities of Selah citizens. The Recommended Plan is a comprehensive transportation plan that reflects a substantial update of the previous Transportation Element, and addresses current transportation issues as well as those that are expected to occur across 20-year planning horizon.

Figure 7-1
Existing Intersection Level of Service
City of Selah Comprehensive Plan
January 2005



Legend

- Signal Controlled Intersection
- Two-Way Stop Controlled Intersection
- Under LOS Standard
- At LOS Standard
- Exceeds LOS Standard
- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

N

1000 0 1000 Feet

Scale 1" = 1000 ft

Jones & Stokes

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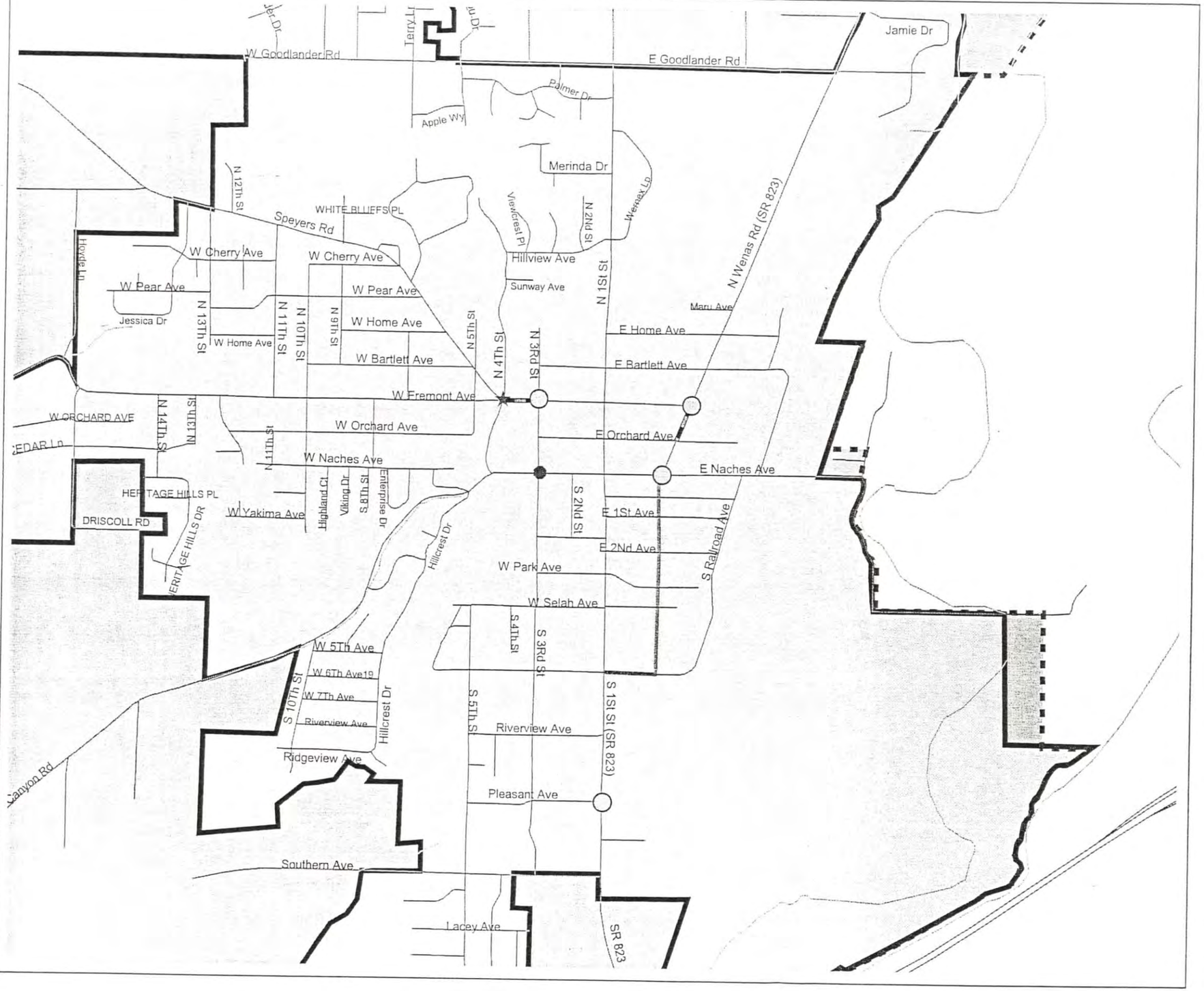
Figure 7-2
Recommended Transportation Improvements
City of Selah Comprehensive Plan
January 2005



Legend

Six Year Plan 2005-2010

- New 4-lane Roadway
- Install All-way Stop Control
- Add Lane
- Install Traffic Signal

Twenty Year Plan 2011-2025

- Install All-way Stop Control

- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

N

1000 0 1000 Feet

Scale 1" = 1000 ft

Jones & Stokes

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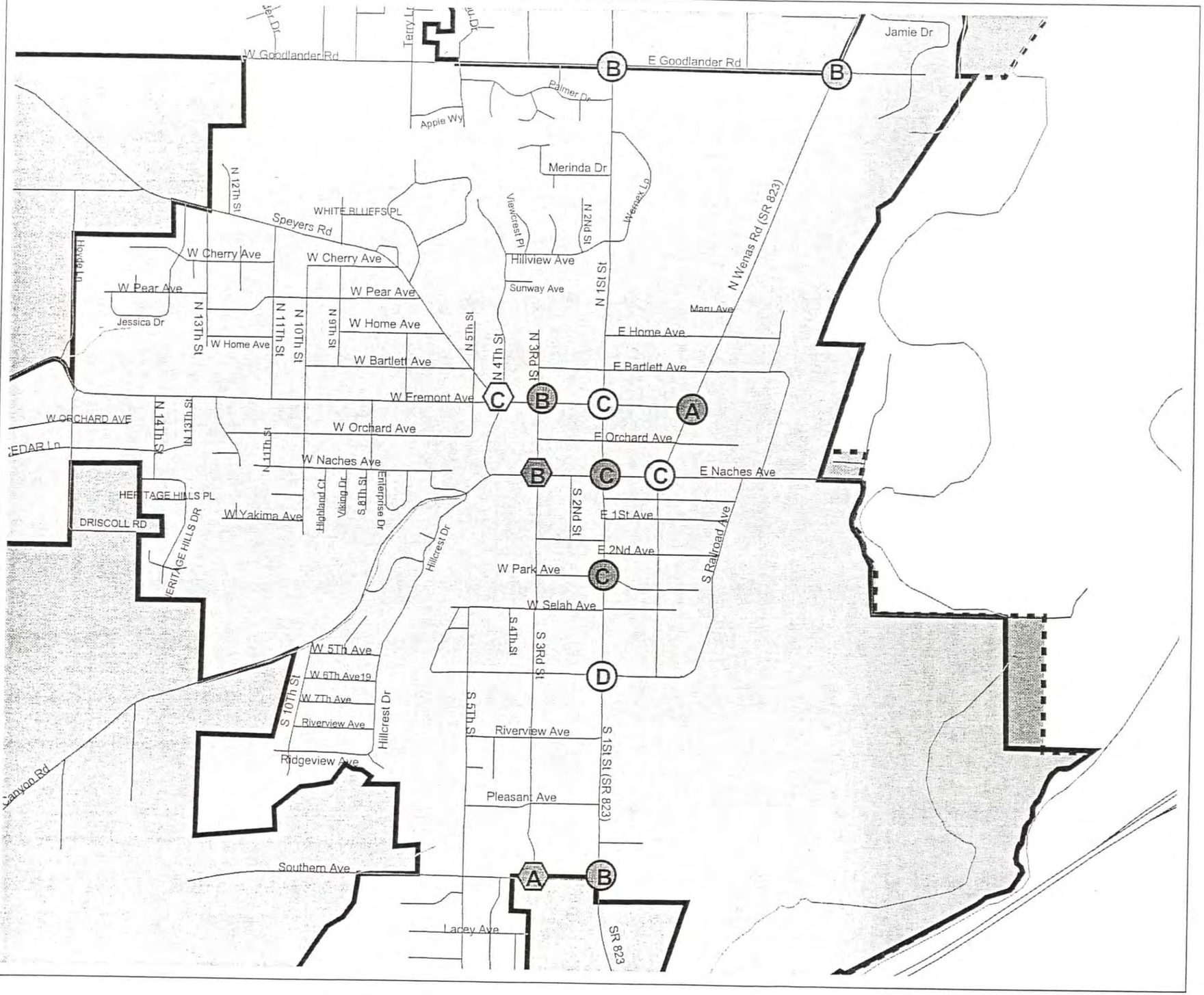

Figure 7-3
2025 PM Peak Hour Level of Service with Recommended Improvements
City of Selah Comprehensive Plan
January 2005

Legend

- Signal Controlled Intersection
- Two-Way Stop Controlled Intersection
- Under LOS Standard
- At LOS Standard
- Exceeds LOS Standard
- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

N

1000 0 1000 Feet

Scale 1" = 1000 ft

Jones & Stokes

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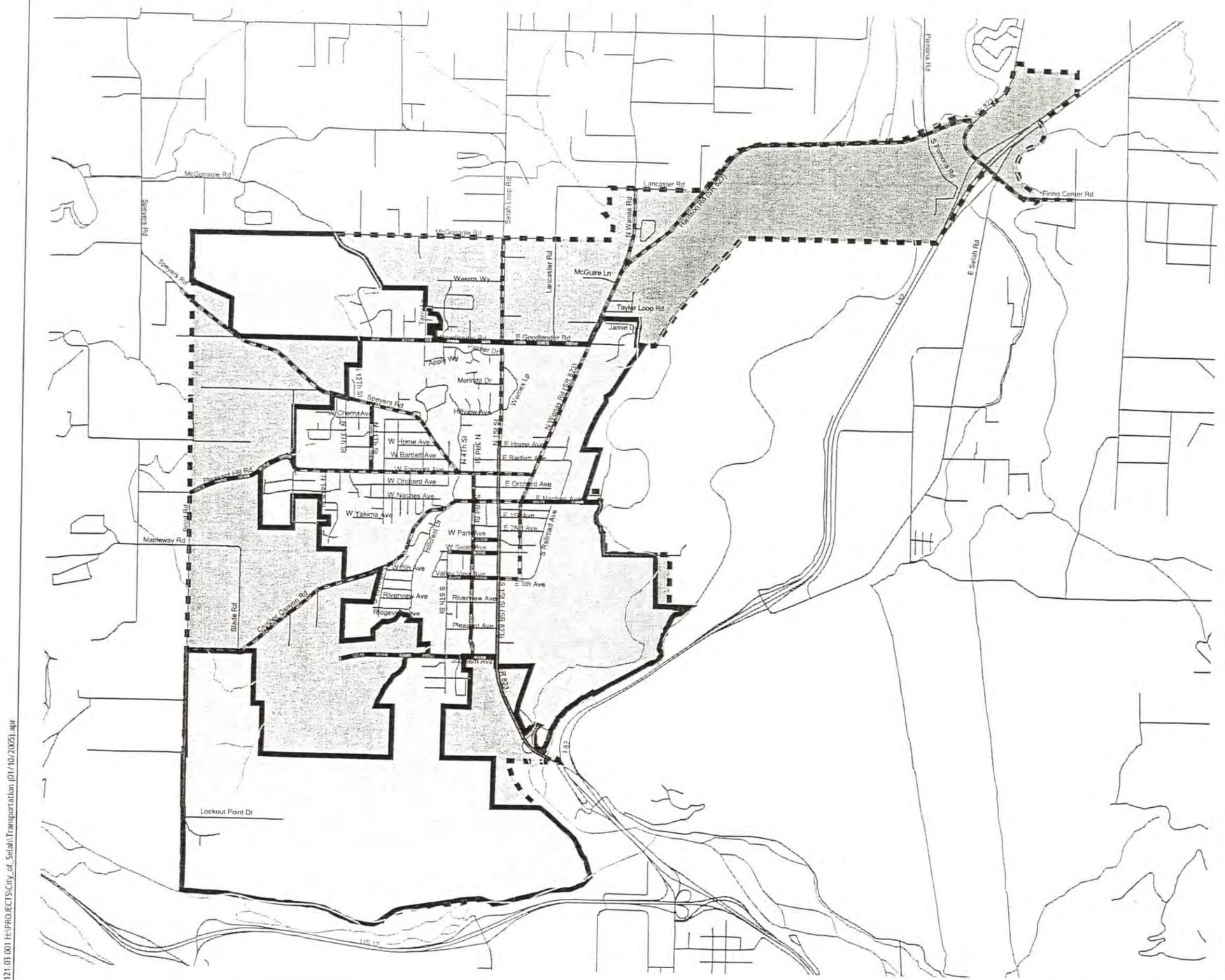
Figure 7-4
Recommended Functional Classification
City of Selah Comprehensive Plan
January 2005



Legend

- Prinicipal Arterial
- Minor Arterial
- Collector

All Other Roads Classified Local Access

- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

N

0.5 0 0.5 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

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Chapter 8
Capital Facilities and Utilities Element

Introduction

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

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

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

Concurrency

The concurrency requirement in the GMA states that "...public facilities and services ... shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards." [GMA, Section 2, PLANNING GOALS (12)] Concurrency requires that capital facilities be provided concurrent with development. In simple terms, this means that a city must ensure that public facilities and services are in place to serve the proposed use at the LOS set by the community. For example, this could include securing proof of available potable water supply before a building permit can be issued, or mitigating the impacts of development where it causes the LOS set for the transportation system to decline. The ~~Act~~ GMA only requires concurrency for transportation facilities but local governments can choose to require levels of service for other facilities and services as well. At this time, the City of Selah has chosen to only require that transportation facilities meet concurrency requirements.

Water System

The City of Selah provides water service to city customers. Existing conditions and projected needs are discussed in the City of Selah's November 2000 Comprehensive Water Plan, incorporated herein by reference. The purpose of the 2000 Comprehensive Water Plan was to update the 1994 plan, and continue to meet the City's future water demands under GMA. A water system is essential to the growth and development of a city. It is composed of three major components that are integrated to allow the system to function properly: supply, storage and distribution. The City is supplied water from five primary source wells on City-owned property with the combined pumping capacity of over 5,550 gallons per minute (gpm), or 7.99 million gallons per day (mgd). Normal production is limited to 4,950 GPM or 7.13 mgd.

The existing water system serves a combination of residential, commercial, industrial and public users within the City. The existing service area consists of approximately 2,800 acres in the incorporated City. Approximately 49% (1,367 acres) of the service area is undeveloped and available for residential development. Of this total, however, approximately 63% is above the 1400-foot elevation level and above the current limit of the City's water distribution system. The City's unincorporated UGA consists of an additional approximately 2,000 acres and represents the future water service area for the City of Selah.

The existing Selah domestic water system consists of four distribution pressure levels. The lower pressure zone (Zone 1) is served by three reinforced concrete reservoirs with a storage capacity of 1 million gallons (MG). Water from Zone 1 pressure level is boosted into the Zone 3 pressure level and the Zone 2 pressure level (via pressure reducing valves), with the combined capacity of 1.2 million gallons (MG). Selah's total reservoir capacity is 2.2 million gallons. The distribution system consists of approximately 175,515 linear feet of distribution pipe, the majority of which are ductile or cast iron.

The Comprehensive Water Plan indicates 1994 was the year of greatest total water consumption, and the largest year of single family residential water consumption, and the year of the largest single family residential (average daily demand) ADD on record. The ADD for 1994 was 629 gallons per single family residential service per day. However, the average ADD value for the period 1994 through 1998 is 544 gallons per single family residential service per day. Annual single family residential ADD values have continued to decline significantly since 1994. Residential water rate increases since 1994 have probably played a significant role in the decline of residential ADD values. Although 1994 was the largest yearly consumption on record, the peak month was experienced in August 1996 when 140.56 MG of water were consumed.

Water consumption has decreased 6.2% from its 1994 peak of 956.8 million gallons (MG) to the 1998 value of 897.2 MG. The number of metered customers in the City has increased 10.3% since 1994 to approximately 1,903 services. Similarly, residential water consumption has decreased from its 1994 value of 676 gallons per service per day to its 1998 value of 603 gallons per service per day (a decline of 10.8%) while the number of residential services has increased from 1,568 in 1994 to 1,739 in 1998 (an increase of 10.9%). Water consumption categories are industrial, large industrial, commercial, government, and residential. Industrial expansion and growth contributes to

a steady demand for water. A large component of water consumption is due to irrigation of residential lands.

-The industrial sector's major user in the City of Selah is the fruit industry. Juice plants and fresh fruit warehouses account for the largest industrial consumption of water, which has seasonal fluctuations — late fall/early winter peak use. Residential use increases during the warmer months for irrigation — July and August.

The Selah UGA was used in the Water Plan for locating and sizing future system components. It is anticipated that Selah's water system will expand to serve additional areas within Zone 4 beyond the two areas currently served by booster stations. Based on the 2000 Comprehensive Water Plan, ~~l~~Location of the future population to be served by Selah's water system within the pressure distribution levels is expected to be as follows:

- 20% within Zone 1;
- 40% within Zones 2 and 3; and
- 40% within Zone 4.

Water will continue to be a current and future issue for the City of Selah. Capital improvements and conservation methods should be addressed. To accommodate future growth, alternative sources of water or additional ground water rights for existing wells should be secured. ~~The Comprehensive Water Plan assumed all of the future City population will be served by the City's water system through 2018, but none of the future UGA population will be served by the City's water system.~~

Sanitary Sewer Systems

The City of Selah Wastewater Facilities Comprehensive Sewer Plan was completed in November 2002 and is incorporated herein by reference. The Plan was prepared to serve as a guide for expansion of the City's sewer collection system to serve the City and UGA's projected population of 12,648 by the year 2023. However, it is unlikely all of this future population will be served by the Selah sewer system within the next 20-year period. For this plan, it is assumed all of the future City population will be served by the City's sewer system in the year 2018, but that only 65% of the future UGA population will be served by the City's sewer system.

To avoid health hazards in an urban area, an adequate sanitary sewer system must exist. Sewer systems are dependent upon gravity flow, so topography plays a significant role. There are alternative pressure systems to use with topography constraints, such as lift stations, but these are costly to install and maintain. It is best to work with the natural downhill flow processes.

Selah's existing sanitary sewer collection system consists of approximately 2,406 acres and nearly 124,000 linear feet of pipe. The boundary of the current sewer service area is the existing City limits, as shown on Figure 3-1. According to the Selah Wastewater Facilities Comprehensive Sewer Plan, approximately 1,230 acres within the City limits are presently not served by City sewer. Selah's current wastewater treatment facilities provides secondary

treatment for industrial and municipal wastewater. An industrial pretreatment system was completed in 1985. The last major upgrade of the main plant was made in 1987. In 1987 a second final clarifier was added to the main treatment plant, and improvements were made to the disinfection system and the sludge handling system. In 2003, Selah completed disinfection improvements at the main wastewater treatment plant. New UV disinfection equipment was installed, replacing chlorination as the method of disinfection, to meet stringent discharge limits of chlorine.

Currently, effluent from the industrial pretreatment facility flows directly to the main treatment plant for further treatment. When use of the pretreatment plant increases, the pretreated industrial waste places a significant demand on the main plant. To reduce this demand, and provide capacity for population growth, the City proposes to install a clarifier between the industrial pretreatment facility and the main plant. The clarifier will remove solids from the pretreated waste., reducing the impact on the main plant. The removed solids will be sent to a new biosoilds treatment facility.

Flows and loadings to the main wastewater treatment plant in 2003 were:

- Average Annual Flow = 1.01 MGD
- Average flow for the Maximum Month = 1.050 MGD (53% of plant capacity)
- Average Annual BOD Loading = 1,657 lb/day
- Average BOD Loading for the Maximum Month = 2,027 lb/day (61% of plant capacity)
- Average Annual TSS Loading = 2,153 lb/day
- Average TSS Loading for the Maximum Month = 3,266 lb/day (74% of plant capacity)

Selah's current National Pollutant Discharge Elmination System (NPDES) permit, issued by the Washington Department of Ecology in 2001, specifies the following design criteria for the municipal plant and for the industrial pretreatment facility:

Main Plant

Average Flow for the Maximum Month = 2.00 MGD
Influent BOD for the Maximum Month = 3,300 lbs/day
Influent TSS for the Maximum Month = 4,400 lbs/day

Industrial Pretreatment Facility

Average Flow for the Maximum Month = .40 MGD
Influent BOD for the Maximum Month = 4,000 lbs/day
Influent TSS for the Maximum Month = 1,500 lbs/day
Effluent BOD for the Maximum Month = 510 lbs/day
Effluent TSS for the Maximum Month = 3,750 lbs/day

Recommended Wastewater Treatment Facility Improvements

The timing of wastewater treatment improvements is related to the need to treat industrial wastewaters, and to population growth. High Country Foods Corporation closed its operation in 2003, resulting in reduced industrial wastewater. With no discharges from the pretreatment facility, the main treatment plant has adequate capacity to meet municipal treatment needs for the next 20 years at the projected growth rates. However, Yakima Juice has reopened the High Country processing facility, and plans to bring it back to full production in 2005. Therefore, the following improvements are recommended:

1. Construct a clarifier between the industrial pretreatment facility and the main treatment plant.
2. Construct a sludge pumping building to house equipment needed to pump waste activated sludge(WAS) from the pretreatment clarifier to the sludge holding tank, and to handle future return activated sludge (RAS) pumping needs when the pretreatment facility is separated from the main plant.
3. Begin planning for the modification of the industrial pretreatment plant so it can operate as a separate treatment facility with its own discharge to the Yakima River.

Recommended Biosoilds Management Improvements

4. Construct a 250,000-gallon aerated sludge holding tank to store sludge wasted from the main treatment plant and the industrial pretreatment facility.
5. Provide a building t house the sludge dewatering and sludge drying equipment for all-weather operation
6. Install a centrifuge and polymer feed system for sludge dewatering
7. Install a heated sludge dryer to produce Class A biosolids for beneficial reuse.
8. Provide conveyors to transport dewatered sludge from the centrifuge to the dryer and Class A biosolids away from the dryer.
9. Make the following other miscellaneous improvements for sludge dewatering and drying:
    - Site paving and drainage improvements
    - Extension of City water supply to the site
    - Improvements to the site entrance road

Estimate Wastewater Improvement Costs

Table 8-1 presents preliminary cost estimates for the identified improvements. Actual costs will vary from these because of changes in the construction industry, the competitive bidding process, the availability of materials and equipment, and timing of improvements. Costs include contingencies, taxes, engineering fees, and administrative expenses. These preliminary cost estimates are made in 2003 dollars, so inflationary increases should be added for the expected date of construction. Since Selah secured financing and began making improvements based on a previous Disinfection Report, costs shown below include portions of the project already completed

Table 8-1: Estimated Costs of Proposed Improvements

Process Improvement	Estimated Costs
Centrifuge dewatering facility, including auxiliary equipment building, and site improvements.	$1,897,000
Sludge drying facility, including auxiliary equipment, and expansion of centrifuge building	$1,426,000
New pretreatment clarifier and sludge pumping building (only required if pretreatment facility is place in operation)	$753,000
Miscellaneous improvements to existing treatment plant (portions of these improvements were done in 2003)	$189,000
UV Disinfection improvements (completed in 2003)	$577,000
Total Estimated Project Costs	**$4,842,000**

Wastewater Project Financing

Developing a plan for project financing involves examining current system expenditures and revenues, integrating the schedule and costs of the recommended improvements into the City's financial structure, recommending funding sources, and developing a rate structure to build identified improvements. Earlier planning efforts identified these needs, so Selah applied for funding through the Public Works Trust Fund loan program. The City successfully secured the following loans:

- 1999 Public Works Trust Fund Loan, $2,261,000, 1% interest, 20-year term
- 2003 Public Works Trust Fund Loan, $1,128,400, ½% interest, 20-year term

Solid Waste

The November 2002 Preliminary Draft of the Yakima County Solid Waste Management Plan is incorporated herein by reference. It is important to note that ~~this~~ the Solid Waste Management Plan applies County-wide, and that limited figures are given for the City of Selah and the UGA. For planning purposes, it has been assumed that the solid waste stream generated within these areas is typical of the waste stream generated County-wide.

An updated assessment of the solid waste stream for Yakima County is currently underway. Based on County documentation, 2000 waste at the Terrace Heights Landfill consisted of solid waste (89 percent), compost (8 percent), tires (1 percent), asbestos (1 percent), and appliances (1 percent). The two sources of waste for Yakima County are residential and non-residential (commercial). Residential and commercial solid waste collection within the City of Selah UGA is provided by private collection companies. In 1999, Yakima County waste generation was approximately 5.5 pounds per person per day.

Yakima County maintains one transfer station and seven rural drop box facilities, one located on Speyers Road near the west perimeter of the UGA. This facility consists of two, 30-40 yard, coin-operated compacter bins. Increasingly, the drop boxes have experienced a significant reduction in use as residential curbside collection has become available.

Waste collected within the Selah UGA is disposed of or recycled at the Terrace Heights Landfill which serves the entire Upper Yakima County. This county owned and operated landfill received 152,868 tons of waste in 2001 and is expected to reach landfill capacity in 2011.

The Selah Landfill, operated by the Yakima County Health District until 1972 and by the Yakima County Public Works Department until its closure and abandonment in 1977, is listed as a hazardous waste site by the Washington State Department of Ecology. Based on an Ecology site assessment conducted in 1991 this site has minimal potential for groundwater contamination. Amendments to the State Solid Waste Management Recovery and Recycling Act in 1989 requires local governments to include a waste reduction and recycling element in their solid waste management plans. As part of the 2002 Yakima County Solid Waste Management Plan, a Solid Waste Advisory Committee (SWAC) was formed. The SWAC defines goals relating to recycling and waste reduction, and have developed standards and guidelines for the Solid Waste Management Plan.

Public Safety

Police

The Selah Police Department is currently located in one station at 113 S. 2nd Street (Figure 8-1). The Selah Police Department is comprised of 13 full time commissioned Police Officers, and one civilian employee who serves as Office Manager. The department also has a Reserve Officer program, which currently has 5 commissioned Reserve Officers. The department has three divisions: Patrol Operations, Investigations, and Community Services. Officers receive extensive training in various areas of crime scene and criminal investigations, interviewing and interrogation, and various specialty areas such as Firearm Instructor, E.V.O.C. (Emergency Vehicle Operations Course) and Special Assault Investigations. The Department currently serves only the area within the City of Selah's city limits. The Department responds to emergency situations outside the City limits when requested by a law enforcement agency having the primary responsibility.

Calls for service/assistance have been steadily increasing. Based on projected population growth, it is projected that additional patrol personnel will be needed within three years.

For the past several years crime rates in Selah have been stable with many categories showing reductions. Selah's crime rate is consistently among the lowest of all cities in Yakima County and is consistently below the state average.

Fire

Fire protection services are provided, throughout the entire Selah UGA, by the City of Selah and Yakima County Fire District No. 2. District No. 2 covers approximately 65 square miles. The combined population of the City and District is approximately 19,000. The Department responded to 1064 calls in 2000, 675 EMS and 389 Fire related. Station No. 1 and the District's administrative office are located at the intersection of West Fremont Avenue and North 3rd Street (Figure 8-1).

There are currently four working stations in the District: the West Fremont station and the Harrison Road/East Selah station located within the UGA, the North Wenas/Gibson station, and the Fink Lane/Upper Wenas Valley station. The response time is approximately 5-6 minutes. This time is dependent on the location of the station. Currently, the existing manpower is meeting the needs of the community; however, with continued growth, more full-time employees will be necessary. Adequate water supply is an issue to focus on because rural areas do not have hydrants, and tankers can supply only a limited source of water for these areas. The Selah Fire Department has approximately 60 personnel, comprised of 55 paid-call volunteers and 5 career employees. Of the 55 volunteer firefighters there are 5 Captains and 5 Lieutenants.

Public Buildings

Library

The City of Selah houses the 2791 square foot library in the City Hall complex~~, in what used to be the fire truck bays~~. The Selah Library has: 18,000 cataloged books, many paperbacks, and 50 magazine subscriptions. The library has two full-time employees, and the library has an on-line circulation system, which accesses the Yakima Regional Library.

City Hall

City Hall is located at 115 West Naches Avenue and houses the city administrative offices: clerk's office; finance department; and municipal courts (Figure 8-1). There are currently ~~nine~~ seven full-time employees. In addition, the Mayor, City Manager, and City Attorney have offices in City Hall. As growth continues to occur, expansion of the City Hall will be necessary. In particular, council chambers are over-crowded because they are used for the courtroom and commission meetings as well.

Public Works

The Public Works Department is located at 113 West Naches Avenue (Figure 8-1) and is responsible for water, sewer, streets, city planning, and park maintenance. There are four administrative employees and 8 field employees.

Schools

Public schools are among Selah's most important community facilities and play a significant role in the quality of life of the community. Selah schools are separated by grade/age classifications into separate facilities (Figure 8-1): ~~. Selah has several quality schools:~~ John Campbell Elementary, K-4; Robert S. Lince Elementary K-4; Selah Intermediate, 5-7; Selah Junior High School, 8-9; Selah High School, 10-12; and Pulse Alternative School 7-12.

According to the Selah administration department, student enrollment in 2002 was approximately 3,267 students. Currently, Selah has the capacity to enroll 400 additional students distributed across all grade levels if needed. In 2002 minority enrollment was 15% of total students.

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

Private Utilities

Telecommunications

Ellensburg Telephone provides local telephone service. Ellensburg Telephone is an independent local exchange carrier founded in 1908, serving 27,000 access lines including the Selah area. In addition to providing local telephone service, Ellensburg Telephone also offers nationwide long distance services, and Internet access featuring high speed DSL.

~~Washington is divided into four geographic areas called Local Access and Transport Areas (LATA's). A LATA is a telephone exchange area, which serves to define the area within which Ellensburg Telephone is permitted to transport telecommunications traffic. Ellensburg Telephone provides exchange telecommunications services to customers in Selah, consisting of local services and the completion of long distance calls made to locations within the LATA boundary. When a call is made across a LATA boundary, a long distance carrier is necessary. In Selah, Ellensburg Telephone provides exchange access service that links the equipment of a subscriber to the transmission facilities of long distance carriers who provide inter LATA services (e.g. AT&T, MCI, SPRINT).~~

~~There is one central switching office (CO) serving the City of Selah and the surrounding area, located at 305 N Ruby. A CO is the facility of a telecommunications common carrier (Ellensburg Telephone) where calls are switched.~~

~~From the CO, there are four main cable routes generally heading north, south, west, and east. Branch feeder routes are connected to these main feeder routes. Thousands of local loops connect from the branch feeder routes and provide a dial tone to every Ellensburg Telephone subscriber. The routes may be aerial or buried, copper or optical fiber lines.~~
As communities grow, facilities are upgraded to ensure adequate service levels. To make additional services available, facilities are frequently upgraded with new technology. Local construction plans are submitted to obtain needed permits and authorizations from local government planning and public works departments.

~~The telecommunications industry is currently in the midst of tremendous advances in technology. Soon, transmission of high quantities of multiple use services (voice, data, and video) over a single communications circuit will become common. Due to advances in cellular communication, as well as new providers entering the telecommunication market, all of the ways in which future telecommunication will be provided by Ellensburg Telephone and others will continue to evolve in the future and should be monitored over time.~~

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

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

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

Electricity

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

Natural Gas

Cascade Natural Gas Corporation (CNG) builds, operates, and maintains the natural gas facilities serving Selah. CNG is an investor-owned utility, serving customers in sixteen counties within

Washington State- Cascade Natural Gas provides natural gas for residential, commercial, and industrial uses in Selah and the UGA.

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

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

The location, capacity, and timing of new improvements depend greatly on opportunities for expansion, and how quickly Selah grows. There are usually several possible routes to connect different parts of the system. The final route taken will depend on right-of-way permitting, environmental impacts, and opportunities to install gas mains with new development such as highway improvements or other utilities.

Cascade Natural Gas has an active policy of expanding its supply system to serve additional natural gas customers. CNG's engineering department continually performs load studies to determine CNG's capacity to serve its customers. The maximum capacity of the existing distribution system can be increased as required by one or more of the following:

~~13.~~Increasing distribution and supply pressures in existing lines.

~~14.~~Adding new distribution and supply mains for reinforcement.

~~15.~~Increasing existing distribution system capacity by replacement with larger sized mains.

~~16.~~Adding district regulators from supply mains to provide additional intermediate pressure gas sources to meet the needs of new development.

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

Six-Year Capital Facilities Plan

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

Once future capital facility requirements are determined, the six-year Capital Facilities Plan will assist with annual budget decisions to incrementally fund these facilities. The six-year Capital Facilities Plan is not a substitute, but a budgetary *tool*, for making budgetary decisions.

A summary of identified capital facility requirements to implement the Selah UGA Comprehensive Land Use Plan is contained in Table 8-1, as presented in the Draft 200~~4~~3 Capital Facilities Plan. Since the comprehensive planning process is a continuing, evolving process, this six-year plan will be continually reviewed and updated.

Table 8-1 Draft Capital Improvement Program Summary - Estimated Cost ($)

Year	Street	Water	Sewer	Storm Sewer	Total
~~2003~~	~~1,996,000~~	~~2,187,500~~	~~2,812,000~~	~~0~~	~~6,995,500~~
2004	397,000	106,200	1,602,000	0	2,105,200
2005	2,526,000	0	17,000	0	2,543,000
2006	2,920,000	0	0	0	2,920,000
2007	103,000	0	0	0	103,000
2008	4,013,000	0	0	0	4,013,000
~~2009~~					
TOTALS	~~11,955,000~~	~~2,293,700~~	~~1,131,000~~	**0**	~~18,679,700~~

Funding Sources

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

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

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

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

Long Term Bonded Debt

The Washington State Constitution places limits on the amount of bond indebtedness that any city can incur. No city may incur debt in excess of 1.5% of the taxable property unless 3/5 of the voters of the community approve additional indebtedness. The additional indebtedness may be as much as 5% of the value of the taxable property for all types of capital projects, while an additional 5% may be allotted for projects supplying the city with water, artificial lights and sewer.

General Obligation Bonds. General obligation bonds are backed by the value of the property within the jurisdiction (its full faith and credit). There are two types of general obligation bonds: voter-approved and councilmanic. Voter-approved bonds will increase the property tax rate, with the increased revenues dedicated to paying principal and interest on the bonds. Councilmanic bonds does not use a dedicated funding source. As a result, general fund monies required for payback will not be available for other government operations.

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

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

Grant and Loan Programs

Public Works Trust Fund. Revenue from the Department of Community, Trade and Economic Development is available for capital facilities construction or reconstruction of existing facilities only, emergency planning, and capital improvement planning. Low interest loans are used for construction projects for bridges, roads, domestic water, sanitary sewer, and storm sewer. Loans for construction projects are available by application with matching local share generated only from local revenues or State gas tax revenues.

Centennial Clean Water Fund. State grants and loans administered by the Department of Ecology are available for the design, acquisition, construction and improvement of Water Pollution Control Facilities and related activities to protect water quality. State grants and loans are available based on a 50%-25% local matching share range.

State Revolving Loan Fund. State low interest loans and loan guarantees administered by the Department of Ecology are available for water pollution control projects. Applicants must show a water quality need, have a facilities plan for treatment work, and show the ability to pay back the loan through a dedicated source of funding. Funds must be used for construction of water pollution control facilities (e.g., wastewater treatment plants, stormwater treatment facilities, etc.).

Infrastructure-Specific Funding

Other sources of funding are available for specific types of infrastructure. A summary of some potential funding sources follows.

Roadway Funding. Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies (local funds), the State programs, and the Federal TEA 21 and other sources. Over the past several years, the Transportation Improvement Board has been an attractive source of funds for smaller rural communities, but this attractiveness has generated a large number of applicants and resulted in increased competition for funding. The street budget should be reviewed annually and adjustments made to optimize the use of available funds.

Water System Funding. The 2000 Comprehensive Water Plan recommended no water rate increases during the period 2001 through 2005 even with the recommended improvements shown on Table 8-1. The 2000 Comprehensive Water Plan recommended improvements be funded through a combination of City Water Reserve funds and low interest loans from the State Public Works Board's Public Works Trust Fund (PWTF). The PWTF provides low-interest loans for the improvement of water system components, and funding applications should be submitted the year before the funds are needed.

Sanitary Sewer System Funding. Selah annually reviews its sewer rates to ensure there is adequate revenue to operate the system, as well as fund necessary improvements. The City will continue to investigate funding improvements through grant and low-interest loan programs such as the Public Works Trust Fund, the Centennial Clean Water Fund, the State Revolving Fund, and other sources.

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

~~17.~~1. Formation of a Storm Drain Utility.

~~18.~~2. Use of Local Public Powers.

~~19.~~3. State Assisted Resources.

~~20.~~4. Private Development.

Availability of funding within these categories is limited. Each of these categories is briefly described below:

~~21.~~1. Storm Drain Utility

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

~~22.~~2. Use of Local Public Powers

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

~~23.~~3. State Assisted Resources

The Public Works Trust Fund can be used for replacement of storm drain facilities. The PWTF low-interest loans would be an excellent method for financing such projects. As mentioned earlier, roadway projects that are financed in part by State (TIB Programs) or Federal (TEA 21 Programs) funds contain provisions for improving the storm drain system. This method should be continued for financing storm drain improvements. Other State and/or Federal funding programs associated with water quality improvement and enhancement may, in the future, make storm water treatment systems eligible for financial assistance.

~~24.~~4. Private Development

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

Selah High School
Yakima Valley School
Pulse High School
Selah Jr. High School
John Campbell School
Selah Intermediate
Fire Department
City Hall/Public Works/Library
Selah Post Office
Police Department
Robert S. Lince Elementary
Selah Civic Center
Elk's Country Club

Figure 8-1
Public Facilities / School Facilities
City of Selah Comprehensive Plan
December 2004

Legend

- Public Facities and School Facilities
- Parcel Boundaries
- Selah City Limits
- Selah Urban Growth Boundary
- Roads
- Streams

Source: Yakima County GIS, City of Selah

Projection: Washington State Plane
Zone: South Zone
Datum: NAD83
Units: Feet US

N

0.25 0 0.25 0.5 0.75 Miles

Scale 1" = 1/2 Mile

Jones & Stokes

03142.03.001 H:\PROJECTS\City of Selah\Selah Figures (12/23/2003)

Appendix A
Community Profile

Introduction

Population and economic structure and trends are significant background tools for the community to study, analyze and develop in the comprehensive planning process. These tools can be used to define the community's identity and provide insight into future needs. Population and economic structure also identifies the attributes along with the liabilities of the community. A population analysis examines the past, present and future make-up of a community in terms of the number of people living there and the age composition of the population. An economic analysis reveals where people work, the wealth of the community, its reliance on local businesses and services and its ability to pay for needed public improvements. In order to plan effectively, the community must have a basic understanding of the population and economic factors, as well as their impact on the community now and into the future.

Population

Population trends and projections are the guides to most planning, budgeting and financing decisions. All elements of the Comprehensive Plan utilize this section to determine future demands, and the usefulness of this Plan relies heavily on these projections. The population size, density and diversity determine the level of demand for land development, capital improvements, utility extensions, transportation, housing and community facilities. Elements which determine the direction and magnitude of the population change include births, deaths and migration. Each element is subject to change independent of others. Births and deaths are natural changes; whereas, migration is an uncontrolled variable.

As time passes, social, economic and cultural needs of the community change, and as population changes occur in the City of Selah and the UGA, the nature of the population, both in size and structure, will be altered according to migration patterns. These changes determine the type of land use issues which should be addressed. This section examines population trends in Selah and Yakima County and through the analysis of these trends, population projections are made. It is crucial that this document be reviewed and updated according to the actual changes to insure that it remains consistent and serves the best wishes of the community.

Historic Trends

The City's population growth was dependent on agriculture until 1950. Between 1940 and 1950, there was tremendous growth within the City - over 100%. This growth leveled off until the 1960s, at which point, the Yakima Valley began to diversify its economy and the City of Selah became more residentially attractive to incoming valley residents and easily accessible to the

City of Yakima. Between 1960 and 1990, the population of the City of Selah grew by 81%, or 2,289 persons (Table A-1).

Table A-1 Population Trends

	1940	1950	1960	1970	1980	1990	2000
Selah	1,130	2,489	2,824	3,070	4,500	5,113	6,310
Yakima County	99,019	135,723	145,112	144,971	172,508	188,823	222,581
State of Washington	1,736,191	2,378,963	2,853,214	3,413,244	4,132,353	4,866,692	5,894,121

Source: Washington State Office of Financial Management, Forecasting Division and US Bureau of the Census, Census of Population, Washington.

Between 1970 and 1980, the City saw its largest population increase of the past thirty years, nearly 1,500 people, or 46.6%. The City's population grew by 13.6% during the decade of the 1980's, adding 613 people. Between 1990 and 2000 the City's population grew by 23% or 1,197 people (Table A-2).

In terms of regional growth, the population of Yakima County has been both positive and steady. The population of Yakima County has increased at rates somewhat slower than the State during the past thirty years. Since 1970, the growth rate in the City of Selah has exceeded Yakima County, in part because of annexations.

Table A-2 Population Change

	1970	1980	% Change 1970-1980	1990	% Change 1980-1990	2000	% Change 1990-2000
Selah	3,070	4,500	46.6%	5,113	13.6%	6,310	23.4%
Yakima County	144,971	172,508	19.0%	188,823	9.5%	222,581	17.9%
State of Washington	3,413,244	4,132,353	21.1%	4,866,692	17.8%	5,894,121	21.1%

Source: US Bureau of the Census, Census of Population, Washington.

Age

As the population of the City changes, so too does the age structure of the population. The age structure has significant bearing on the future population of the City. Most public services and facilities are designed for a specific age group. For this reason, it is important to examine changes in the age structure as they relate to future needs. For instance, a decrease in the number of women in childbearing years or an increase in persons of retirement age should signal a city to target planning efforts towards educational facilities, senior centers or other related public services.

Table A-3 shows population by age and sex for 1990 and 2000 for both the City of Selah and Yakima County. Figure A-1 depicts the population by age breakdown for the City of Selah in 2000. The age of elementary and secondary students has remained consistently high for both 1990 and 2000. Between 1990 and 2000 age breakdowns have remained mostly consistent with 1990 data. Year 2000 data shows a large increase in female presence of age 85+, and a decrease in persons ages 25-29. The median age within Yakima County and Selah has remained relatively constant over the past couple decades. In 2000, the average age in Yakima County was 31.2 years

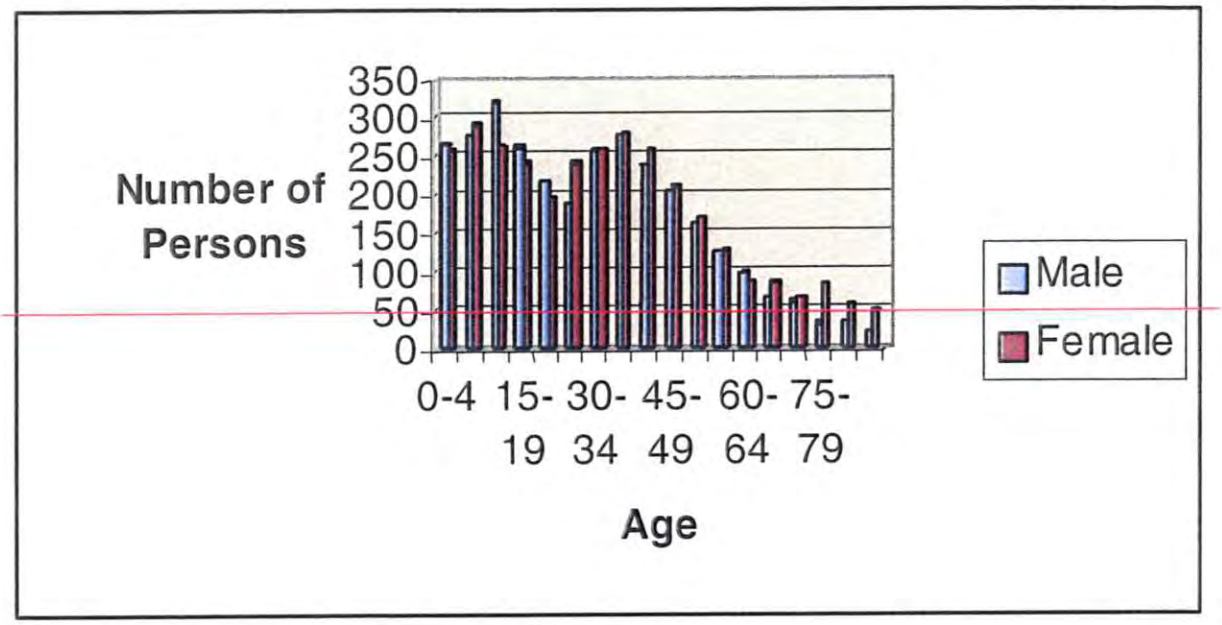
of age and Selah's median age is 31.3 years of age. In 2000, median age in Washington State was higher at 35.3.

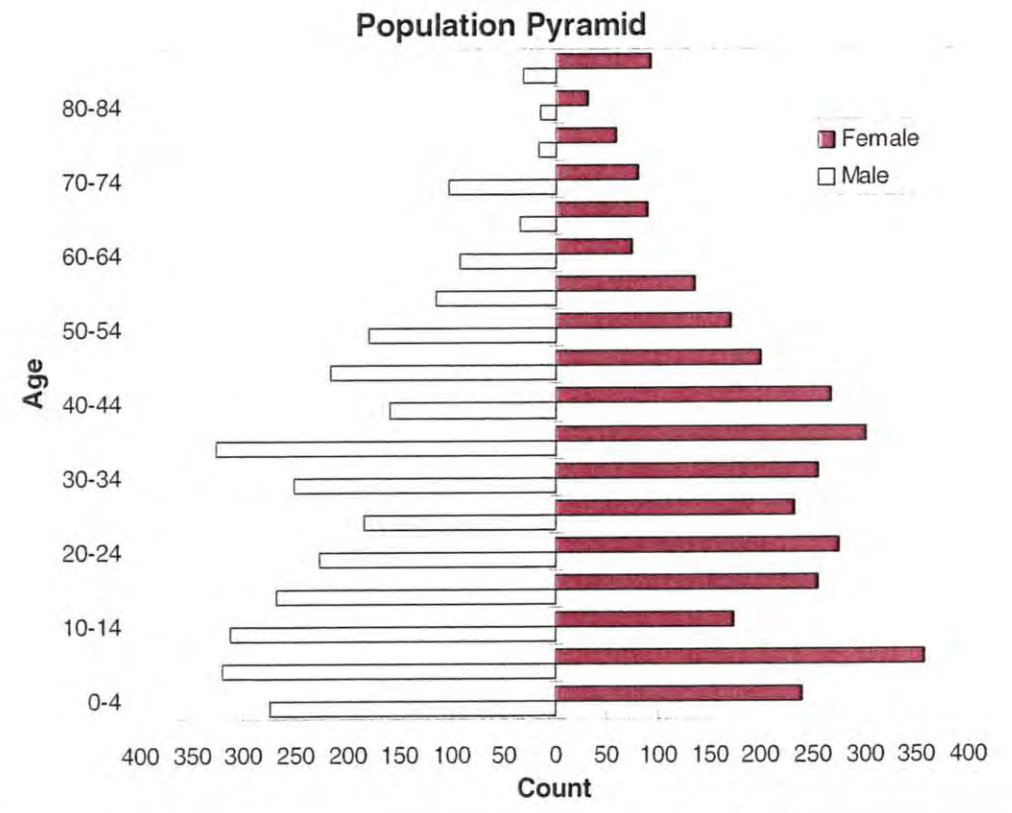
Table A-3 Population of Selah and Yakima County by Age and Sex (1990 and 2000)

	SELAH 1990		SELAH 2000		YAKIMA COUNTY 1990		YAKIMA COUNTY 2000	
Age	Male	Female	Male	Female	Male	Female	Male	Female
0-4	226	196	267	256	8,609	8,201	9,858	9,582
5-9	239	217	275	291	6,425	7,989	10,406	9,857
10-14	224	200	320	263	8,053	7,587	10,050	9,407
15-19	193	170	262	239	7,608	6,852	9,756	8,842
20-24	183	175	217	196	6,644	6,004	7,722	7,151
25-29	205	254	187	240	7,359	6,940	7,575	7,381
30-34	198	229	256	258	7,352	7,243	7,603	7,154
35-39	215	215	275	279	7,075	7,199	8,035	7,791
40-44	184	192	237	259	6,164	6,175	7,890	7,783
45-49	148	144	204	210	4,967	5,021	7,018	7,223
50-54	110	108	163	170	4,072	4,024	6,197	6,202
55-59	88	110	124	127	3,628	3,761	4,837	4,793
60-64	93	74	97	87	3,536	3,980	3,670	3,877
65-69	63	98	66	86	3,300	3,896	3,027	3,400
70-74	45	78	61	66	2,714	3,511	2,694	3,286
75-79	38	72	30	83	2,200	2,995	2,168	3,014
80-84	34	48	32	57	1,289	1,967	1,419	2,354
85+	20	27	20	50	790	1,699	1,165	2,394
Sub-Total	2,506	2,607	3,093	3,217	93,785	95,038	111,090	111,491
TOTAL	**5,113**		**6,310**		**188,823**		**222,581**	
MEDIAN AGE	**28.2**		**31.3**		**29.58**		**31.2**	

Source: US Bureau of the Census, Washington.

Figure A-1 Population of Selah by Age (2000)





Household Size

Average household size in Selah is up nearly 1% from the 1990 average size of 2.64, reversing a trend toward decreasing household size during the 1980's. Census 2000 data indicates average household size is 2.72, lower than the Yakima County average of 2.96 and higher than the state average of 2.53.

Ethnicity

The population of Selah is not only growing, but it is also changing in ethnicity. For example, while the population of the city and UGA is predominately Caucasian (85% in 2000), more diversity continues to be apparent through each decade. Between 1980 and 1990 the percentage of residents of Hispanic or Latino origin more than doubled during the past decade, from 3.8 percent to 7.1 percent of the total population. This trend continued in 2000 with approximately 11% of the residents of Selah reporting Hispanic or Latino origin. Yakima County continues to have a high percentage of Hispanic or Latinos, reporting 35.9% in 2000. Overall, Washington State's Hispanic and Latino population comprises approximately 7.5% of the State's population.

Economics

Population change is directly related to economic trends. Economic growth coupled with the City's attractiveness are two determinants of population growth. If economic characteristics such as employment and per capita income of a community are stable and growing, it is an open-invitation for population growth. This section displays past and existing economic characteristics. These trends, along with the existing profiles, allows a community to analyze the local economy and to assess the ability to stimulate investment. Employment and income are the gauges for community economic growth and development, and it is through these means, the City will find opportunities to diversify and improve.

History

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

Although the prosperity of Yakima County was originally due to agriculture, agriculture is not a stable industry by its nature. It is dependent on natural forces which are not predictable. Cities, such as Selah, have created their own independent economic base seeking out industry. National or regional economic events can also be unpredictable at times. Yakima County experienced several economic downturns due to these changes, for example, two recessions and the 1980s Hanford layoffs. Even though Yakima County survived these downturns with a predominantly agricultural based economy, it is now seeking a more diversified employment and income base.

Employment

As shown in Table A-4, the City of Selah had a population (16 years and over) of 4,641 in 2000, with 3,192 (68.7%) among the civilian labor force. In 1990, the City of Selah's population (16 years and over) was 3,783 with 2,483 (65%) among the civilian labor force. The civilian labor force is defined as the population of working age persons (16 years of age or older) that are employed or actively seeking employment. It excludes those not seeking employment and those serving in the armed forces. In 2000 the City's civilian labor force of 3,192 consisted of 1,588 males and 1,604 females.

The number of males and females employed by the civilian labor force has continued to increase while unemployment rates have decreased. The number of females employed by civilian labor force has increased by 44%, and unemployment percentages have decreased significantly - from 14.5% in 1980 to 6.8% in 1990 to 3.8% in 2000.

According to the 2000 Census, the City's economy is predominantly based on the services industry. (See Table A-5) The services category is further broken down into subcategories; the primary employers are in educational health and social services, supporting 778 employees, followed by professional, scientific, management, administrative, and waste management services supporting 310 employees. The wholesale trade industry follows services, and then retail trade. Service and retail industries generally consist of lower wage jobs; whereas, manufacturing generally supports higher wages. Manufacturing jobs have declined approximately 18% over the past ten years.

Yakima Valley School, operated by the Department of Health and Social Services, provides a large portion of the health services employment. Currently, 264 direct care and support staff provide 24-hour nursing care, a full spectrum of clinical and therapeutic programs, and recreation/activities to an average daily population of 108 who reside in 15 separate homes on campus.

Education is a big contributor to the economy within the City. Residential development has resulted in expanded and enhanced learning facilities and conditions. According to the Selah administration department, student enrollment in 2002 was approximately 3,267 students and employed 450 staff. ~~Currently, Selah has the capacity to enroll 400 additional students if needed. In 2002 minority enrollment was 15% of total students. The Selah School district provides not only excellent education opportunities for the elementary/secondary student, and excellent employment opportunities for the City. There presently are six schools in the school district. These are:~~

~~- John Campbell Elementary, K-4~~

~~- Robert S. Lince Elementary, K-4~~

~~- Selah Intermediate, 5-7~~

~~- Selah Junior High School, 8-9~~

~~- Selah High School, 10-12~~

- ~~Pulse Alternative School 7-12~~

Table A-4 Labor Force (16 years and over)

Labor Force (1990)	City of Selah	Yakima County

Population 16 yrs. and over	3,783	137,711
LABOR FORCE	2,497	86,069
Male	1317	48,777
Female	1178	37,292
CIVILIAN LABOR FORCE[1]	2,483	85,782
Male	1,305	
Female	1,178	
Employed	2,334	77,366
Male	1,236	
Female	1,098	
Unemployed	149	8,407
Male	69	
Female	80	
% Unemployed	6.0%	9.8%
Male	5.3%	
Female	6.8%	

Labor Force (2000)	**City of Selah**	**Yakima County**
Population 16 yrs. and over	**4,641**	**159,645**
LABOR FORCE	3,233	99,238
Male	1,616	53,717
Female	1,617	81,276
CIVILIAN LABOR FORCE[1]	3,192	99,110
Male	1,588	53,607
Female	1,604	45,503
Employed	3,060	88,074
Male	1,519	47,920
Female	1,541	40,154
Unemployed	132	11,036
Male	69	5,687
Female	63	5,349
% Unemployed	4.1%	11.1%
Male	4.3%	10.6%
Female	3.8%	6.6%

1. The civilian labor force comprises all civilians 16 ~~yrs~~years of age and over classified as employed or unemployed. Employed persons are all civilians who, during the reference week, did any work at all as paid employees and those who were not working but had jobs from which they were temporarily absent. Unemployed persons are those who had no employment during the reference week, were available for work and had made specific efforts to find work during the 4-week period prior to the reference week.

Source: The Bureau of the Census, Washington 1990 and 2000.

Table A-5 Major Industries

Type of Industry (1990)	City of Selah	Yakima County
Agricultural Services, Forestry and Fisheries	109	11,531
Mining	0	53
Construction	99	3,267
Manufacturing	296	9,751
Transportation	214	5,635
Wholesale Trade	188	5,239
Retail Trade	429	12,263
Finance, Insurance, and Real estate	86	2,670
Services	759	23,246
Public Administration	154	3,711
Type of Industry (2000)	**City of Selah**	**Yakima County**
Agricultural Services, Forestry, Fishing and Hunting and Mining	53	9,383
Construction	112	4,670
Manufacturing	241	10,193
Transportation and warehousing, and utilities, and Information	218	5,267
Wholesale Trade	363	6,687
Retail Trade	334	10,017
Finance, Insurance, Real estate, rental and leasing	116	3,202
Services	1,374	34,036
Public Administration	249	4,619

Source: US Bureau of the Census, Washington 1990 and 2000.

Other major employers for Selah is Tree Top, Inc. which currently employs approximately 650 people. Tree Top, Inc. and Yakima Valley School are considered major employers; however, this definition excludes the school system which is also a major employer of Selah (approximately 450 staff). Other industries include Matson Fruit (270 employees), Larson Fruit (80-164 employees) and Zirkle Fruit (400 employees). ~~I have a call in to update/verify this information.~~

Income

Trends in income reflect the standard of living of a community and affect future growth. Income and wages are changing due to a variety of factors, including national trends. Pay declines in industry can be attributed to international competition, value of the dollar, industry restructuring from higher-paying manufacturing jobs to low-paying retail and service jobs, and an increase in part-time employment.

Table A-6 Personal Income (per capita)

	1989	Adjusted 1989*	1999
City of Selah	$11,500	($15,582)	$18,595
Yakima County	$10,735	($14,545)	$15,606

Washington State	$14,923	($20,221)	$22,973

Source: US Bureau of the Census, General Social and Economic Characteristics, Washington.
* Adjusted to 1999 dollars using US Consumer Price Index.

Per capita income is an important indicator that reveals the overall wealth of an area -- the buying power of the average resident. Estimated per capita personal income equals the total of all sources of income divided by the resident population. Per capita income in Selah remains higher than in Yakima County, but lower than the State. As indicated, figures in parentheses represent ~~1979~~ 1989 dollars adjusted to ~~1989~~ 1999 dollars. These figures indicate that per capita personal income decreased for the City of Selah and Yakima County in that decade, but increased for the State (Table A-6). From 1989 to 1999 per capita income in Selah increased by approximately 38%. During this same time period per capita income in Yakima County increased by approximately 31% and income throughout Washington State rose by 35%.

Education

Education can sometimes act as a monitor to predict the caliber of work a community can produce. Selah School District #119 has an excellent reputation, as indicated by its enrollment and completion percentages. From an Elementary/Secondary level, the City of Selah exceeds or meets Yakima County averages of years completed on all levels. The high school and college completion percentages are lower than State-wide levels (Table A-7).

Table A-7 Education Status (persons 25 years old or over)

Year 1990	**City of Selah**	**Yakima County**	**Washington State**
Total Number of Persons	*3,053*	*113,492*	*3,116,766*
Percentage of high school graduates or higher.	76.8%	66.1%	83.8%
Number of high school graduates or higher.	2,345	75,018	2,619,915
Percentage with bachelor's degrees or higher.	17.6%	13.7%	22.9%
Number of bachelor's degrees or higher.	537	15,548	715,943
Year 2000	**City of Selah**	**Yakima County**	**Washington State**
Total Number of Persons	3,710	130,747	3,827,507
Percentage of high school graduates or higher.	83.2%	68.6%	87.1%
Number of high school graduates or higher.	3,086	89,774	3,333,171
Percentage with bachelor's degrees or higher.	23.5%	15.3%	27.7%
Number of bachelor's degrees or higher.	870	20,005	1,061,425

Source: US Bureau of the Census, General Social and Economic characteristics, 1990 and 2000.

Summary

The City of Selah displays all the characteristics of a "small-town" community in its population, industry, housing and environment. With two additional growing urban areas within the vicinity, the cities of Ellensburg and Yakima, the City has both advantages and disadvantages. The City's advantage is that it can create a unique small community atmosphere where city-workers would prefer to reside and work.

It is a safe, family-oriented community with education and recreational opportunities, and its geographic setting isolates it from the "urban" problems that exist in the cities of Yakima and Ellensburg.

The disadvantage is that the City competes with other urban areas on an economic level. Yakima and Ellensburg offer a variety of goods and services on a large city scale that Selah currently does not offer. However, Selah can diversify its industry, and, at the same time, preserve and enhance its attractive qualities as a small community. Given employment opportunities with a small-town setting, perhaps the population will grow.

The City's business district is generally located in the downtown area, and along South 1st Street. South 1st Street also provides an entry way to the City of Selah off Interstate 82. I-82 is the only transportation route for Selah to and from the City of Yakima. Currently, the commuter traffic on I-82 causes transportation problems, and once you enter the City on South 1st Street, there are no identifying landmarks designating the area as the City of Selah, and the downtown area offers very limited parking. The City should consider ways to develop its downtown area to maintain and enhance its growth in population and economy.

The City's development of identity and quality of life features would not only invite the residents of the community but also visitors. The City of Selah should accommodate this group of people as well. The City currently does not cater to tourists, so there are no motels or bed and breakfasts to accommodate those visitors that prefer a more rural setting. The City of Selah is the "apple juice capital of the world." Tourism could become a part of the City's industry.

Below is a review of this Appendix:

- The labor force for both men and women has increased in the last 10 years, and unemployment rates are decreasing. The City is consistent with both county and state labor force percentages.
- Like national trends, the City is changing from a small manufacturing economy to a more service-oriented economy.
- Per capita personal income exceeds Yakima County and is slightly lower than Washington State.
- School District #119 offers educational opportunities through the high school level.

Appendix B
Southwest Basin Sub-Area Comprehensive Plan Amendment

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE SELAH URBAN GROWTH AREA COMPREHENSIVE PLAN AMENDMENT 2001-1 (SOUTHWEST BASIN SUB-AREA TRANSPORTATION AND UTILITY CORRIDOR MAP) AS RECOMMENDED BY THE CITY OF SELAH PLANNING COMMISSION

WHEREAS, the City of Selah City Council adopted the City of Selah Urban Growth Area Comprehensive Plan by Resolution 1206, November 12, 1997, and

WHEREAS, the City of Selah Planning Commission considered plan amendment 2001-1 (Southwest Basin Sub Area Plan) at a duly advertised public hearing on January 2, 2002, and continued from time to time until November 18, 2003, wherein testimony was taken from those persons present who wished to be heard, and

WHEREAS, the City of Selah Planning Commission has adopted Findings and Conclusions recommending approval of a portion of Amendment 2001-1, a transportation and utility corridor map for the Southwest Basin Sub-Area, of The Selah Urban Growth Area Comprehensive Plan, and

WHEREAS, the City of Selah City Council has reviewed the Commission's report and recommendation, exhibits, documents and correspondence pertaining to the proposed amendment;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON, that Plan Amendment 2001-1 recommended by the Selah Planning Commission, consisting of a Transportation and Utility Corridor Map for the Southwest Basin Sub-Area of the SELAH URBAN GROWTH AREA COMPREHENSIVE PLAN be approved.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON, this 27th day of April 2004.

_____
Robert L. Jones, Mayor

ATTEST:

_____
Dale E. Novobielski, Clerk/Treasurer

APPROVED AS TO FORM:

_____
Robert Noe, City Attorney

Southwest Basin, facilitating orderly development and expansion within the City of Selah urban growth area boundary is CONSISTENT with the goals and policies of the *Plan*.

7. Environmental review has been completed and NO significant environmental issues were raised that renders the Southwest Basin as an area unsuitable for future low density residential development as indicated on the *Plan's* Future Land Use Map.

8. During the past two years comments were received both in SUPPORT OF and in OPPOSITION TO the proposed adoption of the Southwest Basin Sub-Area Plan.

9. Comments received were split in SUPPORT OF and in OPPOSITION TO the proposed adoption of the Southwest Basin Sub-Area Plan.

Planning Commission Recommendation:

ADOPTION OF EXHIBIT II-A of the Southwest Basin Sub-Area Plan, establishing future transportation and utility corridors, for inclusion within the City of Selah Urban Growth Area Comprehensive Plan promoting orderly development and residential expansion within the City of Selah Urban Growth Area Boundary.

MOTION BY: MUNSON SECOND BY: PERRYMAN VOTE: 5 - 0

The plan establishes a proposed commercial area (eight acres) to accommodate a neighborhood convenience shopping center.

The plan establishes a proposed transportation and utility network connecting the residential and commercial land uses to existing transportation and utility facilities.

TRANSPORTATION: Exhibit II-A designate Southern Avenue, Orchard View Drive, Slade Road and Lookout Point Drive as major traffic collectors and all other roads as local access streets. Currently all traffic, with the exception of traffic on Southern Avenue west of So. 5th Street, utilizes Crusher Canyon Road connecting to South First Street.

UTILITIES: Exhibit IV-B indicates the location of the major trunk sewer (Southern Avenue Extension) and the balance of the sewage collection system. The nearest domestic water distribution line is located at the northeast corner of the SWB in Southern Avenue.

The nearest sewage collection line is likewise located at the northeast corner of the SWB in Southern Avenue.

DEVELOPMENT CONCERNS:

(1) Due to the size and complexity of the proposal there are many unknowns. Primarily timing or phasing of individual development segments and the provision of infrastructure.

(2) The City proposes to construct a new water storage reservoir storing a minimum of 1 million gallons above the 1,600-foot elevation. This reservoir would serve land lying below the 1,500-foot elevation. A significant portion of the SWB property could be served from this reservoir. Serving the balance of the SWB, those areas lying between 1,500 and 1,600 foot elevation will required an additional water storage reservoir above the 1,700 foot elevation. **Timing and financial responsibility for the construction of this reservoir needs to be specifically addressed within the SWBDP.**

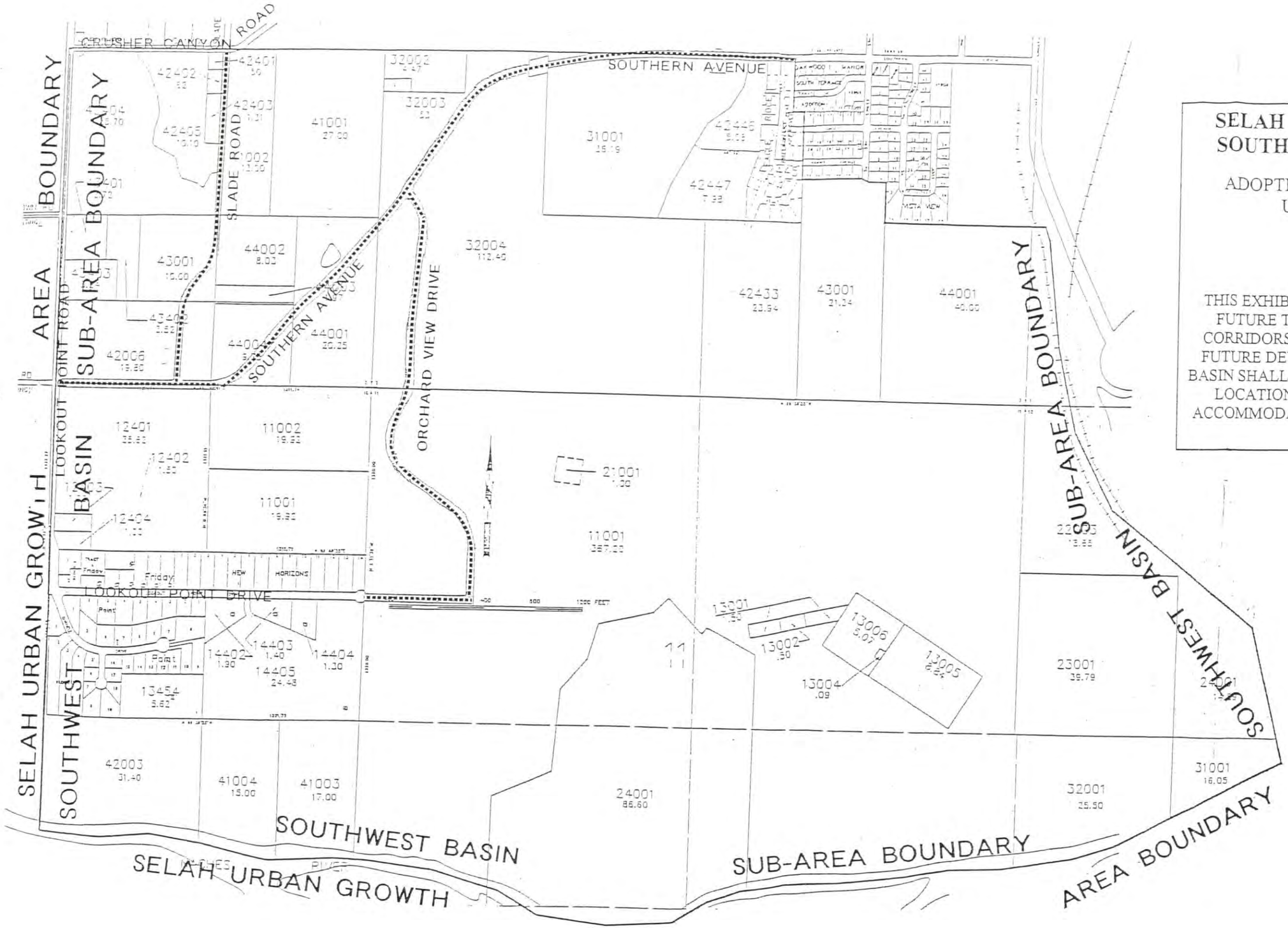
(3) **Timing and financial responsibility for constructing the main sewage system trunk line extending up Southern Avenue needs to be specifically address within the SWBDP.** This main trunk line would be connected to the existing municipal system in Southern Avenue. The existing system of eight-inch pipe in Southern Avenue would likely be inadequate to accommodate full build-out. **The SWBDP must include a mechanism to finance the upgrade of this existing line.** The City desires that the sewage collection system be entirely gravity flow and located within street right-of-ways. The SWBDP identifies numerous sewage lines located outside the street right-of-way.

(4) The transportation system proposed to serve the SWBDP consists of a network of collector and local access streets. Local access streets are typically the responsibility of the subdivision developer. The financing and construction of the collector routes, i.e., Lookout Point Drive, Lookout Point Road, Orchard View Drive, Slade Road and

SELAH URBAN GROWTH AREA
SOUTHWEST BASIN SUB-AREA

ADOPTED TRANSPORTATION AND UTILITY CORRIDORS

THIS EXHIBIT IDENTIFIES AND ESTABLISHES FUTURE TRANSPORTATION AND UTILITY CORRIDORS WITHIN THE SOUTHWEST BASIN FUTURE DEVELOPMENT OF THE SOUTHWEST BASIN SHALL ACKNOWLEDGE THESE CORRIDOR LOCATIONS AND DEVELOPMENTS SHALL ACCOMMODATE THE IMPROVEMENT OF THESE CORRIDORS.



Appendix C
Glossary

Adequate Capital Facilities: facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Affordable Housing: the adequacy of housing stocks to fulfill the housing needs of all economic segments of the population. Affordable housing for middle and lower income persons is targeted to those whose incomes are 120% of median income or less.

Arterial (Minor): a roadway providing movement along significant corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, although usually not as great as those associated with principal arterials.

Arterial (Principal): a roadway providing movement along major corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, usually greater than those associated with minor arterials.

Available Capital Facilities: facilities or services that are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Bedroom Community: a community that is predominantly residential due its location to nearby metropolitan areas.

Capacity: a measurement of the ability to provide a LOS on a public facility.

Census: a complete count of every inhabitant of a given geographic entity at a given time.

Clustered Development: the arrangement or grouping of dwellings on a parcel to increase densities (e.g. smaller lots) on one portion of a parcel while keeping the remainder free of buildings in order to preserve open space or other amenities associated with the property or to preserve future development options.

Collector: a roadway providing service which is of relative moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Commercial Uses: activities within land areas which are predominantly connected with the sale, rental, and distribution of products, or performance of services.

Comprehensive Plan: a generalized coordinated land use policy statement of the governing body of a county or city that is adopted.

Concurrency: adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate capital facilities" and "available capital facilities: as previously defined.

Consistency: no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Contiguous Development: development of areas immediately adjacent to one another.

Coordination: consultation and cooperation among jurisdictions

Critical Areas: frequently flooded areas, naturally occurring wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas, and areas with a critical recharging effect on aquifers.

Density: a measure of the intensity of development, generally expressed in terms of dwelling units per acre.

Domestic Water System: any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097.

Geologically Hazardous Areas: areas that because of their susceptibility to erosion, sliding, earthquakes, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goal: the long-term end toward which programs or activities are ultimately directed.

Greenbelt/Open Space: the pattern of undeveloped resource lands, parks, stream corridors and pathways as a means to physically and visually separate major activity centers like neighborhoods and communities.

Growth Management: a method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Growth Management Act: Washington State legislation passed in 1990 that requires cities and counties to prepare comprehensive plans and development regulations in accordance with the Act.

Household: a household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Industrial Uses: the activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Infill: a concept which encourages new development to occur in areas already served with the full range of urban services and that are already substantially developed.

Infrastructure: those man-made structures which serve the common needs of the population, such as: sewage disposal systems, potable water wells serving a system, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intensity: a measure of land uses activity based on density, use, mass, size, and impact.

Land Development Regulations: any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building codes, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

Level of Service (LOS): an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity of capital facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Local Road: a roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements.

Manufactured Housing: a manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

Minerals: include gravel, sand, and valuable metallic substances.

Mixed-Use Development: development of a contiguous tract of land which allows for a mixture of several land-use classifications such as commercial retail, office, recreation, and residential.

Mobile Home: a single portable manufactured housing unit, or a combination of two or more such units connected on-site, that is:

~~25.~~designed to be used for living, sleeping, sanitation, cooking, and eating purposes by one family only and containing independent kitchen, sanitary, and sleeping facilities;

~~26.~~designed so that each housing unit can be transported on its own chassis;

~~27.~~placed on a temporary or semi-permanent foundation; and

~~28.~~is over 32 feet in length and over eight feet in width.

Multi-Family Housing: as used in this plan, multi-family housing is all housing which is designed to accommodate four or more households.

Natural Resource Lands: agricultural, forest, and mineral resource lands which have long-term commercial significance.

Objective: a specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Policy: the way in which programs and activities are conducted to achieve an identified goal.

Public Facilities: publicly owned and maintained facilities such as streets, roads, highways, sidewalks, streetlights, traffic signals, domestic water systems, storm and sanitary sewer systems, parks, recreational facilities, and schools.

Public Services: publicly provided services such as fire protection, law enforcement, public health, education, recreation, and other services normally provided by public entities.

Resident Population: inhabitants counted in the same manner utilized by the US Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Right-of-Way: land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Sanitary Sewer Systems: all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Service Area: the land area within which a city is committed to providing urban services within a specific time period-typically 20 years or less.

Single-Family Housing: as used in this plan, a single-family unit is a detached housing unit designed for occupancy by not more than one household. This definition does not include manufactured housing, which are treated as a separate category.

Transportation Facilities: includes capital facilities related to air, water, or land transportation.
Transportation LOS Standards: a measure which describes the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Urban Growth: growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land or the production of food, other agricultural products, fiber or the extraction of mineral resources. When allowed to spread over wide area, urban growth typically requires urban governmental services.

Urban Growth Area: the area around a city or urbanized community within which urban growth shall be encouraged and outside of which growth can only occur if it is not urban in nature.

Urban Governmental Services: those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with nonurban areas.

Utilities: facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water and for the disposal of sewage.

Vacant/Underdeveloped Lands: may suggest the following: (a) a site which has not been developed with either buildings or capital facility improvements; (b) a site within an existing urbanized area that may have capital facilities available to the site creating infill development; (c) a site which is occupied by a use consistent with the zoning but contains enough land to be further subdivided without needing a rezone (partially-used); and (d) a site which has been developed with both a structure and capital facilities and is zoned for more intensive use than that which occupies the site (under-utilized).

Visioning: a process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland: areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetland intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetland intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or city.

Zoning: the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential) and the location, bulk, height, shape, and coverage of structures within each zone.

Appendix D
State Planning Goals

1) **URBAN GROWTH**
Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

2) **REDUCE SPRAWL**
Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

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

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

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

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

7) **PERMITS**
Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

8) **NATURAL RESOURCE INDUSTRIES**
Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

9) OPEN SPACE AND RECREATION

Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

10) ENVIRONMENT

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

11) CITIZEN PARTICIPATION AND COORDINATION

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

12) PUBLIC FACILITIES AND SERVICES

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

13) HISTORIC PRESERVATION

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

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