

**City of Grandview
DRAFT Comprehensive Plan
Update**



May 2016

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Chapter 1 - Physical Character Element

I. INTRODUCTION

Purpose

The Physical Character Element describes the natural physical and biological environment in terms of the opportunities and limitations it presents for growth and development. It incorporates those aspects of the Growth Management Act, including land use element requirements, relating to the natural environment. It identifies the area's resource lands and critical areas, and explains how they will be protected.

Growth Management Act Requirements

The Washington Growth Management Act (GMA) does not require a Physical Character Element in the Comprehensive Plan, but does set a number of requirements with regard to natural systems. These requirements include:

1. Identification, designation and conservation of resource lands.
2. Identification, designation and protection of critical areas.
3. Provisions for the protection of the quality and quantity of groundwater used for public water supplies.
4. Where applicable, a review of drainage, flooding and stormwater run-off in the area covered by the plan and nearby jurisdictions, and guidance for corrective actions to mitigate or cleanse those discharges that pollute the Waters of the State.

“Resource lands” under GMA are those agricultural, forest, and mineral lands not already characterized by urban growth that have long-term commercial significance for the production of agricultural products, timber or for the extraction of minerals. Agricultural land and forest land located within an urban growth area (UGA) shall not be designated as a resource land of long-term commercial significance unless the jurisdiction has enacted a program authorizing transfer or purchase of development rights.

“Critical areas” under GMA include: a) wetlands; b) critical aquifer recharge areas used for potable water; c) fish and wildlife habitat conservation areas; d) frequently flooded areas; and e) geologically hazardous areas.

Applicable Yakima Countywide Planning Policy

The Yakima Countywide Planning Policy is not specifically required by the Growth Management Act to address the physical character of the land or natural resource and critical areas. Nonetheless, several of the policy statements of the Yakima Countywide Planning Policy do specifically address natural resource issues. The following Countywide Planning Policies apply to discussion of the Physical Character Element.

1. When determining land requirements for UGAs, allowance will be made for greenbelt and open space areas and for protection of wildlife habitat and other environmentally sensitive areas. [RCW 36.70A.110(2)] (A.3.7.)
2. Encourage economic growth within the capacities of the region's natural resources, public services and public facilities. (G.3.1)
3. Identify current and potential physical and fiscal capacities for municipal and private water systems, wastewater treatment plants, roadways and other infrastructure systems. (G.3.2.a)
4. Identify economic opportunities that strengthen and diversify the county's economy while maintaining the integrity of our natural environment. (G.3.1.b)

5. Special districts, adjacent counties, state agencies, the tribal government and federal agencies will be invited to participate in comprehensive planning and development activities that may affect them, including the establishment and revision of Urban Growth Areas (UGAs); allocation of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural resources. (I.3.)

Relationship to Other Elements or Land Uses

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

Critical Areas and Best Available Science

Under GMA RCW 36.70A.060(2), every Washington jurisdiction is required to protect critical areas through the adoption of a Critical Areas Ordinance (CAO). “Critical areas” include the following areas and ecosystems under RCW 36.70A.030(5):

- Wetlands;
- Areas with a critical recharging effect on aquifers used for potable water;
- Fish and wildlife habitat conservation areas;
- Frequently flooded areas; and
- Geologically hazardous areas.

RESOURCE AREAS

“Fish and wildlife habitat conservation areas” does not include such artificial features or facilities as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company.

Grandview adopted a CAO on June 12, 2012 and adopted an update to the CAO on _____, 2016. The Grandview CAO includes standards and procedures for the protection of critical areas identified in this Physical Character Element as falling within the City of Grandview and its unincorporated UGA.

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

II. EXISTING CONDITIONS

This section of the Comprehensive Plan reviews the environmental conditions present in the area. In particular, this section will focus on the environmental conditions which may be either hazardous to

development or impose limitations that can only be overcome with costly engineering and building techniques. The purpose of this analysis is to identify areas where development would be less efficient and economical, as opposed to areas in which development could occur that would be more compatible with the natural environment.

Earth

Physiography

The Grandview area is situated in the lower Yakima River Basin between the Horse Heaven Hills and the Rattlesnake Hills. The area lies within the Walla Walla section of the Columbia Plateau physiographic province. The terrain in the area tends to be gently rolling but is nearly level within the UGA and the City. Slopes within the UGA average zero percent to five percent. Small portions of the UGA have slopes of five percent to 15 percent or more. These areas are generally linear in form and associated with the ravines that tend toward the Yakima River.

The lower Yakima River Basin in the area of Grandview includes recent alluvial (associated with rivers), lacustrine (associated with lakes) and eolian (associated with wind) soil deposits. Native soils consist of normally consolidated lacustrine and eolian soils that typically are over 40 to 50 feet thick. The surficial (at the earth's surface) soils typically include about 1.5 feet of silt type loam overlying stratified silt loam, loam and very fine sandy loam to depths of 5 feet or more. The native soils are underlain by volcanic bedrock including the Saddle Mountains Basalt of the Columbia River Basalt Group.

The City is nearly level at elevation 750 to 780 feet, with a slope of less than five percent downward and generally west and southwest. The Yakima River passes along the north side of the City wastewater treatment and sprayfield area. No other natural streams pass through Grandview or its UGA. The Sunnyside Irrigation Canal borders a portion of the north edge of the City and other smaller canals and ditches cross the City and the UGA at various points.

Geology

The geologic setting of the Yakima Valley is mostly due to volcanic activity of the Tertiary Period that occurred in the Cascade Mountains and the Columbia Basin.

During the Miocene Epoch, basalts originating from large fissures, situated in southeastern Washington, flowed westward covering the Columbia Basin and eventually lapping the eastern slope of the Cascade Mountains. Volcanic activity in the Cascade Mountains caused the overlaying of these basalts with the light colored, pumiceous sandstone and conglomerates that make up the Ellensburg Formation. After the Ellensburg Formation, compressional forces pushed the Yakima basalts and overlying sediments into a series of parallel east-west ridges now referred to as the Manastash, Umptanum and Yakima ridges; Saddle Mountains; and the Rattlesnake and Horse Heaven Hills.

The Quaternary Period, primarily the Pleistocene Epoch, saw continued volcanic activity in the Cascades as well as extensive glacial erosion. Glaciers flowed down the Yakima, Naches, and Tieton River Valleys filling both the Upper and Lower Yakima Valleys with glacial sedimentary deposits. This glacial action has contributed largely to the Valley's existing drainage pattern.

However, not all drainage changes in the area were due to glaciation. Both the Columbia and the Yakima Rivers have left an impressive record of their wanderings over the area. During the tertiary period, the Columbia River skirted across the basin area strewing sand, pebbles, and volcanic debris. It is believed that Satus Pass was once the outlet of the Columbia River until subsequent uplifting of the land forced the

river east to its present location. The Yakima River, however, was able to maintain its course, eventually cutting through Selah and Union Gap.

Today, the surficial geology of the Grandview area consists primarily of unconsolidated alluvial, landslide, lacustrine, and glacial deposits in the lower elevations.

Higher elevations in the area consist of Pliocene non-marine sediments that are mostly the Tuffaceous sandstones and conglomerates of the Ellensburg Formation. Rock outcroppings within the area are basalt.

Seismic Hazard

All of Washington State is subject to some degree of risk from seismic events. In addition, there is moderate to strong potential for seismic activity in the Yakima Valley. There have been three to five earthquakes of up to magnitude 7.1 on the Toppenish Ridge in the past 165,000 years, while Rattlesnake Hills/Ahtanum Ridge has seen three or more seismic events of up to magnitude 6.1 in the past 109,000 years. Both faults are considered active.

The U.S. Geological Survey (USGS) produces shaking hazard maps, which depict the level of earthquake shaking that have a 10 percent chance of being exceeded in a 50-year period. The numbers are expressed as a percentage of *g*, or the acceleration of a falling object due to gravity, and range from 0 % *g* (lowest hazard) to 64+ % *g* (highest hazard). The City of Grandview's % *g* is between 16-32% *g*. Western Washington ranges from 48 to 64% *g*, while eastern Washington ranges from eight to 16% *g*.¹

Volcanic Hazard

The sources of potential volcanic hazards within the Grandview area are composite volcanoes of the Cascade Range, such as Mt. St. Helens and Mt. Rainier. Potential hazards from an eruption of a composite volcano include mudflows, floods and tephra (airborne volcanic ash or rock debris). Of these, only tephra from a Mt. St. Helens eruption has an identified potential to affect the area. Of the five principal volcanoes in Washington State, only Mt. St. Helens has experienced major tephra eruptions in the past 13,000 years. Mt. St. Helens has had at least eight large-scale eruptions during that time. During the May 18, 1980, major eruption of Mt. St. Helens, from one to five millimeters of tephra was deposited in the area.

Tephra ejected during another major volcanic eruption of Mt. St. Helens could fall on the Grandview area, depending on the wind direction at the time of the eruption. It is likely that the size of the tephra would be very fine-grained (ash) and cooled because of the distance to Mt. St. Helens. The ash deposit could be up to five centimeters thick and would pose a low potential hazard to human life and health. Injury to humans can occur when ash-contaminated air is inhaled. Property damage occurs from the abrasiveness of ash and resulting impacts on machinery. An ashfall in Grandview could result in a temporary shutdown of operations, but is not likely to significantly damage the facilities.

Other Hazards

There is no evident landslide or subsurface dissolution hazards, or abandoned underground mine workings in Grandview.

Soils

Soil information is an important tool in both the design and evaluation of different types of development

¹ U.S. Geological Service Earthquake Hazards Program, 2014 Seismic Hazard Maps

proposals. Soil types react differently to development proposals. Consequently, proper soil information can save developers both time and money in the design stages of their proposals. For example, certain soils make septic tank design extremely costly because of poor drainage qualities.

Additionally, soil types may vary greatly over short distances. To know what the actual soil conditions are on a given property, it is helpful to have an on-site analysis performed by a soil scientist. By requiring soil information to be considered with development proposals, public officials will be able to evaluate the adequacy with which the developer has considered soil conditions.

Major Soil Types in the City of Grandview and UGA

Soil maps and information are developed by the United States Department of Agriculture's Natural Resources Conservation Service.

Major soil types in the City and unincorporated UGA are illustrated in Figure 1-1, page 1-7. There are three types of soil found throughout Grandview and UGA: Naches loam, Ashue loam and Warden silt loam. The most predominant soils in Grandview's UGA north of the Yakima River are the Warden soils. The most predominant soils in Grandview's UGA south of the Yakima River are the Starbuck soils. Warden fine sandy loam occurs in the northerly portion of the City and UGA. This is a very deep, well-drained soil on terraces. Slopes range from zero to eight percent and the elevation is 730 to 850 feet within the City and unincorporated UGA. Permeability of this soil is moderate. Available water capacity is high. Runoff is very slow, and the hazard of water erosion is slight. The hazard of soil blowing is high.

Warden silt loam occurs in the central and southern portion of the City and UGA that is north of the Yakima River. This is a very deep, well-drained soil on terraces. Slopes range from zero to 15 percent and the elevation is 730 to 850 feet within the City and associated UGA. Permeability of this soil is moderate. Available water capacity is high. Runoff is slow, and the hazard of water erosion is slight. Dustiness can be a problem where large areas of soil are exposed.

Starbuck silt loam occurs in the westerly portion of the City and UGA south of the Yakima River. This is a shallow, well-drained soil on uplands. Slopes range from two to 15 percent and the elevation is 650 to 710 feet. Permeability of this soil is moderate. Available water capacity is low. Runoff is medium, and the hazard of water erosion is moderate. Dustiness can be a problem where the soil is exposed.

Starbuck-Rock outcrop complex occurs in the central and eastern portion of the City and UGA south of the Yakima River. This is a shallow, well-drained soil. It formed in loess overlying basalt. Areas of exposed bedrock are interspersed with the Starbuck soils. Slopes range from zero to 45 percent and the elevation is 650 to 710 feet. Permeability of the soil areas are moderate. Available water capacity is low. Runoff is medium, and the hazard of water erosion is moderate. Dustiness can be a problem where the soil is exposed.

Determination of a soil's agricultural capability, limitations for septic tanks or buildings, roads and streets, is made through interpretations which are generally identified within the USDA Soil Conservation Service's Soil Survey of Yakima County, May 1985. For each soil type and unit, this document provides the interpretations and orders them in an interpretation chart. The interpretation chart displays the influence the soil has on a given use. Table 1-1, page 1-8 shows these interpretations for soil types and units found in the Grandview area.

As indicated in Table 1-1, the best soil for agricultural production is the Warden silt loam from zero to two percent slopes. This soil is categorized as a capability class I soil indicating that this soil has few

limitations for the growing of most kinds of field crops. Other prime farmland soils include the Warden silt loam from two to five percent slope and Warden fine sandy loam from zero to five percent. These soils also have the fewest limitations for building.

The Starbuck, Starbuck-Rock series makes up the soils found south of the Yakima River. These soils although not prime farmland, are the least suitable for building and septic tank absorption fields due to the shallow soils and limited capacity of septic tank absorption fields.

Preservation of productive agricultural land is a high priority in Yakima County. As a result, non-farm use of this resource should be kept to a minimum in areas not already experiencing high-density urban development, and where the combination of past trends and future population projections do not indicate a need for urban expansion in the near future.

Yakima County regulates the type and density of development that should occur in these areas through its zoning and subdivision ordinances. The Yakima Health District issues septic tank permits for developments based on soil ratings determined through on-site percolation tests. Required lot sizes may vary in residential zones depending on test results and the types of water and sewer systems intended.

Erosion Hazard

Erosion hazard includes the transport of soil by wind and water. The primary mode of transport in the Grandview area is wind. The soils in the Grandview area present low to moderate hazard for water erosion potential. The soils are most susceptible to erosion by water on slopes and if water is allowed to run in an uncontrolled manner across an area.

Figure 1-1. Soil Types within the City of Grandview and UGA

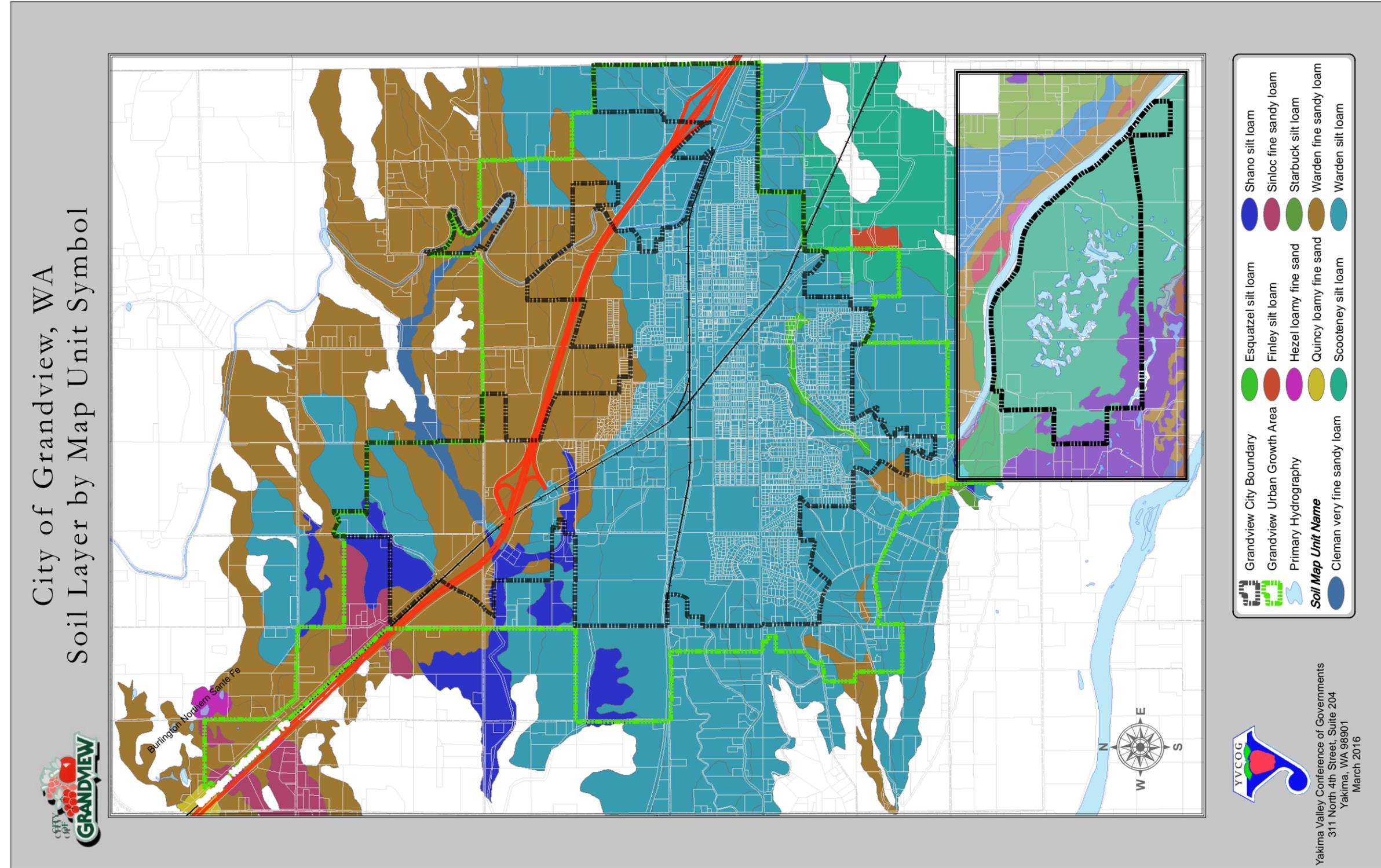


Table 1-1. Soil Classifications and Limitations for the City of Grandview and Vicinity

SOIL CLASSIFICATION				LIMITATIONS		
Soil Type No.	Series	Slope	Agricultural Rating	Agricultural Capacity	Septic Tank	Buildings
172	Warden fine sandy loam	0-2%	Ile, irrigated	<p>If irrigated, these soils are suited to corn, grain, grapes, hops, mint, peas, and tree fruits. Grasses and legumes are grown for hay, pasture and seed.</p> <p>The main limitation for irrigated crops is the hazard of soil blowing.</p> <p>Meets requirements for designation as prime farmland soil, if irrigated.</p>	Moderate: percs slowly	Soil blowing can be a problem on large building sites
173	Warden fine sandy loam	2-5%	Ile, irrigated and IVe, nonirrigated	<p>If irrigated, these soils are used for corn, grain, grapes, hops, mint, peas, and tree fruits. Grasses and legumes are grown for hay, pasture and seed.</p> <p>The main limitation for irrigated crops are the hazards of soil blowing and water erosion.</p> <p>Meets requirements for designation as prime farmland soil, if irrigated.</p>	Moderate: percs slowly	Soil blowing can be a problem on large building sites
176	Warden silt loam	0-2%	I, irrigated	<p>This unit has few limitations for crops. Irrigation systems are suited in this soil unit.</p> <p>The main irrigated crops are corn, grain, grapes, hops, mint, peas, and tree fruit. Grasses and legumes are grown for hay, pasture, and seed.</p>	This unit has few limitations for septic tank absorption	This unit is well suited to homesite development. Dustiness is a concern during construction on large building sites.

SOIL CLASSIFICATION				LIMITATIONS		
Soil Type No.	Series	Slope	Agricultural Rating	Agricultural Capacity	Septic Tank	Buildings
177	Warden silt loam	2-5%	Ile, irrigated and IVe, nonirrigated	<p>If irrigated, these soils are used for corn, grain, grapes, hops, mint, peas, and tree fruits. Grasses and legumes are grown for hay, pasture and seed.</p> <p>The main limitation for irrigated crops is the hazard of water erosion and low annual precipitation for non-irrigated crops.</p> <p>Meet requirements for designation as prime farmland soil, if irrigated.</p>	Moderate: Percs slowly	Dustiness can be a problem on large building sites
142	Starbuck silt loam	2-15%	IVe, irrigated and VIe, nonirrigated	<p>If irrigated, suitable for irrigated crops such as grain. Grasses and legumes are grown for hay, pasture and seed.</p> <p>The main limitations for irrigated crops are depth to rock, steepness of slope, and the hazard of water erosion.</p> <p>Does not meet requirements for designation as a prime farmland soil.</p>	Shallow depth to bedrock limits the capacity of septic tank absorption fields	Shallow depth to rock hinders excavation
143	Starbuck-Rock outcrop complex	0-45%	VII, nonirrigated	<p>Not suitable for farming. These soils are used for rangeland and wildlife habitat.</p> <p>Does not meet requirements for designation as prime farmland soil.</p>	Severe: depth to rock, slope	Severe: depth to rock, slope

Source: USDA Soil Conservation Service, Soil Survey of Yakima County, May 1985.

Climate

The climate for the Yakima Valley is generally described as being mild and dry, influenced by both the maritime and continental climates, and modified by the Cascades to the west and Rocky Mountains to the east.

Summers are sunny, with about 85 percent of the possible sunshine, while winters are generally cloudy with only a third of the possible sunshine. Daily temperatures for the summer months range from 65 to 90 degrees, but the dry air results in rapid temperature falls after sunset, providing cool evening temperatures, usually in the 50s. Temperatures of 100 degrees frequently occur in the months of July and August.

The growing season in the Yakima Valley varies depending on the immediate topography and the type of crops grown. The average date of the last freezing temperature in the spring is April 27, and the first in the fall is October 8. Temperatures below 32 degrees are infrequent during the period May 13 through September 26.

Irrigation is a basic necessity for nearly all crops grown in the Valley. Ample water is available from the snow melt and is collected in storage reservoirs in the Cascade Mountains for summer use in the Valley.

Snowfall is light, with average seasonal snowfall ranging from 10 to 15 inches.

Precipitation in the area follows the West Coast Marine Climate, exhibiting the typical late fall and early winter maximum rainfall. More than 50 percent of the annual precipitation occurs from October through February. Late June, July, and August are usually dry, averaging less than one inch of measurable precipitation during the three month period. It is not uncommon between the months of July and August to have no measurable rainfall (1925 recorded 88 consecutive days without rain). Average annual precipitation for the Grandview-Sunnyside area is between six and eight inches.

Winds are generally light, averaging approximately eight miles per hour on an annual basis. Stronger winds, ranging from 30 to 65 miles per hour, will occasionally occur during the spring months. The prevailing wind direction is from the northwest and west in the winter and west-northwest in the summer. Warm and dry "Chinook" winds characteristically occur several times a year, being most noticeable in the winter, resulting in a 20 to 30 degree rise in temperature within the space of a few hours.

Air Quality

During the winter months, overcast days with minimal sun result in periods of high pressure air stagnation and little air movement (thermal inversion). This thermal inversion condition, which can result in a build-up of pollutants, is accentuated in the Upper Yakima Valley (Yakima-Selah area) due to severe topography (hills rising 800 feet above the valley floor that tend to hinder air movement and increase the potential for thermal inversion). This set of circumstances combines to cause a build-up of particulate pollutants, resulting from space heating, burning from wood stoves, and industrial and transportation activities, bringing PM₁₀ and PM_{2.5} particulate pollution levels within the Yakima metropolitan area in excess of National Ambient Air Quality Standards (NAAQS). A smaller portion of the Yakima metropolitan area also has had past NAAQS violations with regard to carbon monoxide (CO). These are the only pollutants and areas within Yakima County that have had a history of NAAQS violations. Levels of other pollutants in the Yakima Valley are well below national standards.

The absence of major topographical features in the Grandview area allows for air movement that reduces

the potential for thermal inversion, and thus, these areas do not have a history of NAAQS violations due to their better air quality. The frequency of occurrence and severity of thermal inversions varies from year to year. The national Weather Service issues an Air Stagnation Advisory when poor atmospheric dispersion conditions exist and are forecast to persist for 24 hours or more. These advisories, which are issued for all of eastern Washington, are generally issued once or twice a year and typically last one to two days.

Air Quality Regulations and Monitoring

Three agencies have air quality jurisdiction in Yakima County: the United States Environmental Protection Agency (EPA), the Washington State Department of Ecology (WDOE), and the Yakima Regional Clean Air Agency (YRCAA). The YRCAA, along with the EPA and WDOE, has primary air quality jurisdiction in Grandview and all of Yakima County. The YRCAA has adopted the National Ambient Air Quality Standards (NAAQS) established by the EPA. The compounds identified in the NAAQS are termed “priority pollutants.” Three priority pollutants are of interest in the Yakima County area: particulates, carbon monoxide and ozone.

Particulate Matter

Particulate matter consists of fine particles of smoke, dust, pollen or other materials that remain suspended in the atmosphere for a substantial period of time. PM₁₀ is fine particulate matter, defined as smaller than 10 micrometers (µm) in diameter. Particles less than 2.5 µm in diameter, called PM_{2.5}, can be inhaled and accumulate deep in the lungs. They are called “fine” particles and pose the greatest health concerns. In 2012, the U.S. Environmental Protection Agency (EPA) strengthened the NAAQS for fine particles (PM_{2.5}) to 12.0 micrograms per cubic meter (µg/m³), while retaining the existing standards of 150 µg/m³ for PM₁₀. According to Ecology, the lower Yakima Valley does not exceed the NAAQS standards for PM_{2.5}. The YRCAA maintains one air quality monitoring station in the lower Yakima Valley in Sunnyside at Harrison Middle School. These monitors are not intended to determine compliance with NAAQS standards.

Carbon Monoxide

Carbon monoxide (CO) is an air pollutant generally associated with transportation sources. Carbon monoxide also is generated by processes involving incomplete fuel combustion, including home heating appliances and residential wood burning. Carbon monoxide pollution impacts are usually localized. The highest ambient CO concentrations often occur near congested roadways and intersections during periods of low temperatures, light winds, and stable atmospheric conditions.

Because the EPA and the YRCAA do not operate any CO monitoring stations in the lower Yakima Valley, it is not possible to determine CO concentrations for the Grandview area. However, because the traffic volumes on surface streets in the immediate vicinity are relatively low and rarely result in congestion, CO levels are not anticipated to exceed NAAQS standards. In addition, CO concentrations have been decreasing in many areas due to more stringent vehicle emission standards for newer cars and the gradual replacement of older, more polluting vehicles.

Ozone

Ozone is primarily a product of regional (urban) motor vehicle traffic. It is created during warm sunny weather when photochemical reactions occur involving hydrocarbons and nitrogen oxides. Unlike carbon monoxide, however, ozone and other reaction products do not reach their peak levels closest to the source

of emissions, but rather at downwind locations affected by the urban air plume after the primary pollutants have had time to mix and react under sunlight.

The Lower Yakima Valley where Grandview is located is not considered an ozone-producing area; therefore, EPA and the YRCAA do not monitor ozone in the Lower Yakima Valley.

Regional NAAQS Violations

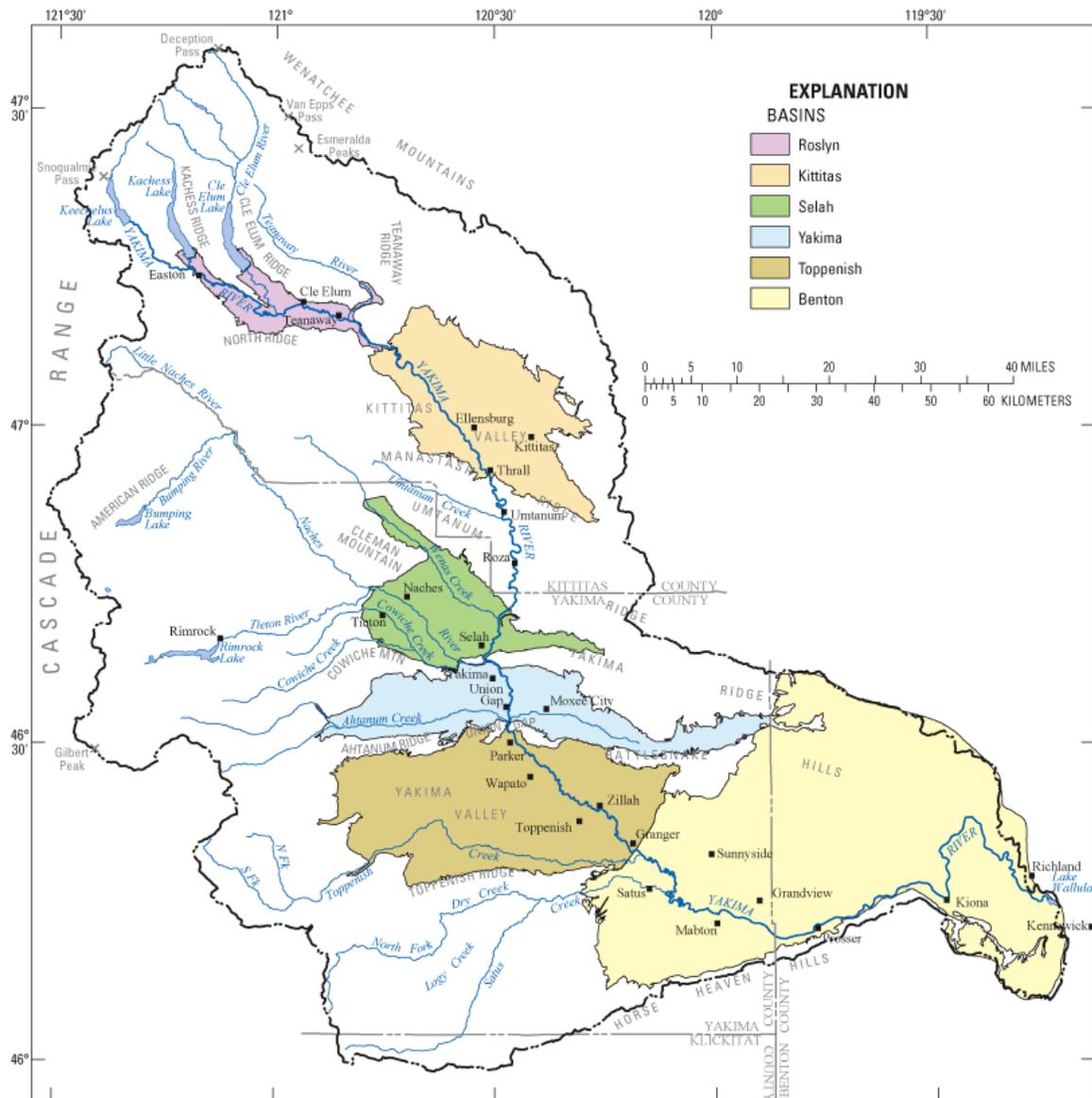
The upper Yakima Valley metropolitan area (Yakima, Selah, Union Gap) historically has had air quality problems related to PM₁₀ and carbon monoxide (CO). The PM₁₀ problems typically occur during the winter months when wood smoke and transportation pollution builds up due to the metropolitan area's topography (valley surrounded by steep hills) and thermal inversions. This set of circumstances causes a PM₁₀ pollution levels in the Yakima metropolitan area to periodically exceed NAAQS. Historical violations of NAAQS has led to portions of the Yakima metropolitan area being designated as non-attainment for both PM₁₀ and CO. Currently, the Yakima metropolitan area is in attainment for both pollutants and operating under Limited Maintenance Plans.

The absence of major topographical features in the lower Yakima Valley, particularly in the relatively flat Grandview area, allows for improved air movement. Increased air circulation reduces the potential for thermal inversions and thus Grandview has not had the same problems that the Yakima metropolitan area has had with regard to PM₁₀ and CO pollution. Because of this, Grandview is not part of the designated non-attainment areas and is not included in the current Limited Maintenance Plans for either PM₁₀ or CO.

Water Resources

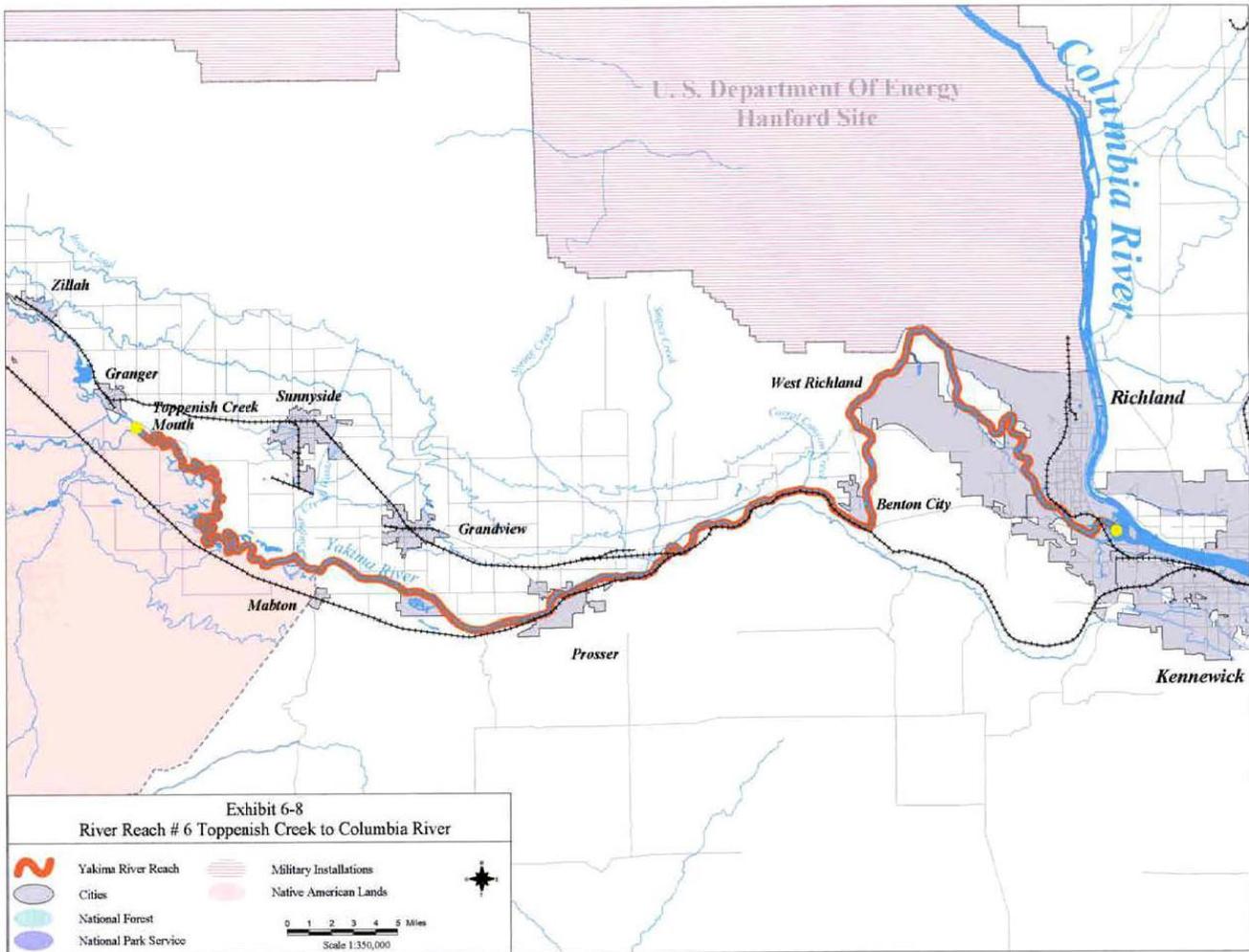
Grandview is located in the Benton sub-basin within the Yakima basin of the Yakima River Basin aquifer system, as designated by the U.S. Geological Survey (Figure 1-2). Grandview is most closely associated with Reach #6 of the Yakima River (Figure 1-3). This reach of the Yakima River runs from the mouth Toppenish Creek to the mouth of the Yakima River at the Columbia River in the Tri-Cities.

Figure 1-2. Structural Basins within the Yakima River Basin Aquifer System



Source: U.S. Geological Survey. 2009. *Hydrogeologic Framework of the Yakima River Basin Aquifer System, Washington, Report 2009-5152.*

Figure 1-3. Reach #6 of the Yakima River, Yakima River Basin



Source: *Watershed Management Plan Yakima River Basin. January 2003. Yakima River Basin Watershed Planning Unit and Tri-County Water Resources Agency, prepared by Economic and Engineering Services, Inc.*

Groundwater

Geologic materials that are able to store and transmit groundwater are called aquifers. In the lower Yakima Basin, aquifers are the main source of groundwater for residences using individual wells. The depth of wells using aquifers ranges from approximately 10 to 200 feet below ground surface. Wells constructed in the unconsolidated sediments typically produce water at a rate of less than 100 gallons per minute (gpm), though production rates of up to 5,000 gpm are reported for wells in some areas.

Groundwater systems are replenished (recharged) by the addition of water to the zone of saturation (aquifer) through precipitation, runoff and infiltration from surface water bodies. An area in which water reaches an aquifer by surface infiltration, and where there is a downward component of hydraulic head (pressure head), is considered a recharge area. The likelihood that water will infiltrate and pass through the surface materials to recharge the underlying aquifer system (recharge potential) is dependent on a number of relatively static physical conditions, including soil permeability, surficial geological materials,

depth to water and topography.

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

Critical Aquifer Recharge Areas

Groundwater systems are replenished (recharged) by the addition of water to the zone of saturation (aquifer) through precipitation, runoff, and infiltration from surface water bodies. A recharge area is an area where surface water resulting from precipitation reaches an aquifer by surface infiltration. The likelihood that water will infiltrate and pass through the surface materials to recharge the underlying aquifer system (recharge potential) is dependent on a number of relatively static physical conditions. These conditions include soil permeability, surficial geological materials, depth to water and topography.

In general, the aquifers in the Yakima River Basin are recharged by precipitation, infiltration of surface water, irrigation water, seepage losses from ditches, canals and rivers, and upward migration of water from lower aquifers. Groundwater discharges into rivers, lakes and streams, or through evapotranspiration, pumping, and upward flow of water into the shallower aquifers. Figure 1-4 (page 1-17) shows the critical aquifer recharge areas in the City of Grandview and UGA, with estimated areas of moderate, high and extreme susceptibility to contamination, in addition to wellhead protection areas. The CARA data was developed by Yakima County based on BAS.

Groundwater Quality

Water quality considerations vary for these different uses. For example, the quality of groundwater in the Yakima Basin is rarely a limitation if the water is used for agricultural purposes. However, groundwater quality must be much higher for drinking water purposes, and in some cases requires treatment to meet state and federal drinking water standards.

Groundwater is the main source of drinking water supplies in the Yakima River Basin, both for public water supplies, and individual domestic wells. With the exception of the Cities of Yakima and Cle Elum, all of the cities and unincorporated communities rely on groundwater for their indoor, domestic water supplies. Degradation of groundwater quality can pose public health threats, raise the cost of treating municipal supplies, and potentially force abandonment or limit the use of supplies.

The State's groundwater criteria serve as a baseline and reference to establish trends in water quality conditions. WAC 173-200 establishes the criteria for all groundwater, based on the premise that it may be used for drinking water. In addition, the federal government has established National Primary Drinking Water Standards, which apply to water supplies delivered to the public by the public water systems.

The *Lower Yakima Valley Groundwater Quality: Preliminary Assessment* (2010) noted that groundwater quality can be affected by a wide variety of activities which introduce pollutants into the subsurface. Key parameters relative to drinking water supplies include fecal indicator bacteria, nutrients such as nitrate, and organic chemicals such as pesticides and industrial chemicals. Regulatory agencies across the U.S. have identified the categories of sources listed below:

- Natural contamination/dissolved salts and minerals (including arsenic and radon, which are the

subject of current regulatory activity at the federal level)

- Point source contamination at the wellhead
- Septic systems
- Leaking underground storage tanks
- Application of fertilizers or pesticides
- Application of manure to agricultural lands or gardens
- Chemical or fuel spills
- Leaching from landfills
- Burial or dumping of wastes

Each of these sources is likely to be present in some degree within the Yakima River Basin. Groundwater quality problems such as elevated levels of nitrates occur in the Yakima River Basin in locales where the following two conditions are present: 1) there is relatively dense development that is not served by public sewer systems, and 2) there is a shallow water table. In addition, elevated nitrate levels may occur in areas where irrigated agriculture is present in combination with a shallow water table.

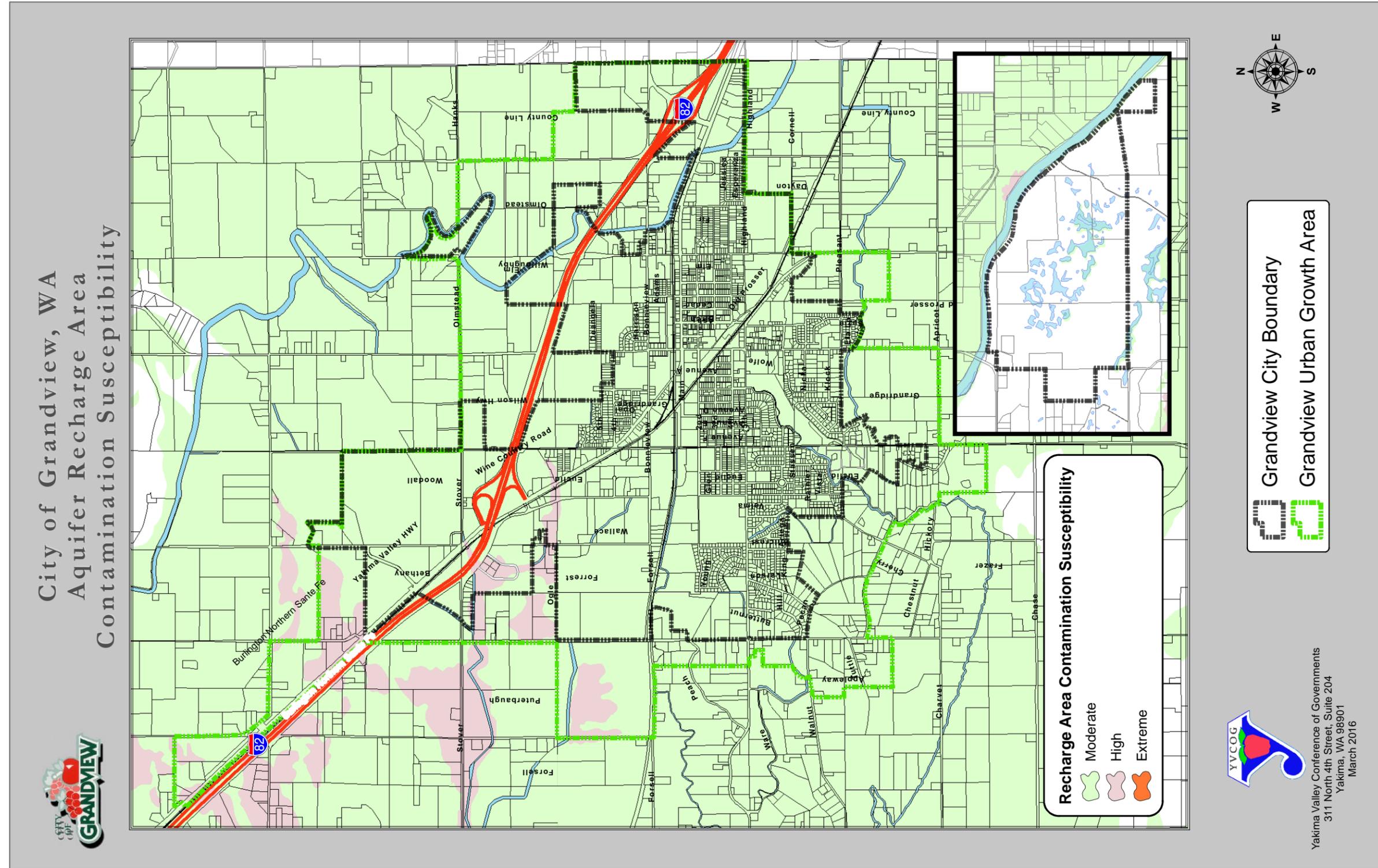
Yakima County does not actively track groundwater quality, and groundwater quality monitoring is not occurring on a regional basis within the Yakima River Basin. Where localized problems have been identified, monitoring activities have sometimes been implemented. In the absence of more comprehensive, long-term monitoring data, trends are unlikely to be quantifiable. In addition, if certain parameters have received little attention, they may pose a threat to drinking water supplies that goes undetected. This may be a limitation for watershed planning in terms of determining a safe and reliable water supply for municipal and domestic purposes.

Medium-sized public water systems (serving 10,000-100,000 people) such as the City of Grandview's have the ability to monitor, manage and protect the quality of their groundwater supplies. However, some individual households still rely on their own wells for drinking water. Shallow and/or unprotected groundwater supplies are more susceptible to groundwater contamination, particularly from nitrates, than deep groundwater supplies. The USGS compiled well depth information for Yakima, Kittitas, and Benton Counties, and found that 50% of all wells were less than 151 feet deep.

The Washington State Department of Ecology (Ecology) estimates that for shallow well use, the size of lots should be greater than two acres. Deeper wells would help a great deal to prevent these problems, but the added cost of well drilling and lack of state legislation requiring it (except for community wells) have prevented this from occurring.

The main uses of groundwater in the lower Yakima Basin are for domestic water supply, fire protection, commercial/industrial use, irrigation, orchard frost protection, stock watering, fish propagation, recreation and beautification, and heat exchange.

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



Surface Water

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

Precipitation is seasonal throughout the Basin, with approximately 60 to 80 percent of annual precipitation occurring from October to March. Much of this precipitation falls as snow during the winter months and becomes stored in the Cascade Range as snow pack. As a result, runoff in the Yakima River Basin exhibits a pronounced spike from April to June, with lower levels of runoff occurring during the remaining months of the year.

WAC 222-16-031 establishes an “interim” water typing system to be used until a permanent typing system is established. Figure 1-7, page 1-27 illustrates the surface waters falling in the City and the unincorporated UGA. Water typing is established based on the structure and function of waterways. Grandview has one Type 4 stream identified in the noncontiguous portion of the City limits to the northeast. Type 4 streams are “all segments of natural waters within the bankfull width of defined channels that are perennial nonfish habitat streams. Perennial streams are flowing waters that do not go dry any time of a year of normal rainfall and include the intermittent dry portions of the perennial channel below the uppermost point of perennial flow.”

The Yakima River is classified as a Type 1 Stream and is designated as a “Shoreline of the State,” falling under the purview of the Washington State Shoreline Management Act (SMA). In compliance with the SMA, Grandview adopted the Yakima County Regional Shoreline Master Program (SMP), effective January 22, 2010. Shoreline Master Program designations in the Grandview vicinity are illustrated in Figure 1-5, page 1-22.

Major canal systems which pass through the Benton sub-basin are the Sunnyside Canal and the Roza Canal. Only the Sunnyside Canal passes through the City and its UGA.

Surface Water Quality

Water quality is a key consideration in planning for the Yakima River Basin, and a wide variety of physical, chemical, and biological parameters have been studied with respect to surface water quality in the Basin. These include:

- Temperature
- Dissolved oxygen (DO)
- Nutrients (i.e. substances that stimulate growth of aquatic plants)
- Fecal indicator bacteria
- Suspended sediments and turbidity
- Pesticides

A number of previous studies and planning processes have addressed surface water quality in the Yakima River Basin. Reports prepared by the USGS under the National Water Quality Assessment (NAWQA) program provide the most extensive study of surface water quality in the Yakima River Basin. This information was compiled by the Yakima Basin Water Resources Agency (YBWRA) in their Watershed Plan, approved in 2003. The current planning process is the Yakima River Basin Integrated Water Resource Management Plan being developed by the U.S. Bureau of Reclamation and Washington State Department of Ecology, for which a Final Programmatic Environmental Impact Statement has been

released.

The studies found that Reach #6 of the Yakima River, the reach most closely associated with the City of Grandview (Figure 1-3) is seriously degraded by toxics (metals, PCBs, pesticides) fecal coliform, and elevated temperatures. Sediments from agricultural drains blanket the river bottom. There are also localized deficiencies in riparian shade and off-channel habitat. Fall chinook spawn in Reach #6 and it is considered an important migratory corridor.

The federal Clean Water Act includes provisions for addressing surface waters that do not meet established water quality standards, and Washington State must identify surface-water bodies that do not achieve water quality standards. These water bodies comprise what is commonly known as the 303(d) list.

In the Yakima Basin, 150 listings have been placed on 70 water bodies listed on the 303(d) list. Ecology has a program to develop water quality cleanup plans for each listed stream segment. These cleanup plans are known as Total Maximum Daily Load (TMDL) reports. No water bodies within the City of Grandview are on the 303(d) list. The lower reaches of the Yakima River are on the 303(d) list with TMDLs related to PCBs, pesticides, and sediments.

A variety of legal requirements exist related to the quantity of instream flows (water flowing in a stream) in the Yakima River Basin. Generally these are based on court orders and federal legislation related to the Yakima Irrigation Project. The State of Washington has not established minimum instream flows for the Yakima River Basin. Instream flows in the Yakima River Basin mandated by the courts are not quantified. Rather, the amount of water necessary to maintain fish life is to be determined annually depending on existing prevailing conditions. Specific mandates from the state and federal courts include orders directed at United States Bureau of Reclamation's operation of the Yakima Irrigation Project to reduce negative impacts on the fisheries resource, orders with respect to treaty reserved rights for fish, and orders with respect to instream flows to support treaty fishing rights at "usual and accustomed places."

In addition to the quantity of instream flows mandated by the courts, "target flows" have been defined and mandated by Congress in 1994 (Public Law 103-434). The legislation provides that the Yakima Irrigation Project Superintendent shall estimate the anticipated availability of water supply to meet water entitlements, and provide instream flows in accordance with the biological needs of fisheries.

Flooding

Although flooding is a problem that has significant impact upon the use of the land, the floodplain of the Yakima River in the Grandview area is narrow and of sufficient distance from the built-up portion of the City that it is not affected by this potential problem. The only area of the UGA or City limits that is affected by the 100-year or 500-year floodplain is a small section of the southern noncontiguous portion of the City that houses the wastewater treatment plant and sprayfields. This small section borders the Yakima River and does not affect the built-up portion of the City.

The Yakima River Basin is subject to two types of floods – the more severe, but less frequent winter floods resulting primarily from rainfall; and the spring floods caused mainly by snowmelt. The more severe rain-type floods may be expected from November through March.

Prolonged warm temperatures during May and June, accompanied by rainfall, cause rapid snowmelt in the mountains, producing the lower-crested spring and early summer floods. These floods are of

importance as they adversely affect farmlands after crops are beginning to grow.

Flooding is reduced in the floodplain area by the various reservoirs and diversion canals. The reservoirs serve to reduce flood discharges of the rain-type floods which come at a time when the reservoirs are drawn down after the close of the irrigation season. The effect of the reservoirs on the snowmelt, or spring floods depends on the reservoir filling program. It is possible for the reservoirs to be completely filled at the beginning of a spring flood, in which event no reduction in flood discharge could be effected. On the other hand, if unusually large late runoff from snowmelt is foreseen, and the reservoirs are left unfilled in order to capture the late runoff, a potential spring flood may be reduced to harmless proportions.

Controlling bank erosion and preventing damaging overflow are the main flood problems in the lower Yakima Valley. Levees and reservoirs have reduced the danger of considerable damage from flooding and have provided some degree of protection to homes and farms which have encroached on the floodplain. However, because there is great variability in the volumes and heights of flood waters, flooding will undoubtedly occur again in the future. The most recent large flood along the Yakima River in the lower Yakima Valley occurred in 1974. Damage to property at that time was very significant.

As indicated by the Federal Emergency Management Agency - Flood Insurance Rate Map, Community Panel No. 530217 2225 B for Yakima County and Community Panel No. 530218 0005 B for the City of Grandview, the only area within the 100-year floodplain within the City or its UGA is a narrow strip of land on either side of the Yakima River adjacent to the City limits on the south side of the Yakima River (see Figure 1-6, page 1-23).

Yakima County and the City of Grandview regulate building in floodplain areas. These permits require all development to be floodproofed; i.e., the elevation of the first inhabited floor must be one foot above the 100-year flood elevation. In addition, the City of Grandview and Yakima County also regulate shoreline management along the Yakima River. Within the City of Grandview, the only area within the 100-year floodplain and subject to flood control provisions is also City property.

Wetlands

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

Efficiency of wetland functions can be broadly described according to wetland type. Primary productivity is low to moderate in streams and drainages and moderate to high in marshes and swamps. Relative export efficiency of nutrients is generally rated high for perennial riverine marshes, seasonally flooded riverine swamps, and overflow systems; moderate for freshwater wetlands adjacent to or linked to intermittently inland swamps and bogs, and freshwater wetlands adjacent to or linked to ephemeral riverine systems.

Many wetlands such as swamps, wet meadows, and riverine- and drainage-related wetlands, serve as groundwater discharge/recharge zones. Hydrologically isolated wetlands do not provide those functions unless linked to the groundwater system. Assessing water purification capabilities for wetlands is

complicated, but in general, those wetlands with greater vegetative cover and an optimal ratio of aerated water surface to total wetland size have the most value.

In the Grandview CAO adopted 2012, wetlands are rated according to the Washington State Department of Ecology wetland rating system found in the Washington State Wetland Rating System documents *Washington State Wetland Rating System for Eastern Washington – Revised August 2014* (Ecology Publication #04-06-030), as updated or amended.

Figure 1-7 (page 1-27) illustrates wetland data for the Grandview vicinity, which were mapped using the wetlands data set developed for the Yakima County CAO. The map includes information from the National Wetlands Inventory produced by the U.S. Fish and Wildlife Service and soil maps produced by United States Department of Agriculture National Resources Conservation Service that are useful in helping to identify potential wetland areas. The wetland map is used as a guide for the City, project applicants and/or property owners, and may be continuously updated as wetlands are more accurately identified, located and delineated.

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

Figure 1-5. Shorelines of the State Under the Shoreline Management Act, Grandview

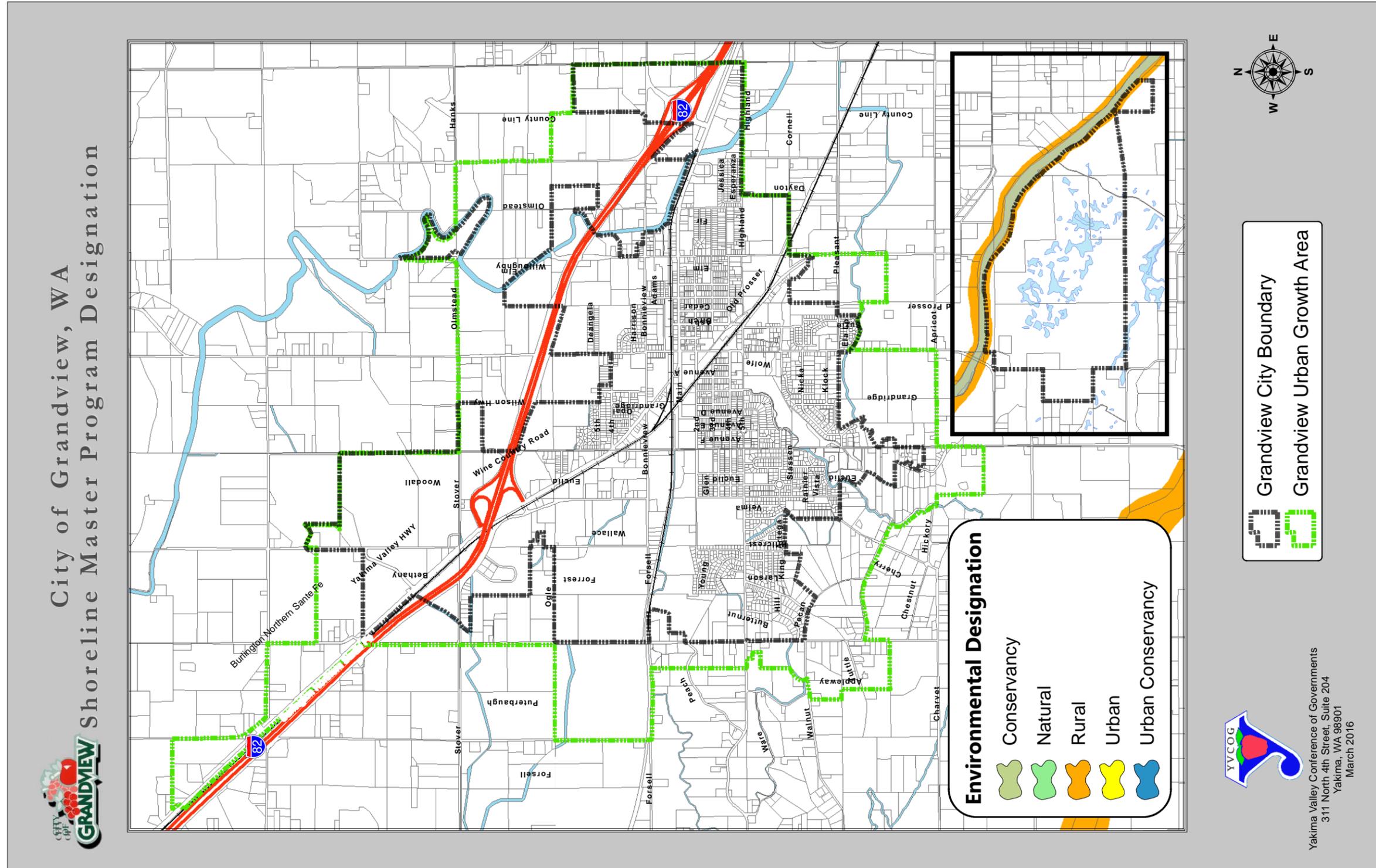
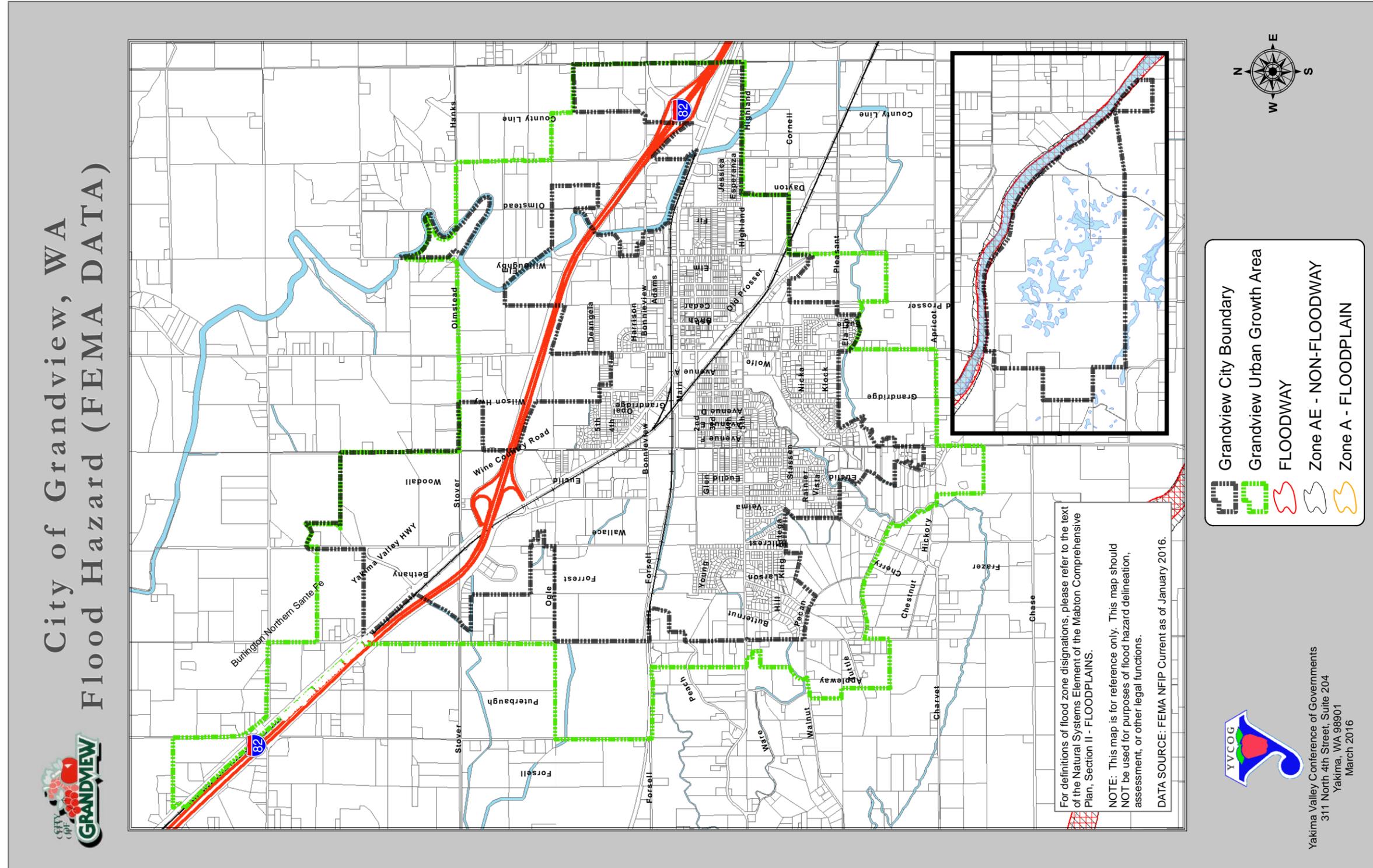


Figure 1-6. FEMA Flood Hazard Areas, Grandview UGA



Plants and Wildlife

Plants

The Grandview area lies within the big sage brush-blue bunch wheatgrass (*Artemisia tridentate-Agropyron spicatum*) association of the Columbia Basin Province. This association is found in the driest part of the Columbia Basin Province and was historically composed of shrubs, grasses, forbs, and a surface crust of lichens and mosses. As previously stated, farming practices have resulted in alteration of vegetation over much of the landscape in the Grandview area. Very few native plants exist within the area with areas of invasive and noxious weeds present within and adjacent to the farmed portions of the area.

Some of the canals and ditches that traverse the Grandview area possess an overstory of young narrow-leaf willow (*Salix exigua* spp. *exigua*) and Russian olive (*Elaiagnus angustifolia*), with elm (*Ulmus* sp.) along the top of bank. Other canals and ditches that traverse the area have no overstory or shrubs and appear to be cleared of vegetation regularly. Emergent marsh vegetation within the ditches includes smartweeds (*Polygonum* spp.), watercress (*Rorripa nasturtium-aquaticum*), cattails (*Typha latifolia*), marshelder (*Iva xanthifolia*), and reed canarygrass (*Phalaris arundiances*). This habitat provides food, cover, and water as well as a movement corridor for birds and mammals. Small wetlands may also be found within the area. The vegetation of these wetlands is similar to that within the ditches. Amphibians may find limited breeding sites within the ditches and wetlands, though runoff of agricultural chemicals renders this somewhat less than desirable. The farmed portions of the area are used to grow corn, asparagus, mint, alfalfa and wheat. Little other vegetation is found among the crops and other species that occur are primarily noxious weeds such as puncturevine (*Tribulus terrestris*), redroot, pigweed (*Amaranthus retroflexus*), morning glory (*Convolvulus arvensis*), and kochia (*Kochia scoparis*). Farmed lands offer fluctuating levels of food and cover for wildlife in correlation with harvest regimes.

Some wetlands are created as a consequence of irrigation practices. These wetlands may be used as pasture for grazing cattle, thus decreasing their value for wildlife species. Vegetation within these wetlands is limited to herbaceous species such as smartweeds and quackgrass (*Agropyron repens*) and has been heavily grazed offering only limited cover and food. Other wetlands are formed from impoundments adjacent to roads and the railroad and receive runoff from these sources as well as irrigation, also decreasing their value for wildlife.

Information on rare plants was requested from the Washington State Department of Fish and Wildlife (WDFW) Priority Habitat and Species Program. No rare plant populations were detected through the use of the database. One endangered and four threatened plants are known to occur in Yakima County. Little native vegetation is found within the area and it is unlikely that rare plants would have survived the severe alternations of the habitat; however, it should be noted that no formal rare plant survey has been completed for the Comprehensive Plan.

Wildlife

Information was requested from the WDFW Priority Habitat and Species Program concerning priority habitats and species in the Grandview vicinity. No threatened, endangered, or candidate species were reported to occur within the area. The WDFW has identified the following non-fish priority species or habitats within the City of Grandview:

1. Great Blue Heron – breeding area in ponds at the Byron Unit of the Sunnyside-Snake River Wildlife

Area

2. Palustrine Aquatic Habitat²

The City of Grandview falls within the breeding range of the ferruginous hawk (*Buteo regalis*), a State threatened species; however, the ferruginous hawk is not known to occur in the City of Grandview or its UGA. Non-endangered bird species that may be present in the Grandview area are those species common in Eastern Washington grasslands and open areas. Species frequenting these areas include the American kestrel, western meadowlark, mourning dove, ruffed grouse, black-billed magpie, common snipe, California quail, killdeer, starlings, western kingbird, Brewer's blackbird, and ring-necked pheasant. Additionally, in the scrub/shrub habitat associated with the return flow ditches, ducks, yellow warblers and song sparrows are found. Eagles and great blue herons have also been observed along the Yakima River. The greater sage grouse (*Centrocercus urophasianus*) is a candidate species for listing under the federal Endangered Species Act (ESA). The sage grouse was common in pre-settlement times throughout central and eastern Yakima County; however, its known range in the County is now limited to the northeast corner of the County. The sage grouse is not known to occur in the City of Grandview or its UGA.

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

Fish

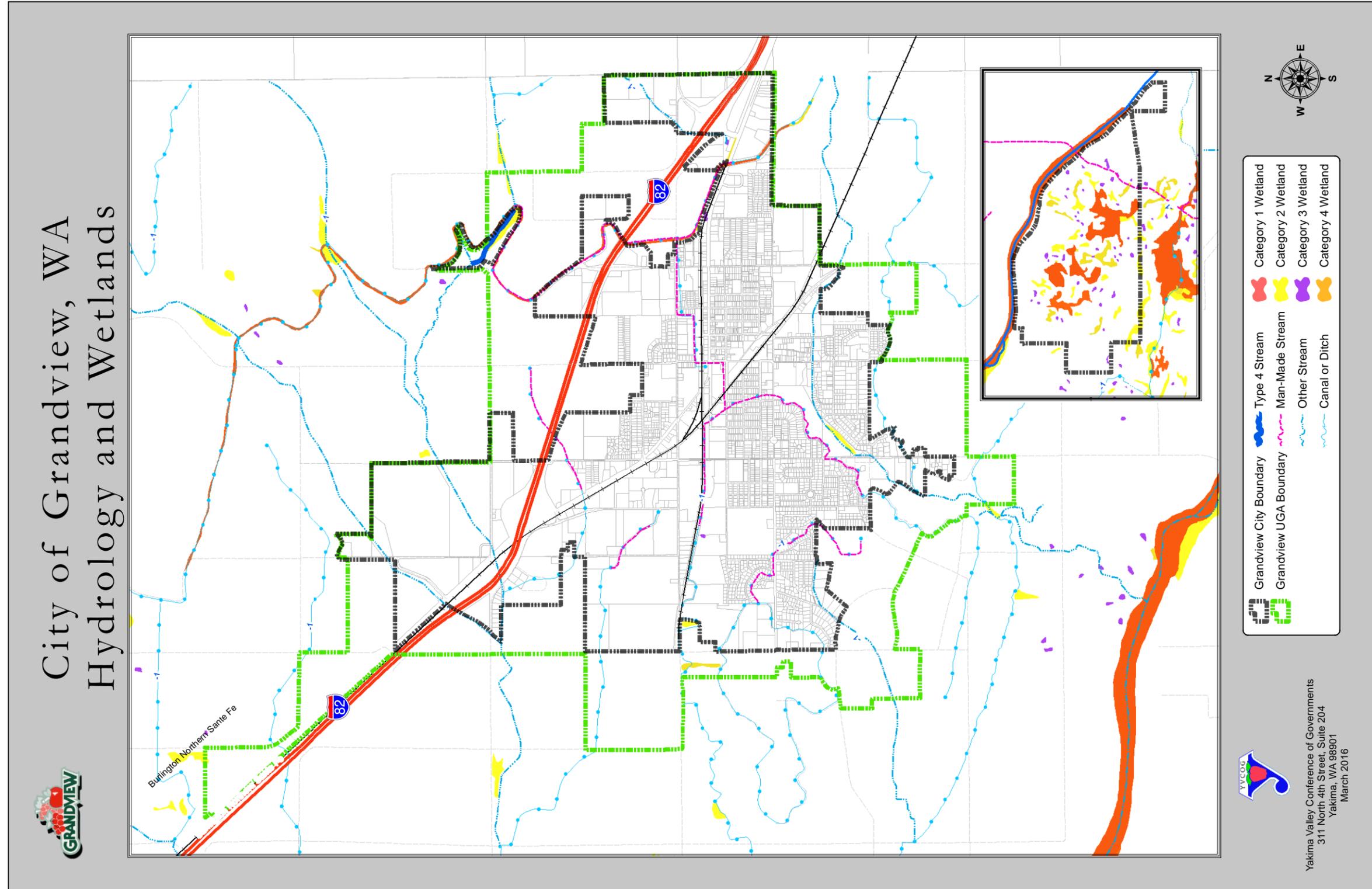
Fish have different habitat needs based in part on their life history stages. Anadromous fish migrate and have unique needs throughout the aquatic system which may be frustrated by the presence of dams or other barriers, low stream flow, and high temperatures during times of passage. Resident fish have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

Grandview is most closely associated with Reach #6 of the Yakima River. This reach of the Yakima River runs from the Toppenish Creek southeast of Granger, east to the confluence of the Yakima River and the Columbia River. Yakima River mainstream conditions are more suitable for fish habitat in Reaches #1-3 in the upper Yakima Valley, and generally deteriorate in a downstream direction. Reach #6 of the Yakima River is important as a migratory corridor for a number of fish species. According to the WDFW, the reach is a known spawning ground for fall chinook, and a known rearing ground for spring chinook. Coho and summer steelhead salmon are also documented in Reach #6. Bull trout are presumed to occur in the reach, but are not documented.

² Wetlands dominated by plants that persist throughout the year or the growing season.

The National Marine Fisheries Service (NMFS) divides watersheds into evolutionary significant units (ESUs) for purposes of listing threatened or endangered fish species. The City of Grandview is located in the Mid-Columbia River ESU. The USFWS listed bull trout as threatened in the Columbia River Watershed in June 1997. The NMFS listed steelheads as threatened in the Mid-Columbia River ESU in March 1999. In June 2005, the NMFS listed coho salmon as threatened in the Lower Columbia River ESU. Spring chinook salmon are listed as endangered or threatened by the NMFS in some ESUs of the Columbia River Watershed. However, spring chinook salmon is not listed in the Mid-Columbia River ESU.

Figure 1-7. Hydrology and Wetlands, Grandview UGA



III. GRANDVIEW NATURAL RESOURCE LANDS AND CRITICAL AREAS

Critical Areas

Wetlands

Figure 1-7 (page 1-27) identifies Category 1, 2 and 3 wetlands inside City limits, as well as Category 2 and 3 wetlands in the unincorporated UGA.

Critical Aquifer Recharge Areas

Critical Aquifer Recharge Areas in Grandview and UGA are illustrated in Figure 1-4 (page 1-17), which also shows that some of the recharge areas in the City and unincorporated UGA have a “high” susceptibility to contamination.

Fish and Wildlife Habitat Conservation Areas

Fish and wildlife habitat conservation areas include:

- Areas with which state or federally designated endangered, threatened, and sensitive species have a primary association;
- Habitats of local importance, including but not limited to areas designated as priority habitat by the Washington Department of Fish and Wildlife;
- Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat, including those artificial ponds intentionally created from dry areas in order to mitigate impacts to ponds;
- Waters of the state, including lakes, rivers, ponds, streams, inland waters,
- Underground waters, and all other surface waters and watercourses within the jurisdiction of the State of Washington;
- Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity.
- Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity.
- “Fish and wildlife habitat conservation areas” does not include such artificial features or constructs as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company.

As discussed previously, the WDFW has identified the following non-fish priority species or habitats within the City of Grandview:

1. Great Blue Heron – breeding area in ponds at the Byron Unit of the Sunnyside-Snake River Wildlife Area
2. Palustrine Aquatic Habitat³

These areas are designated as Fish and Wildlife Habitat Conservation Areas.

Frequently Flooded Areas

The 100-year floodplain of the Yakima River within the City is confined to a narrow strip of land along the northern boundary of the City’s wastewater treatment plant and sprayfield area. This strip of land has been designated an area of special flood hazard in the City’s Flood Control Ordinance. This area is designated as a frequently flooded area and development in this area is controlled by the provisions of the

³ Wetlands dominated by plants that persist throughout the year or the growing season.

City's Flood Control Ordinance. No other areas of the City or its UGA have been identified as areas of special flood hazard by FEMA. See Figure 1-6 page 1-23.

Geologically Hazardous Areas

Yakima County compiled geologic hazard data during the update to the Yakima County CAO. The geologic hazards inventory consists of areas of the county susceptible to hazardous geologic events. Geologic hazards are subdivided on the basis of risk. The categories used are high risk, intermediate risk, low risk, suspected risk, and unknown risk. The following hazards are depicted in the inventory: landslides, over steepened slopes, stream undercutting, alluvial fans/flash flooding, avalanche risk, and earthquake activity.

Figure 1-8, page 1-31 illustrates Geologically Hazardous Areas in the city of Grandview and unincorporated UGA. These hazards include areas in the category of "Intermediate Hazard – Over-steepened Slope." Over-steepened slope hazard areas include areas with slopes steep enough to cause potential problems. Intermediate risk areas are less likely to fail than high risk areas, but are still potentially hazardous. The intermediate risk category includes some slopes between 30-40%.

Natural Resource Areas

Agricultural Lands

Agricultural lands were identified through the County Assessor's database of existing land use. There are 39 agricultural parcels (either follow or in current agricultural use) totaling 532 acres in the Grandview City limits (Figure 1-9, page 1-32). These parcels are on prime farmland soil. For the most part, they are also adjacent to residential, commercial, light industrial/manufacturing, and other urban development.

For the reasons stated as follows, the City has determined that it is not appropriate to designate these parcels of land as agricultural lands of long-term commercial significance.

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

Mineral Lands

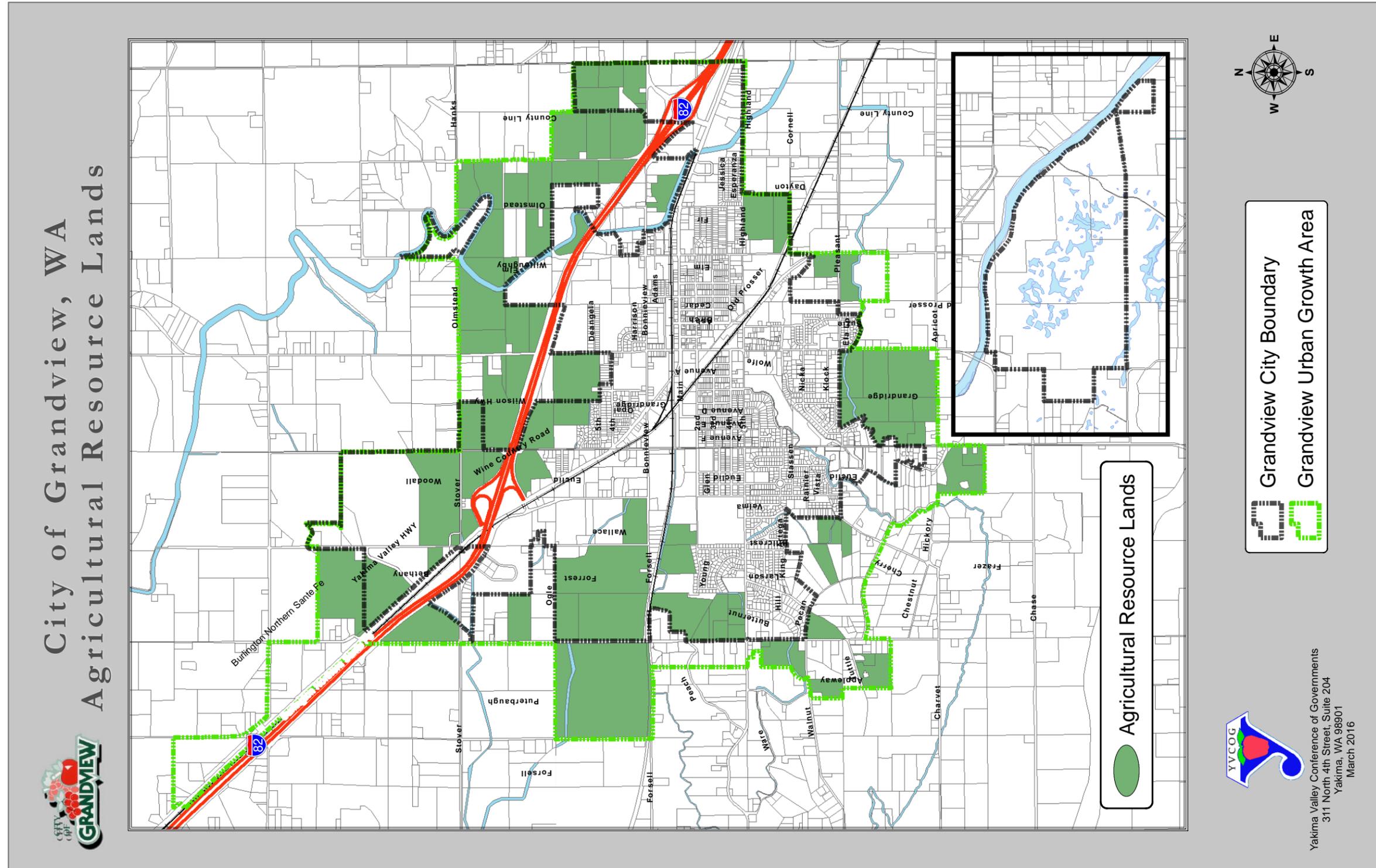
The City of Grandview has no areas of good economic potential for the extraction of commercial-grade deposits of gravel or any other mineral. There are no mineral extraction permit sites located within Grandview's borders. As illustrated in Figure 1-8, page 1-31, there is one mineral resource site identified outside of the City limits and UGA, to the northeast of the wastewater treatment plant area. No mineral resource lands of long-term commercial significance have been identified within the City of Grandview, therefore, no designation is necessary.

Forest Lands

In the City of Grandview, there are no lands (commercial or noncommercial) that are used to grow trees, including Christmas trees subject to the state excise tax that is imposed on harvesters of timber. Thus, no

forest lands of long-term commercial significance have been designated within the City.

Figure 1-9. Current Agricultural Use, Grandview UGA



IV. GOALS AND POLICIES

Goal 1: *Manage development according to the severity of natural constraints in order to reduce risks and minimize damage to life and property.*

Policy 1.1 The City will continue to amend and adopt land development regulations which ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios.

Policy 1.2 Support the preservation and enhancement of natural resource lands and support occupations associated with agriculture, farming and tourism within agricultural areas adjacent to the City and its UGA.

Policy 1.3 Support the protection of agricultural and other resource lands within the Grandview area from incompatible development, keeping them available for recreational use and economic purposes.

Policy 1.4 Encourage new developments to locate in areas that are relatively free of environmental problems relating to soil, slope, bedrock, and the water table. Proposed developments should be reviewed by the appropriate City staff or consultants to identify site-specific environmental problems.

Policy 1.5 Development shall take adequate measures to minimize significant erosion and flash flooding conditions by:

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

Goal 2: *Maintain acceptable air quality standards.*

Policy 2.1 Support the Yakima County Clean Air Authority in their efforts to prevent degradation of air quality.

Policy 2.2 Where there is a high probability of erosion, grading should be kept to a minimum and disturbed vegetation should be restored as soon as is feasible. In all cases, appropriate measures to control erosion and sedimentation shall be required.

Policy 2.3 Development shall take adequate precautions to avoid an increase in erosion potential by:

- 1) Requiring dust control of construction projects during and after construction;
- 2) Requiring vegetation to be replanted to increase the surrounding soils' capacity to withstand wind and water erosion; and
- 3) Require all roads in new subdivisions to be paved in accordance with Grandview's subdivision regulations.

Policy 2.4 Keep dust to a minimum on all public streets and alleys:
1) All streets and roads inside the City should be paved and maintained; and
2) Dust abatement programs should be continued for remaining unpaved roads until paving can be done.

Policy 2.5 Encourage alternatives to the use of the private automobile.

Policy 2.6 Approve the location and operation of potential new pollution producing activities (including light, noise, and odor), and after careful review for potential nuisance and/or compatibility with adjacent land use. Seek supplemental review, as needed by the:
1) Yakima County Clean Air Authority;
2) Washington State Department of Ecology; and/or
3) Washington State Department of Social and Health Services.

Goal 3: *Maintain high ground water quality.*

Policy 3.1 Coordinate with Yakima County to limit development outside the projected service area to a density where cumulative groundwater degradation for Grandview area residents will be prevented.

- 1) Ensure that lot sizes in areas lacking public sewer service are large enough to accommodate individual septic systems without cumulative degradation of water quality by continuing Yakima County Health District's requirement of on-site tests as a prerequisite for building permits; and
- 2) Require development to include provisions which ensure that increased runoff from impervious surfaces does not damage the natural drainage system or deteriorate water quality.

Policy 3.2 Conduct and support educational efforts which inform citizens of measures they can take to reduce contaminant loading of groundwater systems.

Policy 3.3 The City shall consider the impacts of new development on water quality as part of its review process and will require any appropriate mitigating measures.

Policy 3.4 Encourage development and expansion of community public water systems within the Urban Growth Area to lessen the reliance on individual wells.

Policy 3.5 Ensure that abandoned wells are closed properly.

Goal 4: *Protect surface waters from degradation.*

Policy 4.1 Identify those natural conditions, land uses and practices that together could result in loss of water quality if not properly managed.

Policy 4.2 Evaluate the measures that are already in place to prevent degradation, and determine the

best, cost effective means for protecting surface water from identified threats to water quality.

- Policy 4.3 Adequate on-site disposal of surface water runoff shall be provided by all types of development.
- Policy 4.4 Support efforts to encourage improved farming practices which will minimize runoff from farmlands and subsequent degradation of surface water by fertilizers, insecticides, sedimentation, etc.
- 1) Coordinate with the exiting conservation districts and support their planning and implementation effort by:
 - a) Supporting long-range planning efforts which address conservation in a variety of different areas; and
 - b) Implementing appropriate methods and techniques for conservation and
 - c) Using the Yakima County Extension Service, the Natural Resources and Conservation Service, the Bureau of Reclamation, etc., for more information on related subjects.
- Policy 4.5 Review available best management practices which can be used to reduce erosion and sedimentation associated with development within Grandview. Investigate the need for additional erosion control measures for construction projects.
- Policy 4.6 Maintain local control over water quality planning by: 1) providing guidance to state and federal agencies regarding water quality issues, priorities and needs; and 2) demonstrating progress in accomplishing the goals and objectives of locally developed water quality plans, thereby pre-empting externally-imposed solutions to water quality problems as much as possible.
- Policy 4.7 Encourage the implementation of best management practices through information dissemination and cooperation.
- Policy 4.8 Investigate the need for additional measures to control storm drainage and improve the storm drainage system.
- Policy 4.9 Work cooperatively with other jurisdictions and agencies to educate the public on the proper use and disposal of stored chemicals and hazardous materials.
- Policy 4.10 Maintain commercially viable farmland in agricultural production.
- Policy 4.11 Discourage urban density development on productive agricultural lands outside of areas needed for future growth and development.
- Goal 5:** *Establish critical areas protection measures to protect environmentally sensitive areas, and protect people and property from hazards.*

Policy 5.1: Use the best available science in a reasonable manner to develop regulations to protect the functions and values of critical areas. (WAC 365-195-900)

Policy 5.2: Ensure proposed subdivisions, other development, and associated infrastructure are designed at a density, level of site coverage, and occupancy to preserve the structure, values and functions of the natural environment or to safeguard the public from hazards to health and safety.

Shorelines

The goals and policies of the Yakima County Shoreline Master Program, adopted by the City of Grandview effective January 22, 2010, are hereby adopted by reference, as amended.

Chapter 2 – Land Use Element

I. INTRODUCTION

Purpose

The Land Use Element establishes the desirable character, quality and pattern of the physical environment and represents the community's policy plan for growth over the next 20 years. In addition, because land is a limited resource, the Land Use Element acts as a check and balance by establishing which areas are suitable or unsuitable for development. Unsuitable lands include those that pose significant health hazards, areas with development limitations, and critical areas.

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

- Designation of the proposed general distribution, extent and general location of a number of land uses for various activities;
- Establishment of population densities, building intensities and estimates of population growth;
- Wherever possible, the Land Use Element should consider utilizing urban planning approaches that promote physical activity;
- Provisions for the protection of the quality and quantity of groundwater used for public water supplies (this requirement is addressed in the Natural Systems Element); and
- Where applicable, the Land Use Element must review drainage, flooding and storm water runoff in the area covered by the plan and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute the waters of the state (this requirement is addressed in the Natural Systems Element).

Designation of an Urban Growth Area (UGA), integration with countywide planning policies, and identification of lands useful for public purposes and open space corridors within and between UGAs are also GMA inventory requirements, and will also be addressed in this element.

Applicable Revised Code of Washington (RCW), County-wide Planning Policies (CWPPs) and Metropolitan Transportation Plan (MTP) policies

Under the GMA, cities, towns, and their UGAs are identified as the primary areas where future urban growth will be permitted. To achieve the GMA's goal of "interjurisdictional consistency," consistency must be maintained at the state level with of the Revised Code of Washington (**RCW**), and at the regional level with the Yakima Countywide Planning Policy (**CWPP**), the Yakima Valley Metropolitan Transportation Plan (MTP), and each jurisdiction's comprehensive plan. The land use-related policies covered in detail in this element cite the consistent and applicable federal, state, county, and regional policies.

The following rules and policies apply to discussion of the City of Grandview Land Use Element.

The following policies are related to the process and criteria for establishing and amending Grandview's UGA:

- 1) Areas designated for urban growth should be determined by preferred development patterns and the capacity and willingness of the community to provide urban governmental services (**CWPP A.3.1**).
- 2) All cities and towns will be within a designated UGA. UGAs may include areas not contained within an incorporated city. (**CWPP A.3.2, also RCW 36.70A.110**)
- 3) All UGAs will be reflected in County and respective city comprehensive plans (**CWPP A.3.3**).

- 4) Urban growth will occur within UGAs only and not be permitted outside of an adopted UGA except for new fully contained communities (CWPP A.3.4, **RCW 36.70A.350**)
- 5) The baseline for 20-year Countywide population forecasts shall be the official decennial GMA Population Projections from the State of Washington’s Office of Financial Management (OFM) plus unrecorded annexations. The process for allocating forecasted population will be cooperatively reviewed (CWPP A.3.5).
- 6) Sufficient area must be included in the UGAs to accommodate a minimum 20-year population forecast and to allow for market choice and location preferences (CWPP A.3.6, **RCW 36.70A.110 (2)**).
- 7) When determining land requirements for UGAs, allowance will be made for greenbelt and open space areas and for protection of wildlife habitat and other environmentally sensitive areas (CWPP A.3.7, **RCW 36.70A.110(2)**).
- 8) The County and cities will cooperatively determine the amount of undeveloped buildable urban land needed. The inventory of the undeveloped buildable urban land supply shall be maintained in a regional GIS database (CWPP A.3.12).
- 9) The County and cities will establish a common method to monitor urban development to evaluate the rate of growth and maintain an inventory of the amount of buildable land remaining (CWPP A.3.9).
- 10) The local jurisdiction may initiate an amendment to an existing UGA through the normal comprehensive plan amendment process; however, in no case will amendments be processed more than once a year (CWPP A.3.10, **RCW 36.70A.130 (2)**).
 - Note: this policy was modified in 2009 by Yakima County through Ordinance No. 9-2009. Applications for amendments to UGA boundaries will only be considered at five-year intervals, after the Washington State Office of Financial Management’s (OFM’s) GMA population projections for the County have been issued.
- 11) Prior to amending an UGA, the County and respective local jurisdiction will determine the capital improvement requirements of the amendment to ascertain that urban governmental services will be available within the forecast period (CWPP A.3.11).
- 12) Annexations will not occur outside established UGAs (**RCW 35.13.005**). Annexations will occur within UGAs according to the provisions of adopted inter-local agreements, if any (CWPP A.3.8).

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

- 1) Urban growth should be located first in areas already characterized by urban growth that have existing public facilities and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in rural areas (CWPP B.3.1, **RCW 36.70A.110 (3)**).
- 2) Urban growth management inter-local agreements will identify services to be provided in an UGA, the responsible service purveyors and the terms under which the services are to be provided (CWPP B.3.2).
- 3) Infill development, higher density zoning and small lot sizes should be encouraged where services have already been provided and sufficient capacity exists and in areas planned for urban services within the next 20 years (CWPP B.3.3).
- 4) The capital facilities, utilities and transportation elements of each local government’s comprehensive

plan will specify the general location and phasing of major infrastructure improvements and anticipated revenue sources (**RCW 36.70A.070(3)(c)(d)**). These plan elements will be developed in consultation with special purpose districts and other utility providers (CWPP B.3.4).

- 5) New urban development should utilize available/planned urban services (CWPP B.3.5, **RCW 36.70A.110(3)**).
 - 6) Formation of new water or sewer districts should be discouraged within designated UGAs (CWPP B.3.6).
 - 7) Transportation improvements or strategies to accommodate the impacts resulting from new development will be implemented concurrent with new development. “Concurrent with new development” means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years (CWPP D.3.4, **RCW 36.70A.070(6)(e)**).
 - 8) The County and cities will work with special purpose districts and other agencies to establish a process for mutual consultation on proposed comprehensive land use plan policies for lands within UGAs. Actions of special purpose districts and other public service providers shall be consistent with comprehensive plans of the County and the cities. (CWPP F.3.1, **RCW 56.08.020**, **RCW 57.16.010**).
 - 9) Local economic development plans should be consistent with the comprehensive land use and capital facilities plans, and should:
 - 10) Evaluate existing and potential industrial and commercial land sites to determine short and long term potential for accommodating new and existing businesses;
 - 11) Identify and target prime sites, determine costs and benefits of specific land development options and develop specific capital improvement strategies for the desired option;
 - 12) Implement zoning and land use policies based upon infrastructure and financial capacities of each jurisdiction;
 - 13) Identify changes in UGAs as necessary to accommodate the land and infrastructure needs of business and industry;
 - 14) Support housing strategies and choices required for economic development. (CWPP G.3.2).
- Coordination of efforts between the many diverse economic development organizations and other related agencies within Yakima County should be encouraged by:
- a) Identifying linkages between economic development issues and strategies and other growth planning elements (i.e. housing, transportation, utilities and land use);
 - b) Defining roles and responsibilities for carrying out economic development goals, objectives and strategies (CWPP G.3.3).

Relationship to Other Elements

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

This Land Use Element has the following components:

- 1) Summary of the UGA process and designation.
- 2) Summary of major land use considerations for the City.
- 3) Summary of historic trends and the physical setting for the community, and an inventory of existing

land uses within the City and its UGA.

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

II. URBAN GROWTH AREA

Grandview's Urban Growth Area (UGA) includes the incorporated City, those lands to which the City may feasibly provide future urban services (i.e. the City's urban service area), and those surrounding areas which directly impact conditions within the City limits (Figure 2-1).

The UGA boundary was designated by the County Commissioners, after an extensive process involving coordination between the City and Yakima County, in which the UGA was identified, management policies for the UGA were established, and annexation policies were developed. County-wide planning policies were taken into consideration in this process.

In the UGA boundary designation process, the following major findings or considerations contributed toward the final location of the boundary.

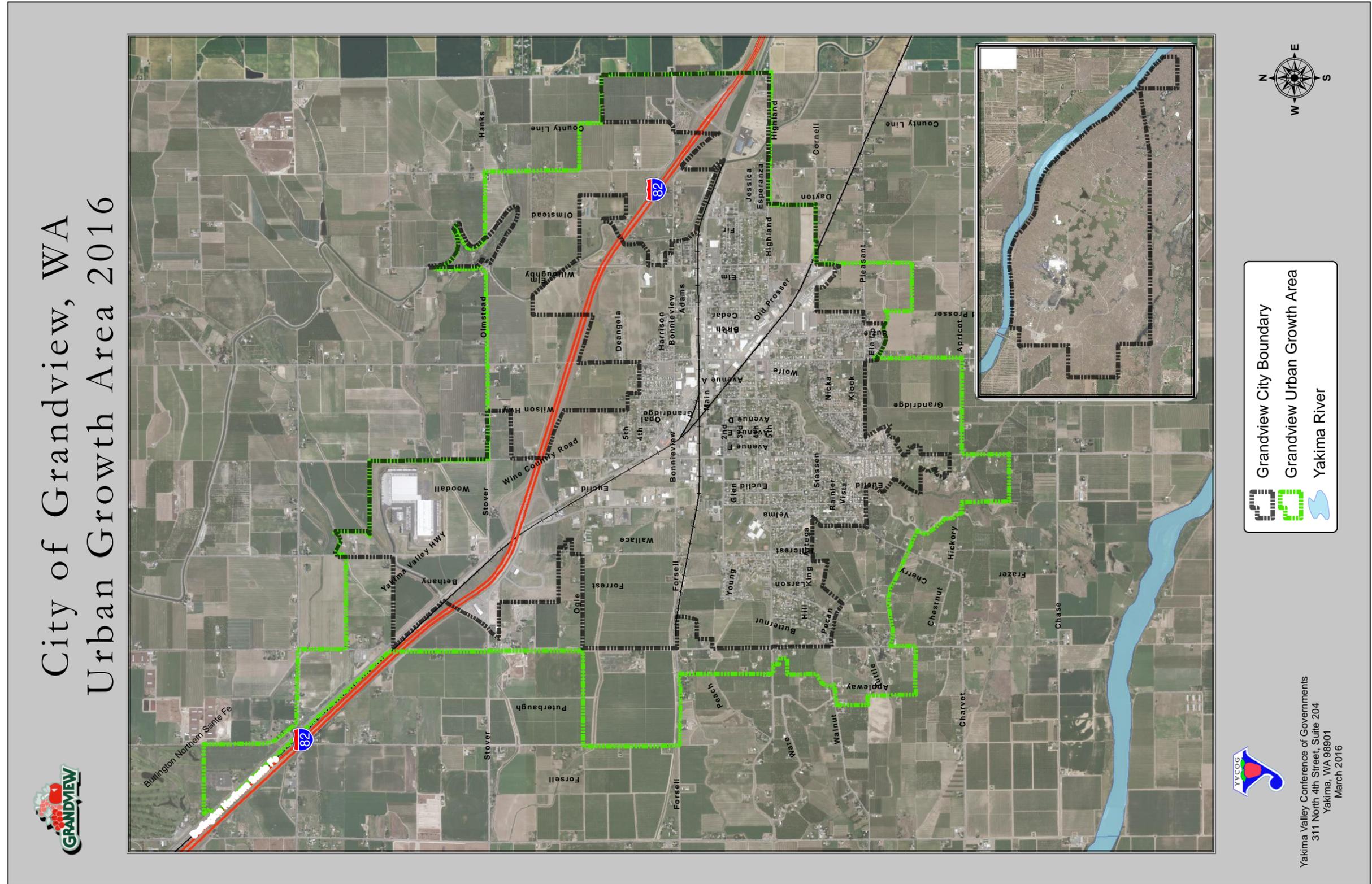
- Establishing a balance between too much land within the UGA which may contribute to urban sprawl, high costs for public services, and unnecessary conversion of resource lands and farmlands to residential or other uses, and too little land for residential uses which can increase housing costs and limit housing choices. Allowing an inadequate supply of industrially zoned lands can also constrain economic development and may potentially adversely affect the City's future tax base.
- Physical features or environmental constraints should be used to provide a clear separation between urban and rural areas.

The City of Grandview's UGA boundary and future land use designations in the unincorporated portions of the UGA were revised in 2015 after an extensive process involving coordination between the City and the County. The Land Capacity Analysis conducted by the County determined that Grandview's existing UGA contained a surplus of 1,125 (incorporated and unincorporated portions of UGA) acres of vacant residential, commercial, and community facilities land which would accommodate 80 years of growth for non-industrial purposes⁴. Portions of two parcels were added to the UGA because they straddled the UGA boundary and were split designated/split zoned parcels. The change was considered correction of a mapping error.⁵

⁴ Yakima County Public Services Department Planning Division, Long Range Planning Section. September 14, 2015. Staff Report: Yakima County's 2017 Review of its UGAs and Permitted Densities – Urban Growth Area for City of Grandview.

⁵ Board of Yakima County Commissioners. December 15, 2015. In the Matter of Amending Both the Yakima County Comprehensive Plan – Plan 2015 and Yakima County Code Title 19 – Unified Land Development Code, As Part of the 2015 Biennial Map Amendment Cycle, 2015 Yakima county Initiated Text and Map Amendments and Initial Urban Growth Area Boundary Amendments Relating to the 2017 Required Comprehensive Plan Update.

Figure 2-1. Urban Growth Area



Major Land Use Considerations

- What are appropriate locations for industrial development to expand the city's employment base? Should the city concentrate industrial development activities/zoning in the northwest and southeast areas of the city near I-82 and the Washington Central rail line?
- What are the important site considerations for new commercial and industrial development? Should industrial uses be grouped together in an industrial park setting to take advantage of existing infrastructure?
- What would be the best use of the land surrounding Exit 73 and Exit 75 on I-82? Commercial oriented toward the needs of the traveling public, or industrial uses? What form should any transition from existing land uses and adjacent residential or agricultural uses take?
- What is the appropriate development pattern for Grandview? Should the city grow incrementally outward from the existing city limits, or should independent developments be allowed to occur outside the existing city limits, either with or without accompanying city services?
- What type of commercial development, professional offices, medical facilities or other business is appropriate for the downtown and other areas of the city?
- What is the role of agricultural lands within the Urban Growth Area? How should the transition from rural to urban uses be handled? Should buffering be considered, and if it is, what form should the buffering take?
- What are appropriate locations for public and private facilities of a regional or state-wide nature?
- How much land area is needed to support a variety of housing types serving all segments of the community?
- What land uses are appropriate in the area of the wastewater treatment facility?

III. EXISTING CONDITIONS

History

Grandview like many other communities located in the Yakima Valley can attribute its origins to expansion of railroad lines, specifically the Northern Pacific Railway. The site for Grandview was selected in 1905 to serve as a terminus for the Sunnyside Branch of the Northern Pacific Railway. The City site was designed and platted at that time, and named "Grandview" due to its outstanding view of Mt. Adams and Mt. Rainier.

In the late 1880s, the Yakima Valley was recognized by railroad officials and land speculators to be an area with an enormous amount of agricultural potential. Railroad officials acted quickly, and in 1889, devised a plan to purchase land in the valley and formed a company to irrigate these lands. During this period, a total of three irrigation companies were organized and pumping plants were installed leading to the first intensive cultivation of land in 1903.

In 1909, the City became incorporated and the first officers were elected.

Growth in Grandview for the most part, has been incremental in all directions from the original City site, with commercial growth generally following Wine Country Road (east-west), and with industrial growth occurring along the rail corridor (northwest - southeast). Residential growth has occurred mostly south of the commercial areas and east of the industrial areas. Since 1960, most of the residential growth has been in the southwest portion of the City.

In late 1950s, the City annexed a noncontiguous area of City property across the Yakima River, 2½ miles south of Grandview. A lagoon type sewage disposal treatment system, and a sanitary landfill occupied

roughly 970 acres of this property. Another noncontiguous parcel of City property located northeast of the City formed a reservoir site.

Several areas were annexed to Grandview in 1980, including two large commercially and industrially zoned tracts along I-82, and a number of residentially zoned tracts, located mostly south of the City.

Between 1980 and 1982, other annexations occurred including some large tracts to the north along I-82, several smaller areas to the south, and the Glacier Park parcel on the west side of the City's property across the Yakima River.

In 1986, a large agricultural tract was annexed west of the City limits to Forrest Road, aligned with Ogle Road to the north. An adjacent tract west to Puterbaugh Road and north to Ogle Road was annexed in 1991. Several other annexations occurred in the 1990s including a subdivision zoned AF-1 in 1990, located west of Wilson Highway and north of Pleasant Avenue, and a large agricultural tract added to the northwest corner of the City in 1992.

Physical Setting

Grandview is located in the south-central section of Washington State, along the eastern boundary of Yakima County. The City lies along Interstate 82 approximately 40 miles from the Yakima metropolitan area, and is also approximately 40 miles from the Tri-Cities metropolitan area. The City of Sunnyside is six miles to the northwest of Grandview, and the City of Prosser is eight miles to the east. The majority of the City of Grandview lies north of the Yakima River, in a fertile irrigated valley, approximately in the middle of the Lower Yakima Valley between the Rattlesnake Hills to the north and the Horse Heaven Hills to the south.

Significant Milestones in Grandview's Recent History

- ✓ 2006 Hillcrest Reservoir Rehabilitation
- ✓ 2006 New children's playground at Tower Park
- ✓ 2007 YVCC Grandview Campus Workforce Education Facility (winery/vineyard technology and allied health programs)
- ✓ 2008 Disc Golf Course at Dykstra Park
- ✓ 2008 New children's playground at Westside Park
- ✓ 2009 Grandview Centennial Celebration
- ✓ 2009 Grandridge Area Improvements
- ✓ 2009 New children's playground at Country Park – Seahawks Play 60
- ✓ 2009 Euclid Road Rehabilitation
- ✓ 2010 "Alive" Downtown Revitalization
- ✓ 2010 Rose Garden moved to East Entrance
- ✓ 2011 City/College (YVCC) Library Construction
- ✓ 2011 Community Center Construction
- ✓ 2011 Wine Country Road Improvements
- ✓ 2011 Grandview Transportation Benefit District Formation
- ✓ 2012 North Birch Street Neighborhood Improvements
- ✓ 2012 Second Street/Elm Street Overlay
- ✓ 2012 Euclid Road Improvements
- ✓ 2013 Euclid Road Overlay
- ✓ 2013 Second Street Improvements
- ✓ 2013 Bonnieview Road Improvements
- ✓ 2014 Wastewater Pumping Facility Improvements

- ✓ 2015 East Wine Country Plaza
- ✓ 2015 East Fourth Street Neighborhood Improvements
- ✓ 2015 Forsell Road Sidewalk Extension
- ✓ 2015 GHS Track & Field Renovation
- ✓ 2015 New Grandview Museum
- ✓ 2015 Swim Pool Renovations – Phase 1

Inventory of Land Uses within the City of Grandview

Figure 2-3, page 2-16 illustrates existing land uses in the Grandview incorporated area. Table 2-1 below summarizes existing land uses in the Grandview incorporated area. The three most predominant land uses within the City of Grandview include residential (20.3% total), public (37.1%) and agricultural (18.0%) of the City’s total acreage. The agricultural uses range from mint, alfalfa, asparagus, and grapes to the north, pasture and grapes to the east, and corn, orchards and grapes in the southern and western portions of the UGA. Table 2-1 below summarizes the existing land uses within the City limits.

Table 2-1. City of Grandview Incorporated Area: Current Land Use

Land Use	# Parcels	Acres	% Total
Agriculture	50	646.9	18.0%
Commercial	279	187.7	5.2%
Industrial	42	274.1	7.6%
Park	15	63.3	1.8%
Public	50	1,333.8	37.1%
Residential - Mobile Home Park	16	58.3	1.6%
Residential - Multifamily	33	38.0	1.1%
Residential - Single	2,133	628.2	17.5%
Residential - Other	13	3.5	0.1%
Transportation right-of-way	42	18.0	0.5%
Vacant	204	339.8	9.5%
Total	2,877	3,591.5	100.0%

Residential Land Use

Approximately 728.0 acres is devoted to residential use within Grandview, or 20.3% of the City’s total land area. Of the land used for housing, approximately 628.2 acres, or 86.3%, is currently used for single-family homes. Multifamily housing accounts for 1.1% of the total housing stock. The most recent multifamily development was Carriage Court Apartments, 1200 Carriage Court, which contains 41 units of low-income and farmworker housing.

The majority of residential development is located in the south half of the city, particularly south of 2nd Street and west of Grandridge Road (see Figure 2-3, page 2-16). Residential zoning in this area includes R-1 (low-density residential), R-2 (medium-density residential), R-3 (high-density residential), and MR (manufactured home park).

Figure 2-4, page 2-17 illustrates population density in the City of Grandview. A significant amount of land in the north and south ends of the city are zoned R-2 or R-3; much of that land is currently in

manufactured home park, vacant, or agriculture land uses. The densest areas of the city correspond with R-3 zoning. There are also some high density areas scattered around the central business district which are composed of small-lot single-family homes. Lower density areas are associated with AG (agriculture) and R-1 zoning, with agriculture and larger-lot single-family home uses, farther outside of the central business district.

Commercial Land Use

There are 187.7 acres of commercial land within the City limits, accounting for 5.2% of the total acreage within the City. The intensity of commercial development can be measured by estimating the number of acres per 1,000 of population. Grandview has 16.8 acres of commercial land per 1,000 population based on the current land use inventory and 2014 population of 11,170 (Office of Financial Management [OFM], 2015).

Most of the commercial development in Grandview is located within two areas: along Wine Country Road between North Third Street and the railroad tracks, and downtown. The downtown core also has two distinct commercial areas. The first is along Wine Country Road from east of Grandridge to Dayton Road, and the second is located south of Wine Country Road to Fourth Street, between Grandridge and Ash Street. There are also a few commercial properties located in the blocks east of Ash Street. The largest single commercial development in Grandview is the 113 acre Walmart Distribution Center at 546 Woodall Road at the north end of Grandview.

Commercial development along Wine Country Road is characterized by auto-oriented service businesses such as retail stores, mini marts, grocery stores, automotive repair shops, service stations, restaurants, and petroleum product distributors.

South of Wine Country Road, the commercial development pattern is more characteristic of a central business district. Businesses are more pedestrian-oriented, and typically are retail and professional businesses that serve the local community, consisting of retail shops, beauty and barber shops, grocery stores, banks, restaurants, offices, including attorneys, accountants, real estate, insurance, dentist and doctor's offices, and several churches. In 2009, the City invested \$5.1 million in a downtown revitalization project that included new asphalt, reconstruction of curb and gutter, storm-water facilities, relocation of utilities, widened sidewalks, improved street lighting, streetscape treatments including flower pots, textured paving, street trees and shrubs, and benches.

Industrial Land Use

Approximately 7.6% of the total acreage within the City limits, 274.1 acres, is occupied by industrial lands. The intensity of industrial land can also be measured in the same manner as described above. Grandview has approximately 24.5 acres of industrial land per 1,000 population.

The majority of the industrial lands are located along the Washington Central railroad tracks between Bonnieview Road and Elm Street, and the Walmart Distribution Center located at Bethany and Stover Roads. Grandview is known as the center of the food processing industry in the Lower Valley. Most of the City's industrial lands are used for fruit or vegetable processing/packing plants, such as Shonan USA, Smucker Fruit Processing Company, Stimson Lane Ltd. (Chateau Ste. Michelle), Welch Foods, FruitSmart, Oasis Blueberry Packing, Olsen Brothers Ranches and Conrad & Adams. Other industrial land uses include a Walmart food distribution center, commercial trailer manufacturer, cold storage facilities, wholesale distributors of agricultural chemicals, construction contractors, irrigation suppliers and plumbing and heating contractors. Most of the commodities produced in Grandview are transported by truck or rail service.

Agricultural Lands

Agricultural lands account for 568 acres within the City, or 16.0% of the City's total land area. Orchards and Concord grape vineyards make up most of agricultural lands within the study area. Alfalfa, mint, corn and asparagus crops can also be found, although these crops are produced in smaller quantities.

Public Lands

The public land use category is composed of several varying land uses, each of which is described below.

Park, Recreation, and Open Space Land

The Lower Yakima Valley offers many recreational opportunities to residents and visitors alike, including picnicking at wineries, bicycling, fishing, hunting, wildlife viewing, and organized sporting activities such as softball, soccer, and croquet.

The City of Grandview is currently providing approximately 63.25 acres of City-owned park recreation areas. This figure includes all nine Grandview parks, but does not include the portion of the Lower Valley Pathway that passes through Grandview, the Community Center or the Grandview Museum. The City of Grandview Comprehensive Parks, Recreation and Open Space Plan 2015-2020 states that there are 69.75 acres of park land in 10 city-owned parks. However, the year after the Parks and Recreation Plan was adopted, Euclid Park (6.5 acres) was sold to the Grandview School District. The Grandview area has approximately 121.5 acres available for recreational purposes when land provided by the Grandview School District and private entities is added to the City's acreage. In addition, the southern, non-contiguous portion of the City, which is largely dedicated to the City's wastewater treatment plant facilities, contains approximately 250 acres of open space associated with the Sunnyside Wildlife Recreation Area, which offers trails and bird watching.

Open Space Corridors

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

The Yakima County Trails Plan was updated in 2014. The Trails Plan provides an overview of the trails in Yakima County, the extent of the trail system, the standards for trail design and other features. In the Lower Valley, the process of developing open space corridors began with the development of the Lower Valley Pathway – a pedestrian and bicycle path which connects the cities of Sunnyside, Grandview and Prosser by using the abandoned railroad right-of-way which runs between Yakima Valley Highway/Wine Country Road and I-82 from Sunnyside, through Grandview to Prosser. The current Trails Plan includes a recommendation to support the identification and development of further trails in the Lower Valley, including an SR 24 trail corridor from Mabton to Grandview.

Wastewater Treatment Facilities

Of the 1,333.8 acres identified in public use, more than 720 acres of these lands are within the noncontiguous portion of the City used for wastewater treatment and disposal. These lands also include an area which contains the City's now closed landfill area.

Schools

All of the elementary and secondary schools of the Grandview School District lie within the City of Grandview. The Grandview Campus of the Yakima Valley Community College is also in the City limits.

Other Public Lands

The remainder of the public lands are scattered throughout the City and mainly contain municipal uses including the City Hall, police department, fire station, community center, library, museum, public works department, parks and recreation department, well and reservoir sites, and similar uses.

Vacant or Underdeveloped Land

Vacant lands account for 339.8 acres or 9.5% of Grandview's total parcel land area. A large portion of Grandview's vacant lands are located at the northwest corner of the City, west of the I-82 interchange, and are owned by the Port of Grandview. Another large portion of vacant lands are in the northeast, south of I-82 and north of Bonnieview Road; and a third is located southwest of Wine Country Road and north of Bonnieview Road. Other smaller vacant parcels are scattered throughout the City. Some smaller, scattered parcels are located in areas currently zoned R-1 (Low Density Residential) or R-2 (Medium Density Residential), while the larger parcels to the north are located in area currently zoned M-1 (Light Industrial), AG (Agriculture), or R-2.

Cultural Resource Uses

Table 2-2 below identifies Grandview historic buildings and properties listed on the National Register of Historic Places or State Register of Historic Places. Grandview had five historic buildings, a road, and a farmstead on the National Register of Historic Places, as well as three buildings on the State Register of Historic Places.

Historic preservation may be defined as active protection of properties significant to Grandview's past. In the City, there are historically or culturally significant places that are important to the citizens of Grandview, but not protected as the City does not have a local historic preservation program. These historic places range from houses associated with people who were instrumental in the shaping of the City and greater Grandview area or houses that represent a particular architectural or vernacular style found only in this area, to buildings and laterals associated with Grandview's agricultural past, such as the Marble Ranch Barn (one of the few round barns left in the state), and the Rocky Ford Lateral which brought the first irrigation water close to the City.

Table 2-2. City of Grandview and Vicinity Historic Buildings and Places

National Register of Historic Places	
Grandview Herald Building	107 Division Street
Grandview High School	913 West Second Street
Grandview Road--Yellowstone Trail	Grandview Pavement Rd. between Mabton-- Sunnyside Rd. and Apple Way
Grandview State Bank	100 West Second Street
Howay-Dykstra House	114 Birch Street
Morse House	404 Wine Country Road
Cornell Farmstead	Pleasant Road & Old Prosser Road
State Register of Historic Places	
Grandview City Hall	201 West Second Street
Iowa Building	125-133 Division Street
Keck Building	138 Division Street

Historic preservation can enhance the quality of life in a City by complementing economic development efforts, promoting a revitalized downtown and neighborhoods, emphasizing the qualities of rehabilitated housing and the City’s past, providing cost effective re-use of the community’s capital facilities, and preserving urban design that protects existing community character. A variety of incentives are available to promote historic preservation as well.

Preservation efforts in Grandview should focus on several areas:

- Older residential neighborhoods to the east and west of the central business district.
- The central business district, including the surrounding ring of agricultural warehousing, cold storage and food processing plants.
- Cultural and historic resources in and around Grandview related to its unique development spurred on by the railroads and irrigation.

Inventory of Land Uses within the Unincorporated Urban Growth Area

Figure 2-3, page 2-16 illustrates current land uses in the unincorporated UGA. Table 2-3 below summarizes existing land uses in the unincorporated UGA.

Table 2-3. City of Grandview Unincorporated UGA: Current Land Use

Land Use	# Parcels	Acres	% Total
Agriculture	58	977.1	60.3%
Commercial	3	13.1	0.8%
Manufacturing	0	0.0	0.0%
Mobile Home Park	0	0.0	0.0%
Park	1	0.6	0.0%
Public	5	15.2	0.9%
Residential - Multifamily	0	0.0	0.0%
Residential - Single	187	388.2	23.9%
Residential - Other	6	23.6	1.5%
Transportation	0	0.0	0.0%
Vacant	55	203.1	12.5%
Total	315	1,620.9	100.0%

Residential Land Use

Within Grandview’s unincorporated UGA, approximately 411.8 acres are devoted to residential use. 388.2 acres are devoted to single-family residential, or 24% of the land area.

Commercial Land Use

There are approximately 13.1 acres of commercial land within the unincorporated UGA, accounting for 0.8% of the land area.

Industrial Land Use

There are no industrial lands identified in the unincorporated UGA.

Agricultural Lands

Agricultural lands account for 977.1 acres, or 60.3%, of the unincorporated UGA total parcel area. Orchards and Concord grape vineyards make up most of agricultural lands within the study area. Alfalfa, mint, corn and asparagus crops can also be found, although these crops are produced in smaller quantities.

Parks and Recreation

The Lower Yakima Valley offers many recreational opportunities to residents and visitors alike, including picnicking at wineries, bicycling, fishing, hunting, wildlife viewing, and organized sporting activities such as softball and soccer. Grandview residents also have access to other recreational facilities not within City limits. The Sunnyside Wildlife Recreational Area is approximately six miles south of Grandview, and provides fishing and hunting access. The 30-acre Sunnyview Park located 2.5 miles to the northwest includes the Black Rock Creek Golf Course, and provides further recreational opportunities to City residents.

Open Space Corridors

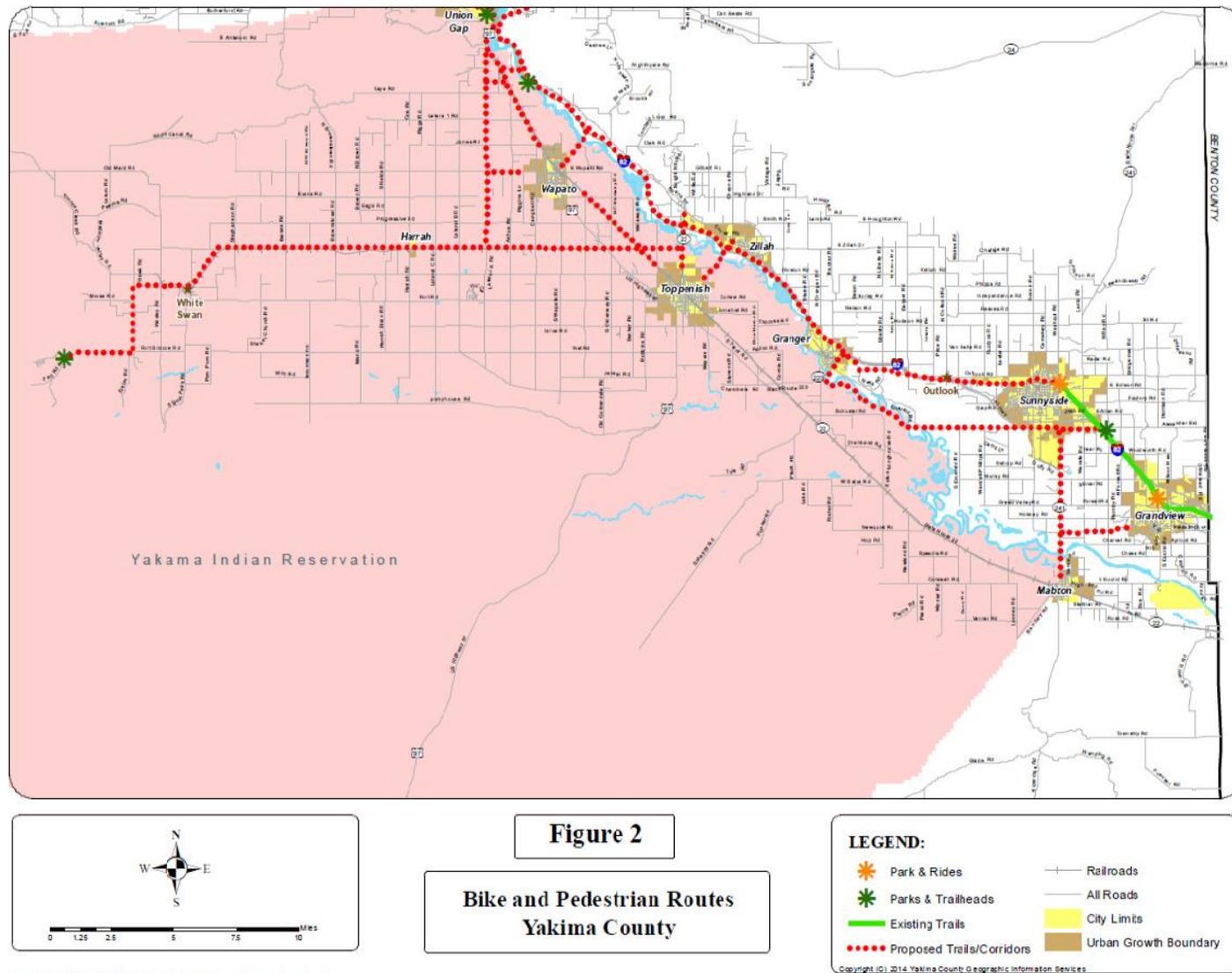
The Growth Management Act requires cities to identify open space corridors within and between urban growth areas. These corridors shall include lands that are useful for recreation, wildlife habitat, trails and connection of critical areas.

The Yakima County Trails Plan was updated in 2014. The Trails Plan provides an overview of the trails in Yakima County, the extent of the trail system, the standards for trail design and other features. In the Lower Valley, the process of developing open space corridors began with the development of the Lower Valley Pathway – a pedestrian and bicycle path which connects the cities of Sunnyside, Grandview and Prosser by using the abandoned railroad right-of-way which runs between Yakima Valley Highway/Wine Country Road and I-82 from Sunnyside, through Grandview to Prosser. The current Trails Plan includes a recommendation to support the identification and development of further trails in the Lower Valley, including an SR 24 trail corridor from Mabton to Grandview (Figure 2-2).

Vacant or Underdeveloped Land

Vacant lands account for approximately 203.1 acres or 12.5% of Grandview's unincorporated UGA total parcel area.

Figure 2-2. Proposed and Existing Trails and Corridors, Lower Valley



Document Path: R:\d\ok_projects\county\parks\trails_pan\maps_2014\lak_e_ped_county.mxd

Source: Yakima County Trails Plan, 2014

Figure 2-3. Current Land Use

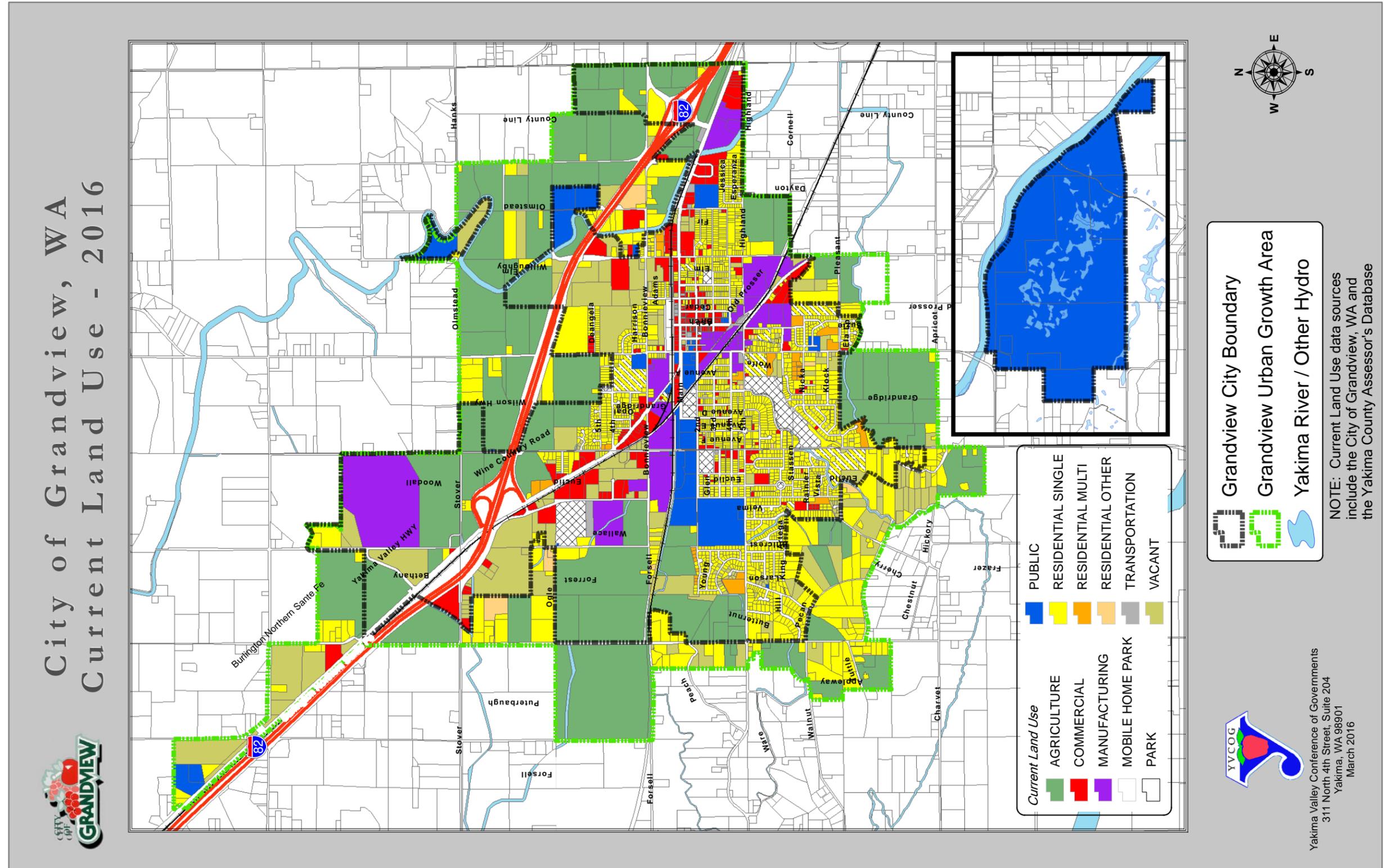
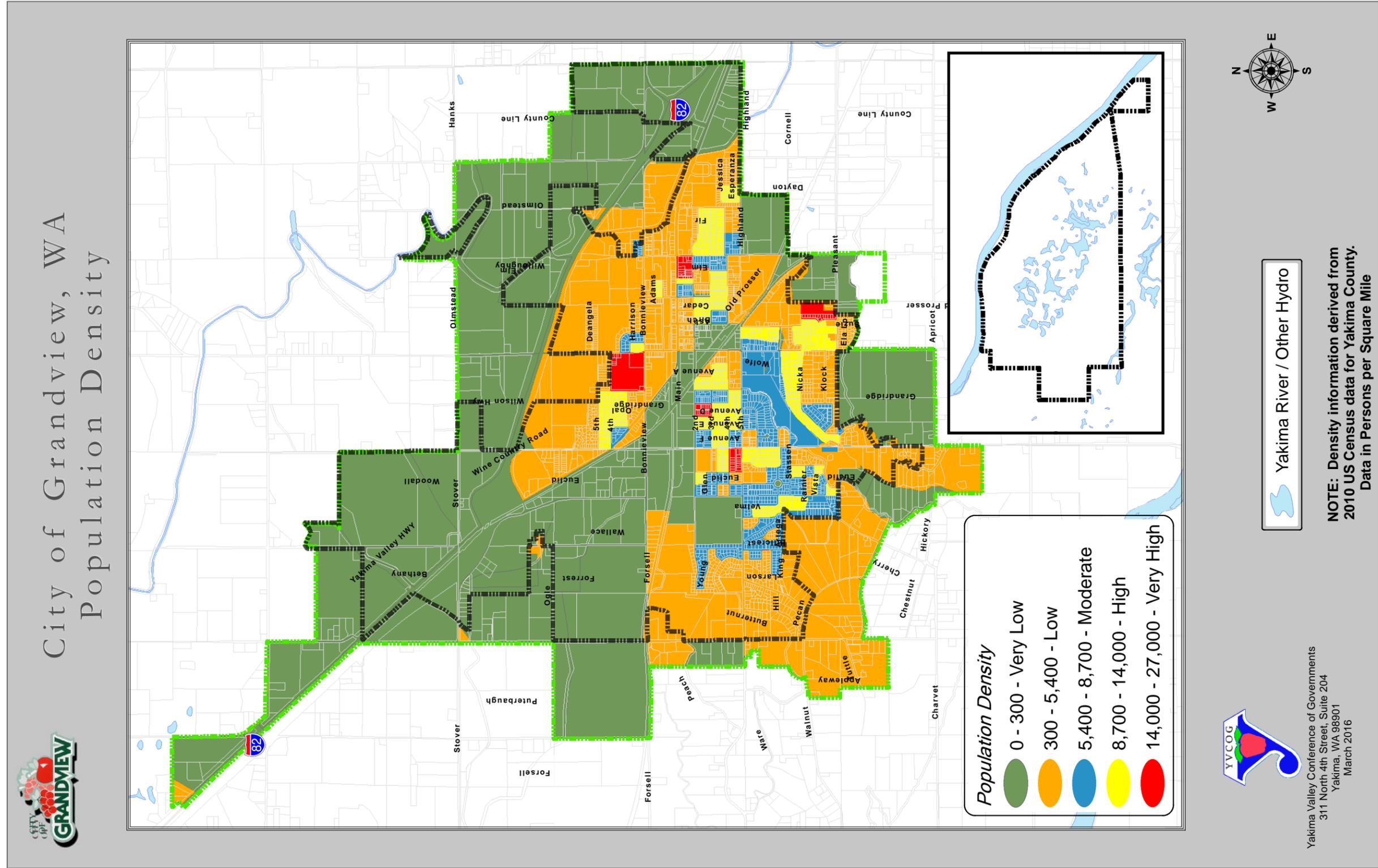


Figure 2-4. Population Density



IV. ANALYSIS/FORECASTS

Population Trends, Demographics, and Projections

Growth in Grandview

The City of Grandview has grown steadily since its incorporation in 1909, to a 2014 population of 11,170 (OFM, 2015). Table 2-4 shows the Census population by decade and the associated rate of increase.

The average rate of growth since 2000 within the City has ranged from a low of 0.1% per year between 2012 and 2013, to a high of 4.9% per year between 2006 and 2007. The rate decreased after 2007 but slowly picked up between 2010 and 2014. Between 2013 and 2014, the growth rate was 1.5%. There were two annexations in 2014, but they only added a few households and so did not contribute significantly to the 2013-2014 growth rate.

Table 2-4. City of Grandview Population Trends, 1910-2014

Year	U.S. Census Population	OFM Population Estimate	Total Change Per Decade	Total Change Per Year	Percent Change Per Decade	Percent Change Per Year
1910	320	---	---	---	---	---
1920	1,011	---	691	---	215.9%	---
1930	1,085	---	74	---	7.3%	---
1940	1,449	---	364	---	33.6%	---
1950	2,503	---	1,054	---	72.7%	---
1960	3,366	---	863	---	34.5%	---
1970	3,605	---	239	---	7.1%	---
1980	5,615	---	2,010	---	55.8%	---
1990	7,169	---	1,554	---	27.7%	---
2000	8,377	---	1,208	---	14.4%	---
2001	---	8,504	---	127	---	1.5%
2002	---	8,701	---	197	---	2.3%
2003	---	8,917	---	216	---	2.5%
2004	---	9,127	---	210	---	2.4%
2005	---	9,453	---	326	---	3.6%
2006	---	9,749	---	296	---	3.1%
2007	---	10,226	---	477	---	4.9%
2008	---	10,588	---	362	---	3.5%
2009	---	10,827	---	239	---	2.3%
2010	10,862	---	2,485	35	29.7%	0.3%
2011	---	10,920	---	58	---	0.5%
2012	---	11,000	---	80	---	0.7%
2013	---	11,010	---	10	---	0.1%
2014	---	11,170	---	160	---	1.5%

Demographics

Based on 2010 Census population data, 55% of Grandview’s population is white, and 80% of the population is classified as being of Hispanic or Latino, a 13% increase over the 2000 Census. Approximately 40% of the population is nineteen years old or younger, and 8% of the population is 65 years or older. 40% of Grandview’s population is between the ages of 20 and 49.

Population Projections

Table 2-5 summarizes the City’s existing population projections through the year 2040. These population projections were developed by Yakima County and the Countywide Planning Policy Committee (CWPPC) in 2015, based on projections for the County as a whole that were provided by the OFM for use in comprehensive planning efforts. The OFM’s medium population projection was considered the preferred alternative for Yakima County jurisdictions.

Table 2-5. Population Projection Through 2040⁶

Year	Medium Projected Growth
2015	11,269
2020	11,762
2025	12,239
2030	12,695
2035	13,137
2040	13,558

The unincorporated UGA surrounding the City of Grandview is expected to grow more slowly than the City.

Analysis of Economic Conditions

Economic Status of the Population

In Grandview, 24.2% of individuals live below the poverty line (2009-2013 American Community Survey [ACS]). In comparison, 22.6% of all persons in Yakima County and only 13.4% of all persons in the state of Washington live below the poverty line. Grandview’s median household income is \$39,709 (2009-2013 ACS). For comparison, the median household income in Yakima County is \$43,506 and \$59,478 for Washington State

Employment of Grandview Residents

As of 2014, Grandview had 11,170 residents (OFM 2015). An estimated 3,838, or 34% of the population fell in the category of 16 years and older and employed in the labor force. The unemployment rate was 15.8% . “Sales and office” was the largest occupation group in Grandview, employing 28% of the available workforce. “Management, business, science, and arts” occupations followed with 20% of the workforce (ACS 2009-2013) (see Table 2-6 below). The largest industry sector employing the Grandview workforce was the “Agriculture, forestry, fishing and hunting, and mining” sector with 22% of the workforce, closely followed “Educational services, and health care and social assistance” with 20%

⁶ Yakima County Public Services Department Planning Division, Long Range Planning Section. July 14, 2015. Report 1 – Yakima County Population and Employment Projections and Allocations.

and “Retail trade” with 17% (see Table 2-6 below).

Table 2-6. Workforce Employment in Occupation Groups

Occupation Group	# Employed	% Employed
Sales and office occupations	1,077	28%
Natural resources, construction, and maintenance occupations	901	23%
Management, business, science, and arts occupations	779	20%
Production, transportation, and material moving occupations	636	17%
Service occupations	445	12%

Source: ACS 2009-2013 5-Year Estimates

Table 2-7. Workforce Employment by Industry

Industry Sector	# Employed	% Employed
Agriculture, forestry, fishing and hunting, and mining	831	22%
Educational services, and health care and social assistance	750	20%
Retail trade	636	17%
Manufacturing	241	6%
Professional, scientific, and management, and administrative and waste management services	220	6%
Construction	215	6%
Arts, entertainment, and recreation, and accommodation and food services	193	5%
Other services, except public administration	181	5%
Wholesale trade	170	4%
Transportation and warehousing, and utilities	131	3%
Finance and insurance, and real estate and rental and leasing	110	3%
Public administration	98	3%
Information	62	2%

Source: ACS 2009-2013 5-Year Estimates

Private wage and salary workers made up 83.9% of employed Grandview residents, while local, state and government workers made up 10.1%. Approximately 6.0% of Grandview residents were self-employed (ACS 2009-2013).

Economic Base

Grandview is generally considered the center of the food industry in the Lower Yakima Valley, with numerous food processing plants. This sector is expected to remain strong or grow slightly. Grandview’s major industrial employer is the Walmart Distribution Center. Another major site is the Hanford Site in Richland. Cleanup at the Hanford Site has increased the number of workers and is expected to last 40 or more years.

Land Available for Economic Development

Within the City, there are currently 988.6 acres of undeveloped land, or 28% of Grandview’s total land area. The term “undeveloped land” includes parcels designated by the County Assessor as “vacant,” “residential land undeveloped,” “current use agricultural,” and “agricultural not current use.” Land designated as undeveloped has the potential to develop to a residential, commercial, industrial, or public use within the 20-year planning period. Much of the undeveloped land occurs on the north side of the City, particularly the northwest corner near the north I-82 interchange; at the southeast corner of the City near the I-82 interchange; and at smaller, scattered sites in and around the central business district (see Figure 2-3, page 2-16).

Table 2-8 below summarizes the amount of undeveloped land that is potentially available for future development, in each future land use designation (see Figure 2-5, page 2-31). The future land use designation indicates how land is planned to be used in the future, as indicated by the Future Land Use Map, illustrated in Figure 2-6, page 2-32.

Table 2-8. Undeveloped Land in Future Land Use Designations in City of Grandview

Designation	# Parcels	Total Acres
Residential	158	272.2
Public	6	93.1
Commercial	26	84.7
Industrial	67	538.6
Undeveloped Land Total	188	988.6

Analysis of Physical Conditions

Natural constraints to development in Grandview are discussed in Chapter 1 – Physical Character Element. Most critical areas in and around Grandview such as steep slopes, other geologic hazards, wetlands, and fish and wildlife habitat conservation areas are small and isolated and do not limit further development in any particular direction outward from the City. The Physical Character Element includes maps and discussion of the critical areas identified within City limits and the unincorporated UGA, including wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

The main constraints to development take place in the form of physical barriers such as the Yakima River and its adjacent floodplain located approximately two miles south of the City; I-82, which passes through the northern portions of the City; and the railroads, which cross near the center of the City. These barriers must be crossed or bridged at a cost generally much higher than that for normal roadway construction.

Analysis of Infrastructure

Water System

Grandview’s water system and current and future water needs are discussed in the 2015 City of Grandview Water System Plan. The future service area generally corresponds with the City’s UGA. The distribution system for domestic water in Grandview consists of a single pressure zone, which is served by two painted steel reservoirs with a combined capacity of 3.5 million gallons (mg). The static pressure within the water distribution system ranges from 44 to 87 psi. The City’s total existing water

rights are 6,955 gpm and 4,640 acre-feet per year (1,512 mg) for existing and future wells, which is adequate for existing and projected demands to year 2035. Industrial uses are among the highest for water consumption in the City, and will need to be closely monitored. The combined pumping capacity of the eleven existing wells is 4,330 gpm or 6.9 million gallons per day (mgd), a significant decrease from the original 5,855 gm capacity of the wells. Current well capacity is considered adequate to meet current and anticipated demand.

Water storage is provided by two reservoirs within Grandview's water system. The single distribution pressure zone is served by one 3,017,000 gallon standpipe steel reservoir and one 544,000 gallon elevated steel reservoir, with a combined capacity of 3,561,000 gallons. Grandview's reservoir storage capacity is sufficient for current demands, but is inadequate to meet the 20-year projected demand. Additional water storage capacity will be needed to meet year 2035 water demand and storage requirements. Some fire flow improvements are also needed to address deficiencies in coverage.

The existing transmission and distribution system is looped where possible and consists of mainly 6-inch or larger ductile or cast iron pipes. Currently, Grandview has no interties with neighboring water purveyors. In 2013, there were 2,788 total services in the Grandview water system.

Wastewater Disposal Facilities

Grandview's wastewater system and current and future water needs are discussed in the 2009 City of Grandview General Sewer Plan. Grandview's sewage treatment system consists of both a lagoon sewerage system and secondary activated sludge treatment facilities with an approved NPDES discharge permit of 563 lbs per day of treated effluent into the Yakima River. The treatment facilities are located two and one-half miles south of the City. Piped flow is by gravity to the Yakima River where a pumping station forces it across the river and up into the wastewater diversion station. The gravity sewers within the City limits are augmented by lift stations. Wastewater, after treatment, can either be land applied by spray-irrigation utilizing two center pivots and numerous solid set big gun sprinklers stations onto the surrounding land area or may be treatment for river discharging into the Yakima River. The excess flow is returned to the numerous storage lagoons.

Grandview's wastewater system sewage seven lift stations convey wastewater to the treatment facility. The current lift stations, with the exception of Lift Station No. 5 at Stover Road, have sufficient capacity to accommodate year 2028 projected flows. Lift Station Nos. 1, 4, and 6 would need increased capacity to accommodate for projected flows upon buildout of the UGA.

Storm Water Facilities

The City's storm water system is maintained by two irrigation districts – Grandview Irrigation District, which serves areas in the northeastern part of the City, and the Sunnyside Valley Irrigation District, which serves the majority of the City. The system consists of storm water drains, sewers, and canals. The Roza Irrigation District lies approximately one-half mile or more to the north and to the east of the City of Grandview and its UGA.

Analysis of Public Facilities and Services

Public services are an integral part of land use planning to accommodate future growth in Grandview. The City has a total of 1,333.8 acres devoted to public facilities and services, and public or private utilities. Approximately 720 of those acres are dedicated to the wastewater treatment plant and associated outfall areas and sprayfields; the remaining 613.8 acres is devoted to other public facilities and services. The location of public services should be determined carefully, as there is important health, safety, environmental and aesthetic considerations associated with their location.

Solid Waste Disposal

Solid waste collection is provided by the City for incorporated areas, and by Yakima Waste Systems for unincorporated areas. The solid waste is transported to the Lower Valley Transfer Station of the Cheyne Road Landfill, a County facility.

The Cheyne Road Landfill is located about six miles north of Zillah, and currently serves the cities of Grandview, Sunnyside, Toppenish, Wapato, Granger, Mabton and Zillah, Yakima Waste Systems, agricultural firms, construction and food processing businesses, self-haul businesses, and private residences. The Cheyne Road Landfill currently occupies 40 acres of a 960-acre site, and is in the process of being expanded to provide additional capacity.

The Terrace Heights Landfill is located about six miles east of Yakima. Phase 1 of the Terrace Heights Landfill is expected to reach capacity in about 2020. Phase 2 is estimated to reach capacity in 2026, but Yakima County may choose to reserve this for emergency use. The actual timing of closure will be affected by waste generation, recycling, and disposal rates, as well as landfill operations and design factors. Once the Terrace Heights Landfill is closed, some garbage disposal could be redirected to the Cheyne Road Landfill, which would affect its projected capacity (*Yakima County Solid and Moderate Risk Waste Management Plan, 2010*).

Recycling

Recycling is becoming an increasingly important aspect of waste disposal. “Recycling” refers to the act of collecting and processing materials to return them to a similar use. Recycling does not include materials burned for energy recovery or destroyed through pyrolysis and other high-temperature processes. The State’s definition of recycling is “recycling means transforming or remanufacturing waste materials into usable or marketable materials for use other than landfill disposal or incineration. Recycling does not include collection, compacting, repackaging, and sorting for the purpose of transport” (Ch. 173-350 WAC).

Curbside recycling collection services are available in Grandview through Basin Disposal and Waste Connections Inc. Curbside recycling services are also available in the unincorporated UGA on a subscription basis. Drop-off recycling is available in Grandview at Grandview Ace Hardware, 224 Division Street; and A&I Recycling Center, 801 Dykstra Lane.

Police and Fire Protection

Grandview has adequate water and hydrants to ensure safety against fire for the residents of the City. The City currently employs one full-time fire chief, a full-time fire captain and has 30 volunteer firefighters.

The Fire Department has a Community Grade of five with the Washington State Surveying and Rating Bureau. Other communities in the Lower Valley have grades ranging from five to seven. The rating evaluates four major areas of protection: fire department (apparatus, response, and training); water supply for fire suppression; emergency communication systems; and fire prevention activities. The Fire Department purchased a new pumper truck in 2012.

Police service is provided by the Grandview Police Department consisting of a full time police chief, assistant police chief, two sergeants, two detectives, 11 police officers, a corrections officer, five dispatchers and five reserve officers. The City contracts with the Yakima Humane Society for animal control services. The Yakima County Sheriff’s Office patrols the unincorporated UGA and are available

for mutual aid calls. The Washington State Patrol has an office off of I-82 near Grandview for those officers who patrol the state highways in the Lower Valley.

Medical and Emergency Facilities

Grandview has three medical clinics, including the Yakima Valley Farm Workers Clinic, which includes the Mountainview Women's Health Center and the Grandview Medical-Dental Clinic, Grandview Medical Center; three dental offices, the one vision clinic, and one chiropractic clinic. Residents of Grandview also have access to two hospitals: Prosser Memorial Hospital and Sunnyside Community Hospital, both within 10 miles.

For other medical or mental health services, City residents have access to one nursing home, an assisted living facility, the Catholic Family & Child Service (family counseling). Seniors, disabled persons, and other persons eligible for Medicaid are provided with transportation services to nutrition sites, medical and mental health facilities, and shopping facilities by People for People, a public non-profit service provider.

Public Education Facilities

The City is served by the Grandview School District, which has three pre-schools, three elementary schools (Arthur H. Smith, McClure, Harriet Thompson), one middle school (Grandview Middle School), one high school (Grandview High School) and one alternative high school (Compass High School). Educational services for low-income students from infants to pre-school are provided by Inspire Development Centers at the Alice Grant Learning Center. Other schools within the City of Grandview include the Seventh Day Adventist School. The Extra Mile Student Center provide after school tutoring, mentoring, and after-school activities.

The YVCC Grandview Campus provides comprehensive educational services to time-bound and place-bound students within the southern portion of the YVCC service district. Students from Bickleton, Grandview, Granger, Mabton, Prosser, and Sunnyside take developmental, vocational, and college-transfer courses at the YVCC Grandview campus. Enrollment for the 2014-2015 school year was 1,279. 133 students were enrolled in Running Start, and approximately 450 were enrolled in Adult Basic Education or were English as a Second Language students. Excluding the Adult Basic Education or were English as a Second Language students, approximately 50% of students were transfer students, 26% pursued degrees in health care, 11% pursued degrees in business, and 7% pursued degrees in agriculture.

The campus is engaged in a variety of activities designed to grow enrollment in particular programs. Over the past several years, the college has expanded its footprint by acquiring several pieces of property. Future physical expansions included in the YVCC Grandview Campus facility master plan include a new entrance into the campus off Wine Country Road, constructing additional buildings, and moving parking to the west of its current location.

Community Facilities

The Grandview Community Center at 812 Wallace Way houses the Grandview Parks and Recreation Department, and provides services and activities for senior citizens, children and adults living within the City and UGA.

Other community facilities found in the City, include the Grandview Chamber of Commerce, the Grandview Grange, 37 clubs or organizations that meet the varied interests of the citizens of Grandview, 21 churches serving many denominations, the Grandview City/College (YVCC) Library at 500 W. Main Street and the Grandview Museum at 115 West Wine Country Road.

Future Land Use Needs

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

This discussion will analyze and quantify estimated future land use needs based on population projections. The City of Grandview has determined that the medium population projection calculated by Yakima County is the preferred growth projection because it appears to be most aligned with current growth patterns. Therefore, the following analysis is based on the revised medium growth projections (see Table 2-5, page 2-19). Assumptions and methodology are based on the UGA analysis completed by the Yakima County in 2015.⁷

Residential Land Use Needs

According to the Housing Element, by the year 2035, an estimated additional 565 housing units will need to be added to the existing housing stock to accommodate the 2035 medium population projection of 13,137. The Housing Element also indicates that the estimated total land requirement for new housing to accommodate the 2035 medium projected population is 211.6 acres. The analysis is based on the following assumptions: 1) an average lot size of 18,730 square feet (0.43 acre) per single-family unit, which approximates the current average lot size of single-family homes in Grandview⁸; 2) 4,000 square feet (0.1 acre) per unit for all other housing types, which is currently the minimum lot sizes per unit as per the Grandview zoning code; and 3) and average household size of 3.6.

Commercial Land Use Needs

Currently, the City maintains approximately 187.7 acres in commercial uses. The medium population projection indicates a population increase of 1,868 people, or 16.6%, between 2015 and 2035. If this population increase occurs, new businesses will be needed to serve that population. To estimate the future land use need of commercial development during the planning period, the existing per capital commercial acreage (0.017 acres/person) was multiplied by the projected 2015-2035 population increase. This resulted in an estimated additional 31.8 acres that would need to be provided in commercial development during the 2010-2030 planning period.

There are a number of large parcels in the City and unincorporated UGA, around the I-82 northwest and southeast interchanges, that are designated on the Future Land Use Map (Figure 2-6, page 2-32) as Commercial. These parcels are expected to develop as regional commercial that will draw significant patronage from outside the City of Grandview.

Industrial/Manufacturing Land Use Needs

Industrial land uses currently occupy approximately 274.1 acres. To estimate the future land use need of industrial development during the planning period, the existing per capital industrial acreage (0.024 acres/person) was multiplied by the projected 2015-2035 population increase. This resulted in an estimated additional 44.8 acres needed.

⁷ Yakima County Public Services Department Planning Division Long Range Planning section, July 14, 2015. Report 1 – Population and Employment Projections and Allocations.

⁸ The average lot size for single-family units was arrived at by averaging the size of existing single-family residential lots in Grandview using Geographic Information Systems (GIS) software.

Public Facilities Land Use Needs

Public Facilities and Services

Approximately 720 of the 1,333.8 acres in public use are dedicated to the wastewater treatment plant and associated outfall areas and sprayfields; the remaining 613.8 acres is devoted to other public facilities and services. Because any future expansion to the wastewater treatment plant is expected to take place on the existing 720 acres, this analysis will estimate future land use needs based on the 613.8 acres currently being used for other public facilities and services.

To estimate the future land use need for development of the public facilities uses during the planning period, the existing per capita public facilities acreage (0.054 acres/person) was multiplied by the projected 2015-2035 population increase. This resulted in an estimated additional 100.9 acres that would need to be provided for public facilities during the 2015-2035 planning period, assuming the continuance of the current proportion of public uses to population.

Parks and Recreation

Another public land use is parks. Currently, Grandview has nine public parks totaling approximately 63.3 acres, or 0.011 acres per person. Using another measure, this is approximately 5.75 acres of park land per 1,000 residents. To maintain the existing ratio of park land to population, an additional 20.5 acres of park land would be needed during the 2015-2035 planning period.

Level of service standards are often used to assess the need for additional park and recreation facilities. Many communities have adopted standards based on the National Recreation and Park Association's (NRPA) guidelines. NRPA recommends a total of 6.25 to 10.5 acres of parks and open space per 1,000 people. Additionally, NRPA suggests a classification system for parks based on their service area. The different types of parks, such as neighborhood or community parks vary in size and service area, with community parks having a service area of a one to two mile radius.

Using both of these NRPA guidelines, the City of Grandview has sufficient park and open space areas. Grandview's 2014 population of 11,170 (2014 OFM estimate) and 63.3 acres of parkland is just below the NRPA guidelines of supplying between 69 and 117 acres of recreation and open space land for that population. However, this estimate only includes City-owned parks. Grandview has an additional 88.2 acres of parks and recreation lands in the Grandview School District, and private holdings, which brings the total number of park lands in the City to 121.5 acres and exceeds NRPA standards. Grandview also uses the NRPA's second service area suggestion of having a classification system for the different community, neighborhood, mini-parks, and pathways. The broad distribution of park facilities leaves no portion of the City outside of a parks service area and therefore no residents are underserved by not having a park within their vicinity.

Further details about Grandview parks can be found in the City of Grandview Comprehensive Parks, Recreation, and Open Space Plan, which is hereby incorporated by reference, as amended.

Agricultural Land Use Needs

Agricultural production is expected to continue as is necessary to support Grandview's agricultural industries. However, these lands will be considered transitional until future residential, commercial and industrial growth pressures result in conversion of these lands to other uses.

Transportation Land Use Needs

This analysis assumes that 15% of the total acreage needed for future uses would be composed of locally-

owned street rights-of-way and other transportation-related facilities. This means that approximately 61.4 additional acres of land will be needed by 2035 for these uses.

Market Choice

To account for market choice, 25% of the total non-industrial acreage, or 91.2 acres, was added to the total acreage needed during the 20-year planning period.

Comparison of Additional Land Requirements to Future Land Use Designations

When market choice is added to the other land requirements, the City of Grandview will potentially need an estimated 562.2 additional acres of development during the planning period to accommodate the anticipated 2030 medium population projection and accomplish its land use goals.

Table 2-9 below summarizes the estimated acreage needed for each land use type within the 20-year planning period for the 2035 population projection, compared to the amount of undeveloped land in both the City and the unincorporated portion of the UGA, by Future Land Use Map designation (see Future Land Use Map, Figure 2-6, page 2-32). Figure 2-5 illustrates the distribution of undeveloped land by future land use designation, in both the City and the unincorporated UGA. Between the City and the UGA, there are approximately 2,188.5 acres of undeveloped land that could be developed during the 20-year planning period. In most categories, this capacity is expected to be more than sufficient to meet both land use and transportation land needs through 2035. However, there is a shortfall of sufficient undeveloped land for public uses. Since there is significantly more undeveloped residential and industrial land in the City and UGA than is needed for the 20-year planning period, the City will need to look at where some undeveloped acreage in those categories can be re-designated to the Public future land use category.

Table 2-9. Comparison of Additional Acreage Needed During 20-Year Planning Period to Current Undeveloped Land by Future Land Use Map (FLUM) Designation

Land Use Type	Additional Acres Needed	Undeveloped Land in City by FLUM designation		Undeveloped Land in Unincorporated UGA by FLUM designation		Total Undeveloped Land	
		# Parcels	Acres	# Parcels	Acres	# Parcels	Acres
Residential ¹	211.6	158	272.2	84	735.5	242	1,007.7
Public	100.9	6	93.1	0	0	6	93.1
Commercial	31.8	26	84.7	8	50.4	34	135.1
Industrial	44.8	67	538.6	18	414.0	85	952.6
Parks ²	20.5	--	--	--	--	--	--
Transportation ³	61.4	--	--	--	--	--	--
Non-Industrial Market Choice	91.2	--	--	--	--	--	--
Total	562.2	188	988.6	110	1199.9	367	2,188.5

¹This land use type combines the Residential and Low Density Residential Future Land Use Map categories.

²Parks are included in the Public future land use designation.

³Transportation does not have a corresponding future land use designation.

V. FUTURE LAND USE

Figure 2-6, page 2-32 illustrates the City of Grandview's Future Land Use Map. Comprehensive Plan future land use designations make up a vision of how the City of Grandview will grow and develop in the future without compromising the quality of life or livelihoods of its residents, or placing undue strain on natural systems. The Future Land Use Map will be consistent with and implemented by the City of Grandview zoning code, and indicates where new residential, commercial, industrial, and public land uses are anticipated and planned to occur.

The Future Land Use Map may change over time to reflect changing development patterns, landowner or developer requests, or other factors. As discussed in the Administration Element, and as mandated by the GMA, City Council will act upon proposed amendments to Grandview's Comprehensive Plan, including the Future Land Use map, once a year only. Subsequent to any Future Land Use Map changes, the map included in this plan will be replaced with an updated map.

Future Land Use Map designations include the following. These are discussed along with the corresponding zoning designations that could implement each Future Land Use Map designation.

- **Residential:** Areas appropriate for rural, single-family, and multifamily residential living.
 - Corresponding zoning designations (GMC Title 17 Zoning):
 - R-1 Single-family Residential Suburban. Provides a low-density residential environment permitting four dwelling units per acre. Lands within this district should contain suburban residential development with large lots and expansive yards. Structures in this district are limited to single-family conventional dwellings. Minimum lot area is 10,000 square feet with one dwelling unit per lot permitted.
 - R-1 Low Density Residential. The R-1 low-density residential district is established to provide a low-density residential environment. Lands within this district generally should contain single-family conventional dwellings with smaller lots and useful yard spaces. Minimum lot area is 7,500 square feet with one dwelling unit per lot permitted.
 - R-2 Medium Density Residential. The R-2 district is established to provide a medium density residential environment. Lands within this district generally should contain multiple unit residential structures of a scale compatible with structures in lower density districts with useful yard spaces. The R-2 district is intended to allow for a gradual increase in density from low density residential districts and, where compatible, can provide a transition between different use areas. Minimum area of lot is 7,500 square feet for single-family structures and 8,000 square feet for two-family structures, with two dwelling units per lot permitted.
 - R-3 High Density Residential. The R-3 district is established to provide a high density residential environment. Lands within this district generally contain multiple-unit residential structures of a scale compatible with the structures in low density districts and with useful yard spaces. The R-3 district is intended to allow for a gradual increase in density from lower density residential districts and, where compatible, can provide a transition between different use areas. Minimum area of lot for single-family dwelling is 7,500 square feet; for two-family dwelling attached, minimum lot area is 8,000 square feet, and governed by the standards in R-1 and R-2 districts. Minimum area of lot for multifamily dwellings is 3,000 square feet per dwelling unit for the first four dwelling units and 6,000 square feet per each additional dwelling unit.

except for nonconforming residential uses.

- M-2 Heavy Industrial District. The M-2 heavy industrial district is established to provide areas for necessary industrial and related uses that could create problems of compatibility with other land uses. Uses in this district have the potential to generate high levels of noise, light, odor, fumes or smoke that require their protection from encroachment by incompatible land uses. There are no lot area requirements except for nonconforming residential uses.
- **Public**: This land use consists of lands and facilities that are suitable and desirable for public and institutional uses necessary to meet the needs and requirements of the residents of Grandview and surrounding areas. This land use may also include public facilities of regional or statewide significance.
 - Corresponding zoning designations:
 - PF Public Facility District. The purpose of the public facility zone (PF) is to provide areas for major public and quasi-public uses, and other compatible uses. There are no lot area requirements.

Figure 2-5. Undeveloped Land in Future Land Use Categories

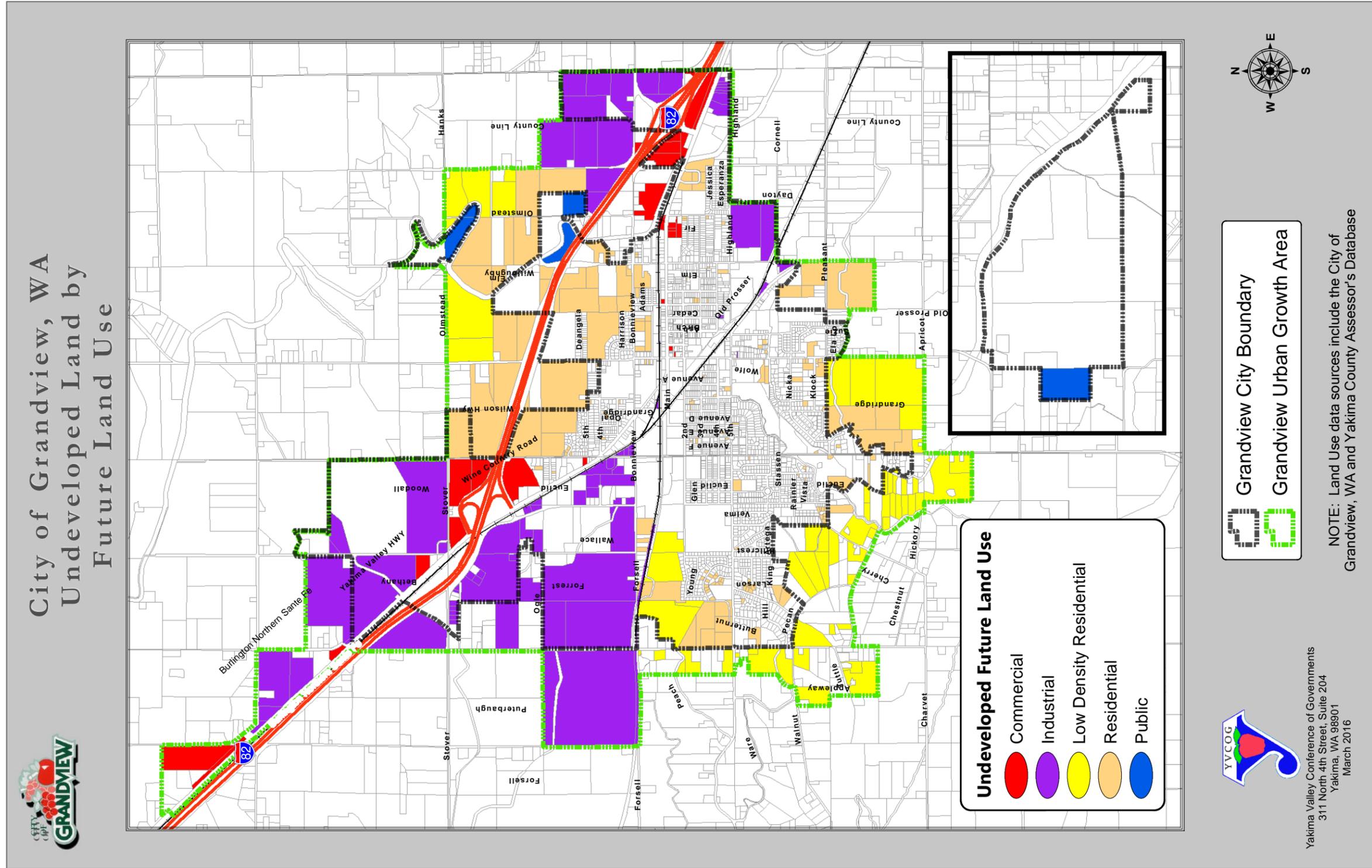
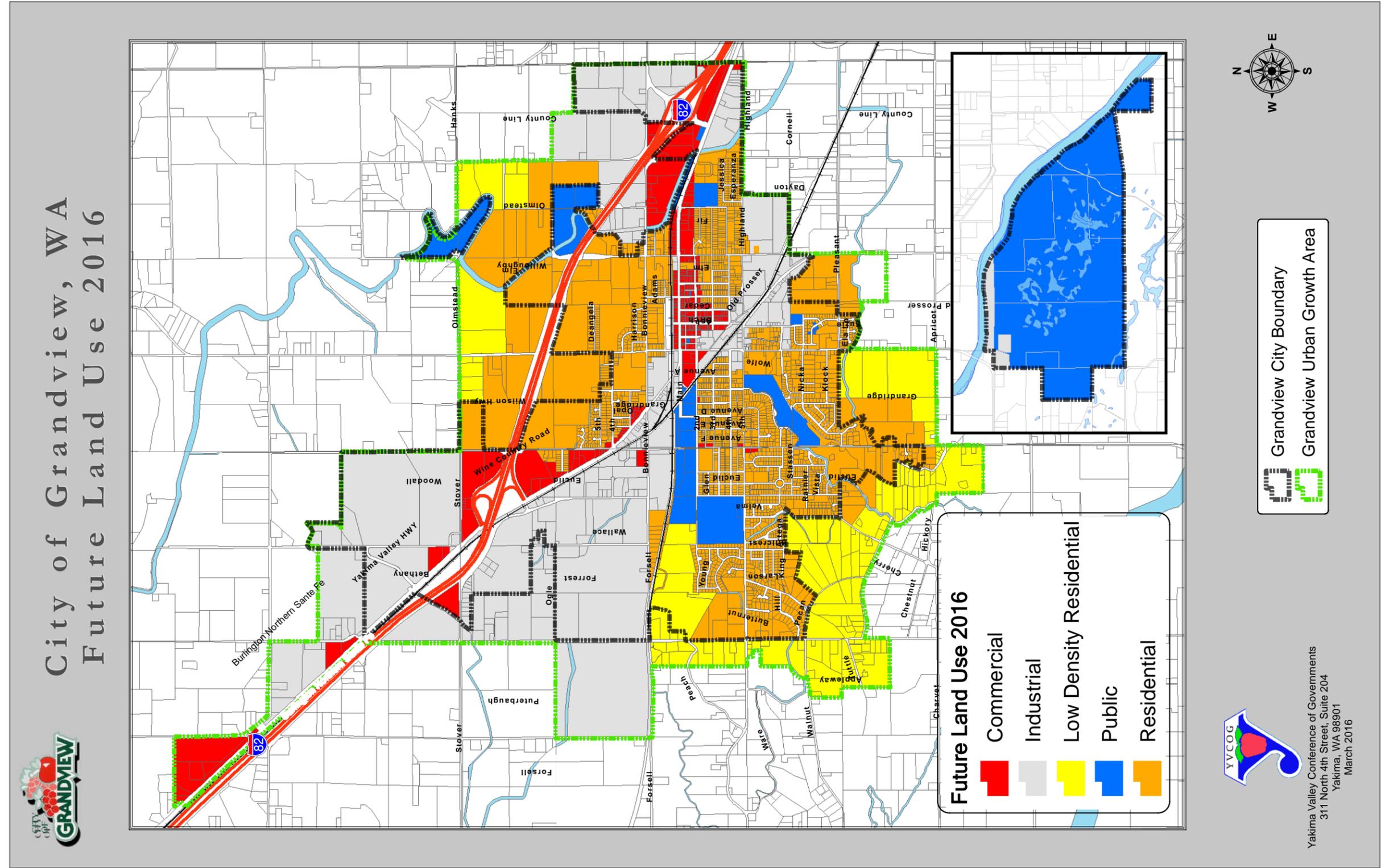


Figure 2-6. Future Land Use Map



VI. GOALS AND POLICIES

This section presents the land use goals and policies for the City of Grandview.

GOAL 1: *Create a balanced community by controlling and directing growth in a manner that enhances, rather than detracts from, community quality and values.*

Policy 1.1 In its land use management decisions, the City should strive to influence both rates and patterns of growth in order to achieve goals of the Comprehensive Plan.

Policy 1.2 The City should resist growth pressures that could adversely affect community values, amenities, and infrastructure. The City should support development that furthers community goals.

Policy 1.3 Encourage urban infill where possible to avoid sprawl and the inefficient leapfrog pattern of development.

Policy 1.4 Accommodate future population growth primarily through infilling and utilization of undeveloped subdivision lots. Conversion of agricultural land to residential, commercial, or industrial use will be encouraged to occur only after existing undeveloped parcels have been built out.

Policy 1.5 Adopt the medium population projections in the Comprehensive Plan as the guide for the amount of growth the City will accommodate through the year 2035.

Policy 1.6 Revise the urban growth area boundaries as needed, and ensure that the urban growth area includes all lands within current City limits and sufficient land contiguous to the City limits to be able to support Grandview's growth through the year 2035.

Policy 1.7 Revise development regulations as needed to be consistent with the adopted Comprehensive Plan.

Policy 1.8 Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Grandview's consumption of non-renewable energy sources and promote physical activity.

GOAL 2: *Coordinate land uses to minimize the loss of natural resources due to urbanization, and reduce uncertainty and unpredictable development which sacrifices conservation and sound land management.*

Policy 2.1 Support the preservation and enhancement of natural resource lands and support occupations associated with agriculture, such as farming, and marketing of agricultural products within agricultural areas adjacent to the City and its urban growth area.

Policy 2.2 Support the protection of agricultural and other resource lands within the Grandview area from incompatible development, keeping them available for recreational use, wildlife habitat, and economic purposes.

Policy 2.3 Encourage new developments to locate in areas that are relatively free of environmental problems relating to soil, slope, bedrock, and the water table. Proposed developments

should be reviewed by the appropriate City staff or consultants to identify site-specific environmental problems.

- Policy 2.4 Adequate on-site disposal of surface water runoff shall be provided by all types of development.
- Policy 2.5 Where there is a high probability of erosion, grading should be kept to a minimum and disturbed vegetation should be restored as soon as is feasible. In all cases, appropriate measures to control erosion and sedimentation shall be required.
- Policy 2.6 The City shall consider the impacts of new development on water quality as part of its review process and will require any appropriate mitigating measures. Impacts that may affect the quality of drinking water shall be a priority concern in such reviews.
- GOAL 3:** *To actively manage land use change and protect the City's character by developing City facilities and services in a way that directs and controls land use patterns and intensities.*
- Policy 3.1 Ensure that new development does not outpace the City's ability to provide and maintain adequate public facilities and services, by allowing new development to occur only when and where adequate facilities exist or will be provided.
- Policy 3.2 New urban development shall be encouraged to locate first within the City limits, and second within the urban growth area where municipal services and public facilities are already present.
- Policy 3.3 Development within the unincorporated portion of the urban growth area shall be encouraged to occur only on a limited scale to prevent inefficient use and distribution of public facilities and services. Urban development outside of the urban growth boundary shall be discouraged.
- Policy 3.4 To facilitate planned growth, the City encourages combining and assisting in service areas such as fire protection, public transit, water/sewer, criminal justice and administration, where such combinations implement efficient, cost-effective delivery of such services.
- Policy 3.5 Future land uses will be coordinated with the Transportation and Capital Facilities Elements of the Comprehensive Plan.
- GOAL 4:** *To pursue well-managed, orderly expansion of the urban area in a manner that is within the sustainable limits of the land.*
- Policy 4.1 The future distribution, extent, and location of generalized land uses will be established by the Future Land Use Map contained within this plan.
- Policy 4.2 Provide residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet future demand.
- Policy 4.3 Ensure that new residential development makes efficient use of the existing transportation network and provides adequate access to all lots.

- Policy 4.4 Discourage incompatible uses from locating adjacent to each other. Encourage protection of other land uses from the negative impacts of industrial uses through appropriate siting, setbacks, landscaping and buffering.
- Policy 4.5 Provide ample opportunities for light industrial development at locations with suitable access and adequate municipal services. At these locations, encourage industrial park-like development.
- Policy 4.6 Attempt to assure that basic community values and aspirations are reflected in the City’s planning program, while recognizing the rights of individuals to use and develop private property in a manner consistent with City regulations.
- Policy 4.7 Provide an efficient and predictable development process that provides for ample public discussion of proposals for development.

GOAL 5: *Establish and maintain an appropriate image for the community to assist in most effectively attracting the types of economic activities which best meet the needs and desires of the community.*

- Policy 5.1 Make revitalization of the downtown core one of the priorities in establishing an appropriate image for the community. As part of the revitalization effort, use urban design treatment to make the downtown a safe, comfortable, clean and convenient place for visitors to be and go. Improvements should provide some kind of amenity for shoppers, such as awnings to protect pedestrians from the climate, large display windows, wide sidewalks with trees, flowers, and occasional benches for people to rest.
- Policy 5.2 Identify, preserve and protect archaeologically, architecturally, and historically significant structures and sites where feasible as a means of strengthening the community’s identity and image.
- Policy 5.3 Consider developing a clean physical appearance as part of an appropriate image for the community. Encourage property maintenance and clean vacant lots as a way to accomplish this.

GOAL 6: *Develop an economic development program or plan that establishes guidelines or actions that accomplish the following:*

- Maintains and enhances existing agricultural production and related agricultural businesses and industries within the community.
- Recruits new business, industry, or facilities to the community that supports diversifying Grandview’s economy and provides year-round employment.
- Encourages new business development and supports the retention and expansion of existing businesses and industries.
- Targets industries that are mutually supportive and can serve as suppliers to existing local businesses and industries.
- Decreases small business failures.

GOAL 7: *To preserve the character, agricultural heritage, and quality of life in Grandview and the surrounding rural areas that are part of the community.*

Policy 7.1 Build upon Grandview’s rural characteristics by allowing the necessary agricultural services and facilities that support surrounding agricultural land uses.

Policy 7.2 Establish a pattern of development that supports a sense of community.

Policy 7.3 Encourage land use decisions that are sensitive to Grandview’s history and culture.

Policy 7.4 Utilize recreation and open space lands and facilities as a means of enhancing community image and the general quality of life. Strive to accomplish the following:

- Providing a balance of active and passive recreational uses in both existing and proposed parks with a priority on pedestrian access to the natural environment. Active recreational uses include programmed parks with play fields and ball courts, while passive parks feature pathways, benches and picnic tables.
- Encouraging the development of recreational activities that meet the needs of the residents of Grandview, and where feasible using existing public schools as neighborhood parks and recreation/community center locations.
- Continuing to work with the Grandview School District using joint use agreements to increase available park land and facilities.
- Planning bike and jogging trails in the community that serve local needs and link differing neighborhoods.
- Limiting the use of open lands designated to remain in their natural state to those activities which will: A) Maintain their scenic beauty and aesthetic qualities; and B) Provide for recreational activities compatible with these goals.

Policy 7.5 Ensure that new development in Grandview enhances the “quality of life” within the community, and that any environmental problems that arise from such development are corrected by the developer through enforcement of subdivision control, regulations and fees.

Chapter 3 Capital Facilities Element

I. INTRODUCTION

Purpose

The Capital Facilities Element sets policy direction for determining capital improvement needs and evaluating proposed capital facilities projects. Because it is the mechanism the City of Grandview uses to coordinate its physical and fiscal planning, the Capital Facilities Element serves as a check on the practicality of achieving other elements of the Comprehensive Plan. It also establishes funding priorities and a strategy for using various funding alternatives.

Growth Management Act Requirements

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

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

Applicable County-wide Planning Policies

The Yakima County-wide Planning Policy recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. The following countywide planning policies apply to discussion on the capital facilities element:

- 1) Areas designated for urban growth should be determined by preferred development patterns, residential densities, and the capacity and willingness of the community to provide urban governmental services. (Countywide Planning Policy: A.3.1.)
- 2) Prior to amending an urban growth area the County and the respective City will determine the capital improvement requirements of the amendment to ascertain that urban governmental services will be present within the forecast period. (A.3.11.)
- 3) Urban growth should be located first in areas already characterized by urban growth that have existing public facilities and service capabilities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in rural areas. (B.3.1., also RCW 36.70A.110(3))
- 4) Urban growth management interlocal agreements will identify services to be provided in an urban growth area, the responsible service purveyors and the terms under which the services are to be provided. (B.3.2.)

- 5) Infill development, higher density zoning and small lot sizes should be encouraged where services have already been provided and sufficient capacity exists and in areas planned for urban services within the next 20 years. (B.3.3.)
- 6) The capital facilities, utilities and transportation elements of each local government's comprehensive plan will specify the general location and phasing of major infrastructure improvements and anticipated revenue sources (RCW 36.70A.070(3)(c)(d)). These plan elements will be developed in consultation with special purpose districts and other utility providers. (B.3.4.)
- 7) New urban development should utilize available/planned urban services. (B.3.5., Also RCW 36.70A.110(3))
- 8) Formation of new special purpose districts should be discouraged within designated urban growth areas. (B.3.6.)
- 9) The County and the cities will inventory existing capital facilities and identify needed facility expansion and construction. (C.3.1., also RCW 36.70A.070 (3) (a) (b))
- 10) From local inventory, analysis and collaboration with state agencies and utility providers, a list of Countywide and statewide public capital facilities needed to serve the Yakima County region will be developed. These include, but are not limited to, solid and hazardous waste handling facilities and disposal sites, major utility generation and transmission facilities, regional education institutions, airports, correctional facilities, in-patient facilities including hospitals and those for substance abuse and mental health, group homes and regional park and recreation facilities. (C.3.2.)
- 11) When a public facility of a countywide or statewide nature is proposed in the Yakima County region a Facility Analysis and Site Evaluation Advisory Committee including citizen members will be formed to evaluate the proposed public facility siting. At a minimum, this evaluation shall consider:
 - a) The potential impacts (positive or negative) of the proposed project on the economy, the environment and community character;
 - b) The development of specific siting criteria for the proposed project;
 - c) The identification, analysis and ranking of potential project sites;
 - d) Measures to first minimize and second mitigate potential physical impacts including, but not limited to, those relating to land use, transportation, utilities, noise, odor and public safety; and
 - e) Measures to first minimize and second mitigate potential fiscal impacts. (C.3.3.)
- 12) Major public capital facilities that generate substantial travel demand should be located along or near major transportation corridors and public transportation routes. (C.3.4.)
- 13) Some public facilities may be more appropriately located outside of urban growth areas due to exceptional bulk or potentially dangerous or objectionable characteristics. Public facilities located beyond urban growth areas should be self-contained or be served by urban governmental services in a manner that will not promote sprawl. Utility and service considerations must be incorporated into site planning and development. (C.3.5.)
- 14) The multiple uses of corridors for major utilities, trails and transportation right-of-way is encouraged. (C.3.6.)
- 15) The County and cities will work with special purpose districts and other agencies to establish a process for mutual consultation on proposed comprehensive land use plan policies for lands within urban growth areas. Actions of special purpose districts and other public service providers shall be

consistent with comprehensive plans of the County and the cities. (F.3.1., also RCW 56.08.020, RCW 57.16.010)

- 16) The use of interlocal agreements is encouraged as a means to formalize cooperative efforts to plan for and provide urban governmental services. (F.3.2.)
- 17) Joint financing ventures should be identified to provide services and facilities that will serve the population within the urban growth areas. (F.3.3.)
- 18) Each interlocal agreement will require that common and consistent development and construction standards be applied throughout that urban growth area. These may include, but are not limited to standards for streets and roads, utilities and other infrastructure components. (F.3.5.)
- 19) Encourage economic growth within the capabilities of the region's natural resources, public services and public facilities.
 - a) Identify current and potential physical and fiscal capacities for municipal and private water systems, wastewater treatment plants, roadways and other infrastructure systems.
 - b) Identify economic opportunities that strengthen and diversify the county's economy while maintaining the integrity of our natural environment. (G.3.1.)
- 20) Local economic development plans should be consistent with the comprehensive land use and capital facilities plans and should:
 - a) evaluate existing and potential industrial and commercial land sites to determine short and long term potential for accommodating new and existing businesses;
 - b) identify and target prime sites, determine costs and benefits of specific land development options and develop specific capital improvement strategies for the desired option;\
 - c) Implement zoning and land use policies based upon infrastructure and financial capacities of each jurisdiction;
 - d) Identify changes in urban growth areas as necessary to accommodate the infrastructure needs of business and industry;
 - e) Support housing strategies and choices required for economic development. (G.3.2.)
- 21) Each local government will prepare a capital facilities plan consisting of:
 - a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
 - b) A forecast of the future needs for such capital facilities;
 - c) The proposed locations, capacities and costs of expanded or new capital facilities;
 - d) At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
 - e) A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, the capital facilities plan element and financing plan within the capital facilities plan element are coordinated and consistent. (H.3.1.)
- 22) As part of the planning process, the County and the cities should coordinate with capital facilities providers and other interested parties to ensure that consideration is given to all capital service requirements and the means of financing capital improvements. (H.3.2.)
- 23) The County and the cities should consider an impact fee process, as provided for in RCW 82.02.050-090, to insure that new development pays its fair share of the cost of improvements necessitated by growth and contributes to the overall financing of capital improvements. (H.3.3.)

- 24) To minimize the potential economic impacts of annexation activities on the County and cities, consideration will be given to negotiating agreements for appropriate allocation of financial burdens resulting from the transition of land from county to City jurisdiction. (H.3.4.)
- 25) Special districts, adjacent counties, state agencies, the tribal government and federal agencies will be invited to participate in comprehensive planning and development activities that may affect them, including the establishment and revision of urban growth areas; allocation of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural resources. (I.3.)

Relationship to Other Elements

Urban Growth Areas

Urban Growth Areas are those areas designated under the Growth Management Act where urban growth is encouraged and outside of which growth can occur only if it is not urban in nature.

Urban growth typically requires urban governmental services, which 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 not normally associated with non-urban areas. It is appropriate for cities to provide urban government services. Capital facilities are the physical structures owned or operated by a government entity which provide or support a public service.

Compatible Land Uses

Urban governmental services are generally not feasible unless there is intensive use of land for the location of buildings, structures, and impermeable surfaces. Those services should not be provided in rural areas.

Consistency with Land Use Element

The location, type and intensity of various future land uses, in conjunction with level of service standards, determine the needs for future capital facilities.

II. CAPITAL FACILITIES CHARACTERISTICS

Much of the information on the water system and sewer system of Grandview is taken from information compiled by Huibregtse, Louman Associates, Inc., the City's consulting engineers.

The term capital facilities is not specifically defined under the GMA, but this term has been defined by the Washington State Department of Commerce as part of "procedural criteria" developed GMA. As defined in WAC 365-195-210, capital facilities are defined as, "a physical structure owned or operated by a government entity which provides or supports a public service." The section which follows lists a variety of public services, most of which have associated capital facilities within the Grandview area.

Types & Providers of Capital Facilities

Service providers for the City of Grandview and the unincorporated portion of its Urban Growth Area are listed in Table 3-1. In some cases, the capital facilities supporting the services listed are located outside of the Urban Growth Area (UGA).

Table 3-1. Service Providers, City of Grandview Urban Growth Area

Type of Service	City of Grandview	Unincorporated Area
<i>General Government</i>		
General Purpose Government	City of Grandview	Yakima County
<i>Development Services</i>		
Port District	Port of Grandview	Port of Grandview; Port of Sunnyside (NW corner of UGA)
<i>Education</i>		
Colleges	Yakima Valley Community College (YVCC) Grandview Campus District 16)	Yakima Valley Community College (YVCC) Grandview Campus (District 16)
Schools	Grandview School District (No. 200)	Grandview School District (No. 200)
<i>Protective Services</i>		
Emergency/Rescue	City of Grandview	Yakima County Fire District #5
Fire Protection	City of Grandview	Yakima County Fire District #5
Law Enforcement	City of Grandview	Yakima County Sheriff; Washington State Patrol
National Guard	Washington National Guard	Washington National Guard
<i>Public Health</i>		
Hospital District	Sunnyside Community	Sunnyside Community
Mosquito Control	Benton County Mosquito Control District	Benton County Mosquito Control District
Public Health	Yakima Health District	Yakima Health District
<i>Public Transportation</i>		
Transit	People for People, dial-a-ride and Community Connector	People for People, dial-a-ride and Community Connector
<i>Recreation</i>		
Library	City of Grandview/YVCC	Yakima Valley Libraries
Museum	City of Grandview; Grandview Park & Recreation Service Area (GPRSA)	City of Grandview; GPRSA
Parks	City of Grandview; GPRSA	Yakima County; GPRSA
Program Services	City of Grandview; GPRSA	City of Grandview; GPRSA
Recreational Facilities	City of Grandview; GPRSA	Yakima County; GPRSA
Community Center	City of Grandview; GPRSA	City of Grandview; GPRSA
<i>Solid Waste</i>		

Type of Service	City of Grandview	Unincorporated Area
Industrial Waste Disposal	Yakima Waste Systems	
Recycling	City of Grandview	Yakima County
Residential and Commercial Solid Waste Collection	City of Grandview	Basin Disposal of Yakima (private franchise holder); Yakima Waste Systems (private franchise holder)
Solid Waste Disposal	Yakima County	Yakima County
<i>Streets and Roadways</i>		
Arterial Streets and Roads	City of Grandview	Yakima County
Local Streets	City of Grandview	Yakima County
Sidewalks	City of Grandview	Yakima County
Street Lighting	City of Grandview	Yakima County; Washington State Department of Transportation (WSDOT)
Traffic Signals and Traffic Control	City of Grandview	Yakima County; Washington State Department of Transportation
State/Interstate Highways	Washington Department of Transportation	Washington Department of Transportation
<i>Stormwater</i>		
Stormwater Control	City of Grandview; Sunnyside Valley Irrigation District (SVID); Drainage Improvement District (DID) 35	Yakima County; SVID; DID 35
<i>Water</i>		
Irrigation Water	City of Grandview, Grandview Irrigation District, SVID	SVID
Potable Water	City of Grandview	City of Grandview, individual or community wells
<i>Wastewater</i>		
Sewage Collection	City of Grandview	City of Grandview or on-site disposal
Sewage Treatment and Wastewater Disposal	City of Grandview	City of Grandview or on-site disposal
Biosolids Disposal	City of Grandview (on premises)	City of Grandview (on premises); private septage hauling to Yakima WWTP or Cheyne Landfill

III. STREETS AND ROADWAYS

Characteristics of the street system and other transportation facilities and services are discussed in greater detail in the Transportation Element.

The City of Grandview owns and maintains approximately 46 miles of streets. The most heavily traveled roads and those that are most important to the regional road system are classified under the Federal Functional Classification System (FFCS) as Minor Arterials (Euclid Road, Wine Country Road, Grandridge Road, West Fifth Street). Key roads, but of lesser importance than the Minor Arterials, are those roads classified as Major Collectors (Wallace Way, Avenue E, Division Street, Elm Street, Bonnieview Road, Second Street, McCreddie Road). The remainder of the streets in Grandview are functionally classified as local access (see Figure 5.2, Transportation Element).

Included in the roadway system is the City’s storm drainage system. When roadway improvements are made, the associated drainage facilities are evaluated and the necessary improvements are incorporated into the street project.

Roadway Funding

A six-year Transportation Improvement Program (TIP) is reviewed and adopted by the City on an annual basis. The most recent program was adopted on June 23, 2015, and covers the years 2016-2021. In the past, Grandview has relied upon personal property taxes, real estate taxes, and motor vehicle fuel taxes to finance minor street maintenance and improvement projects. Larger projects have received funding assistance from the Washington State Transportation Improvement Board (TIB), as well as some other sources. As a federally designated urban area, there are three state-funded grant programs that the City can pursue through TIB: Urban Arterial Program (UAP), Urban Arterial Preservation Program (APP), and the Sidewalk Program (SP). TIB has also taken on implementation of the newly-funded Washington State Complete Streets Program, and expects to issue the first call for projects in 2016. There are also federal grant programs that the City can pursue through the authorization of the federal transportation bill, FAST Act.

In 2011, Grandview formed a Transportation Benefit District (TBD) to begin to replace transportation grant funding that has declined in recent years, and to better preserve, maintain or expand the City’s transportation infrastructure. A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district. The boundaries of the TBD are identical with the City limits. On behalf of the Grandview TBD, the Washington State Department of Licensing is collecting a \$20 fee at the time a registered vehicle is renewed within the City of Grandview.

Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies and TBD revenue, the State TIB programs, federal FAST Act, and other sources. Over the past several years, the TIB has been an attractive source of funds, but this attractiveness has increased competition for funding. The street budget should be reviewed annually and adjustments made to optimize the use of available funds and ensure competitiveness when competing for funds.

Table 3-2. Six-Year Transportation Improvement Program

Priority	Project Title	2016	2017	2018	2019	2020	2021	TOTAL
1	Old Inland Empire Highway Improvements	\$0	\$0	\$0	\$0	\$0	\$2,193,900	\$2,193,900
2	Wine Country Road Pavement Preservation – Elm St. to Fir St.	\$28,000	\$215,000	\$0	\$0	\$0	\$0	\$243,000.00

Priority	Project Title	2016	2017	2018	2019	2020	2021	TOTAL
3	Wine Country Road Improvements – Ash Ave. to Fir St.	\$0	\$3,914,000	\$0	\$0	\$0	\$0	\$3,914,000
4	Wine Country Rd. & McCreddie Rd. Signalization	\$0	\$0	\$395,000	\$0	\$0	\$0	\$395,000
5	Larson St. Improvements – S. Fifth St. to Queen St.	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
6	Stassen St. Improvements – Hillcrest to Velma Ave.	\$0	\$0	\$0	\$342,000	\$0	\$0	\$342,000
7	Birch Ave. Improvements – Wine Country Road to E. Third St.	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000
8	Highland Rd. Improvements – Elm St. to E. City Limits	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000

Source: 2016-2021 Six-Year Transportation Improvement Program

IV. WATER SYSTEM

Irrigation Water System

Irrigation water service for residents of Grandview is provided by the Sunnyside Valley Irrigation District (SVID) and Grandview Irrigation District (GID). Some City residents are unable to access irrigation water due to physical limitations, such as streets, railroad tracks, and lack of irrigation ditches. These individuals often use City water as a source of irrigation water.

Domestic (Potable) Water System

Much of the information for this section has been developed or verified by Huibregtse, Louman Associates, Inc., consulting engineers, as part of the development of the 2015 Grandview Water System Plan. The Water System Plan, as amended, is hereby incorporated by reference.

Table 3-3 summarizes the major historical development of Grandview’s water system.

Table 3-3. Major Historical Water System Improvements, City of Grandview

Year	Improvement Description
1982	South Willoughby Well constructed
1986	Comprehensive Water Plan Update by Century West Engineering completed
1989	5th Street water main replaced
1989	Interior of 3,000,000 gallon storage tank reservoir painted
1990	Avenue E water main replaced (2nd Street to 5th Street)
1991	Butternut Well constructed
1992	Bonnieview Road transmission project (Euclid Road to Avenue B) completed
1992	Birch Street – 5th Street – Welch Plant transmission main project completed
1995	Comprehensive Water Plan Update by Huibregtse, Louman Associates completed
1998	Elm Street water main extension project completed
1999	3rd Street water main replacement project completed
1999	Wine Country Road – Viall Road water main project completed
1999	Eastside transmission main project completed
1999	Appleway Road water main replacement project completed
2000	Cohu Well, Highland Well, and Pecan Well rehabilitation project completed
2001	Stover Road water main improvement project completed
2001	Comprehensive Water Plan Update by Huibregtse, Louman Associates completed
2002	Bethany Road water main improvement project completed
2005	Orchard Tracts Well and Springs Well rehabilitation project completed
2006	Balcom Well and Velma Well redevelopment project completed

Year	Improvement Description
2007	South Willoughby Well rehabilitation project completed
2007	500,000 gallon elevated tank reservoir rehabilitation project completed
2009	Grandridge Area Street and Water Main Improvements – Water main replacement
2010	“Alive” Downtown Improvement – Water main replacement
2012	North Birch Street Neighborhood – Water main replacement
2013	Euclid Road – Apricot Road to Groom Lane – Water main replacement
2014	Bonnieview Road – Wilson Highway to Madison Drive – Water main replacement

Source: 2015 Grandview Water System Plan, Huibregtse, Louman Associates, Inc.

The City of Grandview’s existing and future retail service area boundaries are illustrated in Figure 3-1, page 3-15. The existing retail service area is where the City currently provides water service, or where service connections are currently available. The future retail service area coincides with the UGA, and represents the area within which the City may be able to provide and maintain services through 2035. Within the retail service area, the City is obligated to serve new water connections under certain conditions as per RCW 43.20.260 including: 1) the water system has sufficient capacity to serve the connections in a safe and reliable manner, 2) the service request is consistent with adopted local plans and development regulations, 3) the water system has sufficient water rights to provide the service, and 4) the water system can provide service in a timely and reasonable manner.

GMC 13.28.150 allows the public works director to issue permits for connections to the water system upon application from the legal owner or owners of property outside the City limits when, in the public works director’s judgment, the connections will not overload or impair the efficiency of the system.

General characteristics of the Grandview water system are listed below.

- **Water Supply.** The City of Grandview is supplied water from 14 City-owned primary source wells (three are currently inactive), including two City-owned emergency wells. The pumping capacity of the 12 wells is 4,330 gallons per minute (GPM), or 6.9 million gallons per day (GPD). The City’s total existing water rights are 6,955 GPM and 4,640 acre-feet per year (1,512 million gallons) for existing and future wells.
- **Delivery.** The Grandview domestic water system consists of one distribution pressure zone between elevations of 740 feet and 840 feet above sea level. The static pressure level ranges from 44 to 87 psi.
- **Storage.** Water storage is provided by two reservoirs within Grandview’s water system. The single distribution pressure zone is served by one 3,017,000 gallon standpipe steel reservoir and one 544,000 gallon elevated steel reservoir, with a combined capacity of 3,561,000 gallons.
- **Fire Flow.** In Grandview, the greatest fire flow requirements are within industrial areas, with isolated large demands at locations such as the Kenyon Zero Storage Facility. The Grandview Fire Department has requested that all locations without a specified minimum fire flow range have a minimum fire flow capacity of 1,500 GPM.

Current Domestic Water Demand

Table 3-4 summarizes water use per service, by type of service. The average drawdown for 2008-2013 was 566 million gallons per year (MGY)

Table 3-4. City of Grandview, Water Use per Service, 2000, Million Gallons Per Year

User Category	2008	2009	2010	2011	2012	2013	2008-2013 Avg.	2011-2013 Avg.
Single-family	188.03	188.69	181.78	178.79	177.63	173.78	181.45	176.73
Outside Residential	8.56	7.65	6.77	7.03	7.01	7.28	7.38	7.10
Multifamily	37.66	39.39	35.27	34.17	35.82	35.92	36.37	35.30
Mobile Home	29.13	32.70	31.20	26.94	28.00	26.39	29.06	27.12
Commercial	34.62	35.85	33.43	41.51	31.53	32.58	34.92	35.20
Industrial	268.94	264.90	243.66	212.23	235.59	280.87	251.03	242.90
Government	24.43	23.37	21.53	23.00	27.61	25.46	24.29	25.46
Standpipe	6.73	0.00	0.00	0.00	0.00	0.00	1.12	0.00
TOTAL	598.10	592.55	553.62	523.96	543.19	582.27	565.62	549.81

Source: Huibregtse, Louman Associates, Inc., City of Grandview Water Plan, 2015.

Projected Domestic Water Demand

Table 3-5 summarizes Grandview’s water system needs and capacity through 2035. The 2015 and 2035 projected populations reported in Table 3-5 resulted from analysis completed when developing the City’s Water Plan. This work occurred prior to the recent completion of County-wide population allocations by Yakima County as part of the current GMA Periodic Update cycle. In the absence of updated population projections, the Grandview Water Plan projected future population growth at a rate of 1.5% per year. The 2035 population projection adopted by Yakima County for City of Grandview is 13,137. While the 2035 projection of 15,270 reported in the Grandview Water Plan is higher than the Yakima County projection, it is considered to be within a range that is consistent with the Yakima County projection. When the Grandview Water System Plan is updated in six years, it will use the currently adopted Yakima County population projections for determine needs. The Land Use Element future land use needs analysis is based on the Yakima County population projection for 2035.

Table 3-5. City of Grandview Water System Needs and Capacity through 2035

	2015	2035
Population	11,338	15,270
Equivalent Residential Units (ERUs) ¹	6,742	9,080
Water Rights (GPM)	6,955	6,955

	2015	2035
Avg. Day Demand (MGD)	1.54	2.28
Peak Hour Demand (GPM)	4,600	6,816
Operational Storage	251,000 gal	251,000 gal
Standby Storage	1,348,000 gal	1,816,000 gal
Fire Suppression Storage	1,440,000 gal	1,440,000 gal
Equalizing Storage	41,000 gal	373,000 gal
Total Storage Capacity	3,561,000 gal	3,561,000 gal
Total Storage Required	1,732,000 gal	2,440,000 gal

1. ERU = the amount consumed by a typical full-time single-family residence.

Table 3-6 summarizes Grandview's six-year water system improvement program. Figure 3-2 illustrates the improvement locations.

Table 3-6. Six-Year Water System Capital Improvement Program

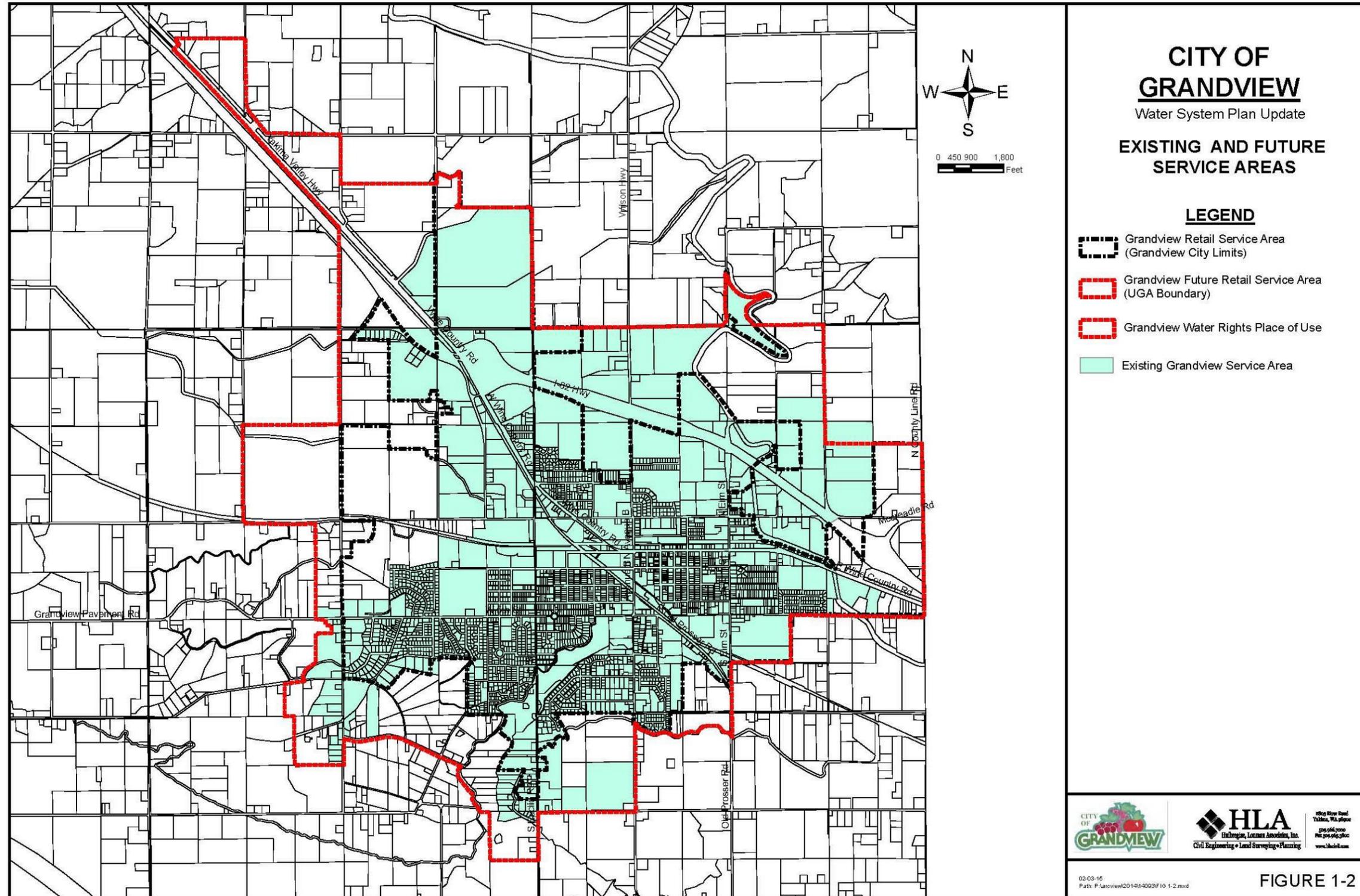
Priority No.	Project Name	2016	2017	2018	2019	2020	2021	2022-2036	Funding Source
1	OIEH and Elm St. Water Main Loop and Upsizing (DWSRF Loan Secured)		\$900,900						DWSRF ¹ Loan/City
2	Cedar St. Water Main Upsizing			\$371,363					DWSRF Loan/City
3	N. Elm St. Water Main Upsizing			\$255,480					DWSRF Loan/City
4	W. 3 rd St. Water Main Upsizing			\$359,726					DWSRF Loan/City
5	W. 4 th St. Water Main Upsizing			\$233,024					DWSRF Loan/City
6	Glen St. Water Main Upsizing			\$205,105					DWSRF Loan/City
7	Future Well A/C					\$1,772,936			DWSRF Loan/City
8	New Reservoir and Transmission Main						\$6,187,937		DWSRF Loan/City
9	Hillcrest Rd. and Vista Dr. Water Main Loop and Upsizing							\$184,235	DWSRF Loan/City
10	W. Concord Ave. Water Main Upsizing							\$454,500	DWSRF Loan/City
11	Princeville St. Water Main Loop							\$37,819	DWSRF Loan/City
12	Grandridge Rd. and Apricot Rd. Water Main Loop							\$1,029,423	DWSRF Loan/City

Priority No.	Project Name	2016	2017	2018	2019	2020	2021	2022-2036	Funding Source
13	W. 2 nd St. Water Main Upsizing							\$425,044	SRF Loan/City
14	Pecan St. Water Main Loop							\$177,901	SRF Loan/City
15	Balcom & Moe Well S02 Reconstruction							\$1,490,426	SRF Loan/City
16	Future Well B/D							\$1,880,426	SRF Loan/City

1. SRF = Washington State Department of Health Drinking Water State Revolving Fund

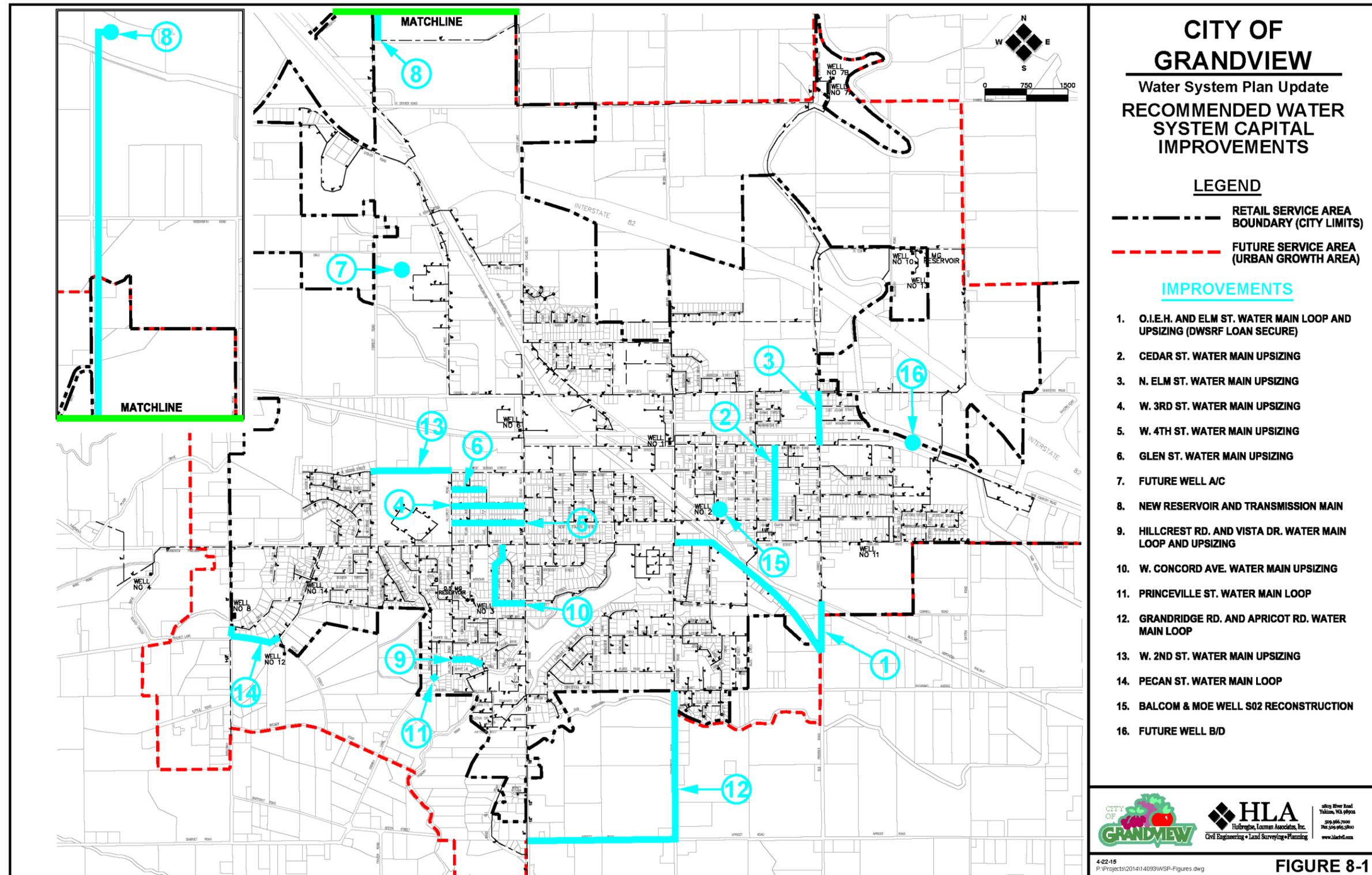
Source: Huibregtse, Louman Associates, Inc., City of Grandview Water Plan, 2015.

Figure 3-1. City of Grandview Water System Retail Service Areas



Source: Huijbregtse, Louman Associates, Inc., City of Grandview Water Plan, 2015.

Figure 3-2. Recommended Water System Capital Improvements



Source: Huibregtse, Louman Associates, Inc., City of Grandview Water Plan, 2015.

V. WASTEWATER COLLECTION, TREATMENT & DISPOSAL

The January 2009 General Sewer Plan identified existing wastewater facilities and needs, and recommended improvements to the system and is hereby incorporated by reference, as amended.

Collection and Conveyance

The City of Grandview's collection and conveyance system consists of gravity sewers ranging from six to 21 inches, with seven force mains and sewage lift stations. The total length of gravity sewers is approximately 158,800 linear feet. The system is in good condition, with negligible infiltration and inflow. Trunk mains are generally of adequate capacity, except for those serving developing areas.

Treatment Plant Site

The City of Grandview's wastewater treatment facilities are located on a relatively isolated 965 acre site on the south side of the Yakima River. The site is bounded on the north and east by the Yakima River, on the south by Byron Ponds, on the Sunnyside-Snake River Wildlife Area, and on the west by sparsely settled pasture land.

The Grandview Wastewater Treatment Facility accomplishes secondary wastewater treatment through two separate treatment processes, including:

- A mechanical activated sludge-type treatment process with a discharge of treated wastewater to the Yakima River. This system consists of primary clarification, aerated lagoon, anoxic selector tanks, activated sludge, final clarification, ultraviolet disinfection, and discharge of final effluent to the Yakima River.
- An aerated lagoon / facultative lagoon process with land application of treated wastewater. This system consists of primary clarification, aerated lagoon, a series of facultative lagoons, chlorine disinfection, followed by either land application of treated effluent of approximately 237 acres of City-owned spray fields, or discharge of treated effluent to non-overflow ponds developed in cooperation with the Washington State Department of Wildlife to enhance wetland habitat in the region.

Future Wastewater Demand and Facility Design Life

Monthly influent loadings through the year 2009 have not exceeded or approached the design capacity of the entire wastewater treatment plant and effluent quality has remained excellent.

For projecting the design life of Grandview's treatment system, only the entire facility was evaluated because the City can route loading to either the aerated lagoon / facultative lagoon process or to the mechanical plant depending on the situation.

In the General Sewer Plan, the design capacity of the entire facility was used to determine when capacity of the facility would be reached, as follows:

- Average Flow for the Maximum Month: 4.95 MGD
- Maximum Monthly BOD Loading: 86,000 lbs/day
- Maximum Monthly TSS Loading: 30,000 lbs/day
- Grandview's future wastewater loadings, as shown on Table 3-7, are assumed to increase at an annual growth rate of 1.65%.

Table 3-7. Future Wastewater Loading Projections

	2013	2018	2023	2028
Service Population	8,985	9,746	10,572	11,468
Annual Average Flow (MGD)	1.48	1.61	1.75	1.89
Maximum Monthly Flow (MGD)	2.04	2.22	2.40	2.61
Annual BOD ₅ Loading (lbs/day) ¹	11,439	12,408	13,459	14,600
Maximum Month BOD ₅ Loading (lbs/day)	14,520	15,751	17,085	18,533
Annual TSS ² Loading (lbs/day)	5,845	6,341	6,878	7,461
Maximum Month TSS Loading (lbs/day)	10,093	10,948	11,876	12,882

1. BOD₅ = biochemical oxygen demand, 2. TSS = total suspended solids

Based on these assumptions, the design capacity of the treatment plant is expected to be reached in 2029 for TSS, 2040 for hydraulic capacity, and 2084 for BOD₅ capacity. The 2028 population projection of 11,468 was estimated for the 2015 Water System Plan. The 2030 population projection developed by Yakima County and used in the Land Use Element is 12,695. If the slightly higher 2028 projection is realized, the plant design capacity could be reached slightly earlier.

The City’s six-year capital improvement needs are summarized in Table 3-8 below.

Table 3-8. Six-Year Wastewater System Capital Improvement Program

Priority No.	Project Name	2016	2017	2018	2019	2020	2021	2022-2036	Funding Source
1	Phase 1 WWTP Improvements		\$300,000						Local Funds
2	Phase 2 WWTP Improvements					\$14,000,000			Local Funds, DWSRF
3	Phase 3 WWTP Improvements							\$24,500,000	Local Funds, DWSRF
4	Machinery and Equipment	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$100,000	\$100,000 per year	Local Funds

1. DWSRF = Washington State Department of Health Drinking Water State Revolving Fund

VI. STORM WATER MANAGEMENT

The City of Grandview does not operate a separate storm drainage facility. The City's storm drain system is included within the roadway system. When roadway improvements are made, the associated drainage facilities are evaluated and the necessary replacements or modifications are incorporated into the street project.

The City of Grandview's stormwater collection system is limited to the downtown commercial / manufacturing core and a small area west of Euclid Road between W. Fifth Street and the old Union Pacific rail lines. A number of drywells exist throughout the City to handle runoff in specific areas. Several drains operated by the SVID also cross the City.

A majority of the Grandview concrete curb and gutter storm drain system consists of catch basins which drain to surface waters. Catch basins which discharge to dry wells constitute approximately 10% of the City's stormwater system. There are parts of the City which do not have curbs and gutters, and storm waters typically drain to neighboring unpaved properties in these areas.

Each catch basin within the City is cleaned annually, and storm drain lines are known to receive large amounts of leaves, gravel, or other debris. In addition, catch basin lids are inventoried annually as to their condition and replaced if necessary.

VII. SOLID WASTE COLLECTION & DISPOSAL

Solid waste collection is provided by the City of Grandview. The City of Grandview's 1989 Comprehensive Solid Waste Plan recommended closing the City's solid waste sanitary landfill, which was located south of the Yakima River on the same 900-plus acre tract as the City's wastewater treatment facilities. The plan recommended either developing a new regional landfill to provide the same service that the Grandview landfill provided for the Planning Area, or to transport waste to the Snipes Mountain Landfill.

The Grandview Landfill closed in 1990, and a closure plan was submitted to the Washington State Department of Ecology. The entire landfill was closed in 1994 in accordance with Washington State Department of Ecology regulations. Grandview's solid waste was diverted to the Snipes Mountain and Cheyne Landfills in mid-1990. In 1991, Grandview disposed of 989 tons of waste at the Snipes Mountain landfill and 3,466 tons at the Cheyne Road landfill. Since that time, the Snipes Mountain landfill has been closed. All of Grandview's solid waste is now diverted to the Cheyne Landfill located 5.5 miles north of the City of Zillah.

The Cheyne Landfill serves the cities of Grandview, Sunnyside, Toppenish, Wapato, Granger, Mabton and Zillah; Yakima Waste Systems; agricultural firms; construction and food processing businesses; self-haul businesses; and private residences. The Cheyne Landfill currently occupies 40 acres of a 960-acre site, and is in the process of being expanded to provide additional capacity.

The Terrace Heights Landfill is located about six miles east of Yakima at 7151 Roza Hill Drive. Phase 1 of the Terrace Heights Landfill is expected to reach capacity in about 2020. Phase 2 is estimated to reach capacity in 2026, but Yakima County may choose to reserve this for emergency use. The actual timing of closure will be affected by waste generation, recycling, and disposal rates, as well as landfill operations and design factors. Once the Terrace Heights Landfill is closed, some garbage disposal could be redirected to the Cheyne Landfill, which would affect its projected capacity (*Yakima County Solid and Moderate Risk Waste Management Plan, 2010*).

Transfer Facilities

Yakima County has developed the Lower Valley Transfer Station at the site of the old Snipes Mountain Landfill, at 1150 Luther Road in Granger. The City of Grandview hauls to this site. Yakima County then transfers the waste to the Cheyne Landfill.

Recycling

Recycling is becoming an increasingly important aspect of waste disposal. Yakima County has defined urban and rural service zones using the U.S. Census Urbanized Area boundary. Areas defined as urban must put in place household collection programs (“curbside recycling”) or must put in place alternative programs which exceed the waste diversion anticipated from a curbside recycling program. Grandview is defined as a rural area, in which drop off centers and other methods can be used (*Yakima County Solid and Moderate Risk Waste Management Plan*, 2010).

There is currently one recycling drop-off center in Grandview at 801 Dykstra Lane.

VIII. PUBLIC EDUCATION FACILITIES

Educational services for the City are provided by the Grandview School District No. 200. The school district boundary extends beyond the Grandview City limits. All of the district’s public school facilities lie within the City of Grandview. The Grandview School District has a current enrollment of 2,732 students.

Table 3-9 summarizes Grandview area school facilities. There are two private schools in the City of Grandview, which include Grandview Pre-School and the Grandview Adventist Jr. Academy. Educational services for low-income infant to preschool age children are provided by the Inspire Development Centers at the City-owned Alice Grant Learning Center located near the intersection of Grandridge Road and Nicka Street. The Alice Grant Learning Center currently serves 158 children throughout the year.

Adult education services, such as Basic Education classes, G.E.D. classes, and English as a Second Language are also available at the Learning Center. In addition, other adult education programs and continuing education classes are available at the Grandview Campus of the Yakima Valley Community College (YVCC) located between Main Street and Second Street just west of downtown. YVCC offers Associate of Applied Science degrees and certificates in Medical Assisting, Medical Billing and Coding, Nursing Assistant, Phlebotomy, Tree Fruit Production, Winery Technology, and Vineyard Technology. YVCC also offers partial degree coursework and prerequisites for other programs such as Business, Criminal Justice, Education, and Nursing.

The YVCC campus is engaged in a variety of activities designed to grow enrollment in particular programs. Over the past several years, the college has expanded its footprint by acquiring several pieces of property. Future physical expansions included in the YVCC Grandview Campus facility master plan include a new entrance into the campus off Wine Country Road, constructing additional buildings, and moving parking to the west of its current location.

Table 3-9. Grandview Area School Facilities

Name of School	Address	Grades	Teachers	Enrollment
<i>Public Schools: Grandview School District</i>				
McClure Elementary	811 West Second Street, Grandview	Kindergarten K - 5	19	485

Name of School	Address	Grades	Teachers	Enrollment
Arthur H. Smith Elementary	205 Fir Street, Grandview	K - 5	21	460
Harriett Thompson Elementary	1105 West Second Street, Grandview	K - 5	24	465
Grandview Middle School	1401 West Second Street, Grandview	6 - 8	36	675
Grandview High School	1601 West Fifth Street, Grandview	9 - 12	38	647
Compass High School	913 West Second Street, Grandview	9-12		
<i>Public Schools: City of Grandview</i>				
Alice Grant Learning Center	1005 Grandridge Road Grandview	Infant to Pre-School		158
<i>Colleges</i>				
Yakima Valley Community College Grandview Campus	500 West Main Street, Grandview	2 year college		500
<i>Private Schools</i>				
Grandview Adventist Jr. Academy	106 North Elm Street, Grandview	1 - 8	3	31

IX. PARKS & RECREATIONAL FACILITIES

The parks and recreation system and needs are discussed in greater detail in the Grandview Comprehensive Parks, Recreation and Open Space Plan 2015-2020 (Parks Plan), which is hereby incorporated by reference, as amended. Based on a detailed Geographic Information Systems (GIS) analysis, it was determined that the City of Grandview is currently providing 63.25 acres of City-owned park recreation areas (see Table 3-10). This figure includes all nine parks currently under the City of Grandview’s jurisdiction, but does not include the portion of the Lower Valley Pathway that passes through Grandview, the Grandview Community Center or the Grandview Museum. This number is lower than the 69.75 acres of City-owned recreation areas reported in the Parks Plan because since the adoption of the Parks Plan, Euclid Park (6.5 ac) was sold to the Grandview School District. The Grandview area has approximately 121.5 acres available for recreational purposes when land provided by the Grandview School District and private entities is added to the City’s acreage.

Level of service standards are often used to assess the need for additional park and recreation facilities. Many communities have adopted standards based on the National Recreation and Park Association’s (NRPA) guidelines. NRPA recommends a total of 6.25 to 10.5 acres of parks and open space per 1,000 people. Additionally, NRPA suggests a classification system for parks based on their service area. The different types of parks, such as neighborhood or community parks vary in size and service area, with community parks having a service area of a one to two mile radius. Using both of these NRPA guidelines, the City of Grandview has sufficient park and open space areas.

Table 3-10. Existing Recreation Areas

Park Name	Acres
Country Park Events Center	15
Dykstra	28
Eastside	3
Palacios Parkway/West Entrance	3
Stokely Square	0.25
Vista Grande	1
Water Tower	0.5
West Entrance	4.5
Westside	8
Totals	63.25

The City of Grandview parks are described in further detail below, and also in the Parks Plan.

- 7) Country Park Events Center is 15-acre facility located on the very northwest corner of the Grandview City limits with excellent access to and from I-82 and Wine Country Road. The Washington State National Guard Armory sits adjacent to the park on 10 acres. The park has three lighted multipurpose fields for softball and baseball, a two-acre outdoor amphitheater facility with covered stage, and several buildings that offer a variety of uses. In April of 2006, the dedication of the Ralph Scott Memorial Ball Field took place. This site accommodates several special events and activities throughout the year including the Yakima Valley Fair & Rodeo, ball tournaments, scouting jamborees, Easter egg hunt, Cal Ripkin baseball, employee picnics, movies in the park, etc. The site is also home to the Grandview Community Center which was opened to the public in 2012.
- 8) Dykstra Park, formerly called Stassen Park, is a 28-acre facility and is the largest park within the City's park system. The upper, or northern, portion of the park is passive in orientation with horseshoe pits, a shuffleboard court, planter, park benches, restrooms, and a flag pole. The middle portion of the park offers both a volleyball court and a basketball court, an array of playground equipment, picnic areas, an undeveloped baseball area, and a soccer field for youngsters. The 1.5 mile walking/jogging pathway which circles the entire park receives heavy usage throughout the year, particularly from older adults. A fitness course, pathway benches, and tree planting area are also attractions that are found within the park. More recently, a nine-hole disc golf course was established giving this park another usage dimension.
- 9) Eastside Park is a three-acre neighborhood park that serves the east side of the Central Business District, offering picnic facilities, playground equipment, restrooms, small baseball diamond, and two hard court areas for basketball.
- 10) Legion Park is composed of a small open grassy area approximately 0.25 acres in size. This park was renovated as part of an Eagle Scout project.

- 11) Park Avenue Park is a small 0.13 acre park situated in a cul-de-sac on Park Avenue. A small hard-court area is available for neighborhood residents.
- 12) Stokely Square is a 0.25 acre pocket park located in downtown Grandview. This aesthetic park sits on a small lot adjacent to West Second Street. The park features a gazebo, water fountain, tree plantings, benches and memorial tiles.
- 13) Vista Grande Park was developed in 1988. This one acre neighborhood park is the only public recreational facility on the north side of Wine Country Road. Park facilities include a hard court basketball play area, a small baseball field, playground equipment, a picnic area, and benches.
- 14) Water Tower Park is a small half-acre neighborhood park which serves the southwestern residential portion of the City. The ½ court basketball court at this park is a very popular and heavily used facility. The park is also equipped with a variety of playground equipment.

Westside Park is an 8 acre park which offers patrons a wide variety of leisure activities. The popular municipal swimming pool, which was last renovated in 1983, hosts an extensive aquatics program during the summer months. A swimming pool committee has been appointed to lead the charge for new and updated amenities at this facility. Other facilities of Westside Park are picnic areas, playground equipment, restrooms, horseshoe pits, and open play areas. Large mature trees landscape the park.

In addition to these more traditional park facilities, the City of Grandview also oversees the operation of the Grandview Community Center, the Grandview Library, and the Grandview Museum. A new Community Center was constructed in 2012 using a combination of City funds, Washington State Community Development Block Grant funding, and local contributions. The Community Center consists of approximately 9,700 square feet of space. The Community Center was designed to provide much needed amenities for the citizens of Grandview. The Center provides a new dining hall for group dinners, dances, community parties and other events. The large multi-purpose/gym space accommodates exercise/recreation classes, local sports leagues and other functions too large for the dining hall. The Center is supported by a host of other spaces including a reception area, Parks and Recreation Department staff offices, a game room, American Legion room, billiards room, commercial kitchen, conference room and health room. The layout of the building allows for multiple groups to use the facility simultaneously without disturbing each other. The Community Center provides a location for community programs as well as a gathering facility for residents of all ages.

The Bleyhl Community Library originally opened in 1914 at 201 West Second Street. In 1958, the library moved to 311 Division Street. In the mid-1970s the size of the library was roughly doubled. The new Grandview Library was constructed in 2011 as a joint use facility for the City of Grandview and Yakima Valley Community College. The building provides facilities commonly found in a public library while meeting the academic needs of the YVCC students. The library houses a general book collection as well as areas specifically designed for an art collection, children's library, teens, reference and audio/visual media. The building also contains a program room to accommodate community meetings, speakers and children's programs. The building is energy efficient and incorporates environmentally friendly, sustainable materials. The building received LEED (Leadership in Energy and Environmental Design) Gold Certification.

The R.E. Powell Museum was constructed in the 1960s and occupied a portion of the library building located at 311 Division Street. After the new Grandview Library was constructed, the building at 311 Division Street was sold to the Grandview School District. In 2015, the City purchased the building at 115 West Wine Country Road and current design and renovation efforts will enable the City to move exhibits from the old facility to the new facility in 2016. The museum displays an array of memorabilia depicting Grandview's history. Most of the collection dates from the 1920s through the mid-70s.

Public School Sites and Utilities

The Grandview Parks and Recreation Department and the Grandview School District have a formal agreement to share use of each other’s facilities.

The Grandview community has recently undergone a rapid expansion in the amount of available gym space. While the existing Grandview High School gym remains unchanged, two new elementary schools, Harriet Thompson and McClure, were constructed with new gym facilities. School gyms at Compass High School, the Middle School, and A.H. Smith Elementary have also been recently renovated. The National Guard Armory in Grandview also has invested in its gymnasium, which can now be used for basketball. These improvements have greatly increased the quality and quantity of gym space available to the citizens of Grandview.

As population growth continues to occur in Grandview, demand for these facilities will increase and, most likely, exacerbate scheduling difficulties. These changes will make it increasingly important for the City and School District to continue to work cooperatively to utilize the existing facilities for the benefit of the Grandview community.

Table 3-11. Recreation Facilities, Grandview School District

Facilities/Schools	High School	Middle School	Harriet Thompson Elementary	McClure Elementary	A.H. Smith Elementary
Total Site Acreage	27.9	16	6.75	7.3	5.8
Baseball Field	1	1	1	1	3
Softball Field	1	1	Small		
Football Field	1	1			
Soccer Field	1	1		1	2 small
Track	Yes	Grass			
Playground Equipment			Yes	Yes	Yes
Hard Court (basketball, tetherball)		Yes	Yes	Yes	Yes
Open Area (recess, physical education, organized sports)	Yes	Yes	Yes	Yes	Yes
Gymnasium (Basketball)	Yes	Yes	Yes	Yes	Yes
Other Facilities	Stadium				

Table 3-12 summarizes the six-year parks and recreation capital improvement program for the City of Grandview.

Table 3-12. Six-Year Parks and Recreation Capital Improvement Program

Priority	Park Project Name	2015	2016	2017	2018	2019	2020	TOTAL
1	Swim Pool Development or Renovation	\$65,000	\$100,000	\$2,000,000-\$5,000,000	\$0	\$0	\$0	\$2,165,000-\$5,165,000

Priority	Park Project Name	2015	2016	2017	2018	2019	2020	TOTAL
2	New Restrooms or Replacement	\$34,000	\$36,000	\$0	\$0	\$0	\$0	\$70,000
3	Playground Equipment Upgrades	\$0	\$0	\$10,000	\$15,000	\$20,000	\$25,000	\$70,000
4	Museum Facility	\$150,000	\$170,000	\$0	\$0	\$0	\$0	\$320,000
5	Soccer Field Goal Posts	\$0	\$3,000	\$3,000	\$0	\$0	\$0	\$6,000
6	Bike/Pedestrian Path Development	\$0	\$0	\$0	\$150,000	\$150,000	\$150,000	\$450,000
7	Country Park Chip Seal/Parking Lot	\$0	\$23,000	\$0	\$0	\$0	\$0	\$23,000
8	Benches for Swim Pool at Westside Park	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000
9	Swim Pool Underwater Light Replacement at Westside Park	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000
10	Courtyard at Community Center	\$0	\$3,000	\$5,000	\$0	\$0	\$0	\$8,000
	Total	\$258,000	335,000	\$2,018,000 - \$5,018,000	\$165,000	\$170,000	175,000	3,121,000 - 5,121,000

X. POLICE & FIRE PROTECTION

Fire Protection

The City of Grandview and Yakima County Fire District No. 5 both use and co-own the fire station, which is located adjacent to the City Hall facing Avenue "A". The facility accommodates the length of the ladder truck and brings all department vehicles under one roof. There is also a Volunteer Fire Department Building leased by the Volunteer Association and located at the Country Park Events Center on Wallace Way.

Grandview has adequate water and hydrants to ensure safety against fire for the residents of the City. The City currently employs one full-time chief, one full-time captain and has 32 volunteer firemen. The Grandview/Yakima County Fire District No. 5 Station has three Engines (Grandview 11, 12, and 214) with the newest being Engine 214, a 2010 E-One Engine on an International truck chassis. The Fire Department also owns one Quint aerial/engine (Grandview 18) a 1999 American La France Aerial and one 1997 Braun Heavy Rescue (Rescue 14).

The City of Grandview has an average rating of 5 with the Washington State Fire Rating Bureau. The range for rating of fire departments is from 1 to 10, with 1 being the highest rating. Many factors are built into the criteria used to establish these ratings, including examining the water system - size of water mains, water pressure, storage capacity and capability, the age of the firefighting equipment and pumper

trucks, etc.

Unincorporated areas around Grandview are served by Fire District No. 5. Grandview has entered into a mutual aid agreement with Fire District No. 5 and with other nearby jurisdictions and departments.

Table 3-13. Six-Year Fire Protection Capital Improvement Program

Priority	Project Name	2015	2016	2017	2018	2019	2020	Total
1	Replacement of SCBAs	\$0	\$28,800	\$28,800	\$28,800	\$28,800	\$28,800	\$144,000
2	Fire Truck Replacement	\$0	\$248,634	\$248,634	\$248,634	\$248,634	\$175,718	\$1,170,254
3	Expansion/Modification of Fire Station	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$400,000
4	Procurement of Fire and Rescue Equipment	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$48,000
1	Total	\$8,000	\$285,434	\$285,434	\$285,434	\$485,434	\$412,518	\$1,762,254

Police Protection

Police protection is provided by the City of Grandview within the City limits and the Yakima County Sheriff’s Office for the remainder of the Grandview urban growth area. The Washington State Patrol covers state and interstate highways. The City, county and state have a mutual aid agreement for protection services.

Grandview currently employs a full time chief, assistant chief, 16 police officers, one corrections officer, five dispatchers, and administrative assistant. The department maintains eight police patrol vehicles, a chief’s vehicle, assistant chief’s vehicle, pickup, SIRT vehicle, two detective vehicles and a corrections van. The City contracts with the Yakima Humane Society for animal control services.

The Police Department includes four double bunk cells and is a 30-day holding facility. Training facilities for the Police Department includes a shooting range located on City property at the wastewater treatment plant and spray field area facilities.

The City contracts with the Yakima County District Court for municipal court services. The Lower Valley District Court facility is located on Wine Country Road in Grandview.

Table 3-14. Six-Year Police Protection Capital Improvement Program

Priority	Project Name	2015	2016	2017	2018	2019	2020	Total
1	Police Corrections Van	\$45,000	\$0	\$0	\$0	\$0	\$0	\$45,000
2	Police Department Facility	\$9,000,000	\$0	\$0	\$0	\$0	\$0	\$9,000,000
	Total	\$9,045,000	\$0	\$0	\$0	\$0	\$0	\$9,045,000

XI. MEDICAL & EMERGENCY FACILITIES

The City of Grandview and Yakima County Fire District No. 5 operates a first aid vehicle but not an ambulance. Transport to hospital is by area ambulance service. The volunteer firefighters are trained and equipped to provide emergency medical services for victims of trauma or severe medical problems.

Ambulance Service

Prosser Memorial Hospital Emergency Medical Services is first dispatch to calls in Grandview. Sunnyside Fire Department Ambulance Service is second dispatch to calls in Grandview. American Medical Response (AMR) as well as Advance Life Support (ALS) responds to medical emergency calls within the City and unincorporated areas, as needed. Prosser Memorial Hospital ambulances are located in Prosser and Grandview, AMR ambulances come from Toppenish or Yakima, ALS ambulances come from Yakima, and Sunnyside Fire Department ambulances from Sunnyside. This system of providing emergency medical care works well, with City volunteer firefighters providing the first aid that the ambulance crews would otherwise do prior to transport.

Residents of Grandview have access to Sunnyside Community Hospital located in Sunnyside or Prosser Memorial Hospital in Prosser. Sunnyside Community Hospital is a 36-bed facility offering outpatient and emergency room services. Both hospitals are approximately 10-15 minutes away for medical and emergency services. The City of Yakima and the Tri-Cities both have multiple hospitals with a variety of specialties. Grandview has 10 physicians, three dentists, two chiropractors, and two optometrists within the City.

Other Medical/Mental Health Services

For other medical or mental health services, City residents have access to the Older American Nutrition Program, Family Reconciliation Services, Life Options, Phoenix Addiction Counseling Services, Yakima Valley Farm Workers Clinic, and the Central Washington Comprehensive Mental Health branch located in Sunnyside on Saul Road near E. Lincoln Avenue.

XII. CORRECTIONS

There are no long-term correctional facilities located within Grandview’s City limits or UGA. Nearby correctional facilities are located in Yakima and Sunnyside

XIII. GOVERNMENT FACILITIES

Government facilities are summarized in Table 3-15. With the exception of police and fire protection needs identified in Section X, no government facilities capital improvements needs have been identified for the next six years.

Table 3-15. Government Facilities in the City of Grandview

Facility	Location
<i>Federal</i>	
Bonneville Power Administration, Grandview Substation	County Line Road
U.S. Postal Service	116 Grandridge Road
<i>State</i>	

Facility	Location
National Guard Armory	Wallace Way
<i>City</i>	
Library	500 West Main
City Hall	207 West Second Street
Fire Department	110 Avenue "A"
Parks and Recreation Department	812 Wallace Way
Police Department	201 West Second Street
Public Works Department	603 North Willoughby Road
Museum	115 West Wine Country Road
Community Center	812 Wallace Way
Swimming Pool	602 West Second Street (Westside Park)

XIV. COMMUNITY FACILITIES & SERVICES

The Grandview Community Center provides an array of comprehensive activities for approximately 250 senior citizens living throughout the City of Grandview and surrounding Lower Valley. The Grandview Museum offers a variety of memorabilia which depicts the history of the Grandview area. The Grandview Parks and Recreation Department helps meet the quality of life needs of the community by offering a variety of recreational programs and facilities.

The Grandview Library has more than tripled its collection since 1976 to 41,964 by the end of 2014. There were 34,896 items checked out in 2014 and 51,903 user visits to the library, which was open 1,899 hours. Users spent 850 hours in the past year on the 25 public access computers.

The National Guard Armory located on Wallace Way has rooms available for rent to community groups. The Armory includes an indoor shooting range.

XV. CAPITAL FACILITIES FINANCING

Local Funding Sources

Local funding sources for capital facilities include multipurpose revenue sources: local property, sales, use and excise taxes. For smaller projects, these sources may be used directly, while for larger projects, they may be used as grant matching funds, or as debt repayment for bonds and loans.

In addition, special taxes and fees are available for the construction of various types of capital facilities. Like the multipurpose revenue sources, they may be used either directly or as funds to match grants or repay debt. Examples include fuel taxes, vehicle license fees, street utility charges, road impact fees, sewer user fees, solid waste user fees and special assessments, storm drain utility fees, and water user

fees.

State and Federal Grant and Loan Funding Sources

Potential sources of grant and loan programs funds available to local governments for capital facilities include Washington State Public Works Trust Fund, Washington State Department of Ecology Water Quality Program, Washington State Department of Health Drinking Water State Revolving Fund, Washington State Recreation and Conservation Office, Washington State Transportation Improvement Board, Washington State Safe Routes to School and Pedestrian and Bicycle Safety programs, U.S. Department of Energy Efficiency and Conservation Block Grant, U.S. Library Services and Technology Act funds, U.S. Department of Housing and Urban Development Community Development Block Grant, U.S. Department of Commerce Economic Development Administration, U.S. Department of Agriculture-Rural Development, and U.S. Department of Transportation MAP-21 motorized and non-motorized grant programs, among others.

Availability of these funding sources to the City of Grandview will depend on federal and State funding levels for each source, and project eligibility requirements.

Long-Term Bonded Debt

General obligation bonds are backed by the value of properties within the jurisdiction, or the City’s “full faith and credit.” Revenue bonds are backed by the revenue received from the project that the bonds helped to fund, and are commonly used for utility improvements where the bonds are repaid out of utility charges. Special assessment bonds (Local Improvement Districts, Road Improvement Districts, and Utility Local Improvement Districts) are repaid by assessments against the properties benefited by the improvements.

The Washington State Constitution places limits on the amount of bonded indebtedness that any city may incur. No city may incur debt in excess of 0.75% of the taxable property unless 3/5 of the city’s voters approve additional indebtedness. With such a vote, the additional indebtedness may be as much as 2.5% of the value of the taxable property for all types of capital projects. An additional 2.5% may be allotted for projects supplying the city with water, lights, or sewer. Additional debt can also be incurred for acquiring or developing open space or parks.

XVI. SIX YEAR CAPITAL FACILITIES PLAN

Grandview’s Six Year Transportation Improvement Program, Comprehensive Water Plan, Comprehensive Sewer Plan, and Capital Facilities Plan identify recommended projects, cost estimates, potential funding sources and timing for project completion. These documents are incorporated by reference. Table 3-16 summarizes Grandview’s Capital Facilities Plan.

Table 3-16. City of Grandview Capital Facilities Plan and Potential Funding Sources

Need / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Source(s)
Transportation			
Old Inland Empire Highway Improvements	2021	\$2,193,900	Local Funds, STP ¹
Wine Country Road Pavement Preservation – Elm St. to Fir St.	2016-2017	\$243,000	Local Funds, TIB ²

Need / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Source(s)
Wine Country Road Improvements – Ash Ave. to Fir St.	2017	\$3,914,000	Local Funds, STP
Wine Country Rd. & McCreddie Rd. Signalization	2018	\$395,000	Local Funds, TIB
Larson St. Improvements – S. Fifth St. to Queen St.	2019	\$400,000	Local Funds, TIB
Stassen St. Improvements – Hillcrest to Velma Ave.	2019	\$342,000	Local Funds, TIB, PWTF ³
Birch Ave. Improvements – Wine Country Road to E. Third St.	2020	\$475,000	Local Funds, TIB, PWTF
Highland Rd. Improvements – Elm St. to E. City Limits	2021	\$3,000,000	Local Funds, TIB, PWTF
Water System			
OIEH and Elm St. Water Main Loop and Upsizing	2017	\$900,900	Local Funds, DWSRF ⁴ , CDBG ⁵ , other grant/loan
Cedar St. Water Main Upsizing	2018	\$371,363	Local Funds, DWSRF, CDBG, other grant/loan
N. Elm St. Water Main Upsizing	2018	\$255,480	Local Funds, DWSRF, CDBG, other grant/loan
W. 3 rd St. Water Main Upsizing	2018	\$359,726	Local Funds, DWSRF, CDBG, other grant/loan
W. 4 th St. Water Main Upsizing	2018	\$233,024	Local Funds, DWSRF, CDBG, other grant/loan
Glen St. Water Main Upsizing	2018	\$205,105	Local Funds, DWSRF, CDBG, other grant/loan
Future Well A/C	2020	\$1,772,936	Local Funds, DWSRF, CDBG, other grant/loan
New Reservoir and Transmission Main	2021	\$6,187,937	Local Funds, DWSRF, CDBG, other grant/loan
Wastewater System			
Phase 1 WWTP Improvements	2017	\$300,000	Local Funds
Phase 2 WWTP Improvements	2020	\$14,000,000	Local Funds, DWSRF
Phase 3 WWTP Improvements	2022-2036	\$24,500,000	Local Funds, DWSRF
Machinery and Equipment	2016-2036	\$50,000- \$100,000/year	Local Funds
Parks and Recreation			
Swim Pool Development or Renovation	2015-2017	\$2,165,000- \$5,165,000	Local Funds, CDBG, RCO ⁶
New Restrooms or Replacement	2015-2016	\$70,000	Local Funds, CDBG, RCO
Playground Equipment Upgrades	2017-2020	\$70,000	Local Funds, CDBG, RCO
Museum Facility	2015-2016	\$320,000	Local Funds, CDBG, RCO

Need / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Source(s)
Soccer Field Goal Posts	2016-2017	\$6,000	Local Funds, CDBG, RCO
Bike/Pedestrian Path Development	2018-2020	\$450,000	Local Funds, CDBG, RCO
Country Park Chip Seal/Parking Lot	2016	\$23,000	Local Funds, CDBG, RCO
Benches for Swim Pool at Westside Park	2015	\$6,000	Local Funds, CDBG, RCO
Swim Pool Underwater Light Replacement at Westside Park	2015	\$3,000	Local Funds, CDBG, RCO
Courtyard at Community Center	2016-2017	\$8,000	Local Funds, CDBG, RCO

1. STP = MAP-21 Surface Transportation Program, 2. TIB = Washington State Transportation Improvement Board, 3. = Public Works Trust Fund, 4. DWSRF = Washington State Drinking Water State Revolving Fund, 5. CDBG = U.S. Department of Housing and Urban Development Community Development Block Grant, 6. RCO = Washington State Recreation and Conservation Office, 5.

XVII. GOALS AND POLICIES

This section presents the capital facilities goals and policies for the City of Grandview.

GOAL 1: *To actively manage land use change and protect the City's character by developing City facilities and services in a way that directs and controls land use patterns and intensities.*

Policy 1.1 Ensure that new development does not outpace the City's ability to provide and maintain adequate public facilities and services, by allowing new development to occur only when and where adequate facilities exist or will be provided.

Policy 1.2 Development within the unincorporated portion of the urban growth area shall be encouraged to occur only on a limited scale to prevent inefficient use and distribution of public facilities and services, and to discourage rural development from becoming urban in nature outside of the urban growth boundary.

Policy 1.3 Planning for future capital facilities will be coordinated with the Land Use and Transportation Elements of the Comprehensive Plan.

GOAL 2: *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 standards below locally established minimum standards.*

Policy 2.1 New urban development shall be encouraged to locate first, within the City limits and second, within the urban growth area where municipal services and public facilities are already present.

Policy 2.2 Development shall be allowed only when and where all public facilities are adequate, and only when and where such development can be adequately served by essential public services without reducing the levels of service elsewhere.

GOAL 3: *To facilitate planned growth through combined services.*

Policy 3.1 To facilitate planned growth, the City encourages combining and assisting in service areas such as fire protection, public transit, water/sewer, criminal justice and administration, where such combinations implement efficient, cost effective delivery of such services.

GOAL 4: *Coordinate the orderly provision of public facilities with public and private development activities in a manner that is compatible with the fiscal resources of the City.*

Policy 4.1 Coordinate land use and public works planning activities with an ongoing program of long-range financial planning, in order to conserve fiscal resources available to implement the capital facilities plan.

Policy 4.2 Public facilities and utilities shall be located to: a) maximize the efficiency of services provided; b) minimize their cost; and c) minimize their impacts on the natural environment.

Policy 4.3 The City will encourage economic growth while maintaining quality development and controlling the cost of public improvements in its urban growth area.

Policy 4.4 If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.

Policy 4.5 Within the UGA, urban services shall be required when economically feasible. When services are not economically feasible, covenants should be used to require connections to those services when they become available.

Policy 4.6 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.

GOAL 5: *Expand the range of active recreational opportunities for the citizens of Grandview to the fullest extent possible.*

Policy 5.1 Use preference identification as a basis for identifying what facilities are most needed in the community and as a basis for the development of capital programming.

Policy 5.2 The City will encourage multiple uses of public facilities which could be used for day care, youth facilities, senior activities, meetings and other functions.

GOAL 6: *Promote coordinated planning and balanced delivery of services among federal, state, county, municipal and tribal governments especially in areas of overlapping influence such as urban growth areas.*

Policy 6.1 The City will coordinate with those agencies providing social services in the City. The City recognizes that changes in population will affect these services and require planning of appropriate services. The agents managing these facilities (local government, education, churches, emergency services and the library), need to work with the City to incorporate their future plans.

Policy 6.2 Coordinate City and Yakima County utility plans.

Policy 6.3 Determine funding options for future City and Yakima County utility needs.

GOAL 7: *Ensure the protection of groundwater from sources of contamination.*

Policy 7.1 Provide sufficient treatment to ensure that the discharge of wastewater meets state and federal standards applying to surface and groundwater.

Policy 7.2 Protect local groundwater supplies by increasing the awareness of local residents about the appropriate disposal techniques for hazardous materials.

GOAL 8: *Identify future needs and promote increased water supplies through coordinated development and conservation efforts.*

Chapter 4 Transportation Element

I. INTRODUCTION

Purpose

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

Growth Management Act Requirements

The goal of the Growth Management Act (GMA) is to encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with city and county comprehensive plans. The City of Grandview's Transportation Element must be consistent with the regional transportation plan established by the Regional Transportation Planning Organization (RTPO) for Yakima County. The Transportation Element must also implement, and be consistent with, the City's Land Use Element.

The Growth Management Act requires that communities apply the concepts of consistency and concurrency when discussing transportation issues. Consistency means that 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. Consistent features and elements of the plan are compatible to the extent that they can co-exist and not preclude the accomplishment of other features or elements.

Concurrency means that adequate capital facilities are available when the impacts of development occur or within six years of such development. Within the Growth Management Act, concurrency is required for transportation impacts (it may optionally be applied to other capital facilities).

The GMA requires that the Transportation Element include discussion of the following topics:

- Land use assumptions used in estimating travel;
- Estimated impacts to state-owned transportation facilities and services;
- Facilities and service needs, including:
 - An inventory of air, water, and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning;
 - Level of service (LOS) standards for all arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
 - Specific actions and requirements for bringing into compliance any facilities or services that are below established LOS standard;
 - Forecasts of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing and capacity needs of future growth;
- Identification of system expansion needs and transportation system management needs to meet future demands;
- Finance, including:
 - An analysis of funding capability to judge needs against probable funding resources;
 - A multi-year financing plan based on the needs identified in the Comprehensive Plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems;

- If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure that LOS standards will be met;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land assumptions on the transportation systems of adjacent jurisdictions;
- Demand-management strategies; and
- Pedestrian and bicycle planning.

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

Transportation Element Certification

The City of Grandview’s Transportation Element must be consistent with the *Yakima Valley Metropolitan and Regional Transportation Plan 2012-2040 (M/RTP)* established by the Yakima Valley Conference of Governments (YVCOG), the lead agency for the Metropolitan Transportation Organization (MPO) and the Regional Transportation Planning Organization (RTPO) for Yakima County. The Transportation Element must also implement, and be consistent with, the City’s Land Use Element, as well as the Yakima County-Wide Planning Policy and State growth management goals. After review of the City of Grandview’s Transportation Element, it was determined that it is consistent with the M/RTP and the GMA, as follows:

- The plan was submitted for consideration on May 19, 2016 and reviewed by YVCOG Staff.
- The MPO/RTPO Technical Advisory Committee reviewed the completed Transportation Element Review Checklist on **June 9, 2016** and recommended approval to the MPO/RTPO Policy Board.
- The Policy Board considered the recommendation of the Technical Advisory Committee on **June 20, 2016** and approved the City of Grandview’s Transportation Element.
- A formal Transportation Element Consistency Certification Report was signed by YVCOG’s Executive Director on **June 21, 2016**.

Relationship to Other Elements

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

Applicable Countywide Planning Policies

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

1. The capital facilities, utilities, and transportation elements of each local government’s comprehensive plan will specify the general location and phasing of major infrastructure improvements and anticipated revenue sources. [RCW 36.70A.070(3)(c)(d)] (Countywide Planning Policy: B.3.4.)

2. Major public capital facilities that generate substantial travel demand should be located along or near major transportation corridors and public transportation routes. (C.3.4.)
3. The multiple uses of corridors for major utilities, trails, and transportation rights-of-way is encouraged. (C.3.6.)
4. The transportation element for each jurisdiction will be consistent with and support the land use element of its comprehensive plan. [RCW 36.70A.070(6)] (D.3.1.)
5. Transportation improvements or strategies to accommodate the impacts resulting from new development will be implemented concurrent with new development. “Concurrent with new development” means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. [RCW 36.70A.070(6)(e)]
6. Local jurisdictions will coordinate transportation planning efforts through YVCOG, which is designated as the RTPO. This regional coordination will assure that an assessment of the impacts of each transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions conducted and conflicts prevented. (D.3.5.)
7. Each interlocal agreement will require that common and consistent development and construction standards be applied throughout the UGA. These may include, but not be limited to, standards for streets and roads, utilities, and other infrastructure components. (F.3.5.)

Major Transportation Considerations

- The City has identified several projects on its Six-Year Transportation Improvement Program. If these projects are not funded through state or federal programs, what other funding sources would be available?
- The Urban Growth Area defines where the City is financially capable of providing urban services and the areas it may ultimately annex. If these areas request annexation, how will the City bring these areas up to its standards for streets, lighting, sidewalks, etc.?
- What improvements to the transportation network will support the City’s goals in other areas, especially land use and economic development?
- What are the present and future mobility needs in Grandview, and how can they be met?
- Proximity to I-82 presents additional opportunities for traveler-oriented development. What improvements to the transportation network will help the City capitalize on those opportunities? If the City wishes to maintain the traditional central business district, how can the transportation system be used to further that goal?
- Are additional sidewalks or other pathways needed for public safety, now or in the future? Is a sidewalk improvement program needed?

II. TRANSPORTATION NETWORK CHARACTERISTICS

Roads and Streets

The Grandview area is served by a network of roadways and streets. Roadways and streets within the City of Grandview are categorized under the Federal Functional Classification System. The major streets and roadways serving the City of Grandview are the Wine Country Road, Euclid Road, Old Inland Empire Highway, Grandridge Road, Wilson Highway, and West Fifth Street. Figure 4-2, page 4-21 illustrates the existing transportation network and the FFC designations for roads.

All of Grandview's local streets are paved. Residential streets have paved driving lanes and most have dirt or gravel parking lanes. Retail core area streets are paved curb to curb, most with angle parking on both sides of streets. Street right-of-way varies throughout City from 20 feet to 60 feet in width.

I-82 is the primary access to Grandview. I-82 connects Grandview to the City of Yakima and the City of Ellensburg to the northwest. I-90 intersects with I-82 at Ellensburg. The City of Seattle is approximately three hours from Grandview to the west. The City of Spokane is approximately three hours to the east. I-82 connects Grandview with the Tri-Cities to the southeast and connects with I-84 near Hermiston, Oregon. Portland, Oregon is approximately 3½ hours to the west of Grandview. Boise, Idaho is approximately five hours to the east of the City. Grandview connects with State Route 241 through the eastern edge of the City of Sunnyside. SR-241 travels north to connect with Highway 24 and provides access to the Hanford Nuclear Reservation at the west gate. The Yakima Valley Highway provides an important link between the City of Grandview and the City of Sunnyside, the lower Yakima Valley's two largest cities. Other roadways which connect with Grandview serve the large areas of agricultural land which surround the City.

Rail Facilities and Locations

The Grandview area is served by the Washington Central Railroad which took over the Union Pacific and Burlington Northern rail lines in Yakima County. The former Union Pacific rail line between Sunnyside and Grandview and Grandview and Prosser has been abandoned. That portion of the old Union Pacific rail line within the City of Grandview has been left intact. Access to this remaining line is from the interconnecting Washington Central (former Burlington Northern) spur between Prosser and Zillah. This spur connects with Washington Central's main line at Prosser. The main line of the Washington Central railroad (formerly BN rail line) follows the SR-22 corridor within the Grandview area.

Airports

Two commercial service airports are located within 45 minutes of the City of Grandview, at Tri-Cities/Pasco and Yakima. These airports serve as commercial nodes for passenger and cargo aircraft. Both airports have at least one runway over 7,000 feet long which can accommodate most types of aircraft. They also serve private flying for business or recreation.

The 825-acre Yakima Regional Airport is located in the City of Yakima, within one hour of the City of Grandview. It serves Yakima County and portions of Kittitas, Klickitat, and Lewis Counties. The airport, which has an Airport Advisory Committee, is managed and operated by an Airport Manager and staff. The Yakima Regional Airport has two runways, one approximately 3,800 feet in length and one 7,603 feet in length. The Airport Master Plan includes extending the 7,603 foot runway to 8,800 feet.

Public Transportation

Demand-response transportation services are provided in Grandview for eligible elderly and handicapped citizens by People for People, a private non-profit organization. Demand-response transportation service

allows users of this service to call ahead to arrange for transportation services at an agreed upon day and time. These transportation services are provided to elderly persons for trips involving nutrition, medical attention, and shopping. They are also provided to Medicaid clients for only Medicaid-related travel.

People for People also operates the Community Connector, which connects Yakima, Prosser, and cities along the I-82 corridor. The Community Connector is free for all riders. In Grandview, the Community Connector currently stops at Lucky 7 Mini Mart, 226 Wine Country Road; and Safeway, 610 Wine Country Road; three times per day, Monday through Friday.

The only other form of public transportation available in Grandview is private for-hire taxi service.

Discussion of a public transportation system to serve all of Yakima County has been ongoing. The ability for city and county jurisdictions to create a Public Transportation Benefit Area (PTBA) was granted by the Washington State Legislature in 1975. A PTBA operates independently from other government bodies and the only function of a PTBA is to provide public transportation for all citizens within the public transit benefit area. In 1994, a public vote to fund public transportation within the countywide PTBA failed. In response to the failed measure, the PTBA Board of Directors created a smaller, more localized PTBA around the Yakima metropolitan area.

Discussions regarding development of a countywide transportation system are ongoing among the Lower Valley’s Driving Rural Yakima Valley’s Economy (DRYVE) and the Upper Valley’s TRANS-Action organizations. Both of these organizations work to prioritize regional transportation improvements within their respective regions.

Freight and Goods Transportation System

The Washington State Freight and Goods Transportation System (FGTS) is a classification system for roadways, railways, and waterways based on freight volume. The FGTS is used to establish funding eligibility for Freight Mobility Strategic Investment Board grants, fulfill federal reporting requirements, support transportation planning process, and plan for pavement needs and upgrades. WSDOT has used this data to designate freight economic corridors in the Washington State Freight Mobility Plan (FMP). The FMP is the first step in identifying and developing a year-round, all-weather system of routes serving truck travel and the economic needs of communities Statewide.

The FMP was last updated in 2014. WSDOT is currently updating the FGTS and expects to publish a new FGTS report and online maps in early 2016.

WSDOT used criteria based on the level of annual freight tonnage carried by a particular segment of road to identify road segments which play a significant role in the movement of freight and other goods throughout the state (Table 4-1). Through the FMP, WSDOT estimates truck traffic on highways and roads used most heavily by trucks. Truck traffic count data is converted into average weights by truck type. The five truck route classes based on annual tonnage are listed below. Category T-5 accounts for roads subject to heavy use on a seasonal basis.

Table 4-1. Truck Route Classes Based on Annual Tonnage

Truck Route Class	Annual Tonnage (Millions)
T-1	10,000,000 +
T-2	4,000,000 - 10,000,000

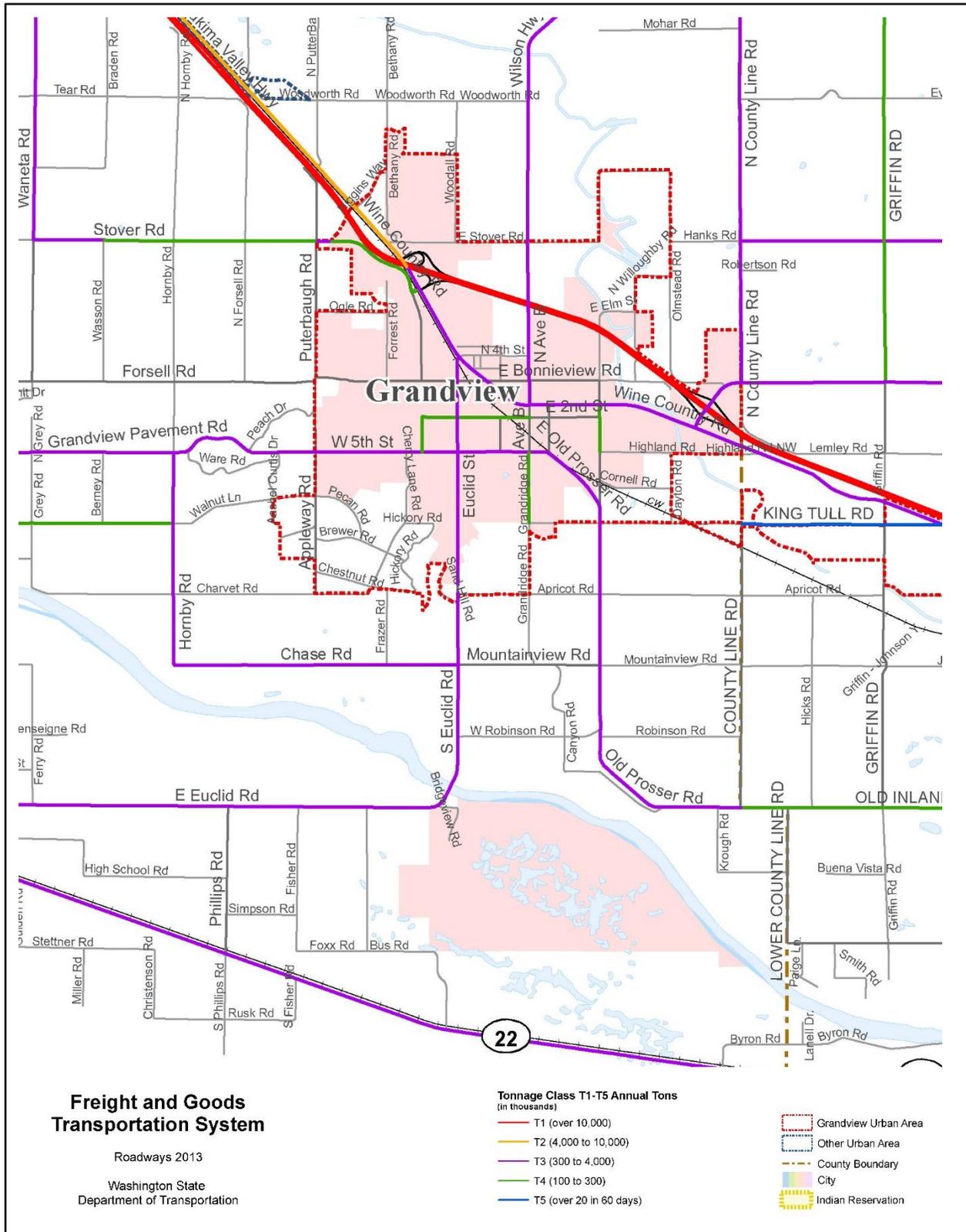
T-3	300,000 - 4,000,000
T-4	100,000 - 300,000
T-5	At least 20,000 tons in 60 days

Table 4-2 lists the City of Grandview UGA FGTS streets and roads. Figure 4.3 illustrates the FGTS streets and roads for the City of Grandview UGA.

Table 4-2. Grandview UGA - Freight and Goods Transportation System Classified Roads

Route Name	Start Location	End Location	FGTS Class
Wine Country Road/Yakima Valley Highway	North City Limits	I-82	T-2
Euclid Road	Groom Lane	Stassen Way	T-3
Euclid Road	Second Street	Wine County Road	T-3
Euclid Road	South City Limits	Groom Lane	T-3
Euclid Road	Stassen Way	Second Street	T-3
W. Fifth Street	At Appleway Road	West City Limits	T-3
W. Fifth Street	Larson Street	Division Street/Old Prosser Highway	T-3
W. Fifth Street	West City Limits	Larson Street	T-3
Wine Country Road/Yakima Valley Highway	Avenue B	Cedar Street	T-3
Wine Country Road/Yakima Valley Highway	Cedar Street	Fir Avenue	T-3
Wine Country Road/Yakima Valley Highway	Euclid Road	Avenue B	T-3
Wine Country Road/Yakima Valley Highway	Fir Avenue	County Line Road	T-3
Wine Country Road/Yakima Valley Highway	I-82	Euclid Road	T-3
Avenue B	Main Street	Bonnieview	T-4
Elm Avenue	Fifth Street	Main Street	T-4
Grandridge Road	Fifth Street	South City Limits	T-4
Hillcrest Road	Fifth Street	Second Street	T-4
Second Street	Hillcrest Road	Avenue B	T-4
Stover Road	West Urban Boundary	Wine Country Road/Yakima Valley Highway	T-4

Figure 4-1. Grandview UGA – Roadways by Truck Tonnage Class



III. ROADWAY CHARACTERISTICS

This section examines Grandview area roadways more closely. The City of Grandview has 42 miles of roadway within the City limits. Many additional miles of roadway exist within the adjacent Urban Growth Area (UGA).

Functional Classification

Figure 4-2, page 4-21 illustrates the Federal Functional Classification (FFC) of roads in the Grandview UGA. Table 4-4, page 4-12 lists the FFC of roads within the City of Grandview; Table 4-5, page 4-14 lists the same for the unincorporated portion of the Grandview UGA. FFC is the grouping of highways, roads and streets by the character of service they provide for transportation planning purposes. Individual streets and roadways do not function independently, but rather form a network through which traffic flows. Roads within the network serve two primary functions: 1) mobility to move traffic, goods, and people from one location to another quickly and efficiently; and 2) access to parcels of land. The primary purpose of arterial streets is to provide mobility. Land access from arterial streets is secondary and numerous access points along an arterial may serve to impede its mobility function. A local street's primary purpose is to provide access to surrounding parcels of land. Mobility is secondary. Collector streets provide both land access and mobility and link arterial and local streets.

Roadways are classified as either rural or urban; this classification determines what type of funding roads are eligible for and what types of standards they must meet upon new construction. When roads fall within an urbanized area as determined by the Census, they are considered urban; roads outside urbanized areas are considered rural. Areas may be added to the urbanized area upon City request during an urban area adjustment process that is required by federal law after each decennial Census. Following the 2010 Census, this adjustment process took place for Yakima County in 2013.

The City's functional street classification is defined below. It is based on standards followed by the Washington State Department of Transportation.

Freeway: A high speed, high capacity roadway intended exclusively for motorized traffic with private automobile.

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

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

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

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

Idealized Urban and Rural Roadway Capacities

For each of the functional classifications of roadway noted above, a corresponding idealized capacity is shown below. These idealized capacities are based on roadway capacities as used in the traffic analysis and forecast model. The actual capacity of any specific roadway is affected by the roadway’s speed limit, number of intersecting roadways, number of stops or other delays, and other factors.

<u>Functional Class</u>	<u>Capacity of Roadway</u> (Vehicles/Hour)
Freeway	3,600
Freeway Ramps	1,200
State Highways	2,200
Principal Arterial (Urban/Rural)	2,200
Minor Arterial (Urban)	2,000
Collector Arterial (Urban)	1,800
Access/Local (Urban)	1,600
Major Collector (Rural)	2,400
Minor Collector (Rural)	2,000
Access/Local (Rural)	1,600
Other	1,600

Traffic Volume History

Traffic volumes in the Grandview area tend to be lower than the capacities noted above. This is displayed in Table 4-4, page 4-12 and Table 4-5, page 4-14, with all roadways maintaining a level of service “A” ranking. However, while the Grandview transportation system tends to be relatively free from congestion, traffic volumes on every minor arterial and collector throughout the City have increased since the last Comprehensive Plan update in 2006. The City of Grandview anticipates traffic volumes to continue to grow into the future, with the City population anticipated to reach 13,558 by 2040.

The City of Grandview collects traffic data for a number of purposes, including long-range planning, reviewing development proposals, and to support competitive applications for roadway improvements. Traffic volumes can either be expressed in terms of “Average Annualized Daily Traffic” (AADT), which is the volume of traffic over a 24-hour time period; or in terms of “peak hour” traffic volume, which is the highest single-hour traffic volume within a 24 hour period. Most of the recorded historical traffic volumes are in the form of AADT. In 2015, the City of Grandview collected traffic counts using computerized traffic counters. These traffic counters plot traffic volume against time and thus can be used to determine peak hour flow.

Yakima County Public Services maintains a series of set street and roadway locations from which counts are conducted every three to four years. Almost all of the counts reviewed were conducted in 2013, with some additional counts from 2009, 2012, and 2014. Major collectors in unincorporated Yakima County were examined to see if traffic volumes on Grandview area roads had noticeably increased over this period of time. With the exception of Yakima Valley Highway/Wine Country Road, which appears to have gained steadily in volume over these years, discernable patterns are not obvious.

Level of Service

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles actually using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of "level of service" (LOS). LOS has been categorized in a range from "A" to "F." LOS standards, as described in the table below, are taken from the 1985 federal Highway Capacity Manual.

LOS can be calculated in several ways. One of the simplest measures and the one used in this analysis, is a ratio of traffic volume to roadway capacity. Other more complex measures include interruptions to traffic flow such as signals, stop signs, turning traffic, and other factors.

Roadway capacity refers to the maximum amount of traffic that can be accommodated by a given roadway facility. Roadway capacity is based on an analysis of roadway conditions, including the number and width of lanes, pavement and shoulder types, the presence of controls at an intersection, and whether the roadway is in an urban or rural area.

The LOS can be calculated by dividing the observed traffic volume by the idealized roadway capacity. The ratio which results relates to one of the five different LOS categories. Table 4-3 summarizes LOS categories for roads.

The minimum acceptable LOS on Grandview streets is a LOS "C" (e.g., a volume-to-capacity ratio of between 0.71 and 0.80). This expectation results in a maximum traffic volume of 900 vehicles per hour per lane on City streets (minor arterial). In instances when the traffic volumes exceed this threshold, capacity-related improvements are necessary before additional land use development can occur.

Table 4-3. Level of Service Categories

Level of Service	Description	Volume/Capacity Ratio
A	Free flow. Low volumes and no delays.	Less than 0.60
B	Stable flow. Speeds restricted by travel conditions, minor delays. Presence of other users in the traffic stream.	0.61 to 0.70
C	Stable flow. Speeds and maneuverability reduced somewhat by higher volumes.	0.71 to 0.80
D	Stable flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability.	0.81 to 0.90
E	Unstable flow. Low speeds, considerable delay, volume at or near capacity. Freedom to maneuver is extremely difficult.	0.91 to 1.00
F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	Over 1.00

Table 4-4. City of Grandview Roads – Functional Classification, Peak Hour Volume, and Level of Service

Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT (2015)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service	
Interstate	I-82	Mile 072.51	Mile 07304	4	12,980 ¹	1,298	3,600	0.361	A	
		Mile 073.84	Mile 074.28	4	11,089 ¹	1,109	3,600	0.308	A	
Principal Arterial	None									
Minor Arterial	Grandridge Road	Fifth Street	Wine Country Rd	2 into 4	7,597 ²	759.7	2,000	0.380	A	
		Wilson Hwy	Wine Country Rd	Bonnieview Road	2	2,340 ²	234	2,000	0.117	A
	Wilson Hwy	Bonnieview Road	North City Limits	2	2,616 ¹	261.6	2,000	0.131	A	
	Euclid Road	South City Limits	Groom Lane	Groom Lane	2	3,315 ¹	331.5	2,000	0.166	A
			Groom Lane	Stassen Way	2	4,472 ¹	447.2	2,000	0.224	A
		Stassen Way	Second Street	Second Street	2	5,431 ²	543.1	2,000	0.272	A
			Second Street	Wine Country Rd	2	7,367 ²	736.7	2,000	0.368	A
	OIE Hwy	Division Street	South City Limits	2	1,486 ²	148.6	2,000	0.074	A	
	W. Fifth Street	West City Limits	Larson Street	2	5,176 ¹	517.6	2,000	0.259	A	
		Larson Street	Division Street	2	4,968 ²	496.8	2,000	0.248	A	
	Wine Country Rd	North City Limits	Euclid Road	2	10,536	1053.6	2,000	0.527	A	
		Euclid Road	Grandridge Road	2	9,351 ²	935.1	2,000	0.468	A	
	Wine Country Rd	Grandridge Road	Cedar Street	4	9,875 ¹	987.5	2,000	0.494	A	
		Cedar Street	Fir Avenue	4	7,734 ²	773.4	2,000	0.387	A	
	Wine Country Rd	Fir Avenue	East City Limits	2	9,454 ¹	945.4	2,000	0.473	A	
	Collector	Avenue "E"	Second Street	Fifth Street	2	762 ¹	76.2	1,800	0.042	A

Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT (2015)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
	Bonnieview Road	Elm Avenue	Wilson Hwy	2	2,715 ²	271.5	1,800	0.151	A
		Wilson Hwy	Euclid Road	2	1,905 ²	190.5	1,800	0.106	A
	Forsell Road	Euclid Road	West City Limits	2	2,919 ²	291.9	1,800	0.162	A
	Division Street	Fifth Street	Fourth Street	2	1,824 ²	182.4	1,800	0.101	A
		Fourth Street	Wine Country Rd	2	4,183 ²	418.3	1,800	0.232	A
	Elm Avenue	South City Limits	Fifth Street	2	4,067 ¹	406.7	1,800	0.226	A
		Fifth Street	Wine Country Rd	2	2,066 ¹	206.6	1,800	0.115	A
	Elm Street	Wine Country Rd	Bonnieview Rd	2	2,246 ²	224.6	1,800	0.125	A
	Hillcrest Road	Second Street	Fifth Street	2	2,066 ¹	206.6	1,800	0.115	A
	Second Street	Elm Avenue	Cedar Avenue	2	1,955 ¹	195.5	1,800	0.109	A
		Cedar Avenue	Grandridge Rd	2	4,766 ¹	476.6	1,800	0.265	A
		Grandridge Road	Hillcrest Road	2	3,478 ²	347.8	1,800	0.193	A
	Stover Road	West U.A.B.	Wine Country Rd	2	1,560 ²	156	1,800	0.087	A
Wallace Way	Forsell Road	North City Limits	2	1,814 ²	181.4	1,800	0.101	A	
Local Road	All streets and roadways not listed above								

*Average Annualized Daily Traffic. ¹ 2007 counts grown at 2% per year to achieve 2015 estimate. ² 2015 counts

Table 4-5. City of Grandview Unincorporated UGA Roads – Functional Classification, Peak Hour Volume, and Level of Service

Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT* (2015)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Interstate	I-82	Mile 073.04	Mile 073.84	4	12,003 ¹	1,200.3	3,600	0.333	A
		Mile 074.28	Mile 075.37	4	12,003 ¹	1,200.3	3,600	0.333	A
Principal	None								
Minor Arterial	None								
Major	Euclid Road E.	Fischer Road	Yakima River	2	2,508 ³	250.8	2,400	0.105	A
	Euclid Road S.	Yakima River	Robinson Road	2	2,656 ³	265.6	2,400	0.111	A
		Robinson Road	Chase/Mt. View	2	2,149 ³	214.9	2,400	0.090	A
		Chase/Mt. View	Apricot Road	2	1,599 ³	159.9	2,400	0.067	A
		Apricot Road	City Limits	2	2,389 ¹	238.9	2,400	0.100	A
	Grandview Pavement Road	Asahel Curtis	Puterbaugh	2	968 ³	96.8	2,400	0.040	A
		Puterbaugh	City Limits	2	1,420 ³	142	2,400	0.059	A
	McCreadie Road	Olmstead Road	N. of I-82	2	1,961 ³	196.1	2,400	0.082	A
		N. of I-82	Wine Country	2	3,844 ³	384.4	2,400	0.160	A
	OIE Hwy.	Apricot Road	Pleasant Avenue	2	2,345 ³	234.5	2,400	0.098	A
		Pleasant	Elm Street	2	3,028 ³	302.8	2,400	0.126	A
	Wilson Highway	Woodworth	Stover Road	2	883 ²	88.3	2,400	0.037	A
Yakima Valley	Ray Road	Tear Road	2	9,362 ¹	936.2	2,400	0.390	A	
Major Collector	Yakima Valley Hwy.	Tear Road	Puterbaugh	2	6,744 ³	674.4	2,400	0.281	A
		County Line	McCreadie Road	2	2913 ¹	291.3	2,400	0.121	A
		McCreadie	City Limits	2	4287 ¹	428.7	2,400	0.179	A
	Appleway Road	Chestnut Road	Tuttle Road	2	227 ³	22.7	2,000	0.011	A

Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT* (2015)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Minor Collector		Tuttle Road	Pecan Road	2	519 ¹	51.9	2,000	0.026	A
		Pecan Road	Grandview	2	556 ³	55.6	2,000	0.028	A
	Puterbaugh Road	Grandview	Forsell Road	2	572 ³	57.2	2,000	0.029	A
		Forsell Road	Ogle Road	2	1833 ³	183.3	2,000	0.092	A
		Ogle Road	Stover Road	2	616 ³	61.6	2,000	0.031	A
	County-Line Road N.	Hanks Road	Robertson Road	2	781 ¹	78.1	2,000	0.039	A
		Robertson Road	McCreadie Road	2	1086 ⁴	108.6	2,000	0.054	A
	Forsell Road	Hornby Road	N. Forsell	2	1,759 ³	175.9	2,000	0.088	A
		N. Forsell	Puterbaugh	2	1,639 ³	163.9	2,000	0.082	A
	Stover Road	Puterbaugh	Yakima Valley	2	1423 ²	142.3	2,000	0.071	A
Local Road	All streets and roadways not listed above								

*Average Annualized Daily Traffic. ¹ 2003 counts grown at 2% per year to achieve 2015 estimate. ² 2012 counts grown at 2% per year to achieve 2015 estimate.

³ 2013 counts grown at 2% per year to achieve 2015 estimate. ⁴ 2014 counts grown at 2% per year to achieve 2015 estimate.

Non-motorized Transportation

Sidewalks

Downtown Grandview and the older residential neighborhoods within the City contain the majority of sidewalks within the community. New residential developments are required to have sidewalks on at least one side of the street. However, industrial areas outside of downtown generally do not contain sidewalks.

Bicycle and Pedestrian Pathways

Few formally designated pathways exist within the City of Grandview UGA and the surrounding areas within Yakima County and Benton County. The two most notable pathways have been developed along the abandoned Burlington Northern rail line. The Lower Valley Pathway extends from the northwestern part of Grandview to Sunnyside following the route of Yakima Valley Highway. The Benton County/Prosser Pathway extends from near the Yakima/Benton County Line to Prosser.

In 2014, Yakima County updated the *Yakima County Trails Plan*, which calls for development of a regional bicycle/pedestrian network that would function as a viable transportation option. One portion of the trail system, the Lower Yakima Trail, would be a multi-use, paved, 40-mile long trail connecting Benton County to the City of Yakima. Some portions of the trail system are completed. In the Sunnyside area, a completed segment of the Lower Yakima Trail uses an abandoned rail corridor for a bicycle/pedestrian pathway between Sunnyside and the northwestern part of Grandview, following the route of Yakima Valley Highway. Farther south, a completed segment called the Benton County/Prosser Pathway extends from near the Yakima/Benton County Line to Prosser.

IV. TRAFFIC FORECASTS

Population and Demographic Projections

According to Yakima County population projections, the City of Grandview anticipates a preferred alternative medium 2040 population projection of 13,558 persons.

Land Use Patterns and Population Distribution

To support this population growth, new residential areas will be needed to provide housing for new families and individuals, new commercial areas will be needed to provide goods and services to these persons, and new industrial/manufacturing areas will be needed to provide employment opportunities. In addition, land area will be needed to support growth in public and institutional facilities, parks, and other related activities.

The portion of the UGA south and southwest of the present City limits is envisioned as future residential. Presently, this area is composed of orchard tracts and scattered residential housing.

The area north of the City, northeast of the Wine Country Road between Olmstead Road and Woodworth Road, has been under discussion for some time as likely for new industrially zoned development. A recent proposal which targeted certain properties within this area serves to emphasize the likelihood of this area developing at a greater intensity. North of Woodworth Road includes the Black Rock Creek golf course area, a traditional part of Grandview's utility service. Presently, this area is primarily in agricultural usage, although scattered commercial development occurs adjacent to the Yakima Valley Highway.

In the western portion of the City, industrial/manufacturing development is occurring and appropriate zoning is in place. Beyond the City limits in this area, future industrial/manufacturing or other intensive uses have been proposed.

The portion of the UGA east of Grandview's City limits would include area surrounding the I-82 interchange at exit 75 and extend into Benton County. The City sees this area as promising for future commercial/industrial development that naturally takes advantage of the interchange and other existing transportation facilities in this area. Again, the present usage of much of this area is agricultural in nature.

The portion of the existing City south of the Yakima River is currently used for the City's wastewater treatment facility and sprayfields. A portion of this area also once contained Grandview's landfill, which has since been closed. The inclusion of additional area within the UGA south of the Yakima River allows for the potential expansion of the sprayfield area, if and when needed.

Forecasted Traffic Volumes

Traffic forecasts for Grandview roadways are being updated as part of the VISUM Yakima County Regional Model RTP update. These forecasts will predict growth in traffic volume on the basis of anticipated regional changes in land use and employment patterns.

To provide an estimate of future traffic demand, existing traffic counts have been compounded annually with a 2% flat growth rate. Table 4-6 summarizes traffic volumes for road segments in the City of Grandview, and Table 4-7 summarizes traffic volumes for road segments in the unincorporated portion of the Grandview UGA.

Table 4-6. City of Grandview – Traffic Forecasts for Road Segments

Functional Class	Roadway Name	Start Location	End Location	AADT (2015)	AADT (2020)	AADT (2025)	AADT (2030)	AADT (2035)	AADT (2040)
Interstate	I-82	Mile 072.51	Mile 07304	12,980	14,331	15,823	17,469	19,288	21,295
		Mile 073.84	Mile 074.28	11,089	12,243	13,517	14,924	16,478	18,193
Principal Arterial	None			-	-	-	-	-	-
Minor Arterial	Grandridge Road	Fifth Street	Wine Country Rd	7,597	8,388	9,261	10,225	11,289	12,464
		Wilson Hwy	Bonnieview Road	2,340	2,584	2,852	3,149	3,477	3,839
	Wilson Hwy	Bonnieview Road	North City Limits	2,616	2,888	3,189	3,521	3,887	4,292
	Euclid Road	South City Limits	Groom Lane	3,315	3,660	4,041	4,462	4,926	5,439
		Groom Lane	Stassen Way	4,472	4,937	5,451	6,019	6,645	7,337
		Stassen Way	Second Street	5,431	5,996	6,620	7,309	8,070	8,910
	Second Street	Wine Country Rd	7,367	8,134	8,980	9,915	10,947	12,086	
	Old Prosser Hwy	Division Street	South City Limits	1,486	1,641	1,811	2,000	2,208	2,438
	W. Fifth Street	West City Limits	Larson Street	5,176	5,715	6,310	6,966	7,691	8,492
		Larson Street	Division Street	4,968	5,485	6,056	6,686	7,382	8,151
	Wine Country Rd	North City Limits	Euclid Road	10,536	11,633	12,843	14,180	15,656	17,285
		Euclid Road	Grandridge Road	9,351	10,324	11,399	12,585	13,895	15,341
	Wine Country Rd	Grandridge Road	Cedar Street	9,875	10,903	12,038	13,290	14,674	16,201
		Cedar Street	Fir Avenue	7,734	8,539	9,428	10,409	11,492	12,688
	Wine Country Rd	Fir Avenue	East City Limits	9,454	10,438	11,524	12,724	14,048	15,510
Collector	Avenue "E"	Second Street	Fifth Street	762	841	929	1,026	1,132	1,250
	Bonnieview Road	Elm Avenue	Wilson Hwy	2,715	2,998	3,310	3,654	4,034	4,454
		Wilson Hwy	Euclid Road	1,905	2,103	2,322	2,564	2,831	3,125
	Forsell Road	Euclid Road	West City Limits	2,919	3,223	3,558	3,929	4,337	4,789
	Division Street	Fifth Street	Fourth Street	1,824	2,014	2,223	2,455	2,710	2,992
		Fourth Street	Wine Country Rd	4,183	4,618	5,099	5,630	6,216	6,863
	Elm Avenue	South City Limits	Fifth Street	4,067	4,490	4,958	5,474	6,043	6,672

Functional Class	Roadway Name	Start Location	End Location	AADT (2015)	AADT (2020)	AADT (2025)	AADT (2030)	AADT (2035)	AADT (2040)
		Fifth Street	Wine Country Rd	2,066	2,281	2,518	2,781	3,070	3,389
	Elm Street	Wine Country Rd	Bonnieview Rd	2,246	2,480	2,738	3,023	3,337	3,685
	Hillcrest Road	Second Street	Fifth Street	2,066	2,281	2,518	2,781	3,070	3,389
	Second Street	Elm Avenue	Cedar Avenue	1,955	2,158	2,383	2,631	2,905	3,207
		Cedar Avenue	Grandridge Rd	4,766	5,262	5,810	6,414	7,082	7,819
		Grandridge Road	Hillcrest Road	3,478	3,840	4,240	4,681	5,168	5,706
	Stover Road	West U.A.B.	Wine Country Rd	1,560	1,722	1,902	2,100	2,318	2,559
	Wallace Way	Forsell Road	North City Limits	1,814	2,003	2,211	2,441	2,696	2,976
Local Road	All streets and roadways not listed above								

Table 4-7. Grandview Unincorporated UGA – Traffic Forecasts for Road Segments

Functional Class	Roadway Name	Start Location	End Location	AADT (2015)	AADT (2020)	AADT (2025)	AADT (2030)	AADT (2035)	AADT (2040)
Interstate	I-82	Mile 073.04	Mile 073.84	12,003	13,252	14,632	16,154	17,836	19,692
		Mile 074.28	Mile 075.37	12,003	13,252	14,632	16,154	17,836	19,692
Principal Arterial	None								
Minor Arterial	None								
Major Collector	Euclid Road E.	Fischer Road	Yakima River	2,508	2,769	3,057	3,375	3,727	4,115
	Euclid Road S.	Yakima River	Robinson Road	2,656	2,932	3,238	3,575	3,947	4,357
		Robinson Road	Chase/Mt. View	2,149	2,373	2,620	2,892	3,193	3,526
		Chase/Mt. View	Apricot Road	1,599	1,765	1,949	2,152	2,376	2,623
		Apricot Road	City Limits	2,389	2,638	2,912	3,215	3,550	3,919
	Grandview Pavement Road	Asahel Curtis Dr.	Puterbaugh Road	968	1,069	1,180	1,303	1,438	1,588
Puterbaugh Road		City Limits	1,420	1,568	1,731	1,911	2,110	2,330	

Functional Class	Roadway Name	Start Location	End Location	AADT (2015)	AADT (2020)	AADT (2025)	AADT (2030)	AADT (2035)	AADT (2040)
	McCreadie Road	Olmstead Road	N. of I-82	1,961	2,165	2,390	2,639	2,914	3,217
		N. of I-82	Wine Country Rd	3,844	4,244	4,686	5,174	5,712	6,306
	Old Inland Empire Hwy.	Apricot Road	Pleasant Avenue	2,345	2,589	2,859	3,156	3,485	3,847
		Pleasant Avenue	Elm Street	3,028	3,343	3,691	4,075	4,499	4,968
	Wilson Highway	Woodworth Road	Stover Road	883	975	1,076	1,188	1,312	1,449
	Yakima Valley Hwy.	Ray Road	Tear Road	9,362	10,336	11,412	12,600	13,911	15,359
Major Collector	Yakima Valley Hwy.	Tear Road	Puterbaugh Road	6,744	7,446	8,221	9,077	10,021	11,064
		County Line	McCreadie Road	2,913	3,216	3,551	3,921	4,329	4,779
		McCreadie Road	City Limits	4,287	4,733	5,226	5,770	6,370	7,033
Minor Collector	Appleway Road	Chestnut Road	Tuttle Road	227	251	277	306	337	372
		Tuttle Road	Pecan Road	519	573	633	699	771	851
		Pecan Road	Grandview Pavement	556	614	678	748	826	912
	Puterbaugh Road	Grandview	Forsell Road	572	632	697	770	850	938
		Forsell Road	Ogle Road	1,833	2,024	2,234	2,467	2,724	3,007
		Ogle Road	Stover Road	616	680	751	829	915	1,011
	County-Line Road N.	Hanks Road	Robertson Road	781	862	952	1,051	1,161	1,281
		Robertson Road	McCreadie Road	1,086	1,199	1,324	1,462	1,614	1,782
	Forsell Road	Hornby Road	N. Forsell	1,759	1,942	2,144	2,367	2,614	2,886
		N. Forsell	Puterbaugh Road	1,639	1,810	1,998	2,206	2,435	2,689
Stover Road	Puterbaugh Road	Yakima Valley Hwy.	1,423	1,571	1,735	1,915	2,115	2,335	
Local Road	All streets and roadways not listed above								

V. EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

Because many roadways within the City of Grandview operate well below design capacity, most of the existing deficiencies of the road network reflect maintenance, safety and design concerns rather than capacity problems. However, while many roads have capacity available, Grandview has experienced, and expects continued increases in, traffic volumes. Continued increases in traffic volumes require cost effective investments in the existing transportation network to ensure traffic continues to circulate efficiently and the quality of life in Grandview is preserved.

The City of Grandview’s 2016-2021 Transportation Improvement Program (TIP) displayed in Table 4-8 identifies major roadway improvements, including capacity-related widening projects. The TIP prioritizes roadway improvements during this six year time period. While the City of Grandview is required to develop and adopt a TIP annually (RCW 35.77.010), it does not identify all of the smaller, less expensive roadway maintenance and preservation projects that are needed. There are currently 42 miles of classified and unclassified roadways within the City of Grandview that are in need of maintenance and preservation projects to ensure the optimal performance of the street system.

In addition to those projects associated with roadway improvements, the City of Grandview also has implemented a program for the repair, restoration, and construction of sidewalks within the community. Table 4-9 identifies sidewalk needs within the City.

Adequate parking must also be provided throughout the community to ensure an adequate and efficient transportation system. A need for additional parking in or near the downtown area is very important to the functioning and vitality of this part of the community. In 2010, as part of the Alive Downtown Improvements, a public parking lot was constructed on Avenue A and additional public parking was added on East Fourth Street and Division. Provision of additional parking for ride sharing and similar purposes should also be considered, as needed.

Table 4-8. Grandview Six-Year Transportation Improvement Program, 2016-2021

Priority	Project Title	2016	2017	2018	2019	2020	2021	TOTAL
1	Old Inland Empire Highway Improvements	\$0	\$0	\$0	\$0	\$0	\$2,193,900	\$2,193,900
2	Wine Country Road Pavement Preservation – Elm St. to Fir St.	\$28,000	\$215,000	\$0	\$0	\$0	\$0	\$243,000.00
3	Wine Country Road Improvements – Ash Ave. to Fir St.	\$0	\$3,914,000	\$0	\$0	\$0	\$0	\$3,914,000
4	Wine Country Rd. & McCreddie Rd. Signalization	\$0	\$0	\$395,000	\$0	\$0	\$0	\$395,000
5	Larson St. Improvements – W. Fifth St. to Queen St.	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
6	Stassen St. Improvements – Hillcrest to Velma Ave.	\$0	\$0	\$0	\$342,000	\$0	\$0	\$342,000

Priority	Project Title	2016	2017	2018	2019	2020	2021	TOTAL
7	Birch Ave. Improvements – Wine Country Road to E. Third St.	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000
8	Highland Rd. Improvements – Elm St. to E. City Limits	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000

Source: 2016-2021 Six-Year Transportation Improvement Program

Table 4-9. Grandview Sidewalk Needs

Functional Class	Roadway Name	Start Location	End Location	Side of Street	Sidewalk Needs
Collector	East Second Street	Cedar Avenue	157' west of Cedar	North	Removal and reconstruction
Local Access	Ash Avenue	Second Street	Fourth Street	Both	Removal and reconstruction
	Birch Avenue	Second Street	Third Street	Both	Removal and reconstruction
	Cedar Avenue	97' south of Wine Country Road	Second Street	West	Removal and reconstruction
		Wine Country Road	Second Street	East	Removal and reconstruction
		Second Street	Third Street	Both	Removal and reconstruction
		Third Street	Fourth Street	West	Removal and reconstruction

VI. RECOMMENDATIONS

1. Street maintenance in Grandview has been and will continue to be based upon the greatest need. Budget constraints limit available funding for these projects, and maintenance needs should be identified and prioritized on a continual basis.
2. All new streets and existing streets needing reconstruction shall be built to the City's street standards.
3. All the streets in the City need seal coating on a regular basis in order to maintain their good quality. A maintenance schedule should continue to be followed.
4. The City should seek an interlocal agreement with Yakima County that outlines the design standards that development would be required to follow in the unincorporated portion of the UGA. These design standards should be similar to the standards in the City's subdivision ordinance to allow for future annexation by the City. For existing subdivisions in the UGA that do not meet the City's standards, the agreement should specify how needed improvements would be accomplished.
5. The City should actively pursue new funding for roadway maintenance and preservation as needs are identified.

6. Additional parking should be developed in or near to the downtown core to ensure the availability of adequate parking for this area of the City.
7. The City should support development of bike and pedestrian pathways as identified in the 2014 Comprehensive Parks, Recreation & Open Space Plan.

VII. FINANCING

State Funding Sources

Transportation is typically funded by some type of “user fees.” Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. Over time, other fees and taxes were imposed to supplement the revenues. Today, the major state tax sources to fund transportation improvements are the gas tax, vehicle registration fees and fare box revenues.

The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes. As of August 1, 2015, the Washington State gas tax rate is \$0.445 cents per gallon. The collected tax is distributed in accordance with RCW 46.68.090.

Local Funding Sources

A six-year Transportation Improvement Program (TIP) is reviewed and adopted by the City on an annual basis. The most recent program was adopted on June 23, 2015, and covers the years 2016-2021. In the past, Grandview has relied upon personal property taxes, real estate taxes, and motor vehicle fuel taxes to finance minor street maintenance and improvement projects. Larger projects have received funding assistance from the Washington State Transportation Improvement Board (TIB), as well as some other sources. As a federally designated urban area, there are three state-funded grant programs that the City can pursue through TIB: Urban Arterial Program (UAP), Urban Arterial Preservation Program (APP), and the Sidewalk Program (SP). TIB has also taken on implementation of the newly-funded Washington State Complete Streets Program, and expects to issue the first call for projects in 2016. The City of Grandview adopted a Complete Streets Ordinance in 2011, which made the City eligible for the Complete Streets Grant Program. There are also federal grant programs that the City can pursue through the authorization of the federal transportation bill, FAST Act.

In 2011, Grandview formed a Transportation Benefit District (TBD) to begin to replace transportation grant funding that has declined in recent years, and to better preserve, maintain or expand the City’s transportation infrastructure. The TBD was created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district. The boundaries of the TBD are identical with the City limits. On behalf of the Grandview TBD, the Washington State Department of Licensing is collecting a \$20 fee at the time a registered vehicle is renewed within the City of Grandview.

Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies and TBD revenue, the State TIB programs, federal FAST Act, and other sources. Over the past several years, the TIB has been an attractive source of funds, but this attractiveness has increased competition for funding. The street budget should be reviewed annually and adjustments made to optimize the use of available funds and ensure competitiveness when competing for funds.

Finance Plan

Grandview's Six Year Transportation Improvement Program (TIP) shows City of Grandview roadway projects and their associated financing. The current Six Year TIP for 2016-2021 is shown in Table, page 4-22. Potential funding sources for each improvement project are identified in Table 2-16 of the Capital Facilities Element.

VIII. GOALS AND POLICIES

GOAL 1: *To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development, which protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.*

Policy 1.1 To maintain the City's character, Grandview adopts a level of service standard C for its arterial roadway facilities and services. Adoption of a level of service for transit will not occur until such time that a Public Transit Benefit Area (PTBA) is implemented and transit level of service definitions have been adopted.

Policy 1.2 The City shall not issue development permits where the project requires transportation improvements that exceed the City's ability to provide these in accordance with the adopted level of service standards. However, these necessary improvements in transportation facilities and services, or development of strategies to accommodate the impacts of development may be provided by the developer.

Policy 1.3 The City shall produce a financially feasible plan in the Capital Facilities Element demonstrating its ability to achieve and maintain adopted levels of service.

Policy 1.4 The design and improvements to Grandview's transportation system should accommodate not only existing conditions, but projected growth based on realistic evaluation of the impact of national, state, regional, and local planning policies.

Policy 1.5 New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing level of service elsewhere.

Policy 1.6 The City should actively solicit action by the State and Yakima County to program and construct those improvements to State and County arterial systems which are needed to maintain the adopted level of service for arterials within Grandview.

Policy 1.7 The City shall require developers to construct streets directly serving new development, and pay a fair-share fee for specific off-site improvements needed to mitigate the impacts of development. The City shall also explore with developers ways that new development can encourage van pooling, carpooling, public transit use and other alternatives and strategies to reduce single-occupant vehicle travel.

Policy 1.8 Coordinate land use and public works planning activities with an ongoing program of long-range financial planning, to conserve fiscal resources available to implement the Transportation Improvement Program (TIP).

Policy 1.9 Encourage the maintenance and safety improvements of Grandview's existing roads as a priority over the creation of new roads, wherever such use is consistent with other objectives.

GOAL 2: *To develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all persons, special needs populations and activities in the community.*

Policy 2.1 Develop a future transportation system which encourages flexible, adaptive and multiple uses of transportation facilities and services.

Policy 2.2 Implement measures that will relieve pressures on the existing transportation infrastructure by approaches that include, but are not limited to:

- a. Multimodal transportation alternatives
- b. Land use coordination
- c. Prioritized improvements

Policy 2.3 Integrate, coordinate and link the connections and transfer points between all modes of transportation.

Policy 2.4 Work with the Washington State Department of Transportation, Yakima County, and other local jurisdictions in adequately siting park-and-ride lots in the Grandview area.

Policy 2.5 Minimize potential conflicts between bicycle and automobile traffic by providing signage at intersections of bike trails with roadways.

Policy 2.6 Encourage the location of bicycle racks at appropriate destination points, such as outside of downtown commercial businesses, parks, and schools.

Policy 2.7 Provide and promote the development of pedestrian and bicycle paths to schools, parks, and activity centers, as well as linkages between these paths.

Policy 2.8 The City shall include the need to accommodate bicycles safely in its management and design of the City street network, including designating bicycle routes throughout the City.

GOAL 3: *To recognize pedestrian movement as a basic means of circulation and to assure adequate accommodation of pedestrian and handicapped persons needs in all transportation policies and facilities.*

Policy 3.1 The City shall require developers to include sidewalks in new plats.

Policy 3.2 Grandview will promote the creation of a pedestrian-oriented downtown commercial area by:

- a. Creating an environment where development of pedestrian facilities is encouraged and automobile use is optional.
- b. Modifying the placement of new buildings in ways that encourage pedestrian activities by making streets more attractive routes for walking.
- c. Encouraging side and rear yard parking areas by restricting parking lots in front of commercial businesses.

- Policy 3.3 The City will improve pedestrian access through public improvements, sign regulations, and development standards. The maintenance of public and private improvements should be given priority commensurate with downtown’s role as the focal point of the community.
- Policy 3.4 Grandview will work to develop mechanisms to increase public safety and enhance local mobility, yet maintain ease of movement of traffic through the City.
- Policy 3.5 The design and management of the street network shall seek to improve the appearance of existing street corridors and shall incorporate high standards of design when developing new streets, including construction of sidewalks. Where appropriate landscaping measures should be implemented to enhance the appearance of City street corridors. To the extent feasible without impairing street capacity, safety, or structural integrity, trees along street right-of-way should be encouraged.
- Policy 3.6 Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, the ability to provide sidewalks at that time should be fully explored. This may include the identification of potential funding sources; promotion of a local improvement district (LID) to finance the sidewalk portion of the work; and including sidewalks as an “alternate” in construction bid documents.

GOAL 4: *To ensure adequate parking in the downtown commercial area which supports economic growth, and is consistent with downtown design and pedestrian circulation goals.*

- Policy 4.1 On-street parking should be allowed in the downtown area to form a buffer between pedestrians and street traffic, reduce the speed of traffic, and provide for short-term parking needs.
- Policy 4.2 Grandview will explore alternative methods of ensuring the adequate provision of parking for new and existing commercial and residential development in the downtown commercial area, while reducing the amount of parking provided by individual developments and influencing the location and type of parking in ways that promote pedestrian mobility and minimize pedestrian/vehicular conflicts. This includes, but is not limited to:
- a. Installing directional signage to public parking areas.
 - b. Encouraging the use of joint-use parking opportunities utilizing existing parking for churches, public buildings and stores. Separating short (< 2 hrs), intermediate (2-5 hrs) and long-term (> 5 hrs) parking uses; on street parking reserved for short-term, and long-term parking provided in lots on the periphery on the downtown commercial area.
 - c. Adding public parking as part of the downtown development, which will serve both shoppers and visitors to downtown.

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

- Policy 5.1 New transportation facilities should be designed in a manner which minimizes impacts on natural drainage patterns and soil profiles.
- Policy 5.2 Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Grandview’s consumption of non-renewable energy sources.

Policy 5.3 Based on current federal and state policies aimed at reducing auto-related air pollution, employers affected by these policies must implement programs to reduce the number of employees commuting by single occupancy vehicles through such transportation demand strategies as preferential parking for carpools/vanpools, alternative work hours, bicycle parking , and distribution of transit and ridesharing information.

Policy 5.4 Transportation facilities and services should be sited, designed, and buffered (through screening and/or landscaping) to fit in harmoniously with their surroundings. When sited within or adjacent to residential area, special attention should be given to minimizing noise, light and glare impacts.

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

Policy 6.1 Coordinate land use planning with the facility/utility planning activities of agencies and utilities identified in this comprehensive plan element. Adopt procedures that encourage providers of public services and private utilities to utilize the Land Use Element of this Plan in planning future facilities.

Policy 6.2 The cities and counties in the region should coordinate transportation planning and infrastructure development in order to:

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

Policy 6.3 Recognize the important role that public facilities and programs such as sidewalks and street lights play in providing a healthy family environment within the community.

Policy 6.4 Work with local, regional and state jurisdictions to develop land use development strategies that will support public transportation.

Policy 6.5 Consider the impacts of land use decisions on adjacent roads. Likewise, road improvements should be consistent with proposed land use densities.

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

Policy 7.1 Recognize the important recreational transportation roles played by regional bicycle/trail systems, and support efforts to develop a regional trail system through Grandview.

Policy 7.2 Support the development of paths and marked roadways which link bicycle trails with Grandview's other resources.

Chapter 5 Housing Element

I. INTRODUCTION

Purpose

The Housing Element is intended to guide the location and type of housing that will be built over the next 20 years. This element establishes both long-term and short-term policies to meet the community's housing needs and achieve community goals. The Housing Element specifically considers the condition of the existing housing stock; the cause, scope and nature of any housing problems; and the provision of a variety of housing types to match the lifestyle and economic needs of the community.

Growth Management Act Requirements

The Washington Growth Management Act (GMA) requires that the following be addressed by the housing element:

- Inventory and analysis of existing and projected housing needs.
- Adequate provisions for existing and projected housing needs for all economic segments of the community.
- Identification of sufficient land for housing, including government-assisted, low-income, manufactured, multifamily housing, and group homes and foster care facilities.
- Statement of goals, policies, and objectives for the preservation, improvement, and development of housing.

Applicable Countywide Planning Policies

A goal of the Growth Management Act is to encourage the availability of affordable housing to all economic sectors, promote a variety of residential densities and housing types, and encourage the preservation of existing housing stock. The following provisions of the Countywide Planning Policy relate to this goal:

1. Areas designated for urban growth should be determined by preferred development patterns and the capacity and willingness of the community to provide urban governmental services. (Countywide Planning Policy: A.3.1.)
2. The baseline for twenty-year County-wide population forecasts shall be the official decennial Growth Management Act Population Projections from the State of Washington's Office of Financial Management plus unrecorded annexations. The process for allocating forecasted population will be cooperatively reviewed. (A.3.5.)
3. Sufficient area must be included in the urban growth areas to accommodate a minimum 20-year population forecast and to allow for market choice and location preferences. [RCW 36.70A.110 (2)] (A.3.6)
4. When determining land requirements for urban growth areas, allowance will be made for greenbelt and open space areas and for protection of wildlife habitat and other environmentally sensitive areas. [RCW 36.70A.110(2)] (A.3.7)
5. The County and cities will cooperatively determine the amount of undeveloped buildable urban land needed. The inventory of the undeveloped buildable urban land supply shall be maintained in a Regional GIS database. (A.3.8.)
6. The County and cities will establish a common method to monitor urban development to evaluate the

rate of growth and maintain an inventory of the amount of buildable land remaining. (A.3.9.)

7. Infill development, higher density zoning and small lot sizes should be encouraged where services have already been provided and sufficient capacity exists and in areas planned for urban services within the next twenty years. (B.3.3.)
8. The County and the cities will inventory the existing housing stock and correlate with the current population and economic condition, past trends, and 20-year population and employment forecasts to determine short and long-range affordable housing needs. [RCW 36.70A.070(2)] (E.3.1.)
9. Local housing inventories will be undertaken using common procedures so as to accurately portray countywide conditions and needs. (E.3.2.)
10. Each jurisdiction will identify specific policies and measurable implementation strategies to provide a mix of housing types and costs to achieve identified affordable housing goals. Affordable housing strategies should:
 - a. Encourage preservation, rehabilitation and redevelopment of existing neighborhoods, as appropriate;
 - b. Provide for a range of housing types such as multifamily and manufactured housing on individual lots and in manufactured housing parks;
 - c. Promote housing design and siting compatible with surrounding neighborhoods;
 - d. Facilitate the development of affordable housing (particularly for low-income families and persons) in a dispersed pattern so as not to concentrate or geographically isolate these housing types; and
 - e. Consider public and private transportation requirements for new and redeveloped housing. (E.3.3.)
11. Housing policies and programs will address the provision of diverse housing opportunities to accommodate the elderly, physically challenged, mentally impaired, migrant and settled-out agricultural workers, and other segments of the population that have special needs. (E.3.4.)
12. Local governments, representatives of private sector interests and neighborhood groups will work cooperatively to identify and evaluate potential sites for affordable housing development and redevelopment. (E.3.5.)
13. Public and private agencies with housing expertise should implement early and continuous cooperative education programs to provide general information on affordable housing issues and opportunities to the public including information intended to counteract discriminatory attitudes and behavior. (E.3.6.)
14. Mechanisms to help people purchase their own housing will be encouraged. Such mechanisms may include low interest loan programs and "self-help" housing. (E.3.7.)
15. Local comprehensive plan policies and development regulations will encourage and not exclude affordable housing. [RCW 36.70A.070(2)(c)(d)] (E.3.8.)
16. Innovative strategies that provide incentives for the development of affordable housing should be explored. (E.3.9.)

17. The County and the cities will locally monitor the performance of their respective housing plans and make adjustments and revisions as needed to achieve the goal of affordable housing, particularly for middle and lower income persons. (E.3.10.)

Relationship to Other Elements or Land Uses

Housing, as the major user of land in urban areas, directly affects most plan elements. Those elements in turn, especially land use, capital facilities, and transportation, directly affect housing.

Urban Growth Areas

In large part, the conversion of vacant and agricultural land to urban use will mean the subdivision of parcels for housing construction. The intensity of this development will largely determine the amount of land needed to serve future populations.

Land Use

Housing is a major consumer of land, and often the major determinant of land use patterns. The placement of schools, parks, and small commercial areas typically responds to needs generated by housing.

Capital Facilities

Availability of water, sewer and other public services makes possible a denser, less costly type of housing. Conversely, low density housing may make the provision of public services extremely expensive.

Transportation

As a major generator of traffic flow, housing sets the level of traffic on local roads, arterials and highways. Housing for special needs populations may require access to public transportation or special transportation services.

Growth and Development

Housing is a two-edged sword in the growth of a city. New housing generates new demands for infrastructure and services, but it also generates additional tax revenue.

II. MAJOR HOUSING CONSIDERATIONS

Availability of Housing

The vacancy rate has a substantial impact on the availability, price, and quality of housing. Where there is a very low rate of vacancy, as is the case for single-family homes in Grandview, housing is not generally available, the price is inflated, and the quality may have a tendency to decline. An increase in the vacancy rates increases free market competition and thereby improves the situation of the housing consumer.

In Grandview, effecting an increase in the vacancy rate will involve the development of vacant land. This situation raises two issues.

1. What is the preferred role of the City in the development of land and the production of housing?
2. How can City programs best be designed to stimulate activity in the private sector?

Housing Density

The City should consider all of the available alternative housing types (single-family, multifamily, manufactured homes, etc.). In considering housing types, the City will have to:

1. Determine an appropriate mix of housing types and densities to meet the current and future needs of the community; and
2. Determine the most appropriate location for these different types and densities to avoid mixing incompatible uses.

Housing Rehabilitation

A rehabilitation program is an essential component of preserving existing housing stock, including units for occupancy by lower income persons. A rehabilitation program can also serve to strengthen neighborhoods. A shortage of available vacant units increases the need to preserve existing housing stock.

The City of Grandview is a member of the Yakima County HOME Consortium, which provides extensive housing rehabilitation for qualifying owned homes. To date, Grandview has had two homes receive housing rehabilitation through the HOME Consortium.

Housing Mix

An additional need beyond rehabilitation is the provision of new units to meet the needs of a growing population. New housing can be specifically focused at a variety of income groups. When new housing is focused toward the housing needs of higher income groups, the provision of these higher cost units may increase the alternatives of low-income groups through a trickle down or filtration process, e.g., provision of new, higher cost units means greater availability of older homes that are more affordable. Some activities that might facilitate this process are:

1. Monitoring housing needs in all income groups.
2. Keeping developers informed about current housing needs and encouraging them to address these needs.
3. Providing information on loan programs to eligible persons seeking to improve their living situation.

III. EXISTING CONDITIONS/CHARACTERISTICS

The number of housing units within Grandview has grown from 1,258 total housing units in 1970 to an estimated 2,996 units in 2010, a 138% increase. Over this same time period, the population of Grandview has grown by 201%. In 1970, Grandview had 3,605 residents. By 2010, Grandview had grown to 10,862 persons. Between 2000 and 2010, Grandview grew by 30%. Table 5-1 shows these trends.

Table 5-1. Population and Housing within the City of Grandview

	Population		Housing Units		Persons per Housing Unit	
	<i>Number</i>	<i>Percent Growth</i>	<i>Number</i>	<i>Percent growth</i>	<i>Number</i>	<i>Percent Change</i>
2010	10,862	30%	3,136	21.5%	3.6	6.6%
2000	8,377	16.9%	2,581	6.7%	3.4	6.3%
1990	7,169	27.7%	2,420	14.9%	3.2	14.3%
1980	5,615	55.8%	2,107	67.5%	2.8	-3.4%
1970	3,605	---	1,258	---	2.9	---

Source: U.S. Census Bureau, Census of Population and Housing, 1970, 1980, 1990, 2000, and 2010.

Vacancy Rate

Of the 3,136 housing units within Grandview in 2010, 2,996 were reported as occupied and 140 were reported as vacant. The total vacancy rate as reported in the 2010 Census was 4.5%. The vacancy rate for properties “for sale only” was a very low 0.8%. The vacancy rate for rental properties was a low 1.8%. Other sources of vacant housing units included housing for “seasonal, recreational, or occasional use” (0.2%), “rented, not occupied” (0.0%), “sold, not occupied” (0.1%) and “all other vacant” (1.6%). Table 5-2 summarizes vacancy rates by housing types in Grandview. These vacancy figures from the April 1, 2010 Census survey may not represent the average vacancy rate, as it occurs before many farm workers arrive for late spring and fall harvests in this agricultural region.

An accepted rule of thumb is that a vacancy rate in the vicinity of 5% is desirable to provide both free movement in the market and adequate housing maintenance practices, though the actual ideal amount of vacancy depends on local and regional conditions. By this measure, the Grandview’s overall vacancy rate (rental and for-sale homes) as of the 2010 Census was healthy. However, the vacancy rate for for-sale homes alone was very low (1.2%). These figures suggest that there remains a very strong market need for for-sale (owner-occupied) housing.

Table 5-2. Vacancy Rate by Housing Types in Grandview

<i>Year</i>	Total		Rental		For Sale	
	<i>Number Vacant</i>	<i>Percent of Total</i>	<i>Number Vacant</i>	<i>Percent of Total Rental</i>	<i>Number Vacant</i>	<i>Percent of Total For Sale</i>
2000	150	5.8%	58	7.2%	38	2.3%
2010	140	4.5%	56	1.8%	24	0.8%

Source: U.S. Census Bureau, Census of Population and Housing, 2000 and 2010.

Housing Types

Table 5-3 shows the mix of housing types from 1990 to 2013. The mix of housing types has not changed significantly since 2000, except for a slight increase in the percentage of manufactured homes.

Single-family units within Grandview increased from 1,747 units in 2000 to 2,166 units in 2013.
 Multifamily units within Grandview increased from 500 housing units in 2000 to 599 units in 2013.
 Manufactured homes increased from 324 in 2000 to 459 in 2013.

Table 5-3. Housing Types within the City of Grandview

City of Grandview: Type of Housing Units	2013		2010		2000		1990	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Family	2,166	67.2%	2,118	67.5%	1,747	65.5%	1,594	65.8%
Multifamily	599	18.6%	554	17.7%	500	19.4%	396	16.4%
Manufactured Home and Other Housing	459	14.2%	464	14.8%	324	12.6%	430	17.8%
Total Housing Units	3,224	100.0%	3,136	100.0%	2,571	100.0%	2,420	100.0%

Source: U.S. Census Bureau, Census of Population and Housing, 1990 and 2000. 2010 and 2013 estimates from Washington State Office of Financial Management, State of Washington 2014 Population Trends.

Table 5-4 shows the age of housing units by housing tenure within Grandview. 39.6% of all housing units within Grandview are more than 40 years old, having been built prior to 1970, while 25.8% have been built in the past 25 years (since 1990). Housing rehabilitation will continue to be an important need for the City of Grandview as its housing stock continues to age.

Table 5-4. Age of Housing Units by Housing Tenure, City of Grandview

City of Grandview: Age of Housing Units	All Housing Units		Owner Occupied		Renter Occupied	
	Number	Percent	Number	Percent	Number	Percent
Built 2010 or later	82	2.7%	45	2.3%	37	3.3%
Built 2000 to 2009	282	9.2%	189	9.7%	93	8.3%
Built 1990 to 1999	429	13.9%	208	10.7%	221	19.6%
Built 1980 to 1989	236	7.7%	140	7.2%	96	8.5%
Built 1970 to 1979	831	27.0%	568	29.1%	263	23.3%
Built 1960 to 1969	313	10.2%	216	11.1%	97	8.6%
Built 1950 to 1959	435	14.1%	278	14.2%	157	13.9%
Built 1940 to 1949	203	6.6%	149	7.6%	54	4.8%
Built 1939 or earlier	267	8.7%	158	8.1%	109	9.7%

Source: U.S. Census Bureau, Census of Population and Housing, 2010; City of Grandview (“Built 2010 or later” data).

Value and Cost of Housing

As indicated in Table 5-5, approximately 18.8% of the owner-occupied homes in Grandview in 2010 were valued at less than \$50,000. This is approximately three times the 6.3% rate in 2000, and about 8% more than Yakima County as a whole. These numbers may reflect the large number of aging homes in Grandview and indicate a need for rehabilitation and new home construction. However, the median value of an owner-occupied home in Grandview is \$117,600 – up from \$85,000 in 2000. Also, while Grandview has more owner-occupied homes valued at less than \$50,000 than Yakima County, it also has approximately 10% more owner-occupied homes valued at \$100,000 to \$149,999 than Yakima County as a whole.

Figure 5-1, page 5-13 maps the owner-occupied home values in Grandview using 2015 Yakima County Assessor data. Higher-value homes tend to occur on larger lots near the edges of the City, or on smaller lots in the southwest portion of the City, while many middle- to lower-valued lots occur in and around the central business district area.

Table 5-5. Value of Owner-occupied Housing in City of Grandview, Yakima County and Washington State

Universe: Specified Owner- Occupied Housing Units	City of Grandview		Yakima County		Washington State	
	Number	Percent	Number	Percent	Number	Percent
Less than \$50,000	359	18.8%	5,153	10.4%	81,822	4.9%
\$50,000 to \$99,999	324	17.0%	7,338	14.8%	71,130	4.3%
\$100,000 to \$149,999	598	31.4%	10,673	21.5%	144,872	8.7%
\$150,000 to \$199,999	427	22.4%	10,955	22.1%	242,935	14.6%
\$200,000 to \$299,999	171	9.0%	9,174	18.5%	447,670	26.9%
\$300,000 to \$499,999	18	0.9%	3,365	6.8%	283,234	17.0%
\$500,000 to \$999,999	9	0.5%	1,411	2.8%	156,225	9.4%
\$1,000,000 or more	0	0.0%	1,184	2.4%	198,433	11.9%
Median value (dollars)	\$117,600	(X)	\$156,300	(X)	\$262,100	(X)

Source: U.S. Census Bureau, Census of Population and Housing, 2010

Housing Condition

Figure 5-2, page 5-14 maps the housing condition data. Homes in the “average” category are scattered throughout the City; “excellent” and “very good” homes tend to reflect the higher-value homes on the edges of the City.

Table 5-6 summarizes the condition of Grandview’s current housing stock using Yakima County Assessor determinations. Overall, 89% of Grandview’s housing stock is in “average” to “excellent” condition, while only 11% are in “fair” to “salvage” condition. 58% of Grandview’s homes are in “average” condition. As discussed below, the Yakima County Assessor defines “average” as “... typical for the age of the improvements. Older homes may have some evidence of deferred maintenance that would be typical for their age.” The large number of homes rated as “average” on Grandview reflects the

age of homes. Particularly for lower income households, this points to a need for housing rehabilitation as homes age further.

Figure 5-2, page 5-14 maps the housing condition data. Homes in the “average” category are scattered throughout the City; “excellent” and “very good” homes tend to reflect the higher-value homes on the edges of the City.

Table 5-6. Condition of Housing Stock, City of Grandview, 2015

Condition	Number	Percent of Total
Excellent	92	3.8%
Very good	173	7.1%
Good	484	20.0%
Average	1,408	58.1%
Fair	233	9.6%
Poor	18	0.7%
Very Poor	7	0.3%
Salvage	9	0.4%

Source: Yakima County Assessor, 2015

The following are descriptions of the categories of housing condition, as provided by the County Assessor:

- *Excellent:* All items are new or are in like-new condition. Building components show no sign of their actual age and cannot be distinguished from new. This is the typical condition rating for new houses, as they have no deferred maintenance and are not expected to have any for a minimum period of five years. Older homes in this condition have gone through a total renovation.
- *Very Good:* All items have been well maintained. Most items are like new and show no sign of their actual age. Very little deterioration is evident in any building component. Many of these homes have been extensively remodeled or have had major additions.
- *Good:* These properties have received better than average maintenance and their appearance is better than what is typically found in their age range. No obvious deferred maintenance is present, but neither are the improvements in new condition. The majority of properties that have recently sold are found to be in good condition because of the work that has been done just prior to being put on the market.
- *Average:* Average means the condition is typical for the age of the improvements. Older homes may have some evidence of deferred maintenance that would be typical for their age. If the condition of the residence is typical for the age group, the condition rating should be considered average.
- *Fair:* Properties that are in fair condition have received less than average maintenance and are not typical of the houses within their age range. There is a considerable amount of deferred maintenance. There are no apparent problems with any long-lived or structural components. Short-lived items such as paint, carpets, linoleum, trim, plumbing fixtures, etc. are in need of repair or replacement.
- *Poor:* Most long and short-lived components of the structure are worn out and in need of replacement or repair. Structural components such as foundations and bearing walls may need repair but are still in sound condition. Major renovations or remodels are needed to bring these

properties up to current standards.

- *Very Poor:* A property in this condition is close to being beyond repair. All building components including structural components have reached the end of their economic life. The difference between this rating and Salvage Value is that the property may still be inhabited or used for some purpose.
- *Salvage:* A property in this condition is beyond repair and has salvage value only. It is uninhabitable and may need to be torn down to maximize the value of the parcel.

Overcrowding

Another measure of living conditions is overcrowding. The accepted standard defines overcrowding as the presence of more than one person per room. Table 5-7 compares the number of persons per room among Grandview, Yakima County and Washington State. According to American Community Survey (ACS) estimates, overcrowding in Grandview has decreased by about 50% since 2000 and has decreased in the State and County, as well. Given the across the board decreases, this could be due to different survey and sampling methods used during the 2010 Census. Grandview’s rate of 10.1% is still higher than Yakima County’s, which itself is more than twice as high as the State’s.

Table 5-7. Persons per Room - City of Grandview, Yakima County and Washington State

Universe: Occupied Housing Units	1.01 or More Persons Per Room	Percent with 1.01 or More	1.00 or Less Persons Per Room	Percent with 1.00 or Less
City of Grandview	303	10.1%	2,693	89.9%
Yakima County	6,015	7.5%	73,664	92.5%
Washington State	75,576	2.9%	2,553,550	97.1%

Source: American Community Survey 2009-2013 5-Year Estimates

To maintain a suitable housing stock and provide for the expected expansion of the population, it will be necessary to develop a database and municipal policy to address housing and related land use issues. Such information, plans and policies are essential to making housing decisions to suit the future needs of the City.

Affordable Housing

“Affordable Housing” is a term which applies to the adequacy of the housing stock to fulfill the housing needs of all economic segments of the population. The underlying assumption is that the marketplace will guarantee adequate housing for those in upper income brackets, but that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and/or innovative planning techniques may be necessary to make adequate provisions for the needs of lower income persons.

Income and Housing Costs

The U.S. Department of Housing and Urban Development (HUD) sets income limits that act as breaking points among low-, very low-, and moderate-income levels. For Yakima County, the income limit for a low-income family of four during fiscal year 2015 is 46,300. Because the closest American Community Survey (ACS) income data interval to this number is \$49,999, the number of families earning \$49,999 or less was used to approximate the number of low-income households in Grandview. Using this measure, approximately 18.8% of households in Grandview can be considered low-income. Due to the estimation method used, this is a slight overestimate.

Table 5-8 compares four income statistics for the City of Grandview with Yakima County and the State of Washington. Grandview’s median household income and median family income are lower than either that found countywide or statewide. According to analysis completed by the Washington Community Development Block Grant (CDBG), 67.2% of Grandview’s population is considered “low to moderate income”; that is, they make 80% or less of the area median income of Yakima County’s area median income of \$48,900 are considered low to moderate income. The percentage of persons living in poverty in Grandview (20%) has stayed steady since the 2000 rate of 20.3%.

Table 5-8. Comparison of Average Income Statistics City of Grandview, Yakima County, and Washington State

	Per Capita Income	Medium Household Income	Median Family Income	Poverty Rate in Percent (Family)
City of Grandview	\$14,150	\$39,709	\$42,379	20.0%
Yakima County	\$19,433	\$43,506	\$48,946	17.6%
Washington	\$30,742	\$59,478	\$72,168	9%

Table 5-9 Age of Householder by Percentage of Income Spent on Owned Housing, City of Grandview, Yakima County, and Washington State

Universe: Specified Owner-occupied Housing Units	City of Grandview		Yakima County		Washington State	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
<i>All Householders</i>						
Less than 30%	1,296	68.0%	36,188	73.0%	1,133,815	68.2%
30% or more	610	32.0%	13,079	26.4%	517,526	31.1%
<i>Householders: 15 to 64 Years of Age</i>						
Less than 30%	949	49.8%	26,092	52.6%	835,747	50.3%
30% or more	531	27.9%	10,024	20.2%	396,983	23.9%
<i>Householders: 65 Years and Over</i>						
Less than 30%	347	18.2%	10,096	20.4%	298,068	17.9%
30% or more	79	4.1%	3,055	6.2%	120,543	7.3%

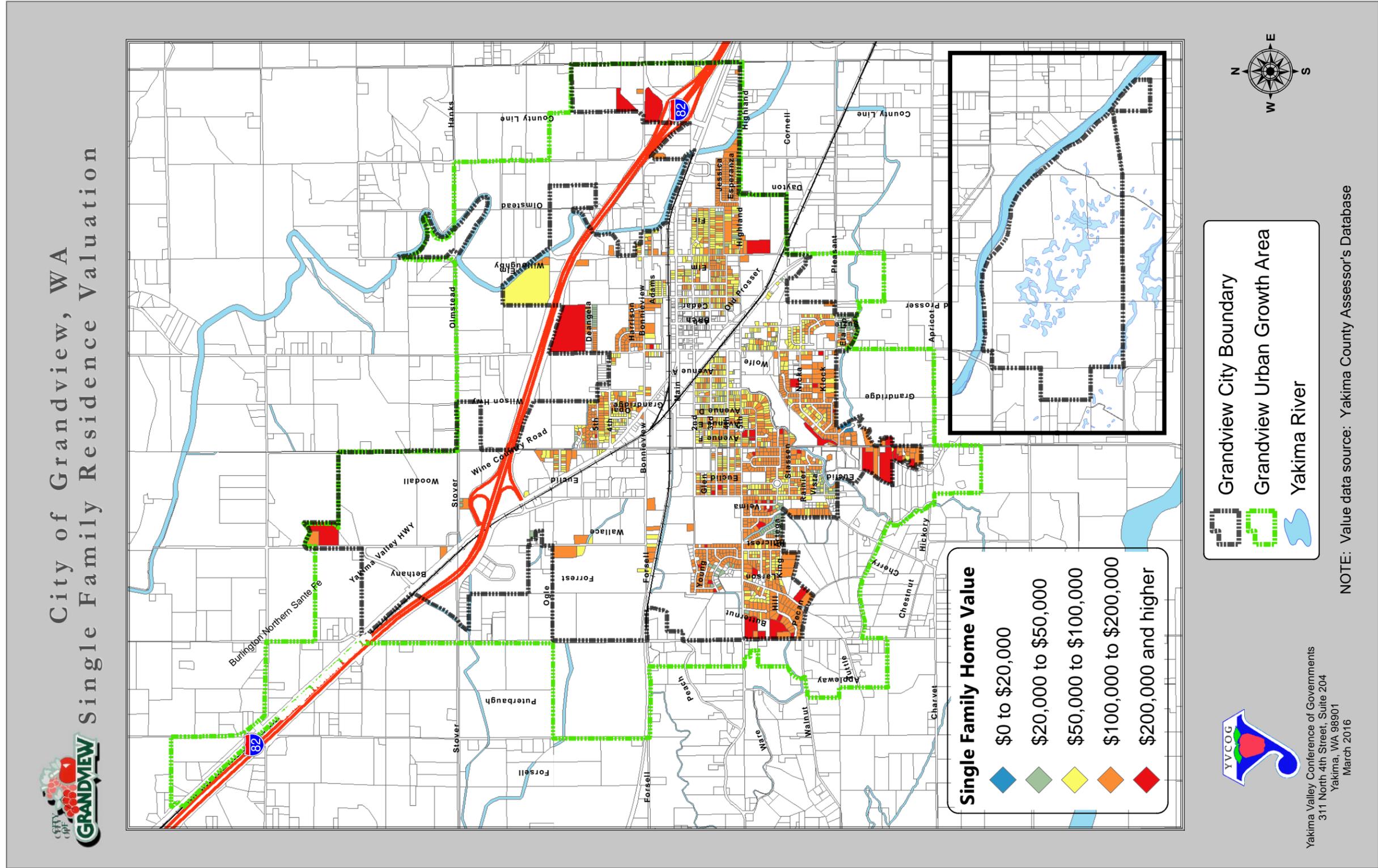
Source: American Community Survey 5-Year Estimates, 2009-2013. Totals may not equal 100% because the status of certain units was not able to be determined.

Table 5-9 presents the breakdown of expenditures on owned housing costs by age. Under HUD guidelines, housing is considered unaffordable when householders spend more than 30% of their total income on housing. When the percentage of income expended on housing costs exceeds 30%, the remaining disposable income available to many low-income households is often inadequate to meet life’s other basic necessities. In Grandview, 32.0% of householders spend more than 30% of their income on housing. This is down from 39.5% in 2000, but still higher than Yakima County as a whole.

Local residents throughout Yakima County have discussed housing problems through the countywide visioning effort. The results of this effort have been used as the basis for the Countywide Planning Policies that address housing. The purpose of these policies is to provide a common ground and some universally acceptable parameters to help guide decision-makers through the complex topic of affordable housing. The premises of these Countywide Planning Policies have been incorporated into the Goals, Policies and Objectives contained within this housing element.

City of Grandview will continue its participation in the Yakima County HOME Consortium. The HOME Consortium expands affordable housing opportunities for low- and moderate-income households in member jurisdictions throughout the region. The HOME Consortium funded five affordable units as part of Grandview's 41-unit Carriage Court Apartments development completed in 2014, and has provided home-owner occupied rehabilitation for two homes as well as new construction of one affordable single-family home for a homebuyer program in Grandview. The HOME Consortium is currently focused on housing rehabilitation as a pressing regional need, but is still able to assist with new construction for multi- or single-family rental units and affordable housing for a homebuyer program.

Figure 5-1. Value of Owner-occupied Housing, Grandview UGA



NOTE: Value data source: Yakima County Assessor's Database

Yakima Valley Conference of Governments
 311 North 4th Street, Suite 204
 Yakima, WA 98901
 March 2016

IV. HOUSING NEEDS ASSESSMENT

Existing Conditions

Existing Densities

Figure 2-4, page 2-11 in the Land Use Element models estimated population densities for the Grandview UGA (Census 2010). Population densities in Grandview range from near zero to approximately 27,000 persons per square mile. The areas of greatest density are in the older sections of the City, immediately north, east, southwest, and southeast of the downtown business and industrial core. These locations have areas between 300 and 14,000 persons per square mile, with pockets in the higher density category of between 14,000 to 27,000 persons per square mile. In general, the farther the distance from the downtown core and the area between the I-82 and Wine Country Road corridors, the fewer persons per square mile are found in residential areas. Other areas of Grandview vary in population density, reflecting commercial and industrial areas and a mixture of more rural housing and agricultural uses. Approximately 20.3% of the total land area within Grandview, or 727.8 acres, is devoted to housing.

Inventory of Undeveloped Land

Figure 2-5, page 2-25 in the Land Use Element illustrates the distribution of the approximately 2,167.1 acres of undeveloped land that falls within the incorporated and unincorporated portions of the Grandview UGA. As discussed in the Land Use Element, the term “undeveloped land” includes parcels designated by the County Assessor as “vacant,” “residential land undeveloped,” “current use agricultural,” and “agricultural not current use.”

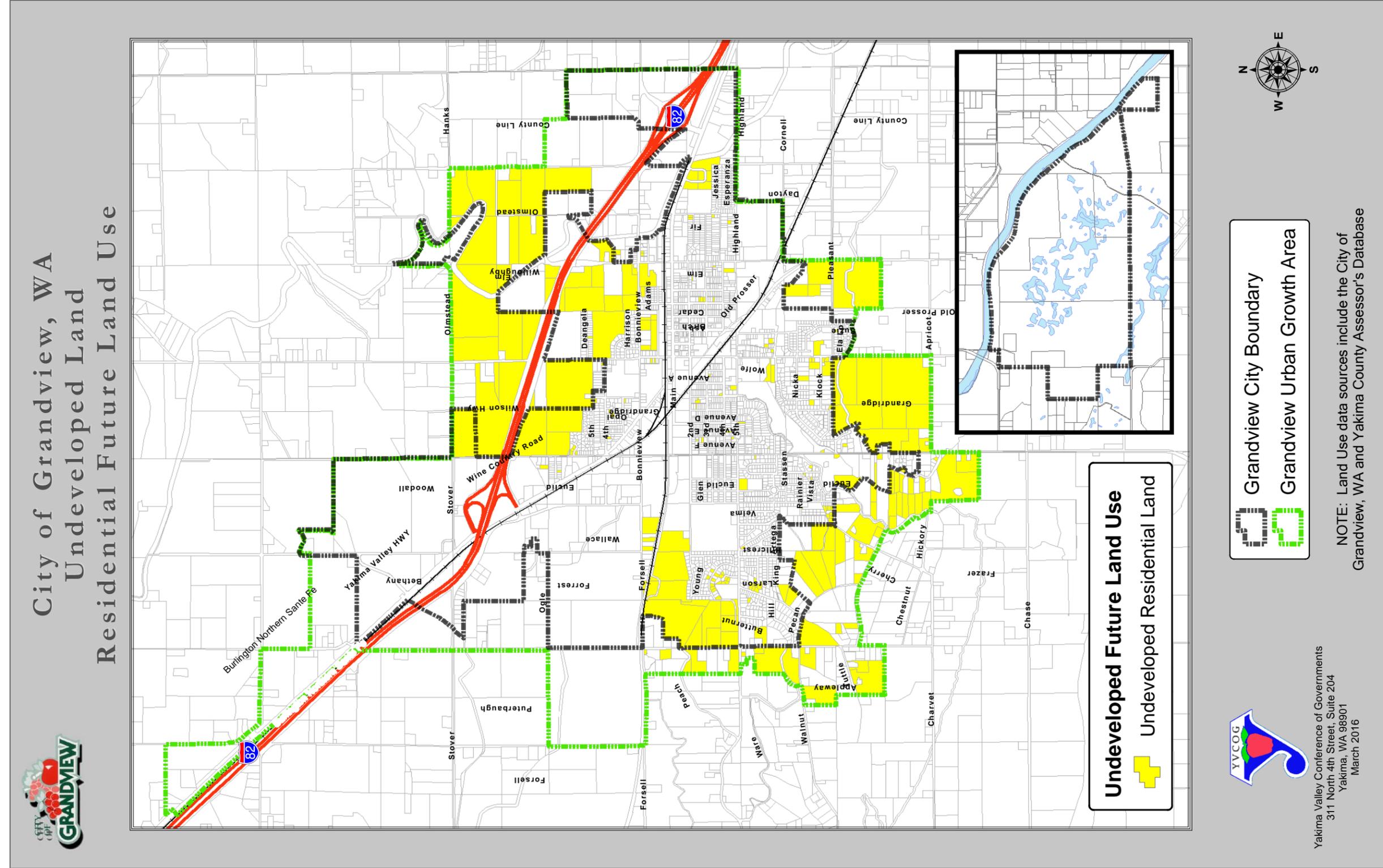
Table 5-10 summarizes the amount of undeveloped land within the unincorporated portion of the UGA and within the City limits that has a future land use designation of residential. Figure 5-3, page 5-16 illustrates how the undeveloped lands are distributed in the residential designation of the Future Land Use map. In addition to the 344.1 acres potentially available within the City limits for future residential uses, the UGA contains 719.9 acres of undeveloped land that has a future land use designation of residential. This brings the total land potentially available for future residential development to 1,064 acres.

The future land use designation indicates how land is planned to be used during the 20-year planning period to provide land uses and services, and to achieve land use goals, that are important to the community as a whole and that are needed based on demographic patterns, population projections, and existing and projected patterns of land use. As part of the GMA requirements, the City of Grandview development regulations have also been revised as needed to implement the future land use designations illustrated on the Future Land Use Map (Figure 2-6, page 2-27 of the Land Use Element).

Table 5-10. Acreages of Land Currently Undeveloped in Residential Future Land Use Designation

	Acres	Percent Total Undeveloped
City Limits	344.1	34.9%
Unincorporated UGA	719.9	60.9%
Total	1,064.0	49.1%

Figure 5-3. Undeveloped Land in Residential Future Land Use Designation, Grandview UGA



Projected Future Needs

The 2035 population projections used in this Comprehensive Plan are discussed in the Land Use Element. The medium projection, identified as the likeliest 2035 population projection given current trends, is 13,137. The most recent Grandview population estimate was 11,170 for the year 2014 (Office of Financial Management [OFM] 2015). The discussion in the following sections will focus on the medium population projection.

The following analysis assumes that the existing proportion of housing types (see

Table 5-3, page 5-7) and the 2010 number of people per household (see Table 5-1) will remain similar during the 20-year planning period. The analysis is based on the following assumptions: 1) an average lot size of 18,730 square feet (0.43 acre) per single-family unit, which approximates the current average lot size of single-family homes in Grandview⁹; 2) 4,000 square feet (0.1 acre) per unit for all other housing types, which is currently the minimum lot sizes per unit as per the Grandview zoning code; and 3) an average household size of 3.6.

At the medium growth rate, an estimated 565 additional units would be needed to serve the projected year 2035 population of 13,137 persons. This includes consideration of additional single-family units to increase the single-family home vacancy rate. Table 5-11 below shows the breakdown of housing types and the projected number of units needed for each population projection. Table 5-12 summarizes the projected land use requirements of each housing type during the 20-year planning period. Methodologies for arriving at the projections in Table 5-11 and Table 5-12 are discussed in the following sections.

Table 5-11. Projected 2035 of Housing Types and Number of Units Needed in the City of Grandview

Population Projection	Single Family	Multifamily	Manufactured Home or Other	Total Additional Units Needed
Medium	386	102	78	566

Table 5-12. Projected 2035 Land Use Requirements by Housing Type for City of Grandview (acres)

Population Projection	Single Family	Multifamily	Manufactured Home or Other	Total Additional Units Needed
Medium	168.9	9.3	33.4	211.6

Land Requirements for All Housing

At the medium projected growth rate, the expected population increase between 2015 and 2035 is 1,967 residents. The 2010 Census indicated that there was an average of 3.6 people per housing unit. Therefore, the baseline projected number of additional dwelling units for the medium population projection during the planning period is 1,967/3.6, or 546. The analysis below adds to that total to account for the low vacancy rate for single-family housing, bringing the total projected housing units to 566.

Projected land use requirements for each housing type (Table 5-12) were determined by calculating the proportion of the total land use need for each housing type, based on the percentage of each housing type

⁹ The average lot size for single-family units was arrived at by averaging the size of existing single-family residential lots in Grandview using Geographic Information Systems (GIS) software.

present currently in Grandview.

Dwelling Unit and Acreage Requirements for Single-Family Housing, Including Manufactured Housing

The 2013 proportion of single-family housing was used to calculate the number of single-family and manufactured housing dwelling units that would be required during the 20-year planning period. 67.2% of Grandview's total housing stock is currently single-family housing, including manufactured housing (see

Table 5-3, page 5-7); this percentage of the 546 projected housing units needed equals 367 single-family housing units needed by 2035 to meet the needs of the medium population projection of 13,137 people (medium projection).

As discussed previously, the total housing vacancy rate as reported in the 2010 Census was 5.4%. For rental homes only, the vacancy rate was 5.1%; while for owned homes only, the vacancy rate was significantly lower at 1.2%. Very low vacancy rates increase housing costs unnecessarily, increase overcrowding, and provide few housing choices for new and existing residents. To plan for an increased vacancy rate, a larger surplus of housing is needed, particularly for owned homes. For purposes of this analysis, an additional 5% is added to the number of single-family homes that would be needed to increase the vacancy rate during the 20-year planning period. This analysis assumes that most single-family homes are owned rather than rented. The additional 5% brings the total projected single-family housing units needed by 2035 to 386.

To determine acreage requirements for 2035, the projected number of units needed (386) was multiplied by the average current single-family home lot size of (0.43 ac), resulting in a projected acreage requirement of 165.8 ac for single-family homes. The GMA also requires planning for the provision of group homes and adult family homes during the 20-year planning period. An additional three acres was estimated for these housing needs, bringing the total to 168.8 ac.

Dwelling Unit and Acreage Requirements for Multifamily Housing

The existing proportion of multifamily housing was used to calculate the number of multifamily dwelling units that would be required during the 20-year planning period. 18.6% of Grandview's total housing stock is currently multifamily housing (see

Table 5-3, page 5-7); this percentage of the 543 projected housing units needed equals 102 multifamily housing units needed by 2035 to meet the needs of the medium population projection of 13,137 people.

To determine acreage requirements for 2035, the projected number of units needed (102) was multiplied by the current Grandview zoning code minimum lot size requirement for multifamily units (0.1 ac), resulting in a projected acreage requirement of 9.3 ac for multifamily dwellings.

Dwelling Unit and Acreage Requirements for Manufactured Home and Other Housing

The existing proportion of manufactured and other housing was used to calculate the number of multifamily dwelling units that would be required during the 20-year planning period. 14.2% of Grandview's total housing stock is currently manufactured or other housing (see

Table 5-3, page 5-7); this percentage of the 546 projected housing units needed equals 78 multifamily housing units needed by 2035 to meet the needs of the medium population projection of 5,716 people.

To determine acreage requirements for 2035, the projected number of units needed (78) was multiplied by the average current single-family home lot size of (0.43 ac) resulting in a projected acreage requirement of 33.4 ac for multifamily dwellings.

Other Housing-Related Land Use Requirements

Transportation and market choice land needs for residential and other land uses are discussed in the Land Use Element.

V. A COORDINATED HOUSING STRATEGY FOR GRANDVIEW

As is the case with most communities, Grandview's housing problems are a result of complex physical, social, and economic realities. Because of the complexity of the problems, a coordinated approach is necessary to address them. A coordinated housing strategy for Grandview should include:

- 1) Consideration and implementation of the housing goals, policies and objectives. Land use decisions, new municipal ordinances and the allocation of available resources should be made in consideration of the goals, policies and objectives contained in this comprehensive plan.
- 2) A target area or areas for housing rehabilitation should be identified and used to guide future activities aimed at improving the existing housing stock.
- 3) Implementation of needed improvements in the Capital Facilities and Transportation Elements could result in greater opportunity for growth in Grandview. The addition of more people in Grandview, particularly those active in the community work force will add to the viability of the community.
- 4) Revise the zoning ordinance to create a greater variety of residential zone options which include:
 - a) Larger lots
 - b) More off-street parking
 - c) Lower density
- 5) Develop an inventory of housing in Grandview that provides for a variety of neighborhoods that are attractive and will lead to an improved quality of life.
- 6) Improve neighborhoods by decreasing density by enforcing the Uniform Housing Code.
- 7) The City of Grandview will not seek additional non-taxable housing but will work with market rate developers to build affordable housing.
- 8) As there has been significant development in the lower income apartment housing category, the City of Grandview recognizes that it has a need to support housing that generates sufficient property tax revenue to pay for services. The City can no longer support new lower income/value residential developments.
- 9) The City of Grandview will re-evaluate the housing needs in seven to 10 years to see if additional non-taxable housing is needed.
- 10) Preserve current low- to moderate-income housing stock by developing housing rehabilitation programs that include public and private investment in owner-occupied housing rehabilitation projects.

VI. GOALS AND POLICIES

GOAL 1: Provide safe and sanitary housing for all persons within the community.

Policy 1.1 Support the development of a housing stock that meets the varied needs of the present community while attracting higher income residents.

Objective 1: Encourage the construction of new units to increase the local housing supply. New construction should provide for a moderate- to low-income and senior housing market demand as well as upscale residences. It should also provide for an appropriate mix of housing types and intensities (single-family, multifamily, group homes, adult family homes).

Objective 2: Encourage manufactured housing parks and subdivisions that are well designed and compatible with neighboring land uses.

Objective 3: Allow, on individual lots, manufactured housing that meets accepted standards for manufactured housing and is permanently affixed to a foundation.

Objective 4: Encourage and support the rehabilitation of older homes.

Objective 5: Encourage infilling in residential areas.

Objective 6: Encourage more medium and high-value residential construction.

Policy 1.2: Support the implementation of public housing programs in partnership with private developers that supplement the efforts of local developers in meeting the housing needs of the community.

Objective 1: Pursue programs to expand the housing options of low and moderate-income groups and the elderly.

Objective 2: Coordinate public programs with the activities of local developers to provide for the optimal utilization of community resources.

Policy 1.3: Support housing availability to meet the needs of all income groups.

Objective 1: Make current housing information available to potential developers and encourage its use in the consideration of development alternatives.

Objective 2: Provide for the periodic updating of existing plans and development regulations (e.g., comprehensive plan and zoning ordinance) and ongoing analysis of housing problems.

Objective 3: Ensure that all new housing developments pay for the cost of providing utilities, streets, parks and public safety requirements.

Policy 1.4 Encourage higher dwelling unit values to at least cover the cost of general municipal services.

Objective 1: Encourage more neighborhood development in various price ranges with amenities within the development.

Objective2: Improve enforcement of the Uniform Building Code, Uniform Housing Code, zoning ordinance and the nuisance code to remove junk vehicles, enforce parking regulations, reduce overcrowded homes, and finds ways to remove blighted conditions.

GOAL 2: *Residential areas that are safe, sanitary and attractive places to live will be established and maintained in Grandview.*

Policy 2.1: The City of Grandview will ensure and facilitate the provision of municipal services appropriate to the density of residential development.

Policy 2.2: The initial cost of providing municipal services to serve new residential developments will be borne by the developer.

Policy 2.3: The City of Grandview will work cooperatively with other public agencies, private institutions, and organizations to foster housing rehabilitation in suitable areas.

GOAL 3: *Encourage a mixture of housing types and densities throughout the UGA that are compatible with public service availability.*

Policy 3.1: Support the development of regional strategies to address the housing needs of the UGA.

Objective 1: Land use controls shall govern the distribution of housing types by establishing overall density.

Objective 2: Density of development shall be based on: the existing land use pattern, the availability of public services, municipal service plans and the initial provision of services by the developer.

Objective 3: Criteria shall be developed for establishing levels of services required for different densities of development.

Chapter 6 Utilities Element

I. INTRODUCTION

Purpose of the Utilities Element

This Utilities Element has been developed in accordance with Section 36.70A.070 of the GMA to address utility services in the City of Grandview and its Urban Growth Area (UGA). It represents the community's policy plan for growth during the next 20 years. The Utilities Element describes how the goals in the other plan elements will be implemented through utility policies and regulations.

The Utilities Element has also been developed in accordance with the Countywide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan.

Growth Management Act Requirements

The GMA's Procedural Criteria defines "utilities" as:

- Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water, and for the disposal of sewage [WAC 365-195-200 (25)].

To comply with the GMA, the Comprehensive Plan must, at a minimum, include a Utilities Element consisting of:

- The general location, proposed location, and capacity of all existing and proposed utilities, including but not limited to, electrical lines, telecommunication lines, and natural gas lines [RCW 36.70A.070 (4)].

The GMA requires concurrency in the provision of public facilities and services. Public facilities and services must be available as development occurs without a reduction in the level of service provided. However, private utilities are not bound by the level of service and concurrency provisions of the GMA.

Applicable Countywide Planning Policies

The Yakima Countywide Planning Policy recognizes the need to promote orderly development with appropriate urban services provided to such development. The following Countywide Planning Policies apply to discussion on the Utilities Element:

1. Areas designated for urban growth should be determined by preferred development patterns, residential densities, and the capacity and willingness of the community to provide urban governmental services. (Countywide Planning Policy: A.3.1.)
2. Urban growth should be located first in areas already characterized by urban growth that have existing public facilities and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and that urban government services should not be provided in rural areas. [RCW 36.70A.110(3)] (B.3.1.)

3. Urban growth management interlocal agreements will identify services to be provided in an UGA, the responsible service purveyors and the terms under which the services are to be provided. (B.3.2.)
4. The capital facilities, utilities and transportation elements of each local government's Comprehensive Plan will specify the general location and phasing of major infrastructure improvements and anticipated revenue sources. [RCW 36.70A.070(3)(c)(d)]. These plan elements will be developed in consultation with special purpose districts and other utility providers.
 - a. (B.3.4.)
5. New urban development should utilize available/planned urban services. [RCW 36.70A.110(3)] (B.3.5.)
6. Formation of new utility special purpose districts should be discouraged within designated UGAs. (B.3.6.)
7. From local inventory, analysis and collaboration with state agencies and utility providers, a list of
 - a. Countywide and statewide public capital facilities needed to serve the Yakima County region will be developed. These include, but are not limited to, solid and hazardous waste handling facilities and disposal sites, major utility generation and transmission facilities, regional education institutions, airports, correctional facilities, in-patient facilities including hospitals and those for substance abuse and mental health, group homes and regional park and recreation facilities. (C.3.2.)
8. Some public facilities may be more appropriately located outside of UGAs due to exceptional bulk or potentially dangerous or objectionable characteristics. Public facilities located beyond UGAs should be self-contained or be served by urban governmental services in a manner that will not promote sprawl. Utility and service considerations must be incorporated into site planning and development. (C.3.5.)
9. The multiple use of corridors for major utilities, trails and transportation right-of-way is encouraged. (C.3.6.)
10. The County and cities will work with special purpose districts and other agencies to establish a process for mutual consultation on proposed comprehensive land use plan policies for lands within UGAs. Actions of special purpose districts and other public service providers shall be consistent with Comprehensive Plans of the County and the cities. [RCW 56.08.020, RCW
 - a. 57.16.010] (F.3.1.)
11. The use of interlocal agreements is encouraged as a means to formalize cooperative efforts to plan for and provide urban governmental services. (F.3.2.)
12. Joint financing ventures should be identified to provide services and facilities that will serve the population within the UGA. (F.3.3.)
13. Each interlocal agreement will require that common and consistent development and construction standards be applied throughout that UGA. These may include, but are not limited to, standards for streets and roads, utilities and other infrastructure components. (F.3.5.)
14. The County and the cities will work with special purpose districts, adjacent counties, state tribal and federal governments to formalize coordination and involvement in activities of mutual interest. (I.1.)
15. Special districts, adjacent counties, state agencies, the tribal government and federal agencies will be invited to participate in Comprehensive Planning and development activities that may affect them, including the establishment and revision of UGAs; allocation of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural resources. (I.3.)

Urban Growth Area

The UGA boundary was selected to ensure that urban services will be available to all development, including the provision of utility facilities. The City recognizes that planning for utilities is primarily the

responsibility of the utility providers. However, the City will incorporate plans prepared by the providers into its comprehensive planning efforts to identify ways of improving the quality and delivery of services provided in the City and its designated UGA. All development requiring urban services will be located in the UGA, and will have these services extended to them in a timely and financially feasible manner.

Federal and State Laws/Regulations

Revised Code of Washington and Washington Utilities and Transportation Commission. Utilities and transportation are regulated in Washington by the Washington Utilities and Transportation Commission (WUTC). The WUTC, composed of three members appointed by the governor, is empowered to regulate utilities (including, but not limited to, electrical, gas, irrigation, telecommunication, and water companies). State law (WAC 480) regulates the rates and charges, services, facilities, and practices of utilities. Any change in customer charges or service provision policy requires WUTC approval. The WUTC requires private utility providers to demonstrate that existing ratepayers will not subsidize new customers. The intent of the WUTC regulations is to ensure safe, reliable, and reasonably priced utility services for consumers.

Federal Communications Commission. The Federal Communications Commission (FCC) was created by the Communications Act of 1934 to regulate interstate and international radio, wire, satellite, cable, and television communications. The FCC is an independent five-member government agency.

Federal Energy Regulatory Commission. The Federal Energy Regulatory Commission (FERC) is an independent five-member commission with the U.S. Department of Energy. FERC establishes rates and charges for the interstate transportation and sale of natural gas, for the transmission and sale of electricity, and the licensing of hydroelectric power projects. In addition, the commission establishes rates or charges for the interstate transportation of oil by pipeline.

Natural Gas Policy Act of 1978. The central theme of the National Gas Policy Act (NGPA) is encouragement of competition among fuels and suppliers across the country. As a result, natural gas essentially has been decontrolled. The NGPA also contained incentives for developing new natural gas resources and a tiered pricing structure aimed at encouraging the development of nation-wide transmission pipelines. The result of the Act has been that many consumers are now paying less for natural gas than they were in 1980.

1991 Clean Air Amendments. The passage of the Washington State Clean Air Act in 1991 indicates a state intent to promote the diversification of fuel sources for motor vehicle. This is in response to a need to both reduce atmospheric emissions and reduce the nation's reliance on gasoline for strategic reasons. The Act called for encouraging the development of natural gas vehicle refueling stations.

Regional Power Plans

Northwest Power and Conservation Council. Since Congress passed the Northwest Power Act in 1980, the Northwest Power and Conservation Council (NWPCC) has developed 20-year electric power plans for the Northwest. In its Sixth Northwest Power and Conservation Plan, adopted February 2010, the Council recommends the following:

- Develop cost-effective energy efficiency aggressively — at least 1,200 average megawatts by 2015, and equal or slightly higher amounts every five years through 2030.
- Develop cost-effective renewable energy as required by state laws, particularly wind power, accounting for its variable output.
- Improve power-system operating procedures to integrate wind power and improve

- the efficiency and flexibility of the power system.
- Build new natural gas-fired power plants to meet local needs for on-demand energy and back-up power, and reduce reliance on existing coal-fired plants to help meet the power system’s share of carbon-reduction goals and policies.
- Investigate new technologies such as the “smart-grid,” new energy-efficiency and renewable energy sources, advanced nuclear power, and carbon sequestration.

II. INVENTORY AND ANALYSIS

Many public and private agencies are involved in regulation, coordination, production, delivery, and supply of utility services. This section of the element identifies those providers. The inventory includes:

- Natural gas
- Electrical
- Telecommunications
- Cellular phone
- High-speed internet (broadband)
- Cable television

Providers of these utilities for the City of Grandview and its UGA are listed in Table 6.1. Water and sewer utilities are discussed in the Capital Facilities Element of this Comprehensive Plan. Electrical, telecommunications, and natural gas are regulated by the WUTC. Cable television, telecommunications, and cellular phones are regulated by the FCC, in cooperation with local governments.

Table 6.1. Utility Service Providers, City of Grandview/Urban Growth Area

Type of Service	City of Grandview	Remainder of UGA
Natural Gas	Cascade Natural Gas	Cascade Natural Gas
Electric Utility	Pacific Power	Pacific Power
Telecommunications	Century Link Communications	Century Link Communications
Cellular Telephone	Various providers	Various providers
High-speed Internet	Various providers	Various providers
Cable/Satellite Television	Various Providers	Various Providers

Natural Gas

Grandview is served by Cascade Natural Gas, which serves areas along I-82. Cascade Natural Gas accommodates consumers in its service area that meet its criteria for financial feasibility. Cascade can serve customers outside its service area if the customer assumes some of the cost of extending the lines. Such contributions may be partly reimbursed only if additional customers connect to the same main. When deciding to serve development outside current service areas, utilities must add expand their service area by applying for a “certificate of convenience” from the WUTC.

Electrical Utilities

The City of Grandview is served by Pacific Power, which has a very strong transmission framework. While the utility has an abundant supply of energy, Pacific Power emphasizes a demand-side resource management policy to encourage efficiency and conservation, and to keep energy costs low while assuring continued power availability.

Transmission for a 115,000-volt system can be accommodated on a single pole structure that uses the road right-of-way. A substation capable of serving 10,000 residential customers typically requires no more than two acres, and is compatible with virtually any adjacent land use. One possible exception to this is ballfields. Although substations are fenced and not energized below nine feet, and are generally impenetrable, persons attempting to retrieve stray balls might be tempted to try to circumvent these protections.

State legislation passed in 2008 (480-108 WAC) established new rules for interconnecting small, alternative power generators of wind, solar, and other energy sources with established utility infrastructure. The intent of the regulations is to establish baseline rights of and responsibilities of both utilities and electric generation owners, and to ultimately connect more alternative power sources to the power grid for the benefit of both parties. The WUTC is exploring ways to ensure that these new rules are fully implemented.

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

The utility will provide power services as market conditions demand. As a private utility, Pacific Power is not bound by the level of service and concurrency requirements under the GMA.

Telecommunications

The City of Grandview is served by Century Link Communications. There are various facilities located throughout the county and the City. Many of the telecommunication facilities, including aerial and underground, are co-located with those of the electrical power provider.

Century Link Communications will provide power services as market conditions demand. As a private utility, Century Link Communications is not bound by the level of service and concurrency requirements under the GMA.

Cellular Telephone

Various federally licensed cellular telephone communications companies serve Yakima County. These companies are regulated by FCC and the WUTC. The FCC regulates cellular telephones because radio signals are used for communications.

High-speed Internet

High-speed internet is provided to Grandview customers by a number of companies, including Charter Communications, Century Link, and Yakima Satellite Internet. In March 2010, Yakima County received a \$824,000 grant to extend its broadband transmission backbone between connections. The grant provided improved broadband service to the Grandview public library.

Cable/Satellite Television

TCI Cablevision of Yakima Valley, Inc. has franchise agreements with both the City of Grandview and Yakima County, and serves all of Grandview. Transmission services from a “head end,” which is where a satellite dish sits and the signal originates. Grandview residents receive their transmission services via a connection with the Yakima head-end.

Cable follows the electrical and telephone lines. Only easements are needed, and are not usually a problem. The break-even point for economic feasibility for providing service is 30 potential customers per linear mile of cable. Anyone within 200 feet of the cable can hook up; otherwise, there is an additional charge to the customer.

TCI Cablevision has no major expansion plans at this time.

In addition, Northwest Cable Network offers satellite cable, which originates from a transmitting antenna in the Union Gap area, on Rattlesnake Ridge. Service is available to customers within a 50-mile line-of-sight radius, which includes the City of Grandview and its UGA. Northwest Cable is available in rural areas as well as areas that are hard-line cabled for television. Wireless cable is regulated by the FCC, and does not come under local regulation since it does not use public rights-of-way.

At this time, the only alternative to TCI or Northwest Cable would be a satellite dish, which requires a costly installation. As technology improves, other choices will become available.

III. GOALS AND POLICIES

GOAL 1: *To ensure that energy, gas, communication facilities, and communication services are provided in a cost-effective and efficient manner.*

Policy 1.1: Adopt procedures that encourage private utility providers to comply with the Land Use Element of this Comprehensive Plan when planning future facilities.

Policy 1.2: Discuss and exchange population forecasts, development plans, and technical data with the private utilities identified in this Utilities Element.

Policy 1.3 Promote whenever feasible the co-location of new public and private utility distribution facilities in shared trenches and physical locations, and coordinate construction timing to minimize construction-related disruptions and reduce the cost of utility delivery.

Policy 1.4: For telecommunications, including telephone, cellular telephone and cable television, allow the development/maintenance of facilities necessary to provide services as needed to accommodate population growth and advancements in technology, provided

they are compatible with surrounding land uses.

Policy 1.5: New development shall be allowed only when and where utilities are adequate, and only when and where such development can be adequately served by essential public utilities, or provided by the developer, without significantly degrading level of service elsewhere.

Policy 1.6: Promote the joint use of transportation rights-of-way and utility corridors wherever possible.

Policy 1.7: To facilitate coordination of public and private trenching activities, notify affected utilities of construction, as well as maintenance and upgrades to existing roads, in a timely and effective manner.

Policy 1.8: Consider utility permits concurrent with proposals requesting service. Where possible, approve utility permits when the project to be served is approved.

Policy 1.9: Coordinate with adjacent jurisdictions to ensure consistency with each jurisdiction's utilities element and regional utility plans, and develop a coordinated process for siting regional utility facilities in a timely manner.

GOAL 2: *Minimize impacts associated with the siting, development, and operation of utility services and facilities on adjacent properties and the natural environment.*

Policy 2.1: Site utility facilities away from critical areas, or site them in a manner that is compatible with critical areas.

Policy 2.2: Electric power substations and similar facilities should be sited, designed and buffered as needed to fit in with their surroundings. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light and glare impacts.

Policy 2.3: Cooperatively work with other agencies, surrounding municipalities and Yakima County during the siting and development of facilities of regional significance.

GOAL 3: *Develop an efficient utility system that supports the community vision (both public and private).*

Policy 3.1: Develop adequate rights-of-way and infrastructure improvements for future development through the planning process, including, but not limited to, public and private utilities.

Policy 3.2: Development within the unincorporated portion of the UGA should be encouraged to occur only on a limited scale to prevent the inefficient use and distribution of public facilities and services.

Policy 3.3: Utility extensions should be designed to provide service to the maximum area possible with the least length of extension.

Chapter 7 – Administration Element

I. INTRODUCTION

Purpose

This Administration Element has been developed to address Comprehensive Plan amendment processes and maintaining consistency with development regulations, in accordance with the requirements of the Washington State Growth Management Act including RCW 36.70A.106, 36.70A.120, 36.70A.130 and 36.70A.140.

The Administration Element has also been developed in accordance with the Yakima Countywide Planning Policy. The Administration Element specifically considers the process for Comprehensive Plan amendments including timing, procedures, public participation, consistency with other City fiscal and regulatory processes and State review of amendments.

Growth Management Act Requirements

The Administration Element consists of procedures for:

6. Evaluation of plans and development regulations;
7. Maintaining conformity with GMA requirements;
8. Maintaining consistency within the comprehensive plan and with implementing regulations;
9. Making amendments to the Comprehensive Plan no more than once a year or due to an emergency situation;
10. Considering all proposed amendments to the Comprehensive Plan concurrently so that the cumulative effects of the various proposals may be ascertained;
11. Ensuring that the plan reflects accommodation of the urban growth projected to occur for the succeeding 20-year period;
12. Ensuring early and continuous public participation in Comprehensive Plan amendments;
13. Allowing State review and comment on proposed amendments as required under GMA.

II. AMENDMENTS

Following adoption of the revised Comprehensive Plan, the City shall monitor change and needs within the community and document needed amendments to the Comprehensive Plan. Amendments that are quasi-judicial in nature (site-specific and/or are associated with a project of a quasi-judicial nature, such as a rezone) shall be considered by the Hearing Examiner, as provided by GMC Chapter 2.50. Amendments that are legislative in nature, such as City-initiated area-wide amendments for planning purposes, shall be considered by the Planning Commission, as provided by GMC Chapter 2.40. Through the remainder of this chapter, the Hearing Examiner and the Planning Commission will be referred to as the “advisory body.”

Timing

All proposals shall be considered by the relevant advisory body and City Council concurrently so the cumulative effect of the various proposals may be ascertained. Proposals for Comprehensive Plan amendments will be accepted at any time during the year and will be scheduled along with all other proposals received, to form a docket of proposed plan changes for consideration as part of the Comprehensive Plan’s yearly review and amendment process. The City of Grandview sets January as the month of the year in which amendments to the Comprehensive Plan will be scheduled for consideration by the City Council.

The Comprehensive Plan may be revised or amended outside of this normal schedule only after appropriate public participation and if findings are adopted to show that the amendment is necessary, due to an emergency situation of a neighborhood-wide or community-wide significance and not a personal emergency on the part of a particular applicant or property owner. The nature of the emergency must be documented as part of written findings and approved by the City Council prior to consideration of an emergency amendment. The City Council shall decide whether to allow the proposal to proceed ahead of the normal amendment schedule.

The Comprehensive Plan may also be revised or amended after appropriate public participation at any time of the year to resolve an appeal of a Comprehensive Plan filed with the Washington State Growth Management Hearings Board or with Superior Court.

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

14. The initial adoption of a sub-area plan that does not modify the Comprehensive Plan policies and designations applicable to the sub-area;
15. The adoption or amendment of a shoreline master program under the procedures set forth in chapter 90.58 RCW;
16. The amendment of the capital facilities element of a Comprehensive Plan that occurs concurrently with the adoption or amendment of a county or City budget;
17. The adoption of Comprehensive Plan amendments necessary to enact a planned action under RCW 43.21C.031(2), provided that amendments are considered in accordance with the public participation program established by the City and all persons who have requested notice of a Comprehensive Plan update are given notice of the amendments and an opportunity to comment.

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

In compliance with RCW 36.70A.130(5)(c), the City of Grandview will establish a schedule every eight years to take action to review and, if needed, revise their Comprehensive Plan and development regulations. Under the GMA, the City of Grandview's statutory deadline for the next Comprehensive Plan update is June 30, 2017. Annual amendments cannot occur separately in the year designated for the eight-year update. All annual updates coinciding with the eight-year update cycle must be submitted concurrently within that year.

However, any amendment to the zoning and other development regulations that is consistent with the adopted Comprehensive Plan can be made any time during a year.

Adoption and Initiation

The City Council may, after due notice and public hearing, amend, supplement or modify the text and maps of this Comprehensive Plan. An amendment may be adopted, amended, or supplemented by the City Council upon the recommendation of the relevant advisory body following a public hearing by the advisory body. Amendments may be initiated in the following manner:

18. By motion of the City Council or advisory body;
19. By the owner of property within the City filing a petition with the advisory body; the petition shall be on a standard form prescribed by the advisory body and available from the City Clerk;
20. A fee as determined by GMC 17.92.020, Comprehensive Plan Amendment. The cost of required engineering review or study payable to the City at the time of filing the petition shall be charged for advertising and mailing expenses. No part of the fee shall be returnable. However, when a map amendment of the Comprehensive Plan is in conjunction with a rezone request for the same property, only a single fee need be paid for the rezone/Comprehensive Plan map amendment. The higher fee shall prevail.
21. Motions and/or complete applications for amending, supplementing, or modifying the text and maps of this Comprehensive Plan will be received by the advisory body up until 60 days prior to the advisory body's public hearing on proposed amendments. This will allow adequate time for processing of the motion or application and will allow for proper public notification of the proposals. Motions and/or applications received after this date will be processed in the following year's cycle.

Amendment Processing

All petitions for Comprehensive Plan amendments shall be processed following the applicable sections of GMC Title 14, Administration of Development Regulations. The City will docket (record for future action) all Comprehensive Plan amendments in the following manner:

- 1) The City will broadly disseminate to the public through a variety of media information about the Comprehensive Plan amendment process. This information will identify procedures and schedules whereby updates, proposed amendments, or revisions of the Comprehensive Plan are considered by City Council.
- 2) All petitions requesting Comprehensive Plan amendments shall be accepted during any time of the year and held until 60 days prior to the advisory body's public hearing on proposed amendments.
- 3) City staff will keep a docket of initiated Comprehensive Plan amendments.
- 4) The docket and all application files will be available for public review at City Hall during normal business hours.

Emergency Amendment Processing

An emergency requiring an exception to the once-a-year comprehensive amendment provision is defined as an unforeseen and not reasonably foreseeable event where some threat of harm to the public interest is imminent. Emergency amendments must be based on findings that show that the amendment is needed to resolve an emergency situation of a neighborhood-wide or community-wide significance, and not a personal emergency of a particular applicant or property owner. The nature of the emergency must be documented as part of written findings, and approved by the City Council prior to consideration of an emergency amendment. The City Council shall decide whether to allow the proposal to proceed ahead of the normal amendment schedule.

Public Hearing

The advisory body shall hold a public hearing on any such amendments, supplements, or modification of this plan, whether initiated by petition or motion. Notice of hearing and the nature of the proposed change shall be given by publication in the official newspaper of the City at least fifteen (15) days prior to the date of the hearing. In addition, in cases of change of boundaries or of future land use designations, all

owners of property within 300 feet of the boundary lines of the property proposed to be changed shall be notified of the proposed change and the date of hearing by United States mail. Notice mailed to the last known address of the person making the tax payment shall be deemed proper notice. However, in the case of a boundary change or a future land use designation change affecting three or more parcels, notice may be given by publication in all local newspapers published in the City for two consecutive weeks, of a notice of hearing on the proposed change. The notice shall contain the date, time and place of the hearing and a description that identifies the area of the proposed change(s) and the effects of the change(s).

Upon receiving the findings and recommendations from the advisory body from this public hearing, the City Council will conduct a public hearing to consider the recommended amendments. No decisions shall be made on the recommendations for amendment until after the initial 60 day State review and comment period has expired.

Advisory Body Recommendation

In recommending the adoption of any proposed amendment or in concurring with the City Council on any proposed amendment, the advisory body shall state fully its reasons at the public hearing before the City Council, describing any change in conditions that it believes makes the amendment advisable and specifically setting forth the manner in which the advisory body is of the opinion that the amendment is in harmony with the purposes set forth in the plan. The advisory body shall only grant a change to the Future Land Use Map of the Comprehensive Plan if written findings are made according to Section IV of this Administration Element – Criteria Approving a Change in the Future Land Use Map.

In changing the future land use designation of any area, the zoning shall also be changed to maintain consistency between the Comprehensive Plan and the zoning ordinance.

State Review of Amendments, Supplements, and Modifications

Initial Review of Proposed Amendments

At least sixty (60) days prior to the adoption of an amendment to the Comprehensive Plan, five copies of the proposed change/draft version shall be submitted to the Washington State Department of Commerce for review and comment. One plan review checklist and any other supplementary documentation (e.g. State Environmental Policy Act [SEPA] information, outline of public participation process, staff report) shall accompany the proposed amendment. Should the City of Grandview not receive state comments on the proposed amendment within sixty (60) days after receipt of the proposed amendment by the State, the City shall be free to adopt the amendment without further delay.

Final Review of Adopted Amendment

Within ten (10) days from the adoption of the amendment, two copies of the adopted amendment shall be submitted to the Washington State Department of Commerce for filing. An “Adopted Comprehensive Plan Submittal” form and any new or additional information shall accompany the adopted amendment. Any agency or jurisdiction which commented on the draft of the amendments shall also receive a copy of the adopted amendment.

The City will also publish a notice of adoption and availability in its newspaper of record. A final 60-day review and comment period will commence from the date of publication. Appeals of the adopted amendment to the Eastern Washington Panel of the Washington State Growth Management Hearings Board would be filed during this final 60-day review period.

III. APPEALS

Initiation

Any interested citizen or administrative agency or commission may appeal to the City Council from any ruling, interpretation or decision of the advisory body adverse to his interest, by filing with the City Clerk within fourteen (14) days from the ruling, a written notice of appeal. The City Clerk shall transmit to the City Council all petitions, minutes of meetings, and other documents constituting a record upon which action appealed from was taken.

Time and Place of Hearing

Upon filing of the notice of appeal, the City Council shall fix the time of hearing and notify the appellant. The time fixed for hearing of the appeal shall not be more than thirty (30) days subsequent to the filing.

Authority to Rule

The City Council may, at its hearing, receive such additional evidence as it deems to be relevant and shall have the power to affirm, alter, or overrule any ruling, decision or interpretation of the advisory body.

Appeals to Others

Eastern Washington Growth Hearings Board

Parties aggrieved by the decision may appeal to the Eastern Washington Panel of the Growth Management Hearings Board (GMHB), if such decision is subject to review by the GMHB, and if the party has standing. Appeals to the GMHB must be filed within sixty (60) days of the publication of the action by the City Council, and must be filed in the office of the appropriate Board.

In general, the Growth Management Hearings Board shall hear only those petitions alleging either: a) that a state agency, County, or City is not in compliance with the requirements of the GMA, as amended or with environmental review as it relates to plans and regulations; or b) that the 20-year growth management planning projections adopted by the Office of Financial Management (OFM) should be adjusted.

For a person¹⁰ to have standing, they must have appeared before the County or City regarding the matter on which a review is being requested, or be certified by the Governor within sixty (60) days of filing the request with the Board, or be a person qualified pursuant to RCW 34.05.530.

Appeals of Growth Management Hearings Board decisions may be filed in Superior Court as provided in RCW 34.05.514 or 36.01.050 within thirty (30) days of the final order of the Board.

IV. CRITERIA APPROVING A CHANGE IN THE FUTURE LAND USE MAP

Standards

¹⁰ A “person” as defined in RCW 36.70A.280 - 3, means any individual, partnership, corporation, association, governmental subdivision or unit thereof, or public or private organization or entity of any character.

A change in the Future Land Use Map of the Comprehensive Plan shall only be granted after the advisory body and City Council have reviewed the proposed change to determine if it complies with the standards and criteria listed below. A change in the Future Land Use Map shall only be granted if such written findings are made:

22. The proposal is consistent with the provisions of the Growth Management Act (GMA) and other applicable state planning requirements;
23. The proposal is consistent with and will help implement the goals, objectives and policies of this plan;
24. Required changes to implementing regulations are identified prior to adoption of the proposed change and are scheduled for revision so that these implementing regulations remain consistent with the Comprehensive Plan;
25. The proposal will increase the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses or on other uses legally existing or permitted in the area;
26. The proposal is an extension of similar adjacent use or is of sufficient size to make the proposal logical;
27. The traffic generated by the proposal will not unduly burden the traffic circulation systems in the vicinity. The collector and arterial system currently serves or can concurrently be extended to serve the proposal, as needed;
28. Adequate public facilities and services exist or can be concurrently developed to serve the proposal;
29. The other characteristics of the proposal are compatible with those of other uses in the vicinity.
30. The other uses in the vicinity of the proposal are such as to permit the proposal to function properly;
31. If the proposal has significant adverse impacts beyond the City limits, the proposal has been jointly reviewed by Yakima County;
32. Any other similar considerations that may be appropriate to the particular case.