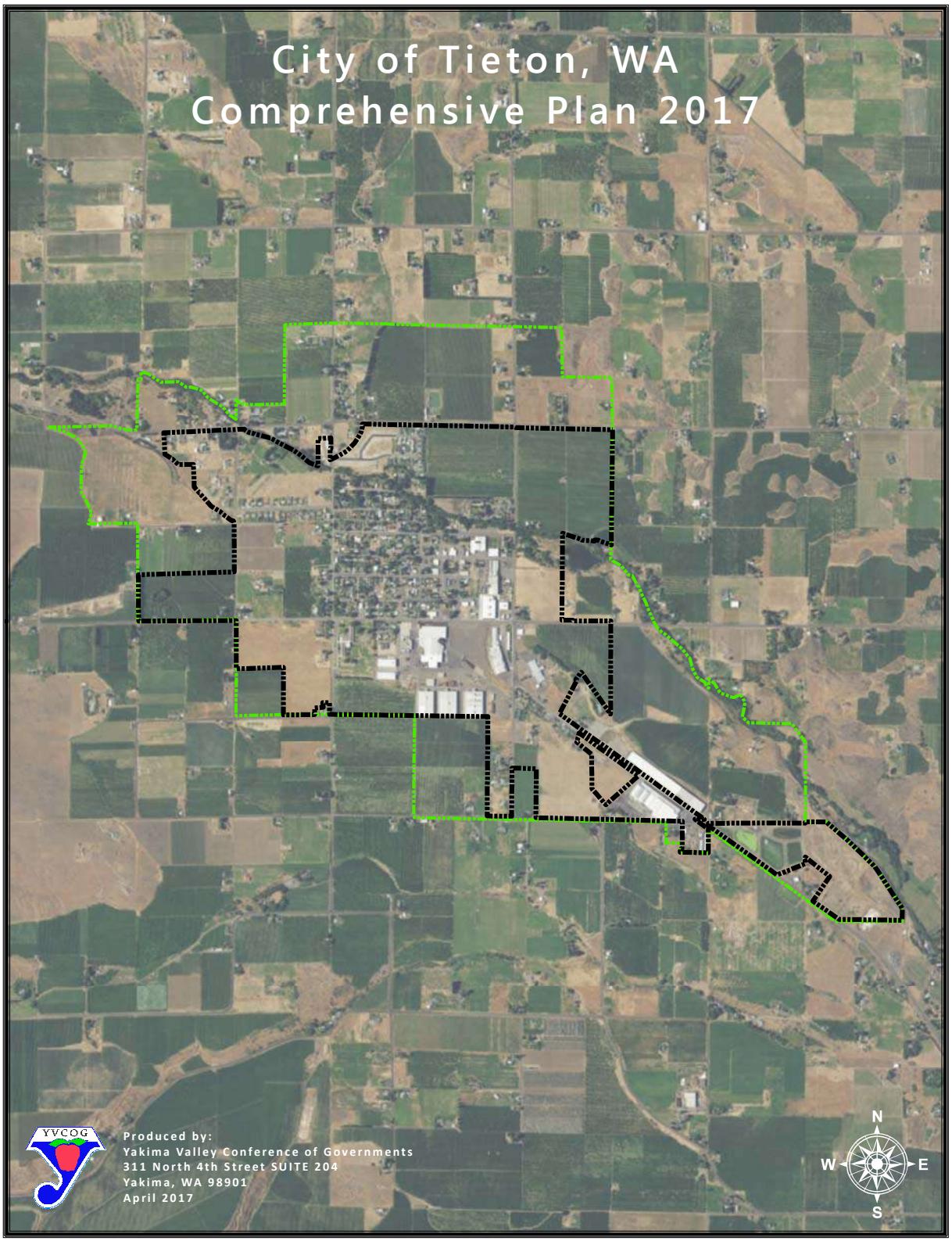

City of Tieton, WA
Comprehensive Plan 2017
YVCOG
Produced by:
Yakima Valley Conference of Governments
311 North 4th Street SUITE 204
Yakima, WA 98901
April 2017
N
W
E
S

TABLE OF CONTENTS

TABLE OF FIGURES

Chapter 1 Natural Systems Element

I. INTRODUCTION

Purpose

The natural systems element describes the natural, physical and biological environment in terms of the opportunities and limitations it presents for growth and development. The opportunities or assets a community has include agricultural land, clean air and water, forest land, sand and gravel deposits, scenic areas, vegetation, wildlife and wildlife habitat. Limitations or hazards include problems associated with floods, soils and geology. This element identifies the area's resource lands and critical areas and explains how they will be protected.

GMA Requirements

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

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

Note: The latter two requirements normally would be found under the land use element of the comprehensive plan; however, they are being addressed under this element as they are more applicable to natural systems.

Applicable Countywide Planning Policies

The Yakima Countywide Planning Policies are 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 Countywide Planning Policies do specifically address natural resource issues. The following Countywide Planning Policies apply to discussion on the natural systems element.

1. When determining land requirements for urban growth areas, allowances will be made for greenbelt and open space areas and for protection of wildlife habitat and other environmentally sensitive areas [RCW 36.70A.110(2)] (Countywide Planning Policy: A.3.7.).

2. Encourage economic growth within the capacities of the region's natural resources, public services and public facilities.

    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.).

3. Special districts, adjacent counties, state agencies, the tribal government and federal agencies will be invited to participate in comprehensive planning and development activities that may affect them, including the establishment and revision of 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 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 protected to assure continued economic viability of the area. At the same time, land is needed for housing and economic development, including sites suitable for industries related to agriculture. Prevailing winds, flood potential, and soil types make some areas more suitable than others for various land uses. Land use planning needs to allow for protection of critical areas such as wetlands and wildlife habitat.

Critical Areas and Resource Lands

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

- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water
- Fish and wildlife habitat conservation areas

- Frequently flooded areas
- Geologically hazardous areas

In addition, the GMA requires cities and counties to designate natural resource lands, including agricultural, forest and mineral lands that have long-term commercial significance, and are not characterized by urban growth.

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

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

Best Available Science

The City of Tieton adopted a Critical Areas Ordinance (CAO) on September 21, 2009. The Tieton CAO includes standards and procedures for the protection of critical areas identified in this Natural Systems Element as falling within the City of Tieton. As required by the GMA (RCW 36.10A.172), protection of critical areas is based on the best available science (BAS), according to criteria set forth in WAC 365-195-905. The City of Tieton 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 this best available science along with scientific studies made available by proponents and opponents of projects in determining how best to protect natural and critical areas

II. EXISTING CONDITIONS

This section of the comprehensive plan document analyzes natural conditions which are present in the area, and particularly which may be either hazardous to development or impose limitations which 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

Geographic Location

The City of Tieton and its associated UGA are located in Yakima County, approximately 14 miles northwest of the City of Yakima. The city is situated at an altitude of approximately 1,900 feet above sea level. The Tieton landscape consists of an essentially flat area of loamy and silty loam soils. No land within the city or its associated UGA is located within the floodplain or the Naches River, Tieton River or Cowiche Creek. However, the North Fork of the Cowiche Creek flows through Tieton in the northern portion of the town and a narrow strip of land on either side of the creek has been designated as part of the floodplain. Accompanying drainage flows to the east and southeast in the direction of the Naches River. The Naches River flows southeast to its confluence with the Yakima River located in between the cities of Selah and Yakima. The Yakima River then flows eastward to its mouth on the Columbia River, 55 miles downstream in Richland, Washington.

Climate

The climate for the Yakima Valley, including the Tieton area is generally characterized as being mild and dry, influenced by both maritime and continental climates, and modified by the Cascades to the west and Rocky Mountains to the east. Summers are dry and hot, with about 85% of the possible sunshine, while winters are usually cloudy with only a third of the possible sunshine. Daily temperatures for the summer months range from 65 to 90 degrees, but dry air results in rapid temperature drops after sunset, providing cool evening temperatures, generally in the 50's. Temperatures of 100 degrees frequently occur in the months of July and August and the mean annual temperature is between 47degrees and 51degrees F.

Precipitation is fairly minimal, averaging about 13 inches a year with an evaporation rate of approximately 50 inches a year. Most of this precipitation occurs in the late fall and early winter. Irrigation is required for all crops grown in the area except wheat and ample water is usually available. In years of normal snowmelt and rainfall, ample water is available from snowmelt and collected in storage reservoirs in the Cascade Mountains for summer use throughout the Valley.

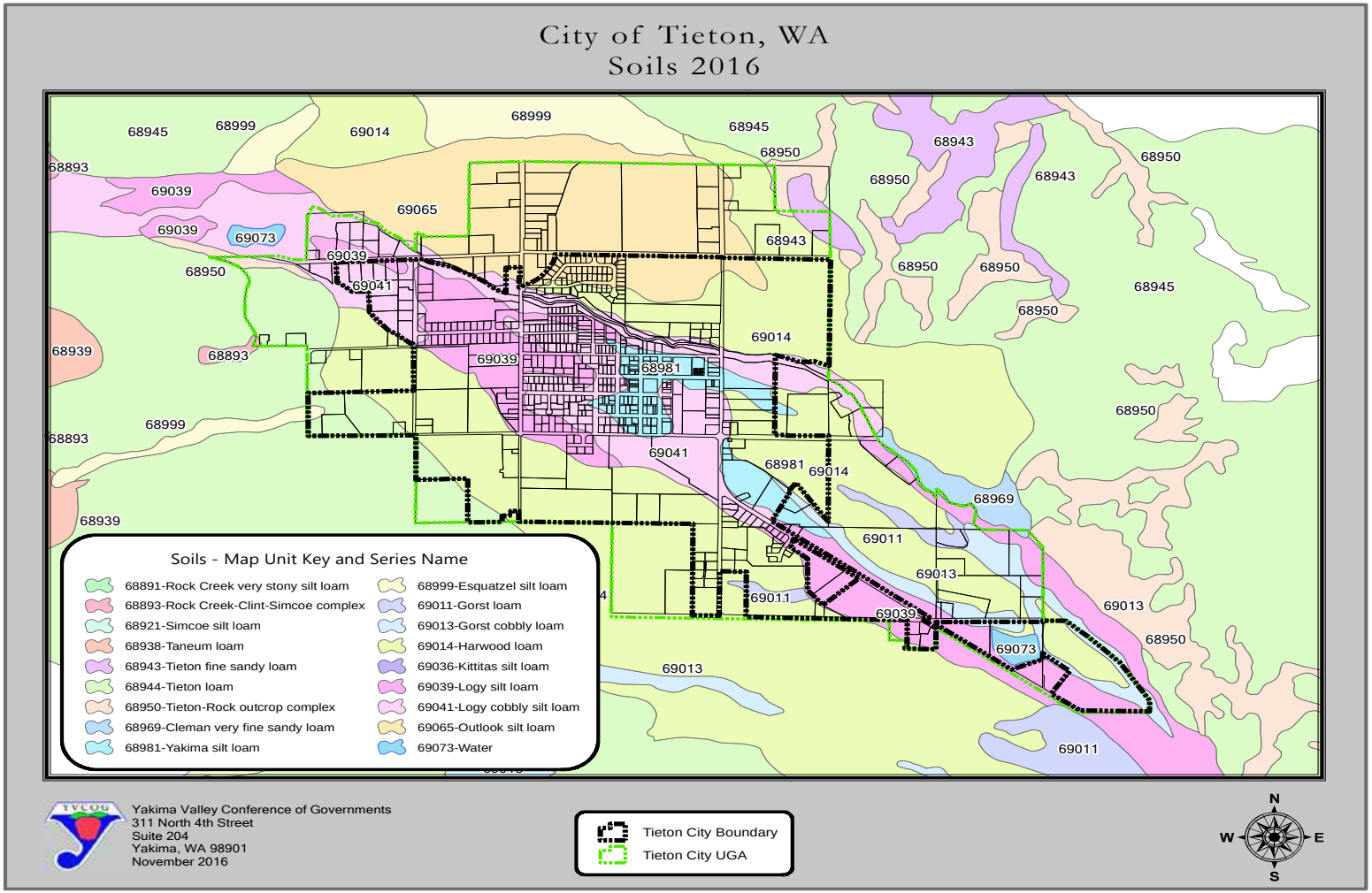
Geology

The surface geology of the Tieton area consists mainly of unconfined young valley fill including unconsolidated alluvium and the upper part of the Ellensburg Formation of the Miocene age. The young valley fill is made up of silt, sand, gravel, and cemented gravel, and reaches a maximum thickness of about 500 feet near Wapato, although the thicknesses range typically from 50 to 250 feet.

Soils

Area-wide soils analysis can provide a basis for determining the suitability of an area to certain crop types, as well as for urban development. The soil map in Figure 1.1 below was developed using information from the Natural Resources and Conservation Service (NRCS) (formerly the Soil Conservation Service) and are conducted on a countywide basis. Due to the scale, the map portrayed in Figure 1.1 is to be used only as a general guide to soil types found in and near the City of Tieton. More detailed information may be obtained by an on-site analysis. If specific knowledge of any soil type or characteristics is needed for development purposes, the Yakima County Planning Department, the City of Tieton or the NRCS should be consulted.

FIGURE 1.1: City of Tieton Soil Map



Major Soil Types within the Tieton UGA

There are four general types of soils found in the Tieton area. A large area within the town limits and to the northeast of town is located primarily on Logy cobbly silt loam, a very deep, well-drained, medium textured soil. The water-holding capacity is low and runoff is very slow. Permeability is moderate in the upper layers and very rapid in the substratum. This condition suggests the possibility of water source contamination in the use of on-site septic systems.

Flooding is a problem with these soils and frequently imposes severe limitations for home site development. Frost action imposes limitations on traffic supporting capacity of local roads and streets. The presence of cobbles imposes limitations for home sites due to difficulty in excavation and interferes with the installing of septic tank absorption systems.

Harwood loam is found generally to the east, south and southwest of the town. This soil is considered a prime agricultural soil and is a moderately deep, well-drained soil. Permeability is moderate above the duripan and very slow in the duripan. Available water capacity is moderately high. Urban development limitations include severe problems with on-site septic tanks and limited traffic supporting capacity.

Outlook silt loam is the prevalent soil type found north of town. It is characterized as a poorly drained, saline-alkali soil causing severe limitations for general agriculture and urban development. Currently, this land is being used for orchard production.

The fourth soil found within the Tieton area, especially within the town limits, is Yakima silt loam. This soil is also considered a prime agricultural soil, if irrigated, and is a very deep well-drained soil. Permeability is moderate near the surface and very rapid in the underlying material. Available water capacity is moderately high. Urban development limitations include the hazard of flooding and seepage of septic tank effluents through the soil which presents the potential for groundwater contamination problems if the density of housing is moderate to high.

Table 1.1 below summarizes these interpretations for soil types and units found within the City of Tieton and associated UGA.

TABLE 1.1: Soil Classifications and Limitations for the City of Tieton and Vicinity

SOIL CLASSIFICATION		LIMITATIONS		
Series Names	**Slope**	**Agricultural Capacity**	**Septic Tank**	**Foundations for low buildings without basements**
Cleman Very Fine Sandy Loam	0-2%	The main irrigated crops are grain, grapes, hops, peas, and tree fruit. Grasses and legumes are grown for hay, pasture, and seed.	This unit is poorly suited to home site development. The main limitation for home sites and septic tank absorption fields is the hazard of flooding.	Dikes and channels that have outlets to bypass floodwater can be used to protect buildings and onsite sewage disposal systems from flooding. Dustiness can be a problem during construction on large building sites; therefore, these sites should be disturbed as little as possible. Cutbanks are not stable and are subject to caving in.

Esquatzel Silt Loam	2-5%	The main irrigated crops are asparagus, corn, grain, grapes, hops, mint, peas, and tree fruit. Grasses and legumes are grown for hay, pasture, and seed.	This unit is poorly suited to home site development. The main limitation for home sites and septic tank absorption fields is the hazard of flooding.	Slight: land leveling should be restricted. Shallow cuts are possible in selected areas.
Esquatzel Silt Loam	0-2%	The main irrigated crops are asparagus, corn, grain, grapes, hops, mint, peas, and tree fruit. Grasses and legumes are grown for hay, pasture, and seed. This unit has few limitations for irrigated crops.	This unit is poorly suited to home site development. The main limitation for home sites and septic tank absorption fields is the hazard of flooding.	Slight
Gorst Cobbly Loam	0-25%	The main irrigated crops are permanent grasses and legumes and tree fruit. A perennial cover crop is grown in orchards.	This unit is poorly suited to home site development.	This unit is poorly suited to home site development.

Gorst Loam	2-15%	The main irrigated crop is tree fruit. Grasses and legumes are grown for hay, pasture, and seed. A perennial cover crop is grown in orchards.	The main limitation for septic tank absorption fields is depth to the hardpan, which limits the capacity of the absorption fields. Use of long absorption lines helps to compensate for this limitation.	This unit is poorly suited to home site development. The main limitation is the depth to the hardpan, which hinders excavation.
Harwood Loam	2-5%	The main irrigated crops are grain, grapes, and tree fruit. Grasses and legumes are grown for hay, pasture, and seed.	The main limitation for septic tank absorption fields is depth to the hardpan. The pan limits the capacity of the absorption fields. Use of long absorption lines helps to compensate for this limitation.	This unit is poorly suited to home site development. The main limitation is the depth to the hardpan, which hinders excavation.

Harwood Loam	5-8%	The main irrigated crops are grain, grapes, and tree fruit. Grasses and legumes are grown for hay, pasture, and seed.	The main limitation for septic tank absorption fields is the depth to the hardpan, which limits the capacity of the absorption fields.	The main limitation is the depth to the hardpan, which hinders excavation.
Logy Cobbly Silt Loam	0-5%	Some small areas are used for irrigated pasture and grass or legumes.	The main limitations for septic tank absorption fields are the hazard of flooding and seepage. If the density of housing is moderate to high, community sewage systems are needed to prevent contamination of water supplies as a result of seepage from onsite sewage disposal systems.	The main limitation is the hazard of flooding. Dikes and channels that have outlets to bypass floodwater can be used to protect buildings. Cutbanks are not stable and are subject to caving in.

Logy Silt Loam	0-2%	The main irrigated crop is grain.	The main limitation for septic tank absorption fields is the hazard of flooding. Flooding can be controlled only by use of major flood control structures. If the density of housing is moderate to high, community sewage systems are needed to prevent contamination of water supplies as a result of seepage from onsite sewage disposal systems.	The main limitation is the hazard of flooding. Dikes and channels that have outlets to bypass floodwater can be used to protect buildings from flooding.

Outlook Silt Loam	0-2%	Where the soil in this unit is drained, leached, and irrigated, the main crops are asparagus, corn, grain, hops, and mint. Grasses and legumes are grown for hay, pasture, and seed. Deep-rooted crops are suited to areas where the drainage is adequate or where a drainage system has been installed and is adequately maintained.	The main limitation for septic tank absorption fields is wetness.	This unit is poorly suited to home site development. The main limitations are the hazard of flooding and soil wetness. Dikes and channels that have outlets to bypass floodwater can be used to protect buildings and onsite sewage disposal systems from flooding. Wetness can be reduced by installing drain tile around footings.
Rock Creek-Clint-Simcoe Complex	0-4%	This unit is used as rangeland and for wildlife habitat. The potential native vegetation of the Rock Creek soil is mainly stiff sagebrush, Sandberg bluegrass, and eriogonum. The potential native vegetation of the Clint soil is mainly bluebunch wheatgrass, Idaho fescue, and Sandberg bluegrass. The potential native vegetation of the Simcoe soil is mainly bluebunch wheatgrass and Sandberg bluegrass.	Not suited for septic tanks.	Not suited for home sites.

Tieton Fine Sandy Loam	2-5%	The main irrigated crops are grain and tree fruit. Grasses and legumes are grown for hay, pasture, and seed.	The main limitation for septic tank absorption fields is the moderately slow permeability. Use of sandy backfill for the trench and long absorption lines helps to compensate for this limitation.	This unit is poorly suited to home site development. The main limitations are depth to rock and shrink-swell potential. Bedrock hinders excavation. If buildings are constructed on the soil in this unit, properly designing foundations and footings and diverting runoff away from buildings help to prevent structural damage as a result of shrinking and swelling.

Tieton Loam	15-30%	The main irrigated crops are grain and tree fruit. Grass and legumes are grown for hay, pasture, and seed. A cover crop is grown in orchards.	The main limitations for septic tank absorption fields are steepness of slope and the moderately slow permeability. Use of long absorption lines and sandy backfill for the trench helps to compensate for the moderately slow permeability. Slope can cause lateral seepage and surfacing of effluent in downslope areas.	This unit is poorly suited to home site development. The main limitation is steepness of slope.

Tieton Loam	2-5%	The main irrigated crops are grain and tree fruit. Grasses and legumes are grown for hay, pasture, and seed.	The main limitation for septic tank absorption fields is the moderately slow permeability. Use of sandy backfill for the trench and long absorption lines helps to compensate for this limitation.	This unit is poorly suited to home site development. The main limitations are depth to rock and shrink-swell potential. The bedrock hinders excavation. If buildings are constructed on the soil in this unit, properly designing foundations and footings and diverting runoff away from buildings help to prevent structural damage as a result of shrinking and swelling.

Tieton Loam	0-2%	The main irrigated crops are grain and tree fruit. Grasses and legumes are grown for hay, pasture, and seed.	The main limitation for septic tank absorption fields is moderately slow permeability. Use of sandy backfill for the trench and long absorption lines helps to compensate for this limitation.	The main limitations for home sites are depth to rock and shrink-swell potential. The bedrock hinders excavation. If buildings are constructed on the soil in this unit, properly designing foundations and footings and diverting runoff away from buildings help to prevent structural damage as a result of shrinking and swelling.

Tieton Loam	5-8%	The main irrigated crops are grain and tree fruit. Grasses and legumes are grown for hay, pasture, and seed.	The main limitation for septic tank absorption fields is the moderately slow permeability. Use of sandy backfill for the trench and long absorption lines helps to compensate for this limitation.	This unit is poorly suited to home site development. The main limitations are depth to rock and shrink-swell potential. The bedrock hinders excavation. If buildings are constructed on the soil in this unit, properly designing foundations and footings and diverting runoff away from buildings help to prevent structural damage as a result of shrinking and swelling.

Tieton Loam	8-15%	The main irrigated crops are grain and tree fruit. Grasses and legumes are grown for hay, pasture, and seed. A cover crop is grown in orchards.	The main limitation for septic tank absorption fields is the moderately slow permeability. Use of sandy backfill for the trench and long absorption lines helps to compensate for this limitation. Slope can cause lateral seepage and surfacing of effluent in downslope areas. Lateral seepage can be reduced by installing absorption lines on the contour.	This unit is poorly suited to home site development. The main limitations are steepness of slope, depth to rock, and shrink-swell potential. The bedrock hinders excavation. If buildings are constructed on the soil in this unit, properly designing foundations and footings and diverting runoff away from buildings help to prevent structural damage as a result of shrinking and swelling.

Tieton-Rock Outcrop Complex	0-30%	This unit is used as rangeland and for wildlife habitat. The potential native vegetation on the Tieton soil is mainly bluebunch wheatgrass, Idaho fescue, and big sagebrush. If the range is overgrazed, the proportion of preferred forage plants such as bluebunch wheatgrass and Idaho fescue decreases and the proportion of less preferred forage plants such as rabbitbrush and big sagebrush increases.	Slight	Slight
Yakima Silt Loam		The main irrigated crops are asparagus, grain, grapes, hops, and peas. Grasses and legumes are grown for hay, pasture, and seed.	The main limitations for septic tank absorption fields are the hazard of flooding and seepage. If the density of housing is moderate to high, community sewage systems are needed to prevent contamination of water supplies as a result of seepage from onsite sewage disposal systems.	This unit is poorly suited to homesite development. The main limitation is the hazard of flooding. Flooding can be controlled by use of dikes and channels that have outlets to bypass floodwater. Cutbanks are not stable and are subject to caving in.

As indicated in Table 1.1, the majority of soils found within Tieton and its UGA are suitable for agricultural production.

Precipitation

Precipitation is minimal, with a mean annual precipitation of 7 inches. The evaporation rate in the Tieton vicinity is approximately 41 inches per year. Most of this precipitation occurs between October and March. Snowfall is light, with average cumulative seasonal snowfall ranging from 10 to 15 inches.

Wind

Winds are generally light, averaging about seven 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 the west-northwest in the summer. "Chinook" winds characteristically occur several times a year, and are most noticeable in the winter. These winds result in a 20 to 30 degree rise in temperature within a space of a few hours.

Air Quality

Air quality is generally very good in the Tieton area. Suspended particulate is the only pollutant of any concern and national ambient standards are currently being met. Sources of suspended particulate include dust from field tillage and from vehicle use on gravel roads. Open burning of canal banks, fence rows, etc., to control weeds also tends to produce minor amounts of suspended particulate. Permits are now required for open burning under authority of Yakima Clean Air Authority and are issued through the city. Wood burning stoves also contribute to suspended particulate levels and users should be concerned with ways to reduce the effects of wood burning, such as burning dry wood that creates a hot fire and trying not to burn when heavy fog or inversion conditions are present in the area.

Water Resources

The Yakima Basin is divided into six independent ground water basins. They are (from north to south): Roslyn, Kittitas, Upper Naches, Cold Creek, Upper Yakima and Lower Yakima basins. Additionally, the Yakima River Basin has three major aquifer systems: the shallow, unconfined aquifer, near the surface; the post basalt aquifer, somewhat deeper; and the basalt aquifer, the deepest. One or more of these systems may be present in a given sub-basin.

Critical Aquifer Recharge Areas

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

“Aquifers” are geologic materials that are able to store and transmit groundwater. Groundwater systems are replenished (recharged) by the addition of water to the aquifer through precipitation, runoff and infiltration from surface water bodies. A “recharge area” is an area in which water reaches an aquifer by surface infiltration, and where there is a downward component of hydraulic head (pressure head). “Recharge potential” is the likelihood that water will infiltrate and pass through the surface materials to recharge the underlying aquifer system. Recharge potential is

dependent on a number of relatively static physical conditions, including soil permeability, geological materials at or near the Earth's surface, depth to water, and topography.

Ground Water

In the Tieton area, the most abundant source of groundwater comes from aquifers which are located from 900' to 1,200' beneath the soil surface. Aquifers are rock formations which have openings large enough to contain substantial amounts of water and also allow for water movement. Ground water occurs within the unconsolidated surficial deposits in most of the major stream and river valleys in the Yakima Basin. The primary ground water resources of the Yakima River Basin are aquifers associated with the Columbia River Basalt Group, including basalt aquifers such as the Saddle Mountains, Wanapum and Grande Ronde Formations; and sedimentary deposits such as the Ellensburg Formation.

Potential for ground water contamination in these shallow aquifers is high, especially near ditches, canals, and the Yakima River. This ground water is not considered to be a safe source for domestic water usage. Care must be taken to avoid contamination of ground water 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.

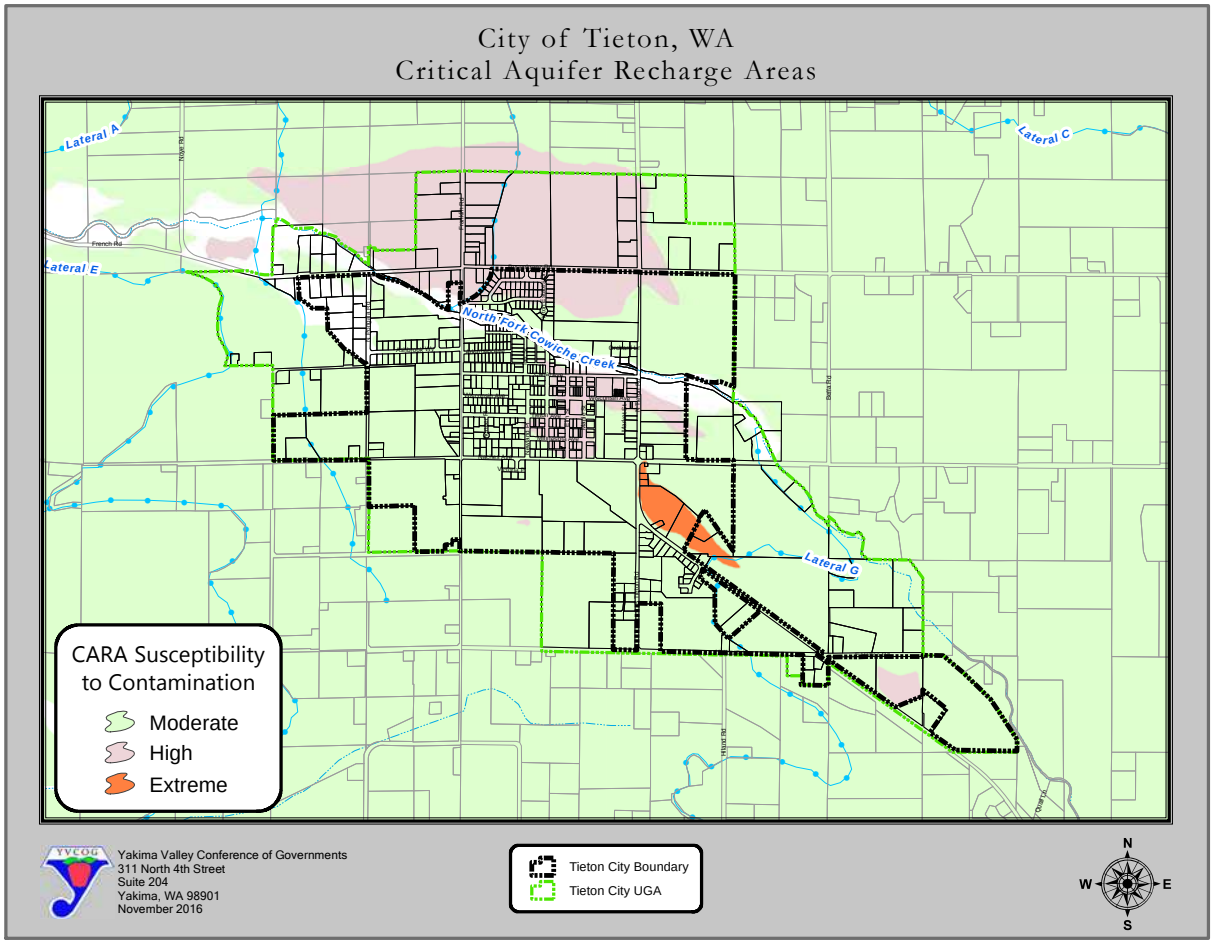
Basin

Critical Aquifer Recharge Areas

Ground water 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. 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. Ground water discharges into rivers, lakes and streams, or through evapotranspiration, pumping and upward flow of water into the shallower aquifers. As Figure 1.2 shows, the entire City of Tieton and associated UGA are classified as a critical aquifer recharge area and have a high recharging potential, especially in the recharge zones for the basalt aquifers along ridges and upland areas, where the basalt is exposed to the surface.

FIGURE 1.2: Critical Aquifer Recharge Areas in the Tieton Vicinity



Ground Water Quality

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

Ground water 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 ground water for their indoor, domestic water supplies. Degradation of ground water 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 ground water criteria serve as a baseline and as a reference to establish trends in water quality conditions. The State's regulation in WAC 173-200 establishes the criteria for all ground water, 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.

A Watershed Assessment performed by the Yakima Basin Water Resources Agency in 2003 noted that ground water 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. Ground water 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.

Large, medium and small-sized public water systems, like the City of Tieton, have the ability to monitor, manage and protect the quality of their ground water supplies. However, small water systems and individual households relying on their own wells for drinking water are likely to be more susceptible to threats from ground water contamination. In addition, shallow and/or unprotected ground water supplies are more susceptible to ground water contamination than deep ground water supplies.

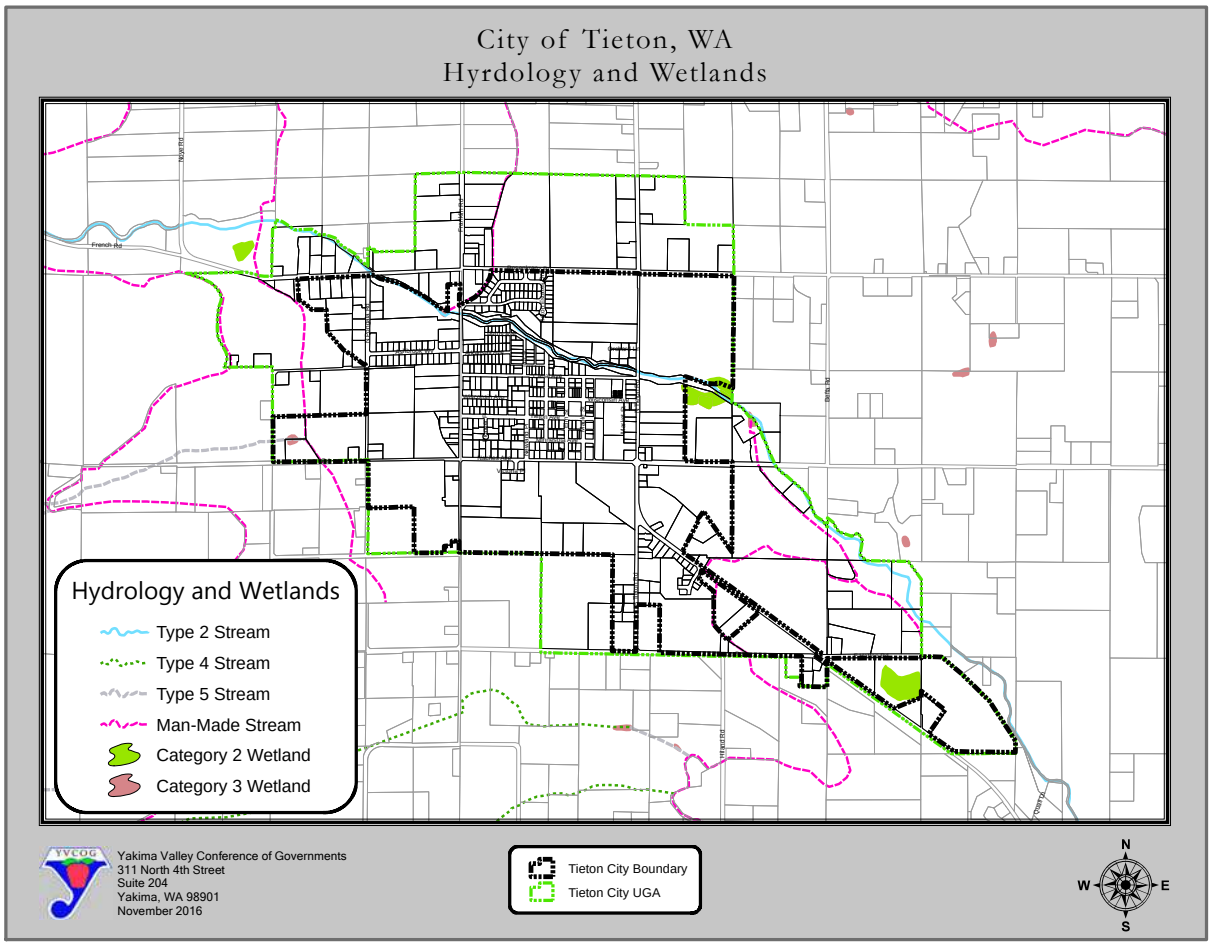
While less data exists for ground water quality than surface water in the Yakima River Basin, it is documented that overall ground water quality in the basin is good to excellent. However, land use impacts may cause minor degradation to ground water quality conditions in the future. A typical example of contamination in residential areas is bacterial (fecal coliform) contamination of shallow aquifer supplies caused by septic system effluent seeping into the ground water. In very limited areas, contamination is caused by industrial/commercial sources.

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.

Throughout the Basin precipitation is seasonal, 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.

FIGURE 1. 3: Cowiche Creek North Fork



The North Fork of Cowiche Creek travels southeasterly through the City of Tieton to its confluence with Cowiche Creek approximately 5.25 miles southeast of the City. Cowiche Creek then flows southeast to its confluence with the Naches River, which then flows into the Yakima River. The North Fork of Cowiche Creek is classified as a Type 2 Stream Corridor under the Yakima County Critical Areas Ordinance. A vegetative buffer of 75 to 25 feet (75 feet is the

standard buffer width and a minimum buffer width of 25 feet is possible subject to additional review) is required by the Yakima County CAO for Type 2 Streams.

Cowiche Creek, the Naches River and the Yakima River are all classified as "Shorelines of the State" under the Shoreline Management Act (SMA) and fall under the prevue of the Yakima County Regional Shoreline Master Program (SMP). These designations are based on data from the "Determination of Upstream Boundary Points on Southeastern Washington Streams and Rivers Under Requirements of the Shoreline Management Act of 1971 (2003. Water-Resources Investigations Report 03-4042. US Geological Survey prepared in cooperation with the Washington Department of Ecology). Conversely, while the North Fork of Cowiche Creek is classified as a Type 2 Stream and subject to all the requirements set forth for Type 2 Streams, it is not classified as a "Shoreline of the State", and therefore not subject to the SMA.

Because the City of Tieton does not contain a "Shoreline of the State" within its incorporated boundaries or UGA, it does not need to develop or adopt a SMP to comply with the SMA. However, the City of Tieton developed and adopted a CAO to adequately protect the North Fork of Cowiche Creek and other critical areas located within the City of Tieton to comply with the GMA. The CAO will contain criteria for classifying streams and wetlands and their associated buffer widths for each classification.

Surface Water Quality

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

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

A number of previous studies and planning processes have addressed surface water quality in the Yakima River Basin. Reports prepared by the U.S. Geological Survey (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 in their Watershed Plan approved in 2003.

<u>Naches River (Little Naches River to Naches River Mouth):</u> The studies found that Reach #4 of the Yakima River Basin, the reach most closely associated with the City of Tieton had some significant surface water quality problems. This reach suffers from a lack of off channel rearing habitat and channel confinement by levees/roads which limit riparian function. Also, numerous diversions are present which result in low flow problems mainly associated with the Wapato Power Canal which significantly impact flow in a 7 mile reach and cause water temperature increases.

North Fork Cowiche Creek: The North Fork of Cowiche Creek, located within the City of Tieton, has not been listed on the WDOE 303(d) list for any pollutants. The federal Clean Water Act (CWA) includes provisions for addressing surface waters that do not meet established water quality standards. The State of Washington is directed to identify surface-water bodies that do not achieve water quality standards. These water bodies are commonly known as the 303(d) list.

Studies examining the water quality on the North Fork of Cowiche Creek have not been performed to the same extent as other water bodies in the Yakima River Basin. However, some water quality data does exist for this specific segment of Cowiche Creek. The study published by the Yakima Basin Water Resources Agency in 2003 reports that the North Fork contains a "fair" amount of riparian shade and has a "fair" amount of pooling and riffling on the water surface. However, the North Fork also suffers from low flows. The same study also reports some problems with the mainstem of Cowiche Creek. Cowiche Creek suffers from numerous barriers and diversions (some unscreened), degraded riparian areas, sediment problems (e.g. bank sloughing) and water temperature exceedances.

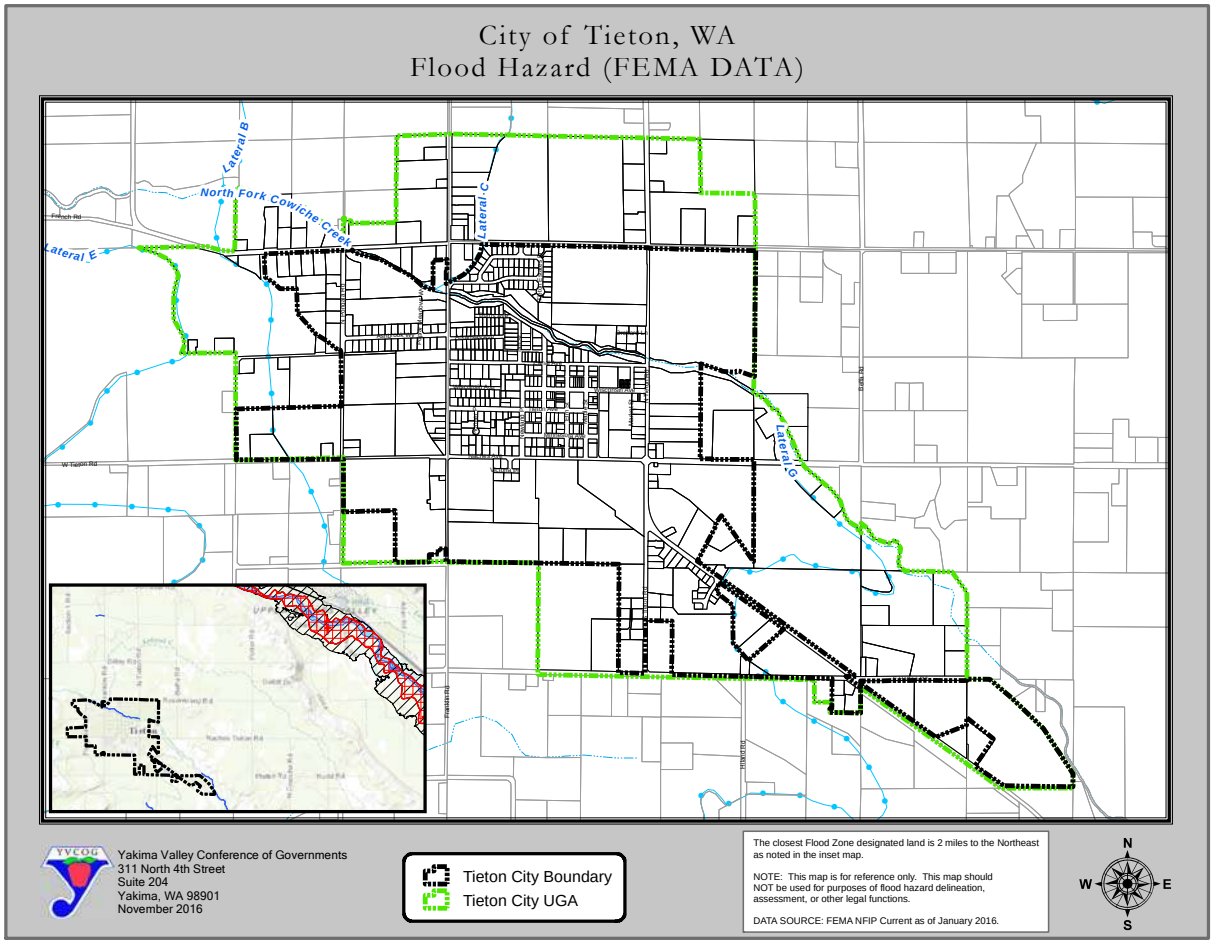
In the Yakima River Basin 150 listings have been placed on 70 water bodies listed on the 303(d) list, including many different pollutants for the Yakima River. Ecology has a program to develop water quality cleanup plans for each listed stream segment. These cleanup plans are known as Total Maximum Daily Loads (TMDL). TMDL Reports completed by Ecology in the Yakima Basin Watershed, and accepted by EPA as of October 30, 2002.

Ecology will be periodically reviewing the 303(d) listings in the Yakima River Basin that are not currently being addressed in any TMDLs. From these listings, more TMDL plans could result. Consultation with affected municipalities in the watershed will be sought throughout this process.

Floodplains

The most recent Federal Emergency Management Agency (FEMA) revisions to the flood zone designations in the vicinity of the City of Tieton took effect on March 18, 1985 (Community Panel No. 530265 0001 A). Figure 1.4 below shows the current FEMA approved floodplains map for the Tieton vicinity.

FIGURE 1.4: City of Tieton Floodplain Map



The North Fork of the Cowiche Creek flows through Tieton in the northern portion of the town. Although this creek has not reached flood stage since the mid-1930's, flooding is a possibility particularly where soil conditions include a high water table. A narrow strip of land on either side of the creek has been designated by FEMA as part of the floodplain. Tieton has adopted a flood damage prevention ordinance which covers this area and has designated this area a critical area under the GMA. Property owners are eligible for flood insurance through the National Flood Insurance Program.

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.

Wetland data for the Tieton vicinity was gathered from the United States Department of the Interior's Fish and Wildlife Service (USFWS). The USFWS gathers wetland data nationwide and compiles it in the National Wetland Inventory (NWI) map. The data contained in the NWI map for all of Yakima County and the Tieton vicinity was gathered in the 1980's. NWI mapping was used by Yakima County in their recent update to the CAO. The NWI map for Tieton and associated UGA can be seen in Figure 1.3 above.

The NWI map displayed in Figure 1.3 indicates that within the city limits of Tieton there are very few high quality wetlands. The entire central area of the City does not contain any wetlands.

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, 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 CAO wetlands are rated based on categories that reflect the functions and values of each wetland. Wetland categories are based on the criteria provided in the *Washington State Wetland Rating System for Eastern Washington*, revised October 2014.

The Tieton CAO contains criteria for classifying wetlands and their associated buffer widths for each classification.

Plants and Wildlife

Plants

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

Information on rare plants was obtained from the Washington State Department of Natural Resources (DNR) Natural Heritage Program. One rare plant species was detected within Tieton and its UGA through the use of the database. Coyote Tobacco (*Nicotiana attenuata*) was found to occur throughout the City of Tieton and its UGA. Coyote Tobacco is easily recognized by its glandular foliage and white, tubular flowers and was apparently widely used for smoking by many Native American groups. The plant blooms June through September and has a historical range from southern British Columbia and Northern Idaho and Montana to Baja CA, New Mexico and northwest Mexico, east of the Cascades. In Washington, the plant has a scattered distribution, with present occurrences known from Douglas, Grant, Kittitas, Klickitat, and Yakima Counties.

Wildlife

Information was obtained from the Washington State Department of Fish and Wildlife (WDFW) Priority Habitat and Species Program concerning priority habitats and species in the Tieton vicinity. The information obtained does not show any priority habitats and species within Tieton or its UGA.

There are no animal species of concern located within the City of Tieton or UGA. However, the area along the Tieton River corridor, approximately 2.5 miles northwest of the City of Tieton, does contain some Priority Habitat and Wildlife Heritage Points.

Amphibians or reptiles may be present within the seasonal streams and irrigation canals; supported by 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 habitat conditions in the Yakima River Basin were performed for a Watershed Assessment completed by the Yakima Basin Water Resources Agency in 2003. 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.

Tieton is most closely associated with Reach 4. This reach of the Naches River runs from the Little Naches River in the north, down to the mouth of the Naches River at its confluence with the Yakima River, near the cities of Yakima and Selah. The Yakima Basin Water Resources Agency found that the Yakima River mainstream conditions were more suitable for fish habitat in the upper three reaches and generally deteriorate in a downstream direction. Reach 2 was best, followed by Reach 1 and the Naches River, and then Reaches 3, 4, and 5. There are some exceptions within the reach designations that are not revealed by the overall ratings, such as flow related problems, but the scores represent a generalized rating of condition. Habitat conditions are generally better in the reach between Keechelus Dam and Wilson Creek than in the lower area below Sunnyside Dam.

The North Fork Cowiche Creek does not contain any sensitive or threatened fish species. The Naches River and portions of the Tieton River, located outside of the Tieton UGA, are prime Steelhead habitat.

The Yakima River and Naches River, both located outside of the City of Tieton and UGA, include prime habitat for salmon spawning, rearing and migration. Anadromous fish found in this river and creek, include spring chinook salmon, fall chinook salmon, coho salmon, and summer steelhead.

Geologic Hazard Areas

The City of Tieton and associated UGA does not contain any geologically hazardous areas.

III. NATURAL RESOURCE LANDS AND CRITICAL AREAS

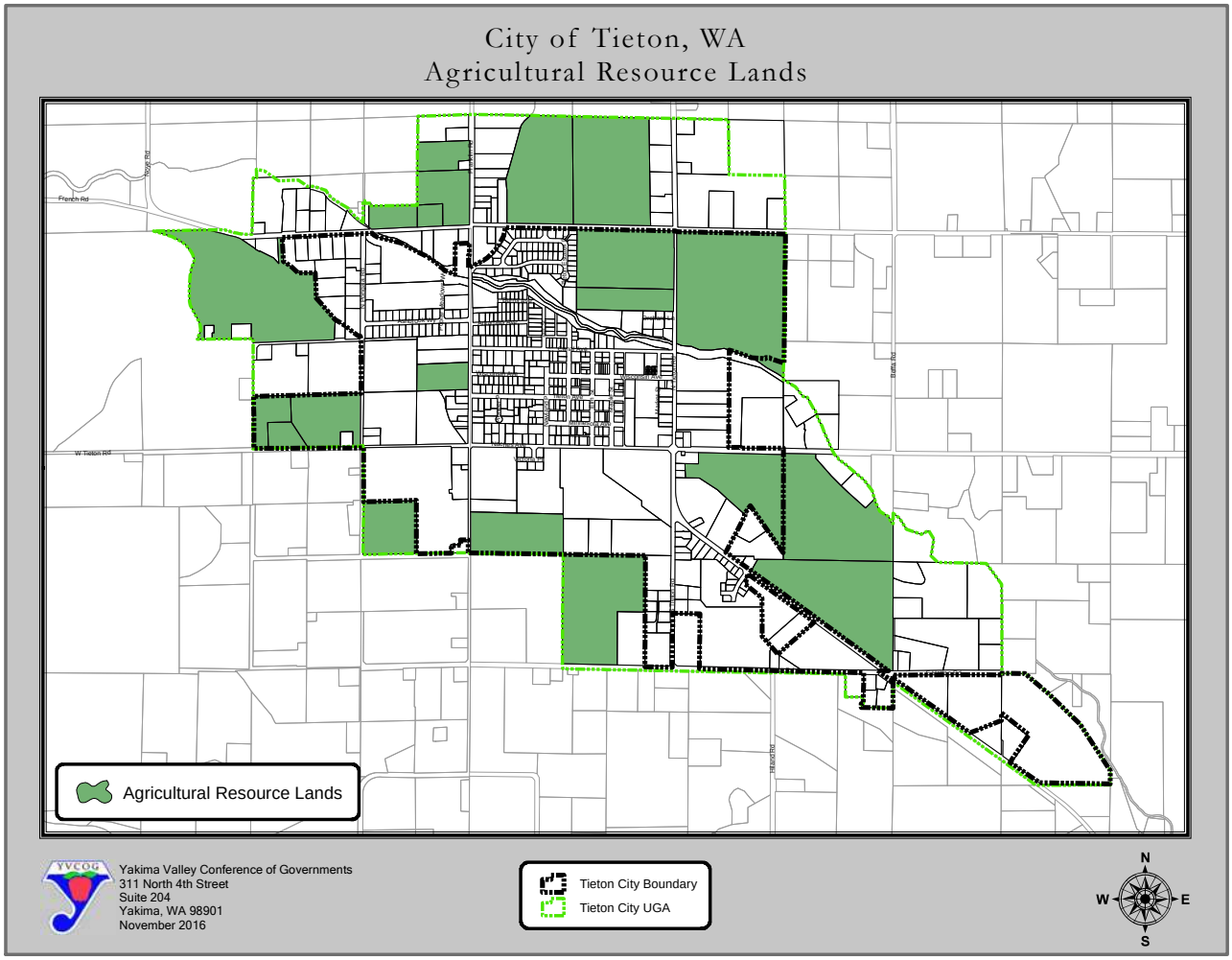
The Growth Management Act (GMA) requires cities and counties to designate natural resource lands, including agricultural, forest and mineral lands that have long-term commercial significance, and are not characterized by urban growth, and critical areas, including the following areas or ecosystems: a) wetlands; b) areas with a critical recharging effect on aquifers used for potable water; c) fish and wildlife habitat conservation areas; d) frequently flooded areas; and 5) geologically hazardous areas. GMA also requires that counties and cities adopt development regulations that protect designated critical areas.

Natural Resource Lands

Agricultural Lands

In December of 2016 an analysis of lands currently being used for agriculture was completed using data from the Yakima County Assessor. As Figure 1.5 displays below, there are 21 parcels within the City of Tieton and UGA that are currently designated for an agriculture use.

FIGURE 1.5: City of Tieton Agriculture Lands



While these lands are currently being utilized for agriculture purposes, they are not agricultural lands of long-term commercial significance. The majority of the City of Tieton is already built-up and these agriculture parcels within the UGA may be zoned for a more intensive land use in the future. Infrastructure is available within the UGA in accordance with the Land Use Element and the Capital Facilities Element; and the city has the additional capacity to serve additional growth on these parcels. These parcels represent the next logical areas for residential, commercial, or light industrial/manufacturing urban growth. In addition, 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 a program in place for the purchase or transfer of development rights.

Forest Lands

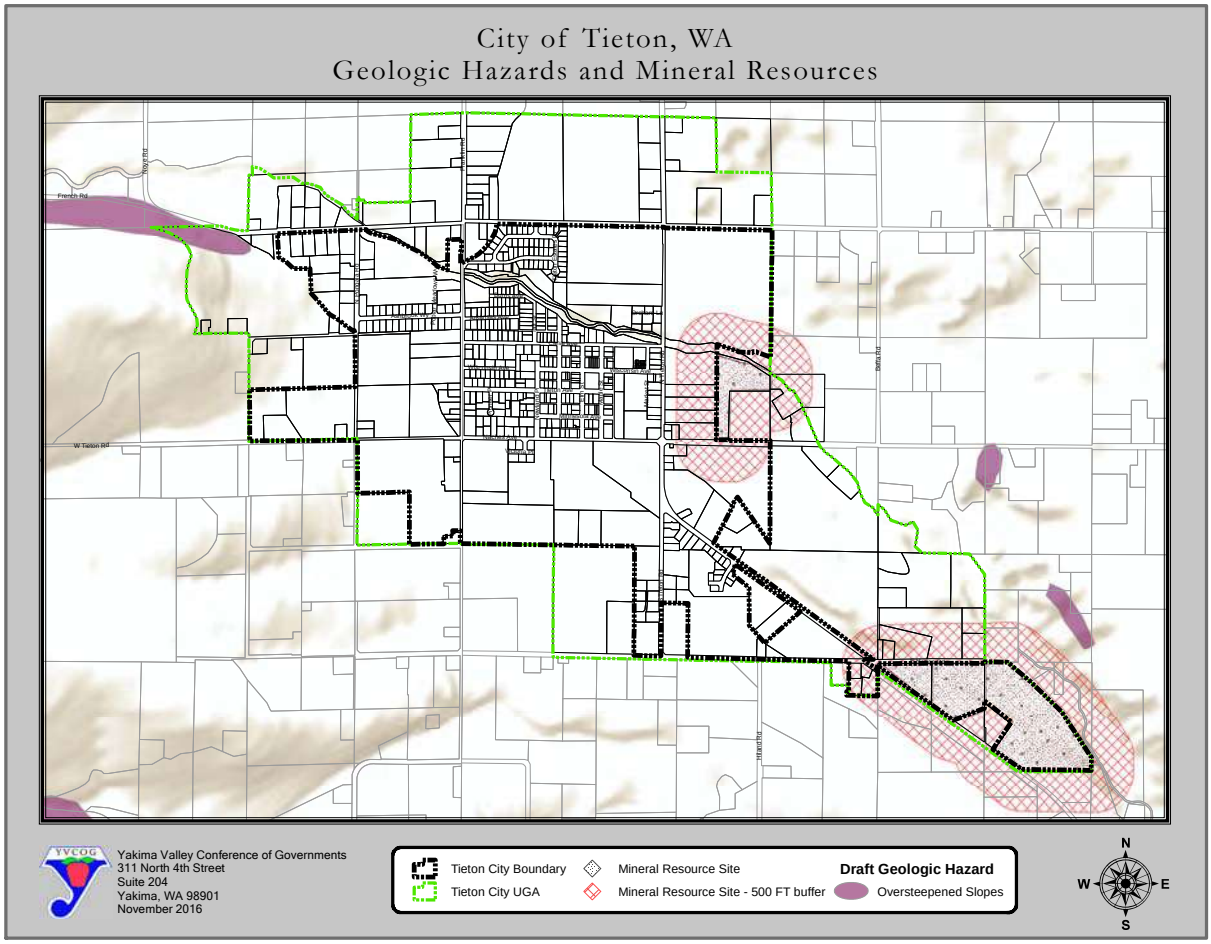
Within the City of Tieton, there are no lands (commercial or noncommercial) that are used to grow trees, including Christmas trees. Thus, no forest lands of long-term commercial significance have been designated within the city.

Mineral Lands

This category is intended to identify, preserve and protect the mineral resource land base which is intended to be used for the continued production of aggregate products such as concrete or asphalt, while allowing the underlying land use to provide interim land use direction until such time that mineral extraction is anticipated.

Mineral resource lands are those lands primarily devoted to the long-term commercial production of mineral products. Areas designated as mineral resource lands comprise the Mineral Resource Overlay. The overlay designation provides protection from the encroachment of competing land uses by applying a buffer that places restrictions on adjacent properties. The existing or underlying use designation is intended to remain in effect until such time that the area is rezoned to Mining in anticipation of pending mining operations. Figure 1.6 below displays the approved mineral resource extraction sites in the vicinity of the City of Tieton.

FIGURE 1.6: Mineral Resource Sites near the City of Tieton



The actual location (area of deposition) of the mineral resource is the primary factor in determining the future location of a mining site. Other factors that influence the location of a mineral resource area include: quality of the resource, volume of the resource, access suitability, the compatibility with existing or planned land uses, and the proximity to existing or planned market areas, environmental sensitivity and cultural resources. These criteria are based on WAC 365-190-070 – "Minimum guidelines to Classify Agriculture, Forest and Mineral Resource Lands."

Critical Areas

Wetlands

Wetland data for the Tieton vicinity was gathered from the United States Department of the Interior's Fish and Wildlife Service (USFWS). The USFWS gathers wetland data nationwide and compiles it in the National Wetland Inventory (NWI) map. The data contained in the NWI map for all of Yakima County and the Tieton vicinity was gathered in the 1980's. NWI mapping was used by Tieton in their development of the CAO.

Critical Aquifer Recharge Areas

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. Ground water discharges into rivers, lakes and streams, or through evapotranspiration, pumping and upward flow of water into the shallower aquifers. As Figure 1.2 above shows, a large portion of the City of Tieton and UGA has a high recharge potential, especially in the recharge zones for the basalt aquifers along ridges and upland areas, where the basalt is exposed to the surface.

Fish, Wildlife and Plant Conservation Areas

Information from the WDFW and DNR displayed in Figure 1.6 above shows the limited identified wildlife habitat conservation areas within the City of Tieton. No endangered or threatened animal species (including fish) were reported to occur within the City of Tieton or the UGA. The only vulnerable species to occur within the City of Tieton was the plant species Coyote Tobacco (*Nicotiana attenuata*). The Washington State DNR classifies Coyote Tobacco as a State Sensitive Species, meaning it is vulnerable or declining and may become listed as Endangered or Threatened in the state. To manage Coyote Tobacco, the Washington State DNR is advocating that a systematic inventory and assessment be undertaken throughout eastern Washington.

Frequently Flooded Areas

The most recent Federal Emergency Management Agency (FEMA) revisions to the flood zone designations in the vicinity of the City of Tieton took effect on March 18, 1985 (Community Panel No. 530265 0001 A). Figure 1.4 above shows the current floodplains areas for the City of Tieton vicinity.

Geologic Hazard Areas

The City of Tieton does not contain any geologically hazardous areas. The closest geologic hazards are located to the north of the City of Tieton, near the Tieton and Naches Rivers.

IV. GOALS AND POLICIES

Critical Areas are an important part of the natural setting in City of Tieton. Their protection is required by the Growth Management Act and important to the quality of life of the residents of The City. Critical Areas include groundwater, fish and wildlife habitat (which includes surface waters), wetlands, frequently flooded areas, and geologic hazards. The protection of critical areas must include certain general approaches, which are provided for in the goals and policies below.

GOAL 1: ***Establish critical areas protection measures to protect environmentally sensitive areas, and protect people and property from hazards.***

Policy 1.1: 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 1.2: 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. (WAC 365-195-825(2) (b)

Policy 1.3: Use a preference-based system of mitigation sequencing for the County's stream, lake, pond, wetland, floodplain, and fish and wildlife habitat critical areas that reduces impacts using approaches ranging from avoidance to replacement. (See section 16C.03.10 Mitigation requirements, WAC 197-11-768)

Policy 1.4: In order to encourage Critical Area protection and restoration, the density and lot size limits stipulated in other policies may be adjusted or exceeded to accomplish clustering and bonus provisions adopted under the CAO. The use of incentive based programs is encouraged.

GROUNDWATER AND CRITICAL AQUIFER RECHARGE AREAS (CARAs)

Groundwater is the primary source of drinking water for most rural County residents. Tieton currently uses groundwater (wells) as its primary source of water. Once groundwater is contaminated it is difficult, costly, and often impossible to clean up. Some contaminants like microbial organisms can cause sickness and discomfort while others like organic chemicals, inorganic metals, and radio-nuclides can cause neurological disorders, cancer, mutations and death.

Wells provide a potential source of contamination of both the shallow and deeper aquifers. The proliferation of individual domestic and irrigation wells increases the risk that contamination may find its way into the groundwater. Although the quality of groundwater resources used for drinking water in City of Tieton is generally good, the potential for problems exists because many wells tap shallow aquifers (less than 100 feet) which are extremely susceptible to surface contamination. The following goal and policies address these concerns by encouraging the identification of aquifers and taking steps to reduce potential contamination.

WATER QUALITY AND QUANTITY

GOAL 2: ***Maintain and manage the quality of the groundwater resources in City of Tieton as near as possible to their natural conditions and in compliance with state water quality standards.***

Policy 2.1: Identify and map important aquifers, critical aquifer recharge areas, and surface waters.

Policy 2.2: Develop performance standards and regulate uses for activities which adversely impact water quantity and quality in aquifers, wetlands, watersheds and surface waters.

Policy 2.3: Evaluate the potential impact of development proposals on groundwater

quality, and require alternative site designs to reduce contaminant loading where site conditions indicate that the proposed action will measurably degrade groundwater quality.

Policy 2.4: Continue data collection and evaluation efforts to better understand the City's groundwater system and its vulnerability to contamination.

Policy 2.5: Encourage the retention of natural open spaces in development proposals overlying areas highly susceptible for contaminating groundwater resources.

Policy 2.6: Conduct and support educational efforts which inform citizens of measures they can take to reduce contaminant loading of groundwater systems.

Policy 2.7: Encourage development and expansion of community public water systems within the Urban Growth Area to lessen the reliance on individual wells.

Policy 2.8: Ensure that abandoned wells are closed properly.

Policy 2.9: Ensure sufficient water quantity exists to support land use activities.

SURFACE WATER

The Yakima River and its many tributaries are perhaps the most dynamic and used natural features in Yakima County. Throughout its 200-mile course, water from the Yakima is withdrawn to feed agricultural operations that drive our economy. Irrigation and other water uses developed both inside and outside the Yakima Irrigation Project, developed under the 1903 Reclamation Act, are relatively unique in that all of the water for irrigation is generated, stored and distributed in the Valley. The tributaries, the Naches River and the Yakima River are used as the conduit for the water distributions system in the Valley. The Yakima River is used as the trunk of the water distributions system, is the most important component of the Yakima Project, and probably is the most important piece of infrastructure in the Valley.

Agriculture, industry, recreation and the City of Tieton are dependent on this distribution system for water supply for domestic, industrial, agricultural and residential uses. The demands of this economy are continuing to increase, while existing operations return flows of a far lesser quality. The combined historic actions of over withdrawal, pollution and vegetation removal have produced a waterway that exits near the City of Tieton is completely altered from the condition in which it begins near Snoqualmie Pass. To deal with the situation, efforts by many parties have been made to improve stream corridors within the County, especially in the areas of water quality and habitat. The following goals and policies address actions and attitudes that should guide decisions related to surface water.

GOAL 3: ***Enhance the quantity and quality of surface water.***

Policy 3.1: Improve water conservation through education and incentives.

Policy 3.2: Protect water quality from the adverse impacts associated with erosion and sedimentation.

Policy 3.3: Encourage the use of drainage, erosion and sediment control practices for all construction or development activities.

Policy 3.4: Identify future needs and promote increased water supplies through coordinated development and conservation efforts.

Policy 3.5: Support local and regional cooperative efforts which help to accomplish this goal.

GOAL 4: ***Restore, maintain or enhance the quality of the Yakima River Basin's surface water.***

Policy 4.1: 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 4.2: Make use of local and regional data sources to assess water quality progress.

Policy 4.3: Participate in water quality improvement planning and implementation efforts by local, regional, state, federal, and tribal agencies, as well as coalitions such as local watershed planning efforts.

STORMWATER

While stormwater management may be of less concern in City of Tieton than in areas that receive more precipitation, localized flooding does occur in certain areas. If the amount of impervious area in a watershed increases, and provisions are not made for retaining stormwater on-site, up-watershed areas can contribute to the flooding hazards of their down-stream neighbors, and flooding becomes more frequent and more severe. If the natural drainage courses are obstructed with fill material, buildings, or roads that lack adequately-sized culverts, storm water can cause localized flooding, with property damage and disruption of services.
City of Tieton is subject to state and federal water quality and Underground Injection Control (UIC) regulations. Some Urban Areas within City of Tieton are also subject to state and federal stormwater regulations.

GOAL 5: ***Prevent increased flooding from stormwater runoff.***

Policy 5.1 Require on-site retention of stormwater.

Policy 5.2 Preserve natural drainage courses.

Policy 5.3 Minimize adverse storm water impacts generated by the removal of vegetation and alteration of land forms.

GOAL 6 ***Improve water quality through improved stormwater management.***

Policy 6.1 Review the recommendations of locally adopted stormwater management plans, and develop a realistic implementation schedule.

Policy 6.2 Control stormwater in a manner that has positive or neutral impacts on the quality of both surface and groundwater, and does not sacrifice one for the other.

FISH AND WILDLIFE HABITAT, WETLANDS, AND FREQUENTLY FLOODED AREAS

The area surrounding Tieton contains some of the most diverse and unique fish and wildlife habitat found anywhere in the country. These environments provide places where animals can find food, water, shelter, and security, and act as gene pools to assure continued genetic diversity. The following goal and supporting policies encourage the protection of fish and wildlife habitat in order to protect the environment for multiple uses. While fish and wildlife habitat includes upland habitat, state administrative code (WAC 365-190-080(5)) focuses on habitat that is related to water.

Stream corridors, lakes, ponds, wetlands, flood plains and other areas subject to flooding perform important hydrologic functions including storing and slowly releasing flood waters, reducing floodwater velocities, settling and filtering of sediment and nutrients, shading surface waters, and other functions. These areas also provide natural areas for wildlife and fisheries habitat, recreation areas and rich agricultural lands. Development in these areas diminishes their functions and values and can present a risk to persons and property on the development site and/or downstream from the development. Building in frequently flooded areas also results in high costs for installing flood protection measures to protect life and property and to repair flood damages.

Wetlands are an economically, biologically, and physically valuable resource. They are the most biologically productive ecosystems in nature, even though they constitute only a small percentage of the total landscape. They provide important nursery and spawning areas, which in turn support a strong commercial and recreational industry. Wetlands also play an important function in local and regional hydrologic cycles.

The following goals and policies work toward preserving, protecting and managing fish and wildlife habitat and wetlands by adopting, boundaries, and a data system to track them, and establishing development regulations for their protection. These goals and policies also seek to reduce the hazards and impacts of development through comprehensive flood control planning, directing facility development away from these areas, and developing site development standards.

FISH AND WILDLIFE HABITAT

GOAL 7: ***Provide for the maintenance and protection of habitat areas for fish and wildlife.***

Policy 7.1 Encourage the protection of fish and wildlife habitat from a region- wide perspective to ensure that the best representation and distribution of habitats remains to protect the natural values and functions of those habitats. Fish and wildlife habitat protection considerations should include:

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

Policy 7.2 Direct development away from areas containing significant fish and wildlife habitat areas, especially areas which are currently undeveloped or are primarily dominated by low intensity types of land uses such as forestry.

Policy 7.3 Encourage the retention of sustainable natural resource based industries such as forestry and agriculture in order to protect important fish and wildlife habitat.

Policy 7.4 Coordinate fish and wildlife protection efforts with state and federal agencies and the Yakama Nation to:

1. Avoid duplication of effort;
2. Ensure consistency in protecting fish and wildlife habitat which crosses political boundaries;
3. Facilitate information exchanges concerning development proposals which may impact fish and wildlife habitat; and
4. Take advantage of any available financial, technical, and project review assistance.
5. Policy 7.5Protect the habitat of Washington State Listed Species of Concern and Priority Habitats and Species in order to maintain their populations within City of Tieton.

Policy 7.6 Work with the resource agencies to prioritize habitats and provide appropriate measures to protect them according to their relative values.

GOAL 8: ***Conserve, protect and enhance the functions and values of stream corridors to provide for natural functions and protect hydrologic connections between features. (WAC 173-26-221(2)(C)(iv)(b))***

Policy 8.1 Development projects should not be authorized if they obstruct fish passage or result in the unmitigated loss or damage of fish and wildlife resources.

Policy 8.2 Encourage and support the retention of natural open spaces or land uses which maintain hydrologic functions and are at low risk to property damage from floodwaters within frequently flooded areas.

Policy 8.3 Protect public and private properties by limiting development within hazardous areas of the stream corridor.

Policy 8.4 Give special consideration to conservation and protection measures necessary to preserve or enhance anadromous fisheries. (RCW 36.70A.172, WAC 365-195-925)

Policy 8.5 Establish a system of vegetative buffers landward from the ordinary high water mark of streams, lakes and ponds and the edge of wetlands.

FREQUENTLY FLOODED AREAS

GOAL 9: ***Prevent the loss of life or property and minimize public and private costs associated with repairing or preventing flood damages from development in frequently flooded areas.***

Policy 9.1 Support comprehensive flood control planning.

Policy 9.2 City of Tieton should conduct additional analysis and mapping of frequently flooded areas in cases where the 100-year floodplain maps prepared by the Federal Emergency Management Agency do not adequately reflect the levels of risk or the geographic extent of flooding.

Policy 9.3 Direct new critical facility development away from areas subject to catastrophic, life-threatening flood hazards where the hazards cannot be mitigated.

Policy 9.4 Where the effects of flood hazards can be mitigated require appropriate standards for subdivisions, parcel reconfigurations, site developments and for the design of structures. {Amended 12/98}

Policy 9.5 Plan for and facilitate returning Shoreline rivers to more natural hydrological conditions, and recognize that seasonal flooding is an essential natural process. (WAC 173-26-221(3)(b)(v))

Policy 9.6 When evaluating alternate flood control measures on Shoreline rivers:

1) consider the removal or relocation of structures in the FEMA 100-year floodplain;
2) where feasible, give preference to nonstructural flood hazard reduction measures over structural measures;

3) structural flood hazard reductions measures should be consistent with the County's comprehensive flood hazard management plan. (WAC 173-26-221(3)(b))

WETLANDS

GOAL 10: ***Provide for long-term protection and no net loss of wetland functions and values.***

Policy 10.1 Preserve, protect, manage, and regulate wetlands for purposes of promoting public health, safety and general welfare by:

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

Policy 10.2 Adopt a clear definition of a regulated wetland and a method for delineating regulatory wetland boundaries.

Policy 10.3 Classify regulated wetland areas to reflect their relative function, value and uniqueness.

Policy 10.4 Develop a wetlands database.

Policy 10.5 Manage and mitigate human activities or actions which would have probable adverse impacts on the existing conditions of regulated wetlands or their buffers.

Policy 10.6 Require mitigation for any regulated activity which alters regulated wetlands and their buffers. Develop ratios, performance standards, monitoring, and long-term protection. (WAC 173-26-221(2)(c)(i)(F), Existing CAO principle)

GEOLOGIC HAZARDS

Geologic hazards pose a threat to the health and safety of City of Tieton residents when incompatible commercial, residential, or industrial development and associated infrastructure is sited in areas of significant hazard. The following goal and policies address the risk associated with these areas by encouraging engineering designs or modified construction practices that will mitigate problems, and prohibiting building where problems cannot be mitigated.

GOAL 11: ***Protect the public from personal injury, loss of life or property damage from geologic hazards.***

Policy 11.1 Ensure that land use practices in geologically hazardous areas do not cause or exacerbate natural processes which endanger lives, property, or resources.

Policy 11.2 Locate development within the most environmentally suitable and naturally stable portions of the site.

Policy 11.3 Classify and designate areas on which development should be prohibited, conditioned, or otherwise controlled because of danger from geological hazards.

Policy 11.4 Prevent the subdividing of known or suspected landslide hazard areas, side slopes of stream ravines, or slopes 40 percent or greater for development purposes.

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 provides guidance in balancing people's use of land with the protection of environmental values.

GROWTH MANAGEMENT ACT REQUIREMENTS

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

- Designation of the proposed general distribution, extent and general location of a number of land uses for various activities.
- Establishment of population densities, building intensities and estimates of population growth.
- Designation of an Urban Growth Area (UGA)
- Integration with countywide planning policies
- Provisions for the protection of the quality and quantity of ground water used for public water supplies.
- 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.

Identification of lands useful for public purposes and open space corridors within and between UGAs are also GMA inventory requirements, and will be addressed in the land use element.

APPLICABLE COUNTYWIDE PLANNING POLICIES

Under the Growth Management Act, cities, towns and their associated urban growth areas have been identified as the primary areas where future urban levels of growth will be permitted. In order to achieve the Act's goal of "inter-jurisdictional consistency", countywide planning policies need to be considered as part of the development of the land use element of Tieton's comprehensive plan. The following countywide planning policies apply to discussion on the land use element.

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. All cities will be within a designated urban growth area. Urban growth areas may include areas not contained within an incorporated city. [RCW 36.70A.110] (A.3.2.)

3. All urban growth areas will be reflected in County and respective city comprehensive plans. (A.3.3.)

4. Urban growth will occur within urban growth areas only and not be permitted outside of an adopted urban growth area except for new fully contained communities. [RCW 36.70A.350] (A.3.4.)

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

6. 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 preference. [RCW 36.70A.110 (2)] (A.3.6.)

7. 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.)

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 data base. (A.3.8.)

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

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

11. Prior to amending an urban growth area the County and 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.)

12. Annexations will not occur outside established urban growth areas. [RCW 35.13.005] Annexations will occur within urban growth areas according to the provisions of adopted inter-local agreements, if any. (A.3.12.)

13. 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 governmental

services be provided by cities, and urban governmental services should not be provided in rural areas. [RCW 36.70A.110(3)] (B.3.1.)

14. Urban growth management inter-local 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.)

15. 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.)

16. 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.)

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

18. Formation of new water or sewer districts should be discouraged within designated urban growth areas. (B.3.6.)

19. 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 land and infrastructure needs of business and industry;

    e. Support housing strategies and choices required for economic development. (G.3.2.)

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 are interrelated with the land use element and the plan element goals will be implemented through land use policies and regulations.

This land use element has the following components:

1) Summary of the urban growth area 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 a survey 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; UGA build-out scenarios; and projection of long-range land use needs.

5) Land Use Plan Concept: discussion of the major plan concepts and growth management strategies.

6) Land use goals and policies

7) Land use maps

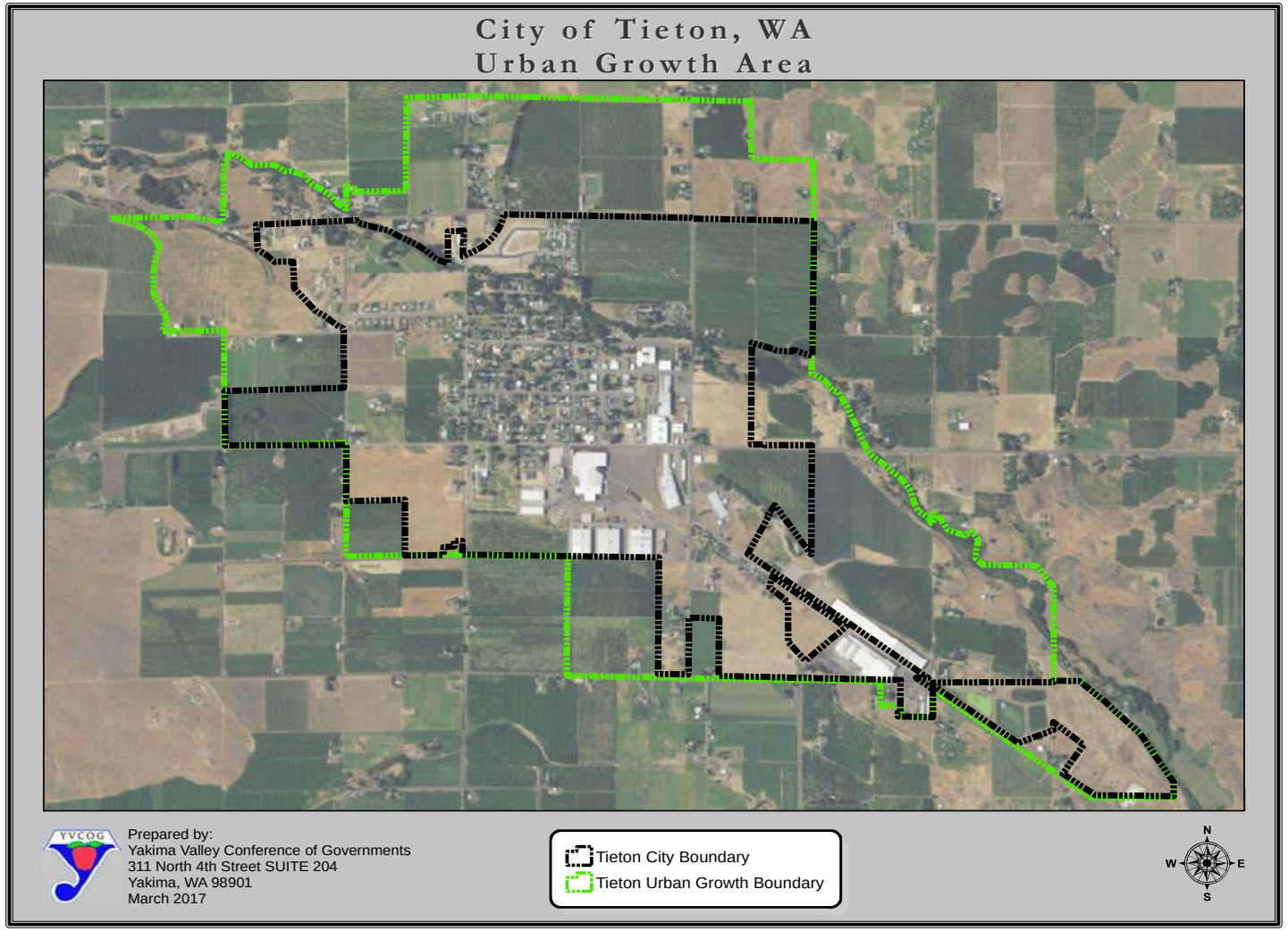
8) Appendices

- Process for siting essential public facilities (to be completed and coordinated as part of the County-wide process)

II. URBAN GROWTH AREA

Tieton's Urban Growth Area (UGA) includes those lands within the City's urban service area and those in the surrounding areas which directly impact conditions within the City limits. This area is defined by an Urban Growth Area Boundary (Figure 2.1). The Urban Growth Area Boundary was designated by the County Commissioners, after an extensive process involving coordination between the City and the county, in which the Urban Growth Area Boundary was identified, interim management policies for the UGA were established, and annexation policies were developed. Countywide planning policies were taken into consideration in this process.

Figure 2.1 Urban Growth Area



In the Urban Growth Area 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.

III. MAJOR LAND USE CONSIDERATIONS

- Ensuring adequate services (water and sewer) to all areas of the City of Tieton as it develops.

- Ensuring that the rural small City character of the community is maintained as new growth, including residential development, occurs.

- Providing adequate land area to support a range of housing types.

- Maintaining strengthening the traditional downtown core of Tieton while providing for new commercial development opportunities.

- Allowing development in areas that have the most capacity to support that development.

- Maintaining adequate fruit orchard acreage to ensure viability of the area's agricultural business while providing opportunities for diversification of the area's economy.

- Providing for new business and industrial sites.

- Providing for new recreational opportunities, including new sites for parks.

- The effect of annexation policies on growth.

- Ensuring the orderly development of transitional lands to avoid land use conflicts to the extent possible.

- Protecting residential areas from adverse impacts from more intense uses.

- Providing necessary and adequate public services at the lowest possible cost to the public.

- Phasing the provision of services within the urban growth area to ensure orderly development and that the City of Tieton has adequate capacity throughout the urban growth area.

IV. EXISTING CONDITIONS

HISTORY

This Historic Overview written by Judy Caton, daughter of Jim and Charlotte Caton, in 1979 at the age of 19.

Nestled in the foothills west of Yakima is the close knit agricultural community of Tieton. For many years the Tieton area was known as the North Fork because it is situated on the north fork of the Cowiche Creek. There is some disagreement as to the meaning of "Tieton". Some people say that it means rushing water referring to the headwaters of the Tieton River. Others claim that it originated from the name of "Tai-tin-a-pam", a band of Indians centered at Packwood, on the Cowlitz.

The rich ground which generously supports acres of fruit gives no clue to how barren and desolate this table land once was. The first settlers encountered a dry desert like land yielding only rye grasses and sage brush. Philander Kelly is said to be the first homesteader of the Tieton area. He settled near a spring east of Tieton in what is now the Highland Saddle Club. The spring became known as Kelly Spring and then later Donnelly Spring when Tom Donnelly acquired the land after Philander died. Philander Kelly came and filed for homestead in 1880. In the winter of 1881 he tragically froze to death in a blizzard while looking for horses on Loudon Hill. He was found by A.J. Splawn crouched beneath a tree for warmth and protection. Philander Kelly was the first man to be buried in the Cowiche-Tieton-Naches Cemetery.

Another early settler was William Loudon and his wife Elizabeth, who came in 1884 from New Zealand with their sons, Williams, John and James. A fourth son, Guy, was born on the homestead. Guy never knew his father because four months before he was born William Loudon died of failing health. In 1884, Elizabeth came off the homestead with her four sons. She remarried to a man named Colin Carmichael, a hop buyer who died 11 months later leaving her a widow again. She then started the famous Yakima City Creamery (Carmichael Ice Cream) and became the first noted businesswoman in Yakima.

Other homesteaders in Tieton were Louis Lanch, John Koempel, Fred Bealy, Tom, Jasper and Frank Weddle, John Foster, John Laswell, Bishop Perkins, William Tetherow, Jake Hawn, Martin McLean and his brother Frank, Michael Schuller, Ollie Humphrey, Manely Cox, the Cobb family and Russell family. These pioneer families deserve much respect and admiration as life in these parts was far from cushioned. They settled near springs where possible but in many cases water had to be hauled. The two springs serving Tieton were Donnelly Spring (Kelly Springs), and Horse Camp on the west side of the city.

Each family was for the most part self-sufficient. Each family had a few milk cows and produced their own cream and butter. The excess dairy products were traded for groceries that were needed. Sugar, coffee, salt, flour, and spices were the items found on an 1880 shopping list. Each farm seemed to always have a garden spot producing vegetable which would be stored in cellars and pits until needed. Pigs, chickens, and sheep also aided the food supply.

Since there was not irrigation available in these early years, the main crops were dry land wheat, oats, barley, and rye. The plots of land were small, usually not more than 40 acres being farmed by any one man at one time. Horse power was in abundance as steam was still around the corner a ways.

Harvest time was always looked forward to as it brought families together when they all pitched in to help get one another's crops in. Cattle ranching were also popular. The dry grass was plentiful in some places and cattle could always be found grazing in small bunches. Sheep were also grazed on this land. In fact, sheep provided these early farmers with a way to gain some extra cash. The sheep had to be sheared and Andrew and Sam Cramer paid good money for experienced shearers who could do a fast clean job.

Even though the soil was dry it was very fertile, and irrigation proved this. The North fork of the Cowiche goes dry by midsummer leaving farmers with no water during a crucial time in the season. In 1906, the Tieton Project was started. When water began flowing in 1910 the people in Tieton were more than ready to welcome it. The project was financed by the U.S. Reclamation Service at a total cost of $3,540,599.

The news of irrigation in Tieton brought people to the area from all over. Now Tieton really began to blossom. In 1905, Bill Schenke built the post office, dry goods, and grocery all under one roof. Upstairs was a dance hall. Across from the post office was a blacksmith shop, and in 1914 a meat market was added. In 1907, Tom Donnelly received the first telephone installed by Cowiche Telephone Company. In 1916, J.E. Watson and D.H. Drassen donated a plot of land (two blocks west of where the post office was) as a park and playground forever. This land was formerly a wheat field. At this time the land was surveyed and plotted after a small town in Wisconsin. Through the next few years a building boom occurred. The blacksmith shop moved to the present location of Tieton Cafe and Bowling building (no longer in use). A.C. Alderman sold the two lots to D.V. Northland, who founded the Tieton bank. Swissler built what now is the Stromme's store and the lumber yard. The present day Roberts Market was built in 1920 by Fred Milliron as a feed store.

In 1919, the Horticulture Union built its first brick warehouse with Bill Matthews as manager. The post office was eventually moved from its original location 2 blocks away to Fred Milliron's new building, but was then moved again to a small building that is now Cambell's Variety Store (no longer in use). In 1920, William Hatton built the Hatton Hotel and Rooming House. It was all but destroyed by fire in 1922, but was rebuilt and operated until 1932, when the Hattons passed away. Old "Mother" Hatton was a kind soul and full of good deeds. Mr. Hatton planted two cottonwood trees in the City Square. The old Hatton Hotel stood dark and empty for so many years, serving only as a reminder of years long ago. Only just recently has it been sold and is now the home for a prosperous antique dealer.

Before the coming of the railroad in 1917, hay and grain were hauled to market in Naches City. This meant a dangerous ride down the Naches grade. Ed Witke described the journey quite well: "Only those who hauled it knew what it was like to hang on to the brake yoke with one hand and try to hold the team back with the other. Brake shoes never lasted over two trips to Naches City." There was a terrible scare when the railroad decided to stop 3 miles short of their destination! The reason was that too high a price was asked for the right-of-way through the bottom lands to Tieton.

The townspeople elected H.L. Hull and C.K. Garey to go to Seattle and find out what could be done to bring the railroad to Tieton. It turned out that the railroad needed $1,800 dollars more to buy the right-of-way. Back in Tieton a meeting was called and it was agreed that each farmer would pay 75 cents an acre or as much as he could afford. The money was raised and the railroad came through. The first depot was just an open shed which stood where the Potlatch coal shed is now.

Tieton was well on its way to being put on the map. A man by the name of Stanley Wills had the first stage line to Yakima with an old Model T Ford. At times it was said a person could see from 8 to 12 people in it at once. In the spring the stage would get stuck in the mud and everyone would get out and push, then continue on to Yakima.

Even though there was no place of worship the people were not without religion. A priest would ride this far occasionally and visit the people, offering Mass at the home of a Catholic. Other times people would gather at a neighbor's house and conduct services. The first Sunday school was organized by Margaret and Wesley Crews. It was held in their home which was located on the northern rim of Tieton, overlooking the Tieton and Naches River Canyon. This Sunday school eventually led to the start of the Presbyterian Church of Tieton. In 1911, the Church had 10 charter members and Rev. A.C. McIver was dividing his time between Tieton and Naches until Rev. A.R. Cadrick became the first resident minister. A church was built. The original building is still the main part of the church today.

Education was not neglected. In early days, reading, writing and simple math were taught in the home. The first school was located in Cowiche in 1873. It was located near the present day Cowiche Grange. In 1882, Tieton organized as the North Cowiche District #27 and in 1884, changed to Tieton District #14. Classes were held in a small cabin near Perham Fruit Company. Plans were made to move the cabin to Tieton Town; however, fire destroyed it before it could be moved. Classes were then held in various homes until 1905, when a new building was erected just north of the present Tieton Junior High. The one room building was on a corner of the Tom Weddle ranch.

Angella Schuller describes the frontier school house as it was in 1905: "It was fenced in with barbed wire, and Mr. Weddle built steps over the fence for the children to cross over. The building may have been 16’ x 26’ and was sealed inside with beaded lumber similar to a box car. The furniture consisted of, perhaps six double desks on each side of the room, a long iron wood stove that would hold a very large piece of wood, a teacher's desk, maps, an ABC chart, a blackboard across the end, a glove and a recitation bench, probably 6 feet long. Just before school began, the women would gather with cleaning cloths, buckets, soap, mops and brooms and give it a thorough cleaning. Drinking water was carried from the Weddle well." In 1918, a junior high was built in Tieton. In 1921, the first class graduated under Ruth Shumway as superintendent and principal. 1922 was the year that the high school for the Tieton/Cowiche area became accredited. Mr. Campbell was superintendent.

Over the years, Tieton has continued to grow and prosper. Our beginnings are solid and serve as a firm foundation for future generations. We must give our thanks to the men and women who were early settlers. They had stout hearts and strong wills to go on a windswept, sage brush flat, where roads were often mere trails and the sharp whir of rattle snakes and wails of coyotes are still

frequently heard. They had no bath, tub or sink, water was hauled in a barrel that stood in the sun all day. At night they heard the flapping of their tent in the wind. Here they built their homes and started the fields and orchards that are seen today. They had what it takes. They are the ones who built Tieton.

PHYSICAL SETTING

Tieton is located in the north-central portion of Yakima County approximately 9 miles northwest of the City of Yakima. The City is connected with the City of Yakima by Summitview Road and to the Town of Naches by the Naches-Tieton Road. Naches is approximately 5 miles to the northeast.

The City of Tieton flanks the North Fork of Cowiche Creek which is at best, a low flow perennial stream. The creek was dammed west of Tieton many years ago which results in flow through the streambed in Tieton being intermittent.

Table 2.1. City of Tieton Existing Land Use Summary for incorporated area

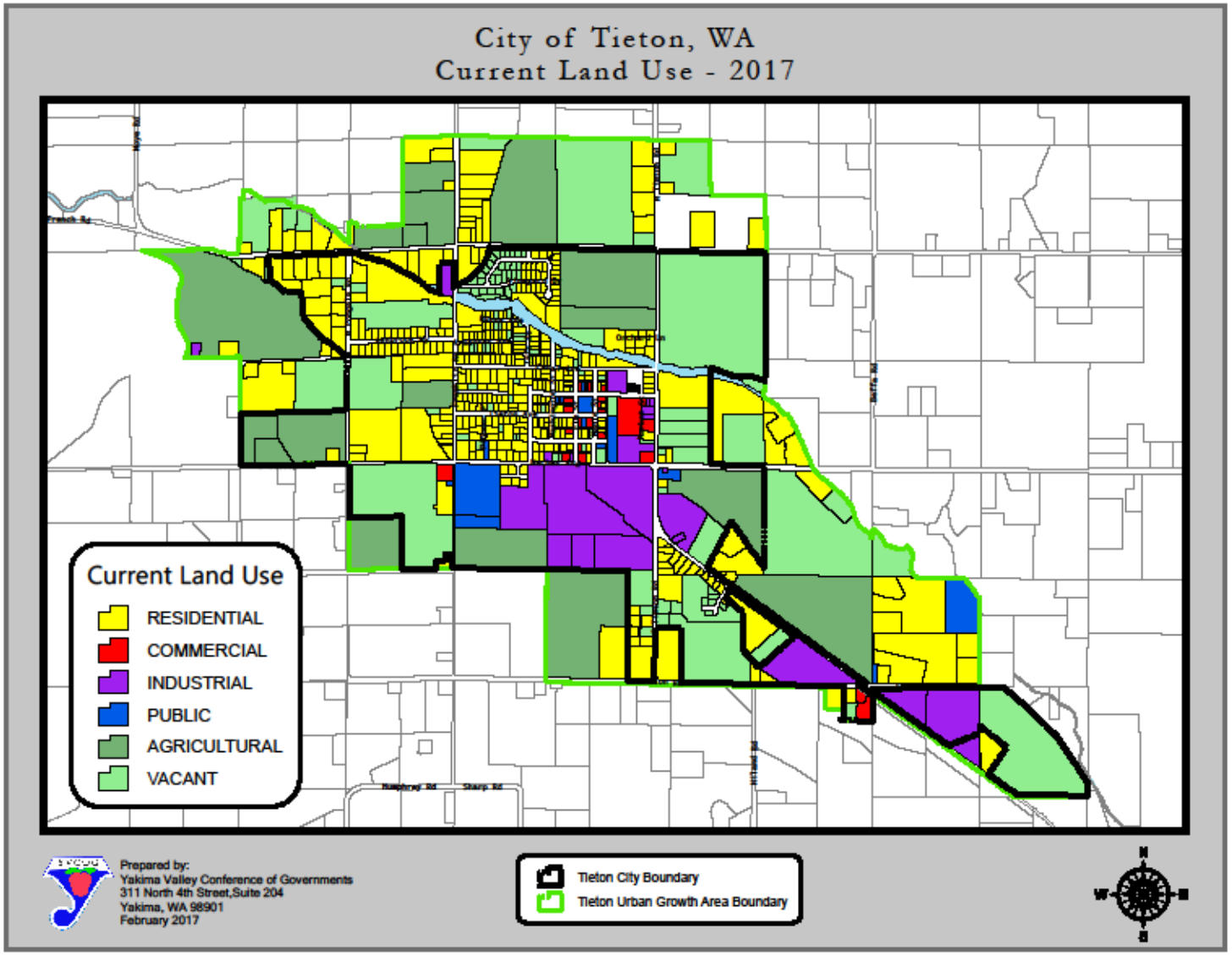
Existing Land Use Summary		
Land Use Type	*# of Parcels In This Use*	*Total Acreage*
Commercial: C-1	26	9.41
Industrial/Manufacturing: L-1	25	83.34
Public	15	20.58
Residential:	379	185.86
Agriculture	9	107.52
Undeveloped Land	110	202.98
Streets and right-of-way (estimated)	---	95.15
Totals	564	704.84
Sources2016 Assessor Records, Yakima County		

Residential Land Use

Vacant and single family residential uses comprise the most predominant land uses within the City of Tieton, accounting for 28% and 26% of the City's total parcel acreage respectively. The agricultural uses are predominately orchards and pasture. Residential uses are predominately single family residential uses. Table 2.1 summarizes the existing land uses within the City. Within the City of Tieton, approximately 364.44 acres is devoted to residential use. Single family residential use accounts for 185.24 acres and multifamily residential use accounts for 79.2 acres.

Over 63% of the housing stock in Tieton is single-family. Multifamily development accounts for approximately 18% of the total housing stock, while other manufactured homes and nonstandard housing types account for approximately 18%.

Figure: 2.2 Current Land Use



Commercial Land Use

There are approximately 9.41acres of commercial land within the City limits, accounting for 1.3% of the total acreage within the City. The intensity of commercial development can be measured by estimating the number of acres of land per 1,000 people. Tieton has 7.3 acres of commercial land per 1,000 population based on the 2016 land use inventory and the estimated 2016 population of 1,285 (Washington State Office of Financial Management projection).

Most of the commercial development in Tieton is located within two areas: 1) surrounding the Town Square; and 2) along Summitview Road.

Commercial development along Summitview Road can be characterized as agricultural support business. Commercial development in downtown Tieton consists of typical residential support businesses and services. Diagonal parking serves the downtown around the Town Square.

Industrial and Manufacturing Land Use

Approximately 11.8 percent of the total acreage within the City limits, or 83.34 acres, is occupied by industrial lands. The majority of the industrial lands are located adjacent to Summitview Road and N. Tieton Road. Agricultural warehousing, packing and shipping compose the majority of industry in Tieton. The commodities produced in Tieton are transported by truck service since the rail line closed several years ago.

The intensity of industrial land use can be measured in the same manner as commercial land use. Tieton has approximately 64 acres of industrial land per 1,000 people.

Mighty Tieton

The primary goal of Mighty Tieton is to build a community of successful artisan businesses in Tieton. Once fully developed, these light manufacturing and hospitality enterprises will help to stimulate the local economy, gain national recognition for creating and selling products of imaginative design and high quality, and distribute products to national markets via conventional and unconventional means.

Mighty Tieton will help viable fledgling design and light manufacturing businesses get going in Tieton by offering affordable space, back office support, PR, and broader context for each enterprise.

The ideal Mighty Tieton partners are self-starting, creative individuals and businesses with entrepreneurial ambitions who are able to set up viable enterprises that can produce well designed products that fit within Mighty Tieton's vision, and who can invest time, energy, and money to get their ventures going here.

Appropriate Mighty Tieton businesses might include:
Furniture design
Architectural accessories
Concrete casting
Gift lines
Catering and commercial food preparation

Sign design
Enameling and mosaic products
Garden accessories
Book arts, printing, and graphic design
Wedding, events, recreation, educational retreats

Mighty Tieton will need entrepreneurs who can also bring knowledge and experience in:
Web commerce and development
Warehousing and fulfillment
Property management and maintenance
Event coordination
Grant writing and business plan development
Public relations and media access
Business development and management
Back-office technology
Retail merchandising
Community development
“Green” industries and processes
Commercial kitchens
Hospitality

Parks and Recreation

Tieton has 2.86 acres of land which can be used for recreation within the City limits, or 0.78% of the total parcel acreage for the City. These recreational lands equate to approximately 3.2 acres of recreational land per 1,000 people. The National Recreation and Park Association Guidelines suggest that a park system, at a minimum, be composed of a "core" system of parklands, with a total of 6.25 to 10.5 acres of developed open space per 1,000 people. The City of Tieton's park system lies somewhat below this standard. The Town Square provides passive recreational opportunities with benches for resting or conversing. Lions Park provides a relatively undeveloped playfield area which adjoins with the playfields of the Tieton Middle School. A new park area has been proposed along the North Fork of Cowiche Creek within the City of Tieton as part of a new residential subdivision. This park area would be linear in form and follow the north side of the creek. This park area would be in addition to the 2.86 acres of park land mentioned above.

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 rural character of Tieton and the surrounding agricultural lands provide a great deal of open space, although few publicly owned and/or designated open space lands and corridors exist in the Tieton area outside of the park lands mentioned in the previous section.

Cultural Resource Uses

As of 2010, Tieton had no historic buildings listed on the National Register of Historic Places or State Register of Historic Places. Portions of the Yakima-Tieton Irrigation District have been determined eligible for the National Register of Historic Places.

Historic preservation may be defined as active protection of properties significant to a community's past. These properties would include historically or culturally significant places that are important to the citizens of community, but not yet protected. These historic places normally range from houses associated with people who were instrumental in the shaping of the community and surrounding area or houses that represent a particular architectural or vernacular style found only in the area, to buildings and laterals associated with a community's agricultural past. As the City does not have a local historic preservation program, an evaluation of properties within the City has not been completed.

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 designs that protect existing community character. A variety of incentives are available to promote historic preservation as well.

Vacant Land

Vacant lands account for 202.98 acres or 28.7% of Tieton's total parcel acreage. Tieton's vacant lands are for the most part, scattered throughout the City. The majority of vacant lands lie within the existing single family (R-1) and multifamily (R-2) residential zones.

INVENTORY OF URBAN GROWTH AREA (OUTSIDE THE CITY LIMITS) LAND USES

Agricultural uses comprise the most predominant land uses within Tieton's urban growth area, accounting for 39% of the City's UGA total acreage respectively. The agricultural uses found are primarily orchards and pasture. Table 2.5 summarizes the existing land uses within Tieton's urban growth area.

Table 2. 5: Tieton unincorporated Urban Growth Area Existing

Property Use Summary

Existing Land Use Summary		
Land Use Type	*# of Parcels currently In This Use*	*Total Acreage*
Agriculture	8	114.42
Commercial	0	0
Industrial/Manufacturing	1	0.40

Public	0	0.0
Residential: Single Family	52	89.22
Streets and right-of-way (estimated)	---	---
Undeveloped Land	10	63.70
Totals	72	262.15
Sources: 2008 Assessor Records, Yakima County		

Residential Land Use

Within the unincorporated urban growth area, approximately 114.42 acres is devoted to residential use. The vast majority of the housing stock in Tieton's urban growth area is single family.

Commercial Land Use

Commercial type land uses account for 0 acres within Tieton's urban growth area.

Industrial and Manufacturing Land Use

Industrial lands within the city are generally associated with agricultural storage, packing and processing of fruit. In case of Tieton there are very little Industrial and manufacturing lands within the unincorporated Urban Growth Area.

Agricultural Lands

Agricultural lands account for 114.42 acres, or 36.29%, of the unincorporated urban growth area's total parcel acreage. Orchards and pasture make up most of agricultural lands within the area.

Parks and Recreation

Tieton's urban growth area has no formally designated park and recreation lands.

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 rural character of Tieton and the surrounding agricultural lands provide a great deal of open space, although few publicly owned and/or designated open space lands and corridors exist in the Tieton urban growth area.

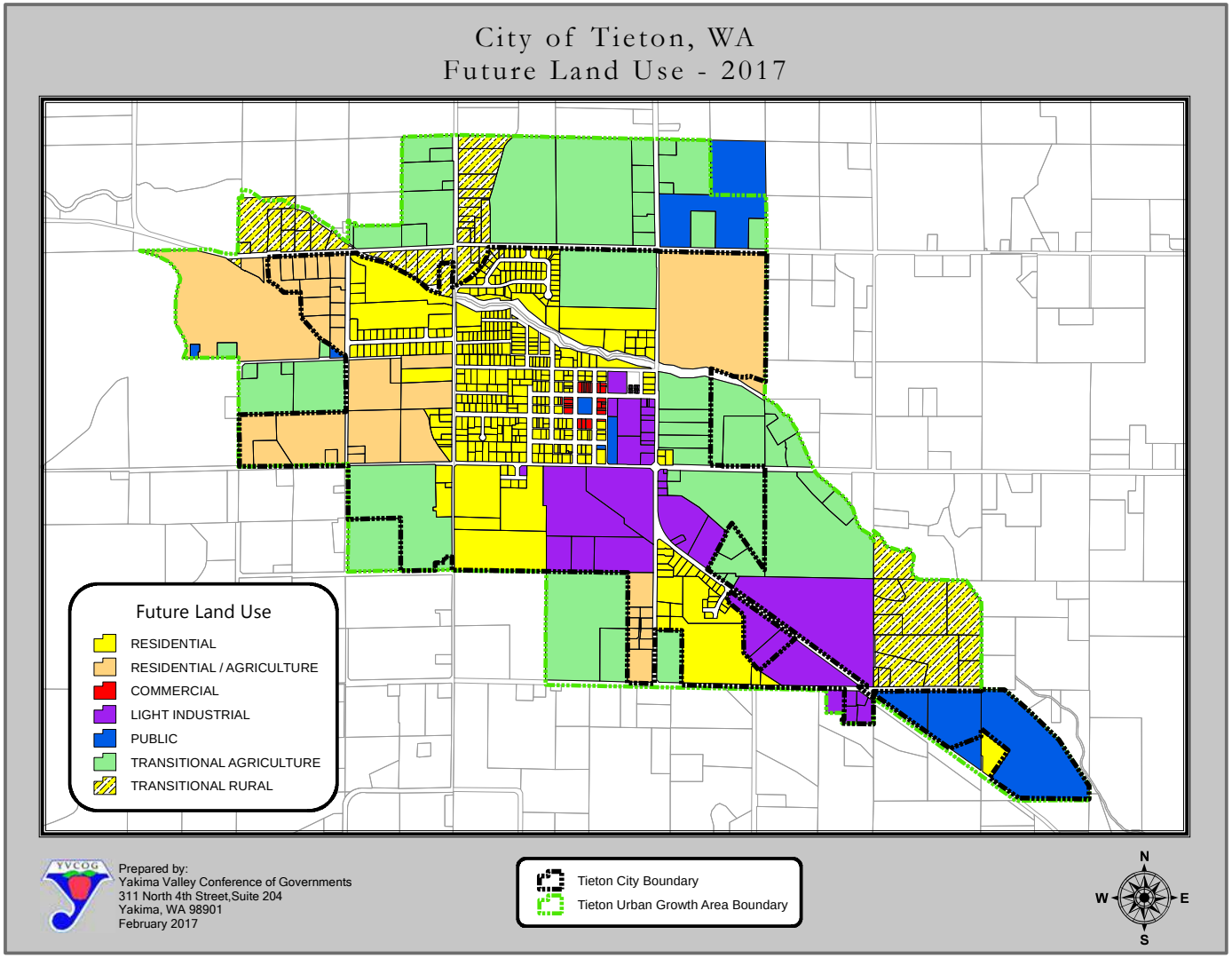
Cultural Resource Uses

As of 2010, the Tieton urban growth area had no historic buildings listed on the National Register of Historic Places or State Register of Historic Places. Portions of the Yakima-Tieton Irrigation District have been determined eligible for the National Register of Historic Places.

Vacant or Undeveloped Land

Vacant and undeveloped Land accounts for 63.70 acres or 24% of the unincorporated urban growth area's total parcel acreage. The majority of the unincorporated urban growth area's vacant lands lie in the north and northwest portion of the unincorporated urban growth area. Vacant lands within the unincorporated urban growth area lie mainly within the existing Yakima County zoning classifications of a Urban Residential (R-1) and Rural Self-Sufficient). To a lesser extent, vacant lands can also be found within Agriculture (ag) zoning classifications.

Figure: 2.3 Future Land Use



V. ANALYSIS/FORECASTS

POPULATION TRENDS, DEMOGRAPHICS AND PROJECTIONS

Growth in Tieton

Since its incorporation in 1942, the City of Tieton has grown to a population of 1,191 persons (2010 Census – April 2016 Washington State Office of Financial Management [OFM] population estimate). Table 2.8 shows the growth of Tieton's population by decade and the associated rate of increase.

The rate of growth from decade to decade over the past 76 years within the City has ranged from a low of -2.27% per year between 1950 and 1960, to a high of 3.13% per year between 1980 and 2000. Over the twenty year period, 1970 to 1990, the rate of growth averaged 2.28% per year. During the period 1990- 2000, Tieton has experienced a 7.14% per year increase in population.

About 88% of the growth during the period 1970 to 2000 was caused by natural increase (the birth rate and death rate) and in-migration. The remaining 12% was from the annexation of persons into town.

Table 2.8: City of Tieton Population Trends

City of Tieton Population Trends 1940 - 2008						
Year	Census Population *	OFM Population Estimate **	Total Change Per Decade	Average Change Per Year	Percent Change Per Decade	Average Percent Change Per Year
1940	N/A					
1950	620					
1960	479		-141	-14.1	-22.74%	-2.27%
1970	476		-3	-0.3	-0.63%	-0.063%
1980	528		52	5.2	10.92%	1.09%
1990	693		165	16.5	31.25%	3.13%
2000	1,154		461	46.0	66.5%	6.65%
2010	1,191		37	3.7	3.2 %	.27%
2011		1,195		4		0.33%
2012		1,195		0		0.0%

2013		1,235		40		0.33%
2014		1,255		60		4.8 %
2015		1,255		20		1.5%
2016		1,285		30		2.3%

Demographics

Based on 2010 Census population data, 64.7% of Tieton's population is classified as white, 0.5% African American, 2.9% American Indian, .8% Asian, 0.3% Native Hawaiian and 36.1 % classified themselves as some other race. 64.4% classified themselves as Hispanic or Latino with 60.5% classifying themselves as Mexican decent. Approximately 37.5% of the population is under the age of 19, and 7.9% of the population is over 65. Almost 54.6% of Tieton's population is between the ages of 18 and 65.

Population Projections

Population projections for the City of Tieton are summarized in Table 2.9. Population growth in Tieton is reflected in not only an increase in the number of housing units within the community but also in an increase in the average family size. Community vision, local economic development efforts, and growth spillover from the Yakima urban area could further increase these changes if the regional economy stays robust and the state-wide economy continues to improve.

Table 2.9: Population Projection

Year	Projection
2015	1,272
2020	1,357
2025	1,443
2030	1,529
2035	1,617
2040	1,706

Population based on 2012 OFM Population Projections and Yakima County Planning department data, 2016.

ANALYSIS OF ECONOMIC CONDITIONS

The overall economy in Tieton, as with the rest of the county is closely tied to agriculture. Tieton has several cold storage and packing facilities within the community. The agricultural industry within Tieton has the potential to grow slightly over the next five years.

The agricultural orchards surrounding Tieton, because of the geographic setting, have physical constraints on the amount of additional acreage that can be put into production. To the north and east are the bluffs which separate the Cowiche Creek drainage from the Naches River drainage. To the west, the land rises somewhat which would require the development of new irrigation. Without the development of additional surface water storage or the implementation of new conservation methods within the Yakima River Basin, additional irrigation would need to be made with groundwater withdrawals which would make these lands more difficult and expensive to develop. Land to the west currently is planted in wheat. The road network to the west would also need to be developed. Lands to the south are closer to the cold storage and packing and processing plants located in Cowiche and the City of Yakima.

The top areas of employment in Tieton, in order of number of employees are the agricultural industry, fruit warehousing and storage, business and repair services, retail trade, and education.

Countywide, agricultural activities, manufacturing and wholesale trade activities related to agriculture are expected to remain strong over the five year forecast period. While tourism is a significant factor in other, more traveled, portions of Yakima County, the role of tourism in the Tieton area is expected to remain small with limited growth.

Retail businesses, especially small businesses tend to be sensitive to demographic and population changes and the accompanying demand for goods. Tieton's small retail businesses tend to show this sensitivity to change and respond to local needs.

ANALYSIS OF PHYSICAL CONDITIONS

There are few natural constraints to development in Tieton and its urban growth area. The depth of the water table (2’ to 4' apparent) north of Rosenkrantz may be a consideration for development in some areas. Generally, the depth to the water table in other areas within the urban growth area is greater than 6'. Few critical areas are found within Tieton and its surrounding urban growth area. Critical areas examined include steep slopes, other geologic hazards, floodplains, wetlands, and fish and wildlife habitat conservation areas.

In developing a report for examination of factors leading to the adoption of an interim urban growth area, Yakima County planning department officials found approximately 55 acres of floodplain within the urban growth area and approximately 5 acres of palustrine wetlands. The floodplain is associated with the North Fork of Cowiche Creek and consists of a narrow linear strip of land on either side of the creek which is subject to flooding during a 100 year flood occurrence. The wetlands were identified from the U.S. Fish and Wildlife Service National Wetlands Inventory. Riverine wetlands are also associated with the North Fork of Cowiche Creek. Overall the amount of critical areas within Tieton's urban growth area tends to be small

and does not limit further development in any particular direction outward from the City. Infrastructure will be analyzed in the Capital Facilities element.

URBAN GROWTH AREA - BUILD-OUT SCENARIOS

GMA requires that jurisdictions identify where future growth will occur, how the land will be used, and the density and intensity of that growth be specified. 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 that decision. There are several options available to Tieton for dealing with future growth. These options are listed below:

A. Examine the current zoning designations and conduct a build-out analysis to determine what type of development would be permitted, and how much additional population could be accommodated if all of the City's vacant lands were built to their maximum potential under current zoning. Once the development potential of the City is established, a future land use map would be developed that is consistent with current zoning policies.

B. Examine past population trends for the City, and establish how much growth the City will need to accommodate in the future based on these trends. A 20 year forecast period would be used for this build-out analysis and a future land use map would be developed that shows how this population growth will be accommodated.

LONG-RANGE LAND USE NEEDS

This section outlines how much land will be needed to accommodate the growth projected for Tieton and its UGA by the year 2037. This analysis provides the basis for the City's future land use map. This future land use analysis also ensures that adequate amounts of land are allocated for various land uses.

Residential Land Use Needs

By the year 2040, an additional 135 housing units will need to be added to the existing housing stock to accommodate the population projection of 1,706 persons. Assuming that housing densities of 8,500 square feet per dwelling unit in the future, the total land area requirement for new housing within the City is approximately 26 acres. Of these 26 acres, approximately 17.72 acres would be needed for single family housing, 2.95 acres would be needed for multifamily housing, and 5 acres would be needed for manufactured housing. Sufficient acreage and units now exist to accommodate the projected need for nonstandard housing types.

Commercial Land Use Needs

The City currently maintains approximately 9.41 acres in commercial types of land use. Using the projected population and a per capita per person of .0064 acres, the projected needed commercial acreage needed for the project 20140 population is about 3 acres.

Industrial/Manufacturing Land Use Needs

In Tieton, a sizable amount of the total industrial/manufacturing acreage is devoted to the storage and packing of agricultural products. While some growth in this industry may occur in the

Tieton area, it is expected to be limited by the availability of water for irrigation and suitable sites and land area for new acreage. Some additional growth may also occur because of increases in productivity per acre of plantings or replanting. This growth should also be viewed as limited. Therefore, some acreage should be allowed for new agricultural facilities but the existing areas zoned for light industrial should be sufficient to accommodate much of this growth.

Public Land Use Needs

An area may also be needed for an expanded library, City hall, and/or police station Other public land use needs will be identified every six years in the finance plans.

Agricultural Land Use Needs

Agricultural production within the urban growth area is expected to continue as is necessary to support Tieton's food processing industry. However, these lands will be considered transitional until future residential, commercial and industrial growth places pressures on these lands to be converted.

Recreational Land Use and Open Space Needs

Tieton is somewhat below the recommended standard for park and recreational facilities of 6.25 to 10.5 acres of developed open space per 1,000 people. Currently, the amount of parks and recreational lands within Tieton are equivalent to an average of 3.2 acres of developed open space per 1,000 people. To increase this average to the recommended standard, Tieton would minimally need 3 additional acres of park land to serve the existing population and another 3 acres to serve the high population projection of 1,428.

This could include a park for active recreation which contains playground equipment, sports fields, and a court for basketball. It could also include parks for more passive activities containing picnic shelters and/or picnic tables, benches for sitting, open green areas and possibly pathways.

Streets and Rights-of-Way

As a rule of thumb, an additional 15% of land area will be needed for streets and rights-of-way.

Other Land Use Needs

Additional land area is needed to allow for market choice and locational preferences. This land area should be small enough as to not encourage the inefficient development and provision of City services and yet large enough to minimize speculation that may unnecessarily drive up prices. Various policies may also be implemented to control and phase development to ensure adequate service exists when these areas develop to urban densities.

VI. FUTURE LAND USE PLAN CONCEPT

The plan concept is a vision of how the City of Tieton will grow and develop in the future without compromising the quality of life or livelihoods of its residents. The plan concept will

indicate where new commercial and industrial development will go, and where new homes for residents will be located. The Comprehensive Plan's plan concept will also show how resource lands, rural areas, farmlands, open spaces and critical areas will be protected while encouraging economic development for the City.

URBAN AREAS

Urban areas are those areas where most of the new housing, jobs in industry, commercial and professional businesses and services will be concentrated, and where the majority of public spending for facilities, services and open space will occur. Urban areas are areas where infill development, small lot sizes and higher density zoning are encouraged, where services have already been provided or planned for within the next twenty years, and where sufficient capacity exists. A variety of housing types of different sizes and character, and residential densities can also be found within urban areas. Educational, cultural, community facilities and recreational resources such as parks, natural open space and other amenities will be provided in these areas where most of Tieton's population resides.

Urban area designations on the land use map are based on the following factors:

1) Urban development shall occur only where natural features and land characteristics are capable of supporting it, without significant environmental degradation.

2) Public facilities and services (such as sewers, water, fire and police protection and transportation) are in place, or can be provided at reasonable cost, to accommodate urban growth.

3) Opportunities exist for a balance within the City and its urban growth area of housing, jobs and shopping, for convenient transportation and energy efficiency.

Urban area designations on the Future Land Use Map are categorized as follows:

Residential Lands

Residential development, as shown on the Future Land Use Map, consists of the following subcategories:

- Rural Residential/Residential Suburban: Areas appropriate for rural residential living (low-density residential development) that also includes small-scale farming or hobby farms, which can be used to buffer nearby resource lands (large scale farms, orchards and mineral resource areas) from more intense residential and other urban development. Density for this residential subcategory does not exceed 2 dwelling units per acre, depending on the suitability of the land for development and availability of water and sewer services.
- Low Density Residential: This land use category is intended for residential uses at a density of 5 or fewer dwelling units per acre. Water and sewer services are available. Examples of this type of residential use include: single family residences, duplexes, planned developments, and manufactured home subdivisions.

- Higher Density Residential: Areas consisting of residential uses at a density greater than 5 dwelling units per acre. Examples of this type of residential use include: single family residences on small lots, duplexes, triplexes, fourplexes, apartments, condominiums, and mobile home parks. Planned developments that include some mixed uses may also be allowed. Public water, sewer, police and fire protection services are available.

Commercial Lands

This land use category includes retail and wholesale, as well as medical and professional businesses. Commercial areas should provide for the continuance and/or expansion of existing businesses within the City. New development within the City shall be encouraged that:

a) Promotes the development of retail businesses in Tieton; or

b) Provides the opportunity for expansion of neighborhood businesses in the area.

Industrial Lands

Areas devoted exclusively to industrial development including manufacturing, processing, packaging, or storage of products or articles.

Light industry does not involve use of materials, processes or machinery likely to cause undesirable effects on nearby residential or commercial property. Industrial businesses related to agriculture are encouraged in this category. These industrial areas should allow for the continuance and expansion of existing industry in a manner that:

a) Has minimal impact on surrounding land uses;

b) Does not conflict with surrounding agricultural operations;

c) Preserves areas near designated truck routes and the railroad and directs heavy truck traffic away from residential areas.

Heavy industry includes all types of manufacturing, assembly, fabrication, processing, distribution and storage that are likely to generate high levels of noise, light, odor, fumes or smoke.

Public Lands & Facilities

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 Tieton and surrounding areas. These uses include areas devoted to churches, schools, recreational facilities and lands including parks, trails, etc., fire and police stations, City buildings, City-owned parking lots, water and wastewater facilities, libraries, community centers, and other similar public uses. Many of these uses are typically found in residential and commercial areas of the City. As the need for expansion of these uses and facilities arise, it is likely that they will be located in areas similar to where they are presently located.

TRANSITIONAL AREAS

Transitional areas are those lands that are physically suitable for urban or rural development, and which currently have very low service and development levels, mainly consisting of farms or undeveloped agricultural lands. The purpose of the Transitional Area designation, and its implementing measures, is to allow agricultural uses to continue, while setting aside large tracts of land for future urban development through interim low densities and clustering. (In addition, these transitional areas will preserve appropriate areas for a more rural lifestyle.) This designation will help phase growth by limiting growth in these areas until urban facilities and services can be provided.

Transitional area designations on the land use map meet or are based on the following factors:

1) Lands within these areas are currently rural or developed at very low densities.

2) Urban development shall occur only where natural features and land characteristics are capable of supporting it, without significant environmental degradation.

3) There are not major physical barriers to providing urban services in the future at reasonable cost.

4) Significant amounts of vacant lands in large parcels are already present in these areas which allow the options of either further urbanization or long-term rural densities.

RESOURCE LANDS

Resource lands of long-term commercial significance have not been designated within the urban growth area. Currently productive agricultural lands within the UGA will be allowed to continue but are considered a transitional land use. Conversion to more urban uses will be allowed at the land owner's discretion when pressure for growth occurs and urban services are reasonably available (both in terms of capacity and proximity).

OPEN SPACE AREAS

Open space areas are comprised of valuable scenic, recreational, and environmentally sensitive lands throughout a community. Desirable communities often contain a variety of types of open spaces from more natural open spaces such as hilltops and shorelines that offer views of scenic vistas - mountains and water for example, or undeveloped ravines, river corridors, and wetlands that form natural greenbelts and shelter wildlife, to more urban open spaces that provide recreational opportunities or serve community functions - trails or public squares. Open spaces contribute to a community by providing visual variety and beauty to complement developed areas, and in this way add to the quality of life in the City.

Open space designations in Tieton will include parks, natural and other areas in public and private ownership that enhance the livability in the City. The following types of land will carry the open space designation:

1) Lands strategically located to provide scenic amenity and community identity within and between areas of urban development.

2) Environmentally sensitive areas protected by regulation, including wetlands, floodways, and steep slopes.

3) Lands physically suitable for recreation.

SHORELINE AREAS

No designated shoreline areas subject to the Washington State Shoreline Management Act exist within Tieton or its urban growth area. The North Fork of Cowiche Creek does pass through the northern part of Tieton and its urban growth area. This creek is designated as a type 2 stream due to its well developed riparian growth and habitat value.

VII. LAND USE GOALS AND POLICIES

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

GOAL 1: *To 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 Through land use management decisions, 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 and amenities, and 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. Encourage conversion of agricultural land to residential, commercial, or industrial use only after existing undeveloped parcels have been built out.

Policy 1.5 Adopt population projections in the Comprehensive Plan as the guide for the amount of growth the City will accommodate through the year 2015.

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 Tieton's growth through the year 2015.

Policy 1.7 Establish an urban growth area that will be subject to joint planning by the City of Tieton and Yakima County. Accomplish this joint planning effort through an adopted inter-local agreement which specifies the process by which the City participates on comprehensive plan amendments, zone changes and development applications being processed within the urban growth area. Require in the inter-local that common and consistent development standards be applied throughout the urban growth area to ensure that the character of these areas remains consistent with goals of the comprehensive plan.

Policy 1.8 Revise development regulations as needed to be consistent with the adopted Comprehensive Plan.

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 Tieton 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. Review proposed developments using the appropriate City staff or consultants to identify site-specific environmental problems.

Policy 2.4 Provide adequate on-site disposal of surface water runoff for all types of development.

Policy 2.5 Keep grading to a minimum where there is a high probability of erosion. Restore disturbed vegetation as soon as is feasible. In all cases, require appropriate measures to control erosion and sedimentation.

Policy 2.6 Consider the impacts of new development on water quality as part of the City's review process and require appropriate mitigating measures. Make impacts that may affect the quality of drinking water 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 Encourage new urban development 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 Encourage development within the unincorporated portion of the urban growth area to occur only on a limited scale to prevent inefficient use and distribution of public facilities and services. Discourage rural development outside of the urban growth boundary from becoming urban in nature.

Policy 3.4 To facilitate planned growth, encourage 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 Coordinate future land uses 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 Establish the future distribution, extent, and location of generalized land uses through the use and maintenance of the Future Land Use Map contained within this plan.

Policy 4.2 Develop predictable, coordinated land use regulations including a transitional process (rural to urban) which minimizes conflicts between rural and urban land uses.

Policy 4.3 Provide residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet future demand.

Policy 4.4 Ensure that new residential development makes efficient use of the existing transportation network and provides adequate access to all lots.

Policy 4.5 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 4.6 Provide ample opportunities for light industrial development at locations with suitable access and adequate municipal services. Encourage industrial park-like development at these locations.

Policy 4.7 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 4.8 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, make the downtown a safe, comfortable, clean and convenient place for visitors to be and go. Provide amenities 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 Develop 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 and maintain 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 industry to the community that supports diversifying Tieton'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 Tieton and the surrounding rural areas that are part of the community.*

Policy 7.1 Build upon Tieton'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 Tieton'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 Tieton, and where feasible using existing public schools as neighborhood parks and recreation/community center locations.
- Continuing to work with the Highland 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 Tieton 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.

GOAL 8: *Make land use decisions consistent with the comprehensive plan.*

Policy 8.1: Use the plan to review requests for changes in zoning or land use. Use the guidelines established throughout this plan in order to determine if the change is appropriate in light of:

(1) the type of land use requested;

(2) the location of the request;

(3) the availability of services; and

(4) the timing of its request.

Policy 8.2: Coordinate requests for changes in land use within the urban growth area with Yakima County.

GOAL 9: *Provide areas for all types of land use.*

Policy 9.1: Use guidelines to identify appropriate areas for various land use types.

Objective: Industrial land uses shall be planned for with the following guidelines:

(1) They shall be served by at least a collector street;

(2) They shall be located in areas served by a municipal sewer system only where a sufficient design and capacity can be provided concurrent with the development, or shall be allowed if adequate wastewater facilities are provided by the industry;

(3) Will not compete with existing shallow wells for water supply; and

(4) Adequate on-site disposal of surface water run-off is provided.

Objective: Commercial land uses shall be planned for with the following guidelines:

(1) The land use shall be served by at least a collector street;

(2) Shall only be allowed where adequate parking is provided;

(3) Shall locate in areas served by a municipal sewer system and only in those areas where the system is suitable to handle commercial sewage flow;

(4) Shall provide adequate surface water run-off drainage;

(5) Shall be allowed if adequate on-site detention of surface water run-off is provided; and

(6) Promotes the development of retail business in downtown Tieton, or provides the opportunity for expansion of neighborhood business in the area.

Objective: Residential land uses shall be planned for with the following guidelines:

(1) Residential land uses shall be allowed if sufficient right-of-way for service vehicles is given;

(2) Shall be served by interior streets or controlled access points if developed along collector or arterial streets;

(3) Shall be allowed if street design promotes future extension or provides adequate area for vehicular "turn around" (i.e., cul-de-sac);

(4) Shall only be allowed to locate in areas where the existing interceptors sewer design capacity is capable of handling the increased load; and

(5) Shall provide adequate drainage for surface water run-off.

Policy 9.2: Prevent incompatible land uses from locating adjacent to each other. Provide for a buffer zone, setback requirement, or other method to separate new residential housing development with potentially conflicting adjacent land uses including agricultural use and industrial use.

Policy 9.3: Maintain fringe area land use in agricultural or rural residential use unless municipal services are planned to be available and property owners are willing to meet City requirements for receiving municipal services.

GOAL 10: *Provide public services in a manner that is consistent with the comprehensive plan and the City's ability to extend these services.*

Policy 10.1: Plan for extension of municipal services and facilities to open space areas that will be urban in nature in the future. Do not extend services until the requirements of the City regarding service extensions are met.

Policy 10.2: City services shall not be provided outside the City limits unless extension of services is required to respond to a health and safety emergency.

Policy 10.3: The City of Tieton shall consider annexation of land only under the following circumstances:

(1) The land is contiguous with the City limits;

(2) The City is capable of providing and maintaining its full range of municipal services to the property without negatively impacting existing systems and the City's ability to adequately serve all areas within the existing corporate limits;

(3) When the development of vacant land may have negative impacts on the existing systems; and

(4) The property will contribute to the even extension of the City's boundaries.

Policy 10.4: Establish a phased service area which will assure the efficient and economical extension of existing public services.

Objective: Encourage new development to locate within the City of Tieton.

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 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 utilizing 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 COUNTYWIDE PLANNING POLICIES

The Yakima Countywide 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.e.)

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 use 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.b.)

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.e.)

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.e.)

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 ensure 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 for this and following sections has been developed or verified by Gray and Osborne, Inc., consulting engineers, as part of their development of a Capital Facilities Plan, a Comprehensive Water Plan and a Comprehensive Wastewater Plan for the City. These Plans are hereby incorporated by reference.

The term ‘capital facilities’ is not specifically defined under the Growth Management Act but this term has been defined by the Washington State Department of Community Development as part of "procedural criteria" developed under the Growth Management Act. The Washington Administrative Code (WAC) does not use the term “capital facilities” but does refer to public facilities as including "streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.” WAC 365-196-200(14).

The section which follows lists a variety of public services, most of which have associated capital (public) facilities within the Tieton area.

TYPES & PROVIDERS OF CAPITAL FACILITIES

Service providers for the City of Tieton 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.

Table 3.1: Service Providers, City of Tieton Urban Growth Area

TYPE OF SERVICE	CITY OF TIETON	REMAINDER OF UGA
GENERAL GOVERNMENT		
General Purpose Government	City of Tieton	Yakima County
EDUCATION		
Schools	Highland School District (No. 203)	Highland School District (No. 203)
PROTECTIVE SERVICES		
Emergency/Rescue	City of Tieton	Fire District #1
Fire Protection	City of Tieton	Fire District #1
Law Enforcement	City of Tieton	Yakima County Sheriff
PUBLIC HEALTH		
Public Health	Yakima Health District	Yakima Health District
PUBLIC TRANSPORTATION		
Transit	PTBA (proposed); People for People (dial-a-ride)	PTBA (proposed); People for People (dial-a-ride)

Table 3.2: Service Providers, City of Tieton Urban Growth Area (continued)

TYPE OF SERVICE	CITY OF TIETON	REMAINDER OF UGA
RECREATION		
Libraries	Yakima Valley Regional Library: Tieton Branch	Yakima Valley Regional Library
Parks	City of Tieton	Yakima County
Recreational Facilities	City of Tieton; private sector	Yakima County; private sector
SOLID WASTE		
Residential and Commercial Solid Waste Collection	Yakima Waste Systems (contract with the City of Tieton)	Yakima Waste Systems (private franchise holder)
Solid Waste Disposal	Yakima County (Terrace Heights Landfill)	Yakima County (Terrace Heights Landfill)
STREETS AND ROADWAYS		
Arterial Streets and Roads	City of Tieton	Yakima County
Local Streets	City of Tieton	Yakima County
Sidewalks	City of Tieton	Yakima County
Street Lighting	City of Tieton	Yakima County
Traffic Control	City of Tieton	Yakima County
STORMWATER		
Stormwater Control	City of Tieton	Yakima County
WATER		
Irrigation Water	City of Tieton, Yakima-Tieton Irrigation District	Yakima-Tieton Irrigation District
Potable Water	City of Tieton	City of Tieton, individual or community wells
WASTEWATER		

Sewage Collection	City of Tieton	City of Tieton or on-site disposal
Sewage Treatment and Wastewater Disposal	City of Tieton/Cowiche Sewer District	Cowiche Sewer District or on-site disposal
Biosolids Disposal	City of Tieton/Cowich Sewer District	Cowiche Sewer District

III. STREETS AND ROADWAYS

Characteristics of the street system and other transportation facilities and services are discussed in the Transportation Element which follows as Chapter 4.

The City of Tieton owns and maintains approximately 10.0 miles of roadway within the City limits. The most heavily traveled roads and those that are most important to the regional road system are functionally classified as Major Collectors (Naches Tieton Road, Naches Avenue, and Summitview Road). Key roads, but of lesser importance than the Major Collectors, are those roads classified as Minor Collectors (Canal Avenue, North Tieton Road, Elm Street, Franklin Road, South Tieton Road, Maple Street, Tieton Avenue, Washington Street, Wisconsin Avenue). The remainder of the streets in Tieton are functionally classified as local access.

The functional class of a roadway is important because it is a good indicator of what type of surface the roadway is paved with. Flexible pavements are those that are surfaced with bituminous (or asphalt) materials. These can be either in the form of a chip seal, which is generally found on lower volume (lower traffic) roads or hot mix asphalt pavements which are typically used on medium to high volume roadways. Chip seal is generally used on lower volume local roadways and has an expected life of 6 to 8 years, while hot mix asphalt pavement is typically designed for 20 to 50 year lives with routine overlays every 10 to 15 years.

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 January 23, 2017, and covers the years 2017-2022. In the past, Tieton 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).

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

In addition, the Washington State Public Works Trust Fund has loans available for road projects and anticipates having grant funding available in the future. The Washington State Safe Routes to School and Bicycle and Pedestrian Safety Programs, Washington State Traffic Safety Commission grant programs, as well as some federal programs, fund non-motorized transportation and safety

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

Table 3.3: 2017 to 2022 TIP

Street	Priority Number	Functional Class	Length (miles)	Anticipated Construction Start Date	Total Cost	Funding Status	Improvements Needed
Wisconsin Avenue Downtown Sidewalk Improvements	1	Minor Collector	.070	2018	$293,685	Secured	Improvements include construction of a 10-foot wide sidewalk including bulb-outs at intersections, storm drainage facilities, ADA curb ramps, and light pole bases.
South Tieton Road	2	Minor Collector	.38	2018	$1,030,000	Planned	Reconstruct and resurface including widening, hot mix asphalt, curb and gutter, sidewalks, storm drainage and illumination
N. Pongola Road	3	No Classification	.5	2020	$50,000	Planned	Double Shot BST
Wisconsin Ave	4	Minor Collector	.15	2021	$24,000	Planned	Seal Coat
North Tieton Road	5	Minor Collector	.5	2022	$50,000		Seal Coat

IV. WATER SERVICE CHARACTERISTICS

The City's water system was founded in the early 1940's. The system consisted of a single well serving a limited service area. In the late 1950's, a second well was added, the service area was expanded, and larger lines were installed. These improvements resulted in a looped water line encompassing the city and also included the construction of a 200,000 gallon reservoir. Since that time the system has been steadily expanded and additional improvements have been made. Currently, there are three wells serving Tieton. Most of the water system consists of looped lines although some of the lines which extend beyond the city limits are not looped.

Water service in Yakima County is provided by public purveyors and individual private water systems. The "public purveyors" are placed into 4 categories by the Washington State Department of Health and the Yakima County Health Department. These various classifications are listed below.

*Class 1*A water system having one hundred or more permanent services or serving a transitory population of one thousand or more people on any one day.

*Class 2*A water system having ten through ninety-nine permanent services or serving a transitory population of three hundred through nine hundred ninety-nine people on any one day.

*Class 3*A water system serving a transitory population of twenty-five through two hundred and ninety-nine on any one day.

*Class 4*A water system having two through nine permanent services or serving a transitory population of less than twenty-five people on any one day or any public water system that is not a Class 1, 2, or 3 system.

Private System A water system having only one permanent service (i.e., individual well or storage tank) and is not regulated by state or local authorities.

The City of Tieton's municipal water supply system is a Class 1 system owned and operated by the City. In 2010, the City had approximately 395 active water service connections serving about 468 customers (1,254 persons). This included 21 residential services (approximately 63 persons) outside the City Limits. Of these connections, 362 were residential,23 were commercial, 6 were industrial, and 4 were municipal.

Water Supply – Three wells are available to provide water for the City of Tieton. Well no. 1 is 128 feet in depth withdrawing water from the sedimentary formation (an unconfined aquifer). Well no. 2 is 463 feet deep withdrawing water from an aquifer within the sedimentary formation overlying the uppermost basalt flows. Well no. 3 is 889 feet deep withdrawing water from basalt aquifers below 500 feet in depth.

Well no. 1 and well no. 2 are located in the City Square, and well no. 3 is located in the western portion of the urban growth area. Well no. 1 was constructed in 1945 and is estimated to have the capability of pumping 150 gallons per minute. It is currently not in use and is reserved as a motor-driven backup well in case of emergency. Well no. 2 was drilled in 1953 and has the capability of pumping 280

gallons per minute. Well no. 2 is used primarily during the summer months to supplement the pumping capacity of well no. 3. Well no. 3 was built in 1979 and can pump 450 gallons per minute. Well no. 2 and well no. 3 have a combined pumping capacity of 730 gallons per minute (gpm) or 1.05 million gallons per day (mgd).

Current certified water rights allow withdrawal of 224 acre feet (as reported by the Department of Ecology) or approximately 73 million gallons (mg) annually. During 2010, total volume withdrawn was 47.63 MG; average daily consumption was 0.13 mgd.

Delivery – Water pressures of 45 psi - 90 psi are recommended for best service delivery. All of Tieton's water system is a gravity flow system. To address major breaks in the Tieton water distribution system, all of the water lines have been recently upgraded in 2007 and 2008 to consist of a 12 inch loop around the City and 8 inch mains inside the loop.

Storage – Water is pumped from the wells into the water reservoirs, which in turn feeds the water system. Tieton currently has one 200,000gallon water reservoir located at an elevation of approximately 2,100 feet. This reservoir is located west of City at the end of Pongala Road. Tieton also owns and operates a second reservoir, constructed in 1998, composed of steel that has a storage capacity of 400,000 gallons.

Fire Flow – Under the Uniform Fire Code, residential areas of the city need a minimum fire flow of 1,000 gallons per minute (gpm). Commercial and multifamily areas need a minimum fire flow of 1,500 gpm for 120 minutes.

The greatest fire flow requirements are located at the fruit packing and storage warehouses within the industrial and commercial zones. An isolated large demand also occurs at Tieton Middle School. There are 64 hydrants associated with the city's water system to provide fire flow. In addition to these hydrants, the Yakima-Tieton Irrigation District maintains a number of hydrants in conjunction with its pressurized irrigation system along Naches Avenue near Tieton Middle School and along Summitview Road in the area of the fruit warehouses and storage/packing facilities. The irrigation system hydrants are maintained by the irrigation district and are pressurized throughout the year not just during the irrigation season.

Current Domestic Water Demand

During 2010, the total volume withdrawn was 51.9 mg and the average daily consumption was 0.14 mg. Table 3.5 below summarizes water use for Tieton in 2010 using the city's current water billing information.

Table 3.4: City of Tieton 2010 Water Usage

MEASURE OF USE	WATER USE
Number of Services, 2016	458 connections
Average Daily Production, 2010	130,394gallons (79.30 gallons per minute)
Peak Month Production, July 2010	6,000,000 gallons (80.40 gallons per minute)
Peak Day Production, 2010	289,000 gallons (201 gallons per minute)
Peak Hour Production	24,060 gallons (401 gallons per minute)

Source: Adapted from Gray & Osborne, Inc., P.S., City of Tieton Water System Plan, June 2012 water billing information complied by the City of Tieton Public Works Department in 2008.

Projected Domestic Water Demand

Currently, the city has 224 acre-feet of state certified water rights. This is equivalent to the production of approximately 73 million gallons of water annually. Table 3.6 shows the projected water system and storage needs for the City of Tieton through the year 2030.

Table 3.5: City of Tieton Projected Water System Demand

	Production, 2010	Demand, 2011	Demand,2017	Demand, 2030
Population	1,254	1,274	1,402	1,751
ERUs	642	649	691	809
Projected Annual Demand (ac. ft.)	161	161	171	201
Annual Demand, gallons	47,629,000	52,560,000	46,942,060	65,335,000
Average Daily Demand, gpd	144000	144,000	153,000	179,000
Maximum Daily Demand, gpd	368000	391,000	457,000	457,000
Average Daily Demand, gpm	100	100	106	124
Maximum Daily Demand, gpm	201	256	372	317
Standby Storage (gals.)	128,400	130,000	138,000	162,000
Fire Protection Storage (gals.)	180,000	180,000	180,000	180,000
Equalizing Storage (gals.)	0	0	0	0
Operational Storage (gals.)	126,000	126,000	126,000	126,000
Total Storage (gals.)	434,400	436,000	444,000	468,000

Source: Adapted from Gray & Osborne, Inc., P.S., City of Tieton Water System Plan, 2012.

Water System Needs

Source – Based on an analysis completed by Gray and Osborne Engineering, it would appear that Tieton has sufficient source capacity to meet its projected average daily demand for water beyond the year 2030. With well no. 2 and well no. 3 in operation, Tieton should also have sufficient source capacity to meet the year 2030 maximum daily demand (MDD). However, Tieton currently relies primarily on well no. 3 for its supply, and only uses well no. 2 occasionally when demands are high or well no. 3 is out of service. Well no. 3 was completed in 1979, and although it is operating satisfactorily, the City recognizes the age of the well and wishes to provide redundancy. At this time, the City does not plan to develop an additional source.

Storage – The two existing storage reservoirs are used for meeting peak domestic water demands, providing consistent system pressures as well as to provide for fire storage and

supplemental water during power outages. Reservoir 1, built out of concrete in 1952, has a storage capacity of 200,000 gallons. The newer and larger Reservoir 2 constructed in 1998 is composed of steel and has a storage capacity of 400,000 gallons. The addition of reservoir capacity will be sufficient to accommodate long term growth within the City of Tieton.

Distribution System – With few exceptions, the water distribution system is adequate to supply the necessary flows and pressures to customers of the system. Fire flows meet minimum standards under normal operating conditions in residential areas and generally meet standards under normal operating conditions in commercial areas of the City. An upgrade to the water distribution system in 2007/2008 has been completed to meet fire flow standards within the City.

Irrigation Water System – An irrigation system was put in in 2004-2005 taking the high demand for irrigation off of the domestic water supply. This system was extended to reach other residents that were outside the original system when it was installed. All new development is required to install irrigation lines and bring in irrigation shares to supply the new development.

Table 3.6 presents a summary of water system deficiencies and proposed improvements listed in the City's 2003 Comprehensive Water Plan.

Table 3.6: Summary of System Deficiencies and Proposed Improvements

System Deficiency	Proposed Improvement
Source Capacity	
The City's two wells provide sufficient capacity to adequately serve its retail water service area for the next 20 years. However, the city cannot meet its MDD with its largest well, Well No. 3 out of service. The pump in Well No. 3 has not been recently pulled to allow the pump and well to be inspected. Although not currently required, the City does not have emergency power at Well No.3.	The City plans to drill and equip well No. 4 during the period of 2018-2031.
Water Rights	
.Do to proposed development activities, the city is looking for additional water rights.	The City plans to implement the following strategies to secure sufficient water rights for the future of the City. • Continue to negotiate with a nearby property owner for additional water rights. • Require new development to construct separate irrigation using any irrigation shares attached to the property development standards.

Water Quality	
The City is currently in compliance with all water quality standards.	No changes to current monitoring required.
Source Protection	
The City is in compliance with source protection, i.e., wellhead protection requirements.	The City will continue making biennial updates.
Storage	
The City's storage reservoirs currently have sufficient storage to meet requirements for current and future growth.	No storage improvements are required over the next 20 years. The city will explore options upon future growth needs
Telemetry	
The City's telemetry system does meet its current needs.	No improvements to the City's telemetry system are planned in 2008.
Treatment	
The City's ground water system is not currently treated, and does not currently require treatment.	No improvements to the Town's treatment strategy are planned over the next six years.
Distribution System	
The City's distribution system is adequate to meet 2031 MDD plus fire flow conditions and 2031 PHD conditions	The City plans the following improvements: • line. • Rosenkranz Road. 8-inch line. •
Operation and Maintenance	
• Source meters should be periodically rebuilt and calibrated. • 2-inch and larger meterd are often inaccurate.	• Replace or rebuild and calibrate source meters every three years.Replace or rebuild and calibrate 2-inch and larger service meters every three years.

Source: Adapted from Gray & Osborne, Inc., P.S., City of Tieton Water System Plan, 2012.

V. STORM WATER MANAGEMENT

The City of Tieton does not operate or maintain an integrated stormwater collection system. 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 system that does exist consists of an underground system, some curb and gutter streets, and open ditches. The underground section is predominately found in the area of Franklin Street and consists of several types of pipe ranging from 12 to 24 inches in diameter. The areas served by curb and gutter streets and open ditches are scattered throughout the City. A number of drywells also exist throughout the city to handle runoff in specific areas. Drainage has been added to Naches Avenue, section of Maple Street, and along Summitview Road. The new development known as Tieton Estates also has drains added per development standards.

During the winter and spring, weather conditions can occur which result in quickly rising temperatures and rapid snowmelt. This snowmelt, in conjunction with heavy rainfall, greatly increases runoff from the surrounding watershed. Areas on the periphery of the City experience flooding and other problems associated with this runoff. Improvements have been made to accommodate these flows but more remains to be done to correct this situation.

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

VI. WASTEWATER COLLECTION, TREATMENT & DISPOSAL

Collection and Conveyance

The City of Tieton's collection and conveyance system consists of gravity sewers composed of lines primarily 8 inches in size. The system was essentially replaced in 1980 and is in good condition. Replacement of the lines corrected an infiltration problem and the system now has acceptable levels of infiltration and inflow. Trunk mains are generally of adequate capacity.

Treatment Plant Site

The City of Tieton's sewage treatment facilities is located approximately 5 miles southeast of the City. In 2002, the City connected to the Cowiche Sewer District treatment facilities. Currently the City has about 63% of the capacity of the facility. Currently the facility capacity is 440,000 gallons per day. In 2017 the City was sending about 70,000 gallons per day. According to the sewer plan for the Cowiche Sewer District, no capital improvements are projected or needed between 2017 and 2021.

VII. SOLID WASTE COLLECTION & DISPOSAL

Solid waste collection is provided by the City of Tieton through a contract with Yakima Waste Systems.

Yakima Waste Systems hauls this waste approximately 20 miles east for disposal at the Terrace Heights Landfill. The landfill is located about 6 miles east of the City of Yakima. The Terrace Heights Landfill (THLF) currently serves the cities of Tieton, Naches, Yakima, Selah, Moxee and Union Gap. The landfill is also used by Yakima Waste Systems, agricultural firms, construction firms, food processing businesses, self haul businesses, and private residences.

The Terrace Heights Landfill has been in operation since 1972. Since 2001, THLF has disposed of approximately 70% of the total solid waste received at the three County facilities. Yakima County's disposal system for solid waste comprises two active landfills – Cheyne Road Landfill and Terrace Heights Landfill. All County landfills, both active and inactive, are designed, operated, and monitored to meet applicable federal, State, and local standards for protection of public health and the environment.

The currently active Terrace Heights Landfill will reach its permitted capacity and close during this 20-year planning period. According to the *Yakima County Solid and Moderate Risk Waste*

Management Plan developed in 2010, recent estimates indicate that Phase 1 of THLF will reach capacity around the year 2020 (Yakima County 2009d). 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.

Recycling

"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" (WAC 173-350-100)).

A network of private-sector recyclers and public-sector recycling collection programs currently serves residents and businesses in Yakima County. The predominant collection method in the county is drop-off sites, with curbside and commercial services offered in some areas. Residents can take a wide range of materials to different recycling facilities. Businesses can contract with a local recycling service provider for pickup of cardboard, mixed waste paper, plastic bottle types 1-7, tin cans, and aluminum cans, or they can self-haul their materials to privately-operated drop-off sites.

VIII. PUBLIC EDUCATION FACILITIES

Educational services for the city are provided by the Highland School District No. 203. The school district boundary covers most of the land area drained by the north fork and south fork of Cowiche Creek. This area includes the City of Tieton and the unincorporated areas of Cowiche, Naches Heights, and Weikel. Only the Tieton Middle School lies within the City of Tieton. This school is located at the intersection of Naches Avenue and Franklin Road. Highland High School lies at the north end of Cowiche on Summitview Road. Marcus Whitman-Cowiche Elementary School lies approximately one mile southeast of Cowiche on Thompson Road.

Lions Park was donated to the Highland School District in 1953. This park is adjacent to the middle school is also available for public recreation. This park has a baseball diamond and 2 basketball courts.

Table 3.10 shows enrollment in these schools for the 2012-2013 school year. The Highland School District had a total enrollment in the 2004-2005 school year of 1,027 students. At the start of the 2009-2010 school year, the total enrollment was 1,190 students. From 2004 to 2013, Highland School District student enrollments increased from 1,027 students to approximately 1,241 students. In May of 2014, there were 1,213 enrolled students in the District.

Table 3.7: Highland School District Facilities

HIGHLAND SCHOOL DISTRICT				
Name of School	Address	Grades	Teachers	Enrollment
Marcus Whitman - Cowiche Elementary School	1181 Thompson Road, Cowiche	K – 3	18	390
Tieton Middle School	711 Franklin Road, Tieton	4 – 6	22	272
Highland Junior High	17000 Summitview Road, Cowiche	7 – 8	15	172
Highland High School	17000 Summitview Road, Cowiche	9 – 12	31	397

Source: Office of the Superintendent of Public Instruction. School Enrollment Summary: Washington State School Districts School Year 2012-2013

At the present time, the District does not project the need for expansions of facilities to accommodate future population growth within the school district.

IX. PARKS & RECREATIONAL FACILITIES

Local parks and recreation facilities are provided by the City of Tieton. Informal recreational opportunities are available at the playfields of Tieton Middle School. Tieton's city park is situated in the middle of the commercial area and covers one city block. Facilities include mature trees and picnic tables.

In the upcoming years the City has is planning for a new youth activity park. The park will have a soccer field and basketball court. An additional area was purchased adjacent to an existing park to expand the park area.

X. POLICE & FIRE PROTECTION

Police

Police protection is provided by the City of Tieton within the city limits and the Yakima County Sheriff's Office for the remainder of the Tieton urban growth area. The city, county and state have a mutual aid agreement for protection services.

The current police department is located at 20 E. Hatton Road. There is no plans for a new building for the Police Department. On April 1, 2005, this new 3/10ths of 1 percent increase in sales tax took effect in Yakima County. In November of 2004, Yakima County voters approved the small increase in sales tax to help pay for improved law and justice services. The City used the funds to purchase new vehicle, computer and update software.

Fire

Fire District No. 1 serves the urban growth area for Tieton. Fire District No. 1 owns the fire station, which is located on Summitview Road just southeast of Naches-Tieton Road.

There is no immediate need for additional equipment or facilities.

In general, Tieton has adequate water and hydrants to ensure fire safety for City residents. The recent overhaul of the City's water distribution system in 2006 and 2007 increased the preparedness of the City to address fire safety issues. Tieton has a fire insurance rating of6 within the city limits as of September 1, 2016

XI. MEDICAL & EMERGENCY FACILITIES

Tieton - Fire District No. 1 operates a first aid vehicle but not an ambulance. The volunteer firefighters are trained and equipped to provide emergency medical services for victims of trauma or severe medical problems.

Ambulance Service

Medic 1 services medical emergency calls within the City and unincorporated areas. All ambulances are dispatched from the City of Yakima metropolitan area. 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.

Medical Facilities

Residents of Tieton have access to Virginia Mason Hospital or Yakima Regional Medical & Cardiac Center, both located in the City of Yakima. Both are approximately 15 - 20 minutes away for medical and emergency services and provide a variety of other medical specialties. Tieton has a medical clinic that opened in December of 2015 and is a partner with Community Health of Central Washington. The clinic also offers pharmacy services within the city limits. The closest primary care facilities are in the City of Naches and the City of Yakima.

XII. CORRECTIONS

There are no long-term correctional facilities located within Tieton's city limits or urban growth area. Nearby correctional facilities operated by Yakima County and the City of Yakima are located in the City of Yakima.

XIII. GOVERNMENT FACILITIES

Table 38: Government Facilities in the City of Tieton

FACILITY	LOCATION
FEDERAL	
U.S. Postal Service	814 Wisconsin Avenue
STATE	
CITY	
Tieton Library	418 Maple Street
City Hall	418 Maple Street
Fire Department	19911 Summitview Road
Police Department	20 Hatton Road
Public Works Department	418 Maple Street

The Public Works Department, currently located at City Hall,

The downtown revitalization project is conceptualized in two phases. The first phase is a planning process that would develop a preferred design alternative for the streetscape of the central city area and identify possible future funding sources to implement the plan. The second phase would be a construction phase to upgrade the store fronts, sidewalks and landscaping to reflect the preferred design alternative. The entire project would enhance the economic development potential of the City of Tieton and contribute to an increased quality of life for area residents.

A new Community Center is needed to help create a place for the citizens to host small events and meetings. The new center may be combined with a new City Hall and Police Department to maximize the usage of a new center and to use scarce funds in the most efficient manner. The City of Tieton currently does not have a Community Center and the addition of one would encourage growth in the City and contribute to an overall increased quality of life.

Design and construction plans are in motion to install new sidewalks and bulb out along the store fronts located on the north side of Wisconsin Avenue. Also part of the project is the upgrade of the electrical in the park.

XIV. 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 donations, road impact fees, sewer user fees, solid waste user fees and special assessments, storm drain utility fees, and water user fees. In 2010, the base water rate in the City of Tieton was $36.94, the base sewer rate was $49.88 and the base garbage rates were $14.45 (96 gallon tote) and $80.01 (1.5 yard container).

Grants, Loans, and Other Financial Tools. Grant and loan programs available to local governments for capital facilities include the Public Works Trust Fund, Community Development Block Grant, the Centennial Clean Water Fund, the State Revolving Loan Fund, Department of Health Water Grants, Farmers Home Administration Community Facilities Program, Farmers Home Administration Water and Waste Development Program, Aquatic Land Enhancement Account (ALEA) grants, and Outdoor Recreation Grant-in-Aid Funding, among others.

Long-Term Bonded Debt. General obligation bonds are backed by the value of properties within the jurisdiction, 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 1.5% of the taxable property unless 3/5 of the voters of the community approve additional indebtedness. The additional indebtedness may be as much as 5% of the value of the taxable property for all types of capital projects, while an additional 5% may be allotted for projects supplying the city with water, lights, and sewer.

XV. CAPITAL FACILITIES FINANCE PLAN

Tieton's Six Year Transportation Improvement Program, Comprehensive Water Plan, and Capital Facilities Plan identify recommended projects, cost estimates, potential funding sources, and timing for project completion. These documents are incorporated by reference.

The following table summarizes information for needs and projects in excess of $5,000 from the above referenced plans and documents. For more specific information, please refer to these documents.

Table 3.9: Capital Facilities Needs and Recommended Projects

Need / Recommended Project	Estimated Timing	Estimated 2007 Cost	Potential Funding Source(s)
Transportation			
Wisconsin Avenue Downtown Sidewalk Improvemetn Project	2018	$293,685	STP(R), Local Street Fund
South Tieton Road Improvements	2018	$1,030,000	TIB, Local Street Fund
North Pongola Road BST	2020	$50,000	Local Street Fund
Wisconsin Avenue Seal Coat	2021	$24,000	TIB,Local Street Fund
North Tieton Road Seal Coat	2022	$50,000	TIB, Local Street Fund
Water System			
Install backup power supply and well #3 generator	2018	$147,000	DWSRF Loan
Land Acquisition for Water Rights	2018	$100,000	Local Funds
Parks			
Park lighting and electrical	2017	$250,000	Complete Street Award
Fountain at City Square	2018	$10,000	Local Funds
Police			

General Capital Facilities			
Phone System Upgrade	2018	$10,000	Local Funds
Community Center Construction	2018-2025	$500,000	CDBG, Local Funds
Public Works Relocation Project	2018	$50,000	Local Funds
Downtown Revitalization	22017	$500,000	CDBG, Local Funds

XVI. CAPITAL FACILITY GOALS AND POLICIES

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

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 Encourage development within the unincorporated portion of the urban growth area 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 Coordinate planning for future capital facilities 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 Encourage new urban development 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 Allow development 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, encourage 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 Locate public facilities and utilities to: a) maximize the efficiency of services provided; b) minimize their cost; and c) minimize their impacts on the natural environment.

Policy 4.3 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 cannot be committed to provide such facilities, require developers to 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 Tieton 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 Encourage multiple use of public facilities, where practical, for youth recreation, 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 Coordinate with those agencies providing other services in the City and urban growth area such as other local government, schools, churches, emergency services and the library to incorporate their future plans into the community planning process. Recognize that changes in population will affect these services and require planning of appropriate services.

Policy 6.2 Coordinate city and county capital facility planning.

Policy 6.3 Determine funding options for future city and county capital facility 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 and private and public means of transportation. The Transportation Element also coordinates the needs of the local transportation system with the transportation network of adjoining jurisdictions and the larger region.

GROWTH MANAGEMENT ACT REQUIREMENTS

The goal of the Growth Management Act (GMA) is to encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with city and county comprehensive plans. The City of Tieton's transportation element must be consistent with the *Yakima Valley Metropolitan and Regional Transportation Plan 2016-2040* 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 affecting arterial streets and transit routes. (It may optionally be applied to other roadway classifications and to capital facilities).

The Growth Management Act requires that the transportation element include discussion on the following topics:

- Land use assumptions used in estimating travel;
- Facilities and service needs, including:
    - An inventory of air, water, and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning;
    - Level of service 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 level of service standard;

    - Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing and capacity needs of future growth;
    - Identification of system expansion needs and transportation system management needs to meet and 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 level of service 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; and
- Demand-management strategies.

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 county-wide planning policies apply to discussion on 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 right-of-way is encouraged. (C.3.6.)

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

5. Transportation improvements or strategies to accommodate the impacts resulting from new development will be implemented concurrent with new development, and will provide information on the location, timing, and capacity needs of future growth based on the adopted land use plan. Traffic forecasts must be for at least ten years in the future. "Concurrent with new development"

means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. [RCW 36.70A.070(6)(e)]

6. Local jurisdictions will coordinate transportation planning efforts through the Yakima Valley Conference of Governments, which is designated as the Regional Transportation Planning Organization (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 is conducted and conflicts prevented. (D.3.5.)

7. Each interlocal agreement will require that common and consistent development and construction standards be applied throughout the urban growth area. These may include, but not be limited to, standards for streets and roads, utilities, and other infrastructure components. (F.3.5.)

RELATIONSHIP TO OTHER ELEMENTS

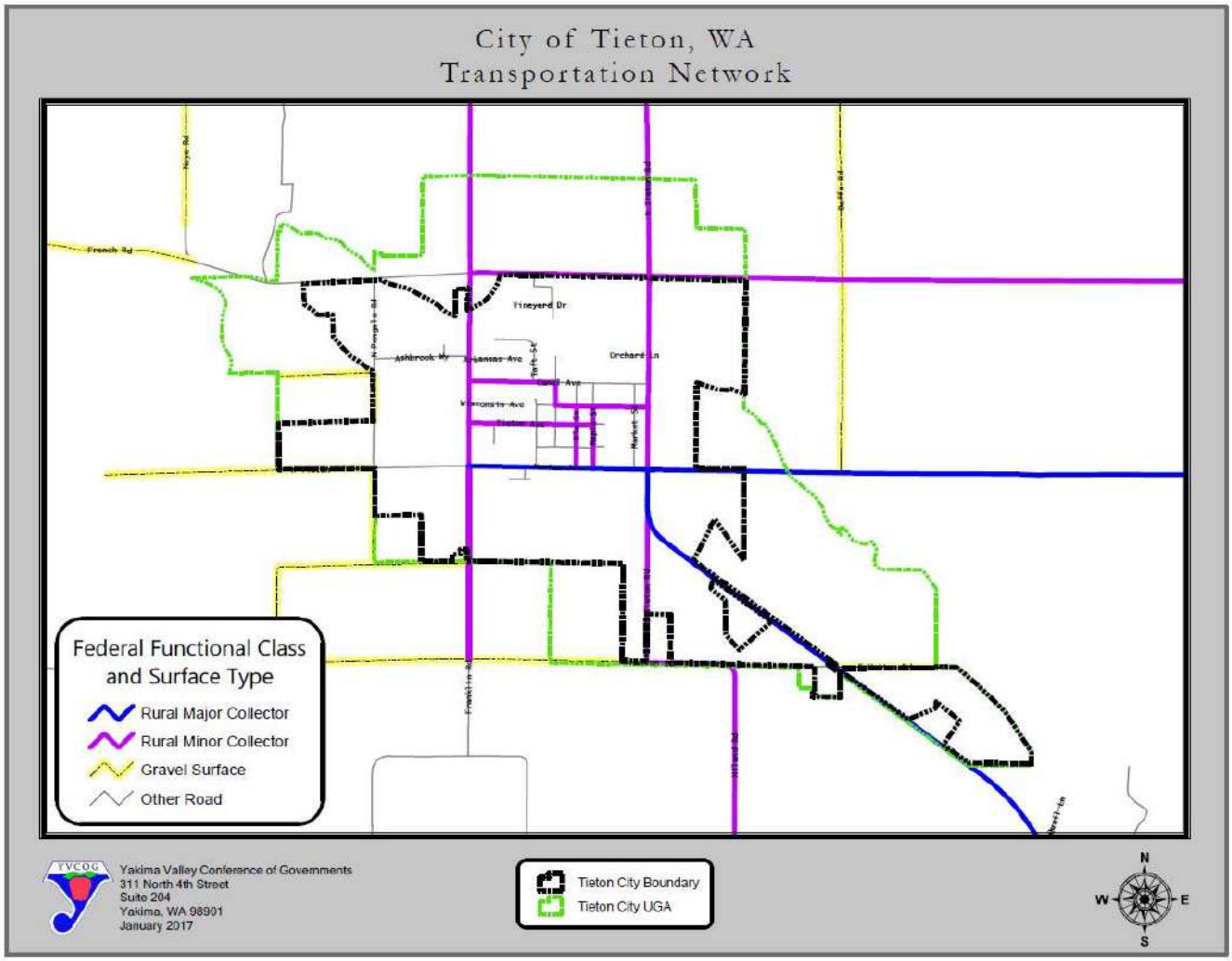
The transportation element must be consistent with other elements of the comprehensive plan. It must support the desired development pattern and desired growth rates and in turn, the transportation element's goals and objectives must be in harmony with and supported by the land use element, capital facility element, housing element and other portions of the plan. The transportation element must support the concurrent development of transportation facilities as growth occurs.

II. TRANSPORTATION NETWORK CHARACTERISTICS

ROADS AND STREETS

The Tieton area is served by a network of roadways and streets. All of these roadways and streets, both within the City of Tieton and in Yakima County, are categorized under the Functional Classification of public roads. The Functional Classification of public roads is developed by the Washington State Department of Transportation's (WSDOT) Planning Division. The figure below shows the existing transportation network for the City of Tieton and surrounding areas of Yakima County and the City of Naches:

Figure 4.1 Transportation Network



Primary access to Tieton is from Yakima along Summitview Avenue and from Naches along the Naches-Tieton Road. Other roadways which connect with Tieton serve the large areas of agricultural land which surround the City.

With the exception of North Pongala Road, all of Tieton's local streets are paved. North Pongala road is the only gravel roadway, other than alleys. 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 adjacent to the park. Street right-of-way varies throughout the City from 20 feet to 60 feet in width.

RAIL FACILITIES AND LOCATIONS

The Tieton area is no longer accessible by either passenger or freight rail. Some or all of the previous rail right-of-way has been abandoned and sold. Until the mid-80's, Tieton was served by a Burlington Northern (BN) spur line which connected with BN's Naches spur line at Brace along SR-12 near the City of Yakima.

AIRPORTS

One commercial service airport, the 825 acre Yakima Regional Airport, is located within 25 minutes of the City of Tieton in the City of Yakima.The Airport serves Yakima County and portions of Kittitas, Klickitat and Lewis Counties. The Airport is owned by the City of Yakima and is managed by current Airport staff. Airport maintenance and operations are funded solely through revenues generated at the Airport. The Yakima Regional Airport has two active runways, one 7,604 feet in length and the other 3,835 feet in length. There are plans to extend the length of both runways. The Airport also has a full parallel taxiway system.

In 2005, the Yakima Airport ranked #5 in the State for air cargo tonnage. Between the years 1990 and t2020, the handling of air freight is expected to increase approximately 4.2% per year. This average annual growth rate would result in about 402 metric tons of air cargo being handled at the Airport in the year 2020. The Yakima urban area has a number of freight dependent industrial businesses and various other land uses that are located throughout the Yakima area. Connection to the Yakima Airport is a growing issue in the Yakima Valley as opportunities increase for freight movement by air.

Passenger service is available at the Airport via Horizon Air. Horizon Air provides four flights per day (in each direction) to and from the Seattle-Tacoma International Airport. Xtra Airways provides charter service to Wendover and other destinations in Nevada. The Airport also supports a general aviation community and there are three Fixed Base Operators on the airfield: McCormick Air Center, McAllister Museum (self-service 100LL fuel), and JR Helicopters.. Other businesses and services located at the Airport include Airporter Shuttle, Cub Crafters (an aircraft manufacturer), Explore Aviation LLC (flight training), FedX, and the United Parcel Service (UPS).

Six commercial service airports currently operate in central Washington. Passenger traffic at Yakima has been relatively consistent, although Delta Airlines and United Express no longer serve the Yakima Valley. Total passenger levels have ranged from 92,409 in 1997 to a low of 53,155 in 2004.

The forecast from the Washington State Long-Term Air Transportation Study (July 2009) projects moderate growth of traffic and service at the Yakima Regional Airport over the 25 year forecast period. Enplanements are expected to reach 107,000 by 2030, an 85 percent increase over 2005 passenger traffic and 11 percent higher than Yakima Regional Airport’s historic peak of 96,000 enplanements recorded in 1991.

PUBLIC TRANSPORTATION

Currently, fixed route bus service is not provided within the Tieton area. Demand response transportation services are provided for eligible elderly and handicapped residents 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 only for Medicaid related travel. Other residents of the Tieton area do not have access to any form of public transportation other than private for-hire taxi service.

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT

The *Yakima Valley Metropolitan and Regional Transportation Plan 2016-2040*, developed by the Yakima Valley Conference of Governments (YVCOG), includes strategies for expanding transit to meet future travel demands throughout the Yakima Valley region. Strategies to reduce peak period travel demands also are included. The transit and transportation demand management strategies include:

- Encourage alternative to driving alone such as transit, carpools, vanpools, walking, and bicycling.
- Support transportation investments that serve a range of travel modes.
- Expanded demand-response transit services to developing areas outside of the metropolitan area.
- Improve transit services to educational and medical facilities.
- Support expansion of paratransit services for special needs populations.
- Improve systems for pedestrian and bicycle travel as part of capital roadway projects and maintenance programs.
- Complete key links of the regional bicycle system, sidewalks, pathways, or trials.

III. ROADWAY CHARACTERISTICS

This section examines Tieton area roadways more closely.

The City of Tieton has 10.0 miles of roadway within the City limits. Several additional roads exist within the adjacent urban growth area.

FUNCTIONAL CLASSIFICATION

Functional classification is the grouping of highways, roads and streets by the character of service they provide and was developed for transportation planning purposes. Basic to this process is the recognition that individual routes do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. Comprehensive transportation planning, an integral part of total economic and social development, uses

functional classification to determine how travel can be channelized within the network in a logical and efficient manner. Functional classification defines the part that any particular route should play in serving the flow of trips through a roadway network.

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

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

With a 2010 census population of 1,959 persons and being located outside of an urbanized area, the City of Tieton is classified as a rural area for the purpose of transportation planning. Table 4.1 shows the functional classification of roadways within the City of Tieton. The Average Annualized Daily Traffic (AADT) counts are provided by the Yakima County Public Services Department and taken from 2016 unless otherwise noted.

Table 4.1: Roadways within the City Limits of Tieton (Base year 2016; Peak hour volume 10% of AADT)

Functional Class	Roadway Name	Direction from road	AADT (base year)	Peak Hour Volume	Daily Roadway Capacity	Ratio of Peak Volume/Capacity	Level of Service
Principal Arterial	none						
Minor Arterial	none						
Major Collector	Naches Tieton Road	east-west travel east of Summitview	1538	154	2400	0.06	A
	Rosenkranz	east-west travel west of Tieton Road	929	93	2400	0.04	
	Summitview Road	east-west travel east of Hatton Road	1851	185	2400	0.08	A
	Summitview Road	east-west travel west of Hatton Road	2528	253	2400	0.11	
Minor Collector	none			0			
	none			0			
	none			0			

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

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, adjacent land uses (i.e. shopping, schools, etc.), and have lower traffic rates than principal arterials.

Collector Street:

> A highway connecting two or more neighborhoods as well as carrying traffic within neighborhoods. Collectors also channel traffic onto the minor and principal arterials. Typically, they carry moderate traffic volumes, have relatively shorter trips than arterials, and carry very little through traffic. Urban collectors and rural major collectors are the lowest classes of roadway classification 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.

The functional class of a roadway is important because it is a good indicator of what type of surface the roadway is paved with. Flexible pavements are those that are surfaced with bituminous (or asphalt) materials. These can be either in the form of a chip seal, which is generally found on lower volume (lower traffic) roads or hot mix asphalt pavements which are typically used on medium to high volume roadways. Chip seal is generally used on lower volume local roadways and has an expected life of 6 to 8 years, while hot mix asphalt pavement is typically designed for 20 to 50 year lives with routine overlays every 10 to 15 years.

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 Highway Capacity Manual developed by the Transportation Research Board. The actual capacity of any specific roadway is affected by the roadway's speed limit, the number of intersecting roadways, the number of stops or other delays, and other factors. These definitions of capacity by functional class are consistent with those developed by the YVCOG, the RTPO for the Yakima Valley region.

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

TRAFFIC VOLUME HISTORY

Traffic volumes in the Tieton area tend to be much lower than the capacities noted above. Traffic volumes can either be expressed in terms of Annual Average 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. The “peak hour” typically occurs on weekdays between 4 p.m. – 6 p.m. All of the recorded historical traffic volumes within the Tieton area are in the form of AADT. A limited number of traffic counts have been conducted by Yakima County and YVCOG using computerized traffic counters. Traffic counters plot traffic volume against time and thus can be used to determine peak hour flow.

The Yakima County Public Services Department maintains a series of set street and roadway locations from which counts are conducted every three to four years. Almost all of the counts listed in the previous tables are from 2003. A few of the traffic counts listed occurred as early as 1995, and are taken from the previous comprehensive plan update. Major and Minor Collectors within the City of

Tieton were examined to see if traffic volumes had noticeably increased over this period of time. With the exception of Summitview Road and Elm Street, both of which appear to have gained steadily in volume over these years, discernable patterns were not obvious. Considerable fluctuation occurs between years and also within a single year. The apple harvest in the fall of every year nearly triples traffic volumes on some area roadways.

The City of Tieton has a very limited collection of traffic data. As such, most traffic volume data for specific roadway sections is more sporadic than that seen for adjacent unincorporated Yakima County and in many cases is limited to a single count.

LEVEL OF SERVICE (LOS)

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". Level of service is categorized in a range from "A" to "F". Levels of service standards, as described in the table below, are taken from the 2010 Highway Capacity Manual developed by the Transportation Research Board.

Level of service can be calculated in several ways. One of the simplest measures and the one used in this analysis is one of traffic volume to roadway capacity. The level of service can be calculated by dividing the observed traffic volume by the idealized roadway capacity. The ratio which results relates to one of the six different levels of service from “A” to “F”.

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 and the presence of controls at an intersection.

Level of Service "A" allows the maximum amount of freedom for the traveling public to select desired speeds and to maneuver within the traffic stream. Level of Service "C" describes stable flow, but the selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires vigilance on the part of the driver. Level of Service "E" represents operating conditions at or near the capacity of the highway. LOS “E” can be described as ‘low speeds.’ . Freedom to maneuver within the traffic stream is extremely difficult. Any incident can be expected to produce extensive delays and lines of vehicles. Level of Service "F" describes operations characterized by low speed, stop-and-go traffic. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclic fashion.

Per the Concurrency Ordinance to be adopted by the City of Tieton, LOS “D” conditions or better must be maintained on City of Tieton streets. This standard is consistent with the LOS methodologies and thresholds established by YVCOG, the RTPO for the Yakima Valley region. RTPO’s statewide are tasked with ensuring LOS methodologies are coordinated with surrounding jurisdictions to ensure a consistent regional evaluation of transportation facilities and corridors.

Table 4.2: Level of Service Categories

Level of Service	Description	Volume/Capacity Ratio
A	Free flow. Low volumes and no delays.	Less than 0 .60
B	Stable flow. Speeds restricted by travel conditions, minor delays. Presence of other users in the traffic stream.	0.60 to 0.69
C	Stable flow. Speeds and maneuverability reduced somewhat by higher volumes.	0.70 to 0.79
D	Stable flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability.	0.80 to 0.89
E	Unstable flow. Low speeds, considerable delay, volume at or near capacity. Freedom to maneuver is extremely difficult.	0.90 to 1.00
F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	Over 1.00

Communities with adopted level of service standards must adopt and enforce ordinances which prohibit development approval if the development causes the level of service 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. In order to accommodate the impacts of the development, local governments may change the phasing or timing of the new development, provide transportation facilities or services to serve the new development, reduce the LOS standard, or revise the land use element.

However, per RCW 36.70A.070(6)(a)(iii)(B), LOS is only required for locally owned arterials and transit routes, to serve as a gauge to judge performance of the system. Therefore, Tieton views "Level of Service" for its roadways as advisory, since no arterial streets or fixed route transit services exist within the community or the associated urban growth area.

IV. TRAFFIC FORECASTS

POPULATION AND DEMOGRAPHIC PROJECTIONS

The City of Tieton anticipates a year 2040 population of up to 1,706 persons. This number was provided by the Yakima County Long Range Planning Division, and is consistent with the population figure used in the Land Use Element and in the development of the City of Tieton Urban Growth Area.

LAND USE PATTERNS AND POPULATION DISTRIBUTION

The area surrounding Tieton is expected to remain agricultural in nature over the 20 year forecast period. Additional small divisions of land (short plats) will continue to slowly increase the level of scattered low density residential use interspersed with agricultural uses beyond Tieton's urban growth boundary. Within the urban growth area, additional annexations will gradually increase the size of the City. Some agricultural uses within the urban growth area and within Tieton will be converted to residential uses either through new short plat or subdivision developments. The most likely areas for more intensive residential development are those areas which have or can be more easily provided with the necessary infrastructure at the lowest development cost to the landowner or developer. These areas tend to be north and west of Tieton. West Tieton Road, Pongala Road, Rosenkranz Road, Dilley Road, Franklin Road, and N. Tieton Road would serve developments in these areas. Another area with potential for development is in the vicinity of Summitview Road west to Hiland Road.

A limited amount of land area is expected to develop as new commercial use as the population of the community and the surrounding area increases. This development will most likely be associated with the existing downtown business area or along Summitview Road and Naches Tieton Road.

Industrial expansion will be associated with the surrounding agricultural base and will be based on changing crop patterns, additional expansion of crop acreages and increases in yields, and changes in technology and processing. Some industrial expansion is anticipated adjacent to existing industrial developments and which capitalize on the access which Summitview Road and Naches Tieton Road provide. Additional scattered industrial expansion is anticipated in the surrounding area which is associated with individual agricultural operations.

FORECASTED TRAFFIC VOLUMES

Traffic forecasts for Tieton area roadways are being developed as part of the Visum 16 Yakima County Regional Travel Demand Model. This model will include all of Yakima County except the Yakima Metropolitan Area, which is modeled with the Metropolitan Area Model and administered by YVCOG. When development of the Regional Travel Demand Model is completed, travel forecasts will predict growth in traffic volume on the basis of anticipated regional changes in land use and employment patterns. The forecast period for this model is 2020, the base year, through the year 2040. YVCOG planners assumed an annual growth rate of 1.5 percent, compounded.

Table 4-3: Traffic Forecasts

Road Name	Direction from road	AADT (base year)	AADT (2020)	AADT (2025)	AADT (2030)	AADT (2035)	AADT (2040)
Naches Tieton Road	east-west travel east of Summitview	1538	2,449	2,638	2,842	3,061	3,298
Rosenkranz Road	east-west travel west of Tieton Road	929	1,480	1,594	1,717	1,850	1,993
Summitview Avenue	east-west travel east of Hatton Road	1,851	2,946	3,174	3,419	3,684	3,968
Summitview Avenue	east-west travel west of Hatton Road	2,528	4,024	4,335	4,670	5,031	5,420

*Base year 2016

V. EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

As the City of Tieton's roadways are well below capacity, the existing deficiencies of the road network reflect maintenance, safety and design concerns rather than capacity problems. This situation is reflected in the City of Tieton's 2017 to 2022 Transportation Improvement Program (TIP) which identifies improvements such as resurfacing of roadways and roadway widening. The TIP prioritizes roadway improvements during this six-year time period.

Table 4.4: 2017 to 2022 TIP

Street	Priority Number	Functional Class	Length (miles)	Anticipated Construction Start Date	Total Cost	Funding Status	Improvements Needed
Wisconsin Avenue Downtown Sidewalk Improvements	1	Major Collector	.070	2017	$293,685	Secured	Improvements include construction of a 10-foot wide sidewalk including bulb-outs at intersections, storm drainage facilities, ADA curb ramps, and light pole bases.
South Tieton Road	2	Major Collector	.38	2018	$1,030,000	Planned	Reconstruct and resurface including widening, hot mix asphalt, curb and gutter, sidewalks, storm drainage and illumination
N. Pongola Road	3	Minor Collector	.5	2020	$50,000	Planned	Double Shot BST

Wisconsin Ave	4	Minor Collector	.15	2021	$24,000	Planned	Seal Coat
North Tieton Road	5		.5	2022	$50,000		Seal Coat

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

Deficiencies and Issues

1. Right-of-Way - Local street rights-of-way vary from 20 feet to 50 feet in width. The narrower rights-of-way are not wide enough to accommodate pedestrian and automobile traffic and on-street parking without serious conflict. Routine maintenance and snow removal during winter months have also been cited as problems along narrow rights-of-way. Tieton needs to develop desirable right-of-way standards in order to address such current problems and prevent similar ones from occurring in the future.

2. The Street Widths of paved driving lanes and dirt or gravel parking lanes vary throughout the City. It is desirable for Tieton to develop improvement standards for these features to direct new street construction, as well as existing street construction.

3. Sidewalks - Residents feel that sidewalks are needed in the City to separate pedestrian traffic from automobile traffic, particularly for the safety of school children. Residents agreed that a sidewalk plan should be developed to promote safe circulation.

4. Surfacing

   (a) Asphalt vs BST (Bituminous Surface Treatment). The type of pavement to be used is an important issue in terms of costs involved, life of the materials and the time involved in applying the materials. Asphalt and BST are the two best choices. With an asphalt concrete surface (A/C), initial surfacing should include a minimum of two inches of asphalt. The BST would require about six applications in order to get the same effect from two inches of asphalt. The costs involved in paving with asphalt in the long, would be less expensive than in using the BST.

   (b) Baserock - It is suspected that a large proportion of the streets in Tieton have no baserock beneath them. Baserock gives the roadway support and longer life with lower maintenance costs. While only the traveled portion of the road needs paving, the parking area portions should also include baserock with a gravel surface. This composition will alleviate many problems with water run-off, access to utility lines without breaking into paved surfaces, and will lessen the tendency for the paved edge to break or crack as vehicles move from paved road to parking area. In

residential areas, the baserock should be six to eight inches thick and eight to ten inches thick in commercial areas.

VI. RECOMMENDATIONS

1. Street maintenance in Tieton 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 should be built to the City's street standards (see goals and policies) where possible. If this is not possible, alternative standards need to be developed.

3. All the streets in the City need seal coating on a regular basis in order to maintain their good quality. A seven-year maintenance schedule has been developed for this purpose and should be followed. Ideally, as additional revenues become available, this schedule will be adjusted over time to reflect a seal coating for roadways every five years.

4. Hatton Road, a Yakima County roadway, to the south of the City is a gravel road and is therefore bypassed by truck drivers. To circumvent this road, truck drivers use Naches road to Franklin which goes by the primary school. The City should coordinate with the County to have the road improved for truck use.

5. A turnaround for the end of Washington Street to the north should be constructed for better maneuverability of street equipment and other vehicle use.

6. Summitview Road should be regularly maintained. This roadway should also be upgraded as the community grows and traffic volumes increase. The City should pursue all available state and federal funding sources through the Washington State Transportation Improvement Board (TIB) and the Yakima Valley RTPO.

7. Development of new sidewalks on local access streets should be implemented through voluntary processes, such as the formation of Local Improvement Districts (L.I.D.s).

8. 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 Urban Growth Area. 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 Urban Growth Area that do not meet the City's standards, the agreement should specify how needed improvements would be accomplished.

9. The City should aggressively seek funding for roadway repairs and improvements as they are identified and needed.

VII. FINANCING

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 July 11, 2016 by Resolution #325, and covers the years 2017-2022. The transportation projects included in the TIP are 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 tax sources to fund transportation are the gas tax, licenses, permits, and fees.

STATE AND FEDERAL FUNDING SOURCES

Larger projects have received funding assistance from the TIB. As a federally designated rural area, there are three state-funded grant programs that the City can pursue through TIB: Small City Arterial Program (SCAP), Small City Preservation Program (SCPP) and the Small City Sidewalk Program (SC-SP). Tieton successfully used these TIB programs to secure funding for the Naches Avenue reconstruction project scheduled for construction in 2008. There are also federal grant programs that the City can pursue through the authorization of the FAST Act.

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

as well as some federal programs, fund non-motorized transportation and safety improvements. The street budget should be reviewed annually and adjustments made to optimize the use of available funds and ensure competitiveness when competing for funds.

LOCAL FUNDING SOURCES

In 1987, the Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently in 2007, the Legislature amended the TBD statute to authorize the imposition of vehicle fees and transportation impact fees without a public vote.

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

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

FINANCE PLAN

Tieton's 2017 to 2022 Six Year Transportation Improvement Program (TIP) shows City of Tieton roadway projects and their associated financing. The Six Year TIP for Tieton, displayed in Table 4.4, is incorporated by reference.

VIII. TRANSPORTATION 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 Adopt a level of service standard C for arterial roadway facilities and services within the City to help maintain the Tieton's rural and small City character. Treat level of service standards as advisory for other classifications of roadway within the City. Do not adopt a level of service for transit until such time that a Public Transit Benefit Area (PTBA) is implemented and transit level of service definitions have been adopted.

Policy 1.2 Do 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 and concurrency requirements. 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 Produce a financially feasible plan in the Capital Improvements Element demonstrating its ability to achieve and maintain adopted levels of service.

Policy 1.4 Accommodate design and improvements to Tieton's transportation system based on both existing conditions and projected growth.

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

Policy 1.6 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 the City of Tieton.

Policy 1.7 Require developers to construct streets directly serving new development, and pay a fair-share fee for specific off-site improvements needed to mitigate the impacts of development. Explore with developers, when appropriate, ways that new development can encourage van pooling, car pooling, 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, in order to conserve fiscal resources available to implement the Transportation Improvement Program (TIP).

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

Policy 1.10 Implement actions outlined under the comprehensive plan based in part on the financial resources available to fund the necessary public facilities.

Policy 1.11 Accord high priorities for funding to projects which are consistent with goals and objectives adopted by the City Council.

Policy 1.12 Fund projects only when incorporated into the City budget, as adopted by the City Council.

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:

- Multimodal transportation alternatives

- Land use coordination
- 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, the PTBA authority, and other local jurisdictions in adequately siting park and ride lots in the Tieton 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 Include the need to accommodate bicycles safely in Tieton's 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 Require developers to include sidewalks in new plats in conformance with Tieton's subdivision regulations.

Policy 3.2 Promote the creation of a pedestrian oriented downtown commercial area by:

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

Policy 3.3 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 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 Seek to improve the appearance of existing street corridors and incorporate high standards of design when developing new streets, including construction of sidewalks. Implement appropriate landscaping measures that enhance the appearance of City street corridors. Encourage trees along street rights-of-way to the extent feasible without impairing capacity, safety, or structural integrity of the roadway.

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 Continue to allow on-street parking in the downtown area which forms a buffer between pedestrians and street traffic, reduces the speed of traffic, and provides for short term parking needs.

Policy 4.2 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:

- Installing directional signage to public parking areas.
- 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.
- 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 Tieton's natural resources through a balance of development activities complemented with sound environmental practices.***

Policy 5.1 Design new transportation facilities in a manner which minimizes impacts on natural drainage patterns.

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 Tieton's consumption of non-renewable energy sources.

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

Policy 5.4 Site, design, and buffer (through screening and/or landscaping) transportation facilities and services that fit in harmoniously with their surroundings. Give special attention to minimizing noise, light and glare impacts when these facilities are sited within or adjacent to residential areas.

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 Coordinate transportation planning and infrastructure development with other cities and counties in the region in order to:

- Ensure a supply of buildable land sufficient in area and services to meet the region's housing, commercial and employment needs; located so as to be efficiently provided with public facilities and services.
- Ensure protection of important natural resources;
- Avoid unnecessary duplication of services.
- 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, consider road improvements that are consistent with proposed land use densities.

GOAL 7: ***To provide a comprehensive system of parks, trails, pathways, and open spaces that respond 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 Tieton.

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

GOAL 8: ***Develop a transportation system that moves people and goods safely and efficiently.***

Policy 8.1: Follow the existing arterial street plan.

Objective: Use the following guidelines for new construction and reconstruction activities on arterial and collector streets:

1. Right-of-way - 60 feet.
2. Driving Lanes - 24 feet total. Use baserock and pave with 2.5 inches of asphaltic concrete (A/C).
3. Parking Lanes - 8 feet each side. Use baserock and pave.

4. Sidewalks - 5 feet each side.

Policy 8.2: Establish new arterials only when a need has been established.

Objective: A street should be designated an arterial only when:

1. An arterial is more appropriate than a local street to serve the desired land use pattern.

2. It will link with the existing arterial system.

3. It will maintain a desirable circulation pattern, and

4. It intercepts or connects with an existing county road, and it has been coordinated with Yakima County.

Policy 8.3: Maintain all other streets in City as local streets.

Objective: All new local streets within the city limits should be constructed to City standards.

Objective: That the following should be used as general guidelines for new construction and reconstruction activities on local streets:

1. Right-of-Way - 52 feet

2. Driving Lanes - 22 feet total. Use baserock and pave with 0.2 feet of asphalt concrete.

3. Parking lanes - 8 feet each side. Use baserock and pave.

Policy 8.4: Coordinate street improvements with other public or private improvement activities, such as utilities, sidewalks, telephone improvements and housing rehabilitation.

Objective: Local street improvement should be considered, as appropriate, in all block grant applications.

Policy 8.5: Encourage development of public transit service in Tieton with connections to other locations in the Yakima Valley.

Objective: Assess potential ridership and demand for public transit in Tieton.

Objective: Identify opportunities to collaborate with existing transit providers.

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 twenty 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

The Yakima Countywide Planning Policies (YCPP) were developed with the input of the various jurisdictions of the County. The following policies are relevant to Tieton:

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

2. The baseline for twenty-year countywide population forecasts shall be the official decennial Growth Management Act Population Projections from the State of Washington's Office of Financial Management 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 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 an extremely low rate of vacancy (as is the case in Tieton), 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 Tieton, increasing the vacancy rate is going to involve the development of vacant land. This situation raises two issues.

(a) What is the preferred role of the City in the development of land and the production of housing?

(b) How can City programs best stimulate activity in the private sector?

Housing Density

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

(a) Determine an appropriate mix of housing types and densities to meet the current and future needs of the community; and

(b) 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.

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. Some activities that might facilitate this process are:

(a) Monitoring housing needs in all income groups.

(b) Keeping developers informed as to current housing needs and encourage them to address these needs.

(c) Providing information on loan programs to eligible persons seeking to improve their living situation.

III. EXISTING CONDITIONS

CHARACTERISTICS

The number of housing units within Tieton has grown from 234 total housing units in 1980 to 386 units in 2010, a 65% increase. Over this same time period, the population of Tieton has grown by approximately 113%. In 1980, Tieton had 528 residents. By 2010, Tieton had grown to 1,125 persons. Table 5.1 shows these trends.

Table 5.1. Population and Housing within the City of Tieton

	Population		Housing Units		Persons per Housing Unit	
	Number	**Percent Growth**	**Number**	**Percent Growth**	**Number**	**Percent Change**
2010	1,125	-3%	386	5.2%	2.9	-0.1
2000	1,154	67%	367	30.1%	3.1	28%
1990	693	31%	282	20.5%	2.5	9%
1980	528	-	234	-	2.3	-

Source: U.S. Census

Vacancy Rate

Of the 386 housing units within Tieton in 2010, 367 were reported as occupied and 19 were reported as vacant. The total vacancy rate as reported in the 2010 Census was 4.9%. The homeowner vacancy rate was 4.7%, while the renter vacancy rate was reported at 0%. However, 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 summer and fall harvests in this apple growing region.

Housing Types

Table 5.2 shows the mix of housing types between 190 and 2010. The mix of housing types has changed significantly over this period, with decreases noted in the number of conventional single-family homes and increases noted in the number of multifamily units and manufactured homes.

Table 5.2. Housing Types within the City of Tieton

Unit Type	**2010**		**2000**		**1990**	
	Number	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Single-Family	261	68%	233	76%	195	73%
Multifamily	74	19%	67	19%	39	20%
Manufactured Home and Other Housing	51	13%	67	5%	48	6%
Total Housing Units	386		367		282	

Most of Tieton's housing was built between1960 and 1999. Table 5.3 compares the age of housing stock of Tieton with that of Yakima County and Washington State.

Table 5.3 Age of Housing Stock City of Tieton, Yakima County and Washington State

All Housing Units	Built 1959 and before	Percent 1959 and before	Built 1960 to 1999	Percent 1960 to 1999	Built after 1999	Percent after 1999
City of Tieton	96	25%	280	73%	10	3%
Yakima County	30,554	36%	46,050	55%	7,783	9%
Washington State	718,118	25%	1,713,559.00	61%	397,675	14%

Source: U.S. Census 2010

The large percentage of older homes in Tieton is significant, as the aging of housing stock has a direct relationship with the need for housing rehabilitation. The time when many of the original components, particularly the electrical, heating and plumbing systems, were installed was a period when less stringent codes were in place. Additionally, with the passage of time and the aging of these homes, many of the components have exceeded their design life creating potentially dangerous conditions for occupants.

In 2003, the City received a Community Development Block Grant to rehabilitate 20 homes throughout the City. Many of the housing deficiencies identified were corrected through rehabilitation and/or weatherization activities. Work includes correcting all major defects, including deteriorated and/or nonexistent foundations, health and safety problems, electrical and plumbing system deficiencies and energy efficiency problems. Work also included correcting less significant problems such as broken windows, steps and railings, and replacing small areas of damaged or missing roofing or siding, and repainting weathered home exteriors.

Overcrowding

Another measure of living conditions is overcrowding. The accepted standard defines overcrowding as the presence of more than one person per room. In 2010, 91% of households had one or less occupants per room. Of the remainder 7.4% had 1.01 to 1.5 persons per room and 1.6% had greater than 1.5 persons per room. The rate of overcrowding is more pronounced among those who rent and in Hispanic-headed households.

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 innovative planning techniques may be necessary to make adequate provisions for the needs of middle and lower income persons.

The Growth Management Act requires each county and city to identify sufficient land for housing, including, but not limited to government-assisted housing, housing for low-income families, mobile homes and manufactured housing, multifamily housing, group homes, and foster care facilities. These types of housing are often grouped under the term "affordable housing." The term "affordable housing" may have various negative images associated with it, although this image is generally not the reality of affordable housing. As housing and rental prices continue to rise, it has become increasingly difficult for first-time homebuyers to purchase homes or for renters to find apartments they can afford. Although there are federal and state definitions of affordability based on the ratio of household income used for housing costs, the application of this term in a community is dependent upon the characteristics of the local population and economy.

Yakima County developed the 2015-2019 Consolidated Plan for Affordable Housing affordable housing allocations for Yakima County's cities. The Plan provides a framework for action to expand affordable housing opportunities for low- and moderate-income households living in the cities of Grandview, Mabton, Sunnyside, Toppenish, Union Gap and Wapato, and Zillah plus the county's unincorporated areas. Goal one of the plan is shown below:

> Goal one: Ensure decent and affordable housing
>
> Objective 1. Rehabilitation. Preserve the housing of extremely low- to moderate-income homeowners, up to 80% AMI
>
> Objective 2. Rental Housing. Expand the supply of affordable rental housing available to extremely low- to very low-income home-renters, up to 50% AMI. Explore the feasibility, options, and select a model to pilot to provide landlord rental rehabilitation for very low to moderate-income rental households.
>
> Objective 3. Home Ownership. Provide assistance to developers, sponsors, or owners to assist extremely low-income households that are prepared to become home owners.

Income and Housing Costs

Tieton's 2010 poverty rate for all persons was higher than the State figure, but lower than the poverty rate for all of Yakima County, despite having lower per capita and median income figures than both the State and the County. However, the percentage of persons living below the poverty rate in Tieton fell by approximately 10% between the years 2000 and 2010, according to the Census Bureau.

Table 5.4. Comparison of Average Income Statistics 2010

Jurisdiction	Per Capita Income	Median Household Income	Median Family Income	Poverty Rate All People
City of Tieton	$13,986.00	$32,056.00	$33,015.00	16%
Yakima County	$19,325.00	$42,877.00	$48,004.00	22%
Washington State	$29,733.00	$57,144.00	$69,328.00	12%

Source: U.S. Census 2010

As a result of these low income levels, occupants of at least 22% of Tieton's owner occupied housing units and 33.3 of renter occupied housing units spent 30% or more of their 1999 income on housing, including utilities (2000 Census). 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.

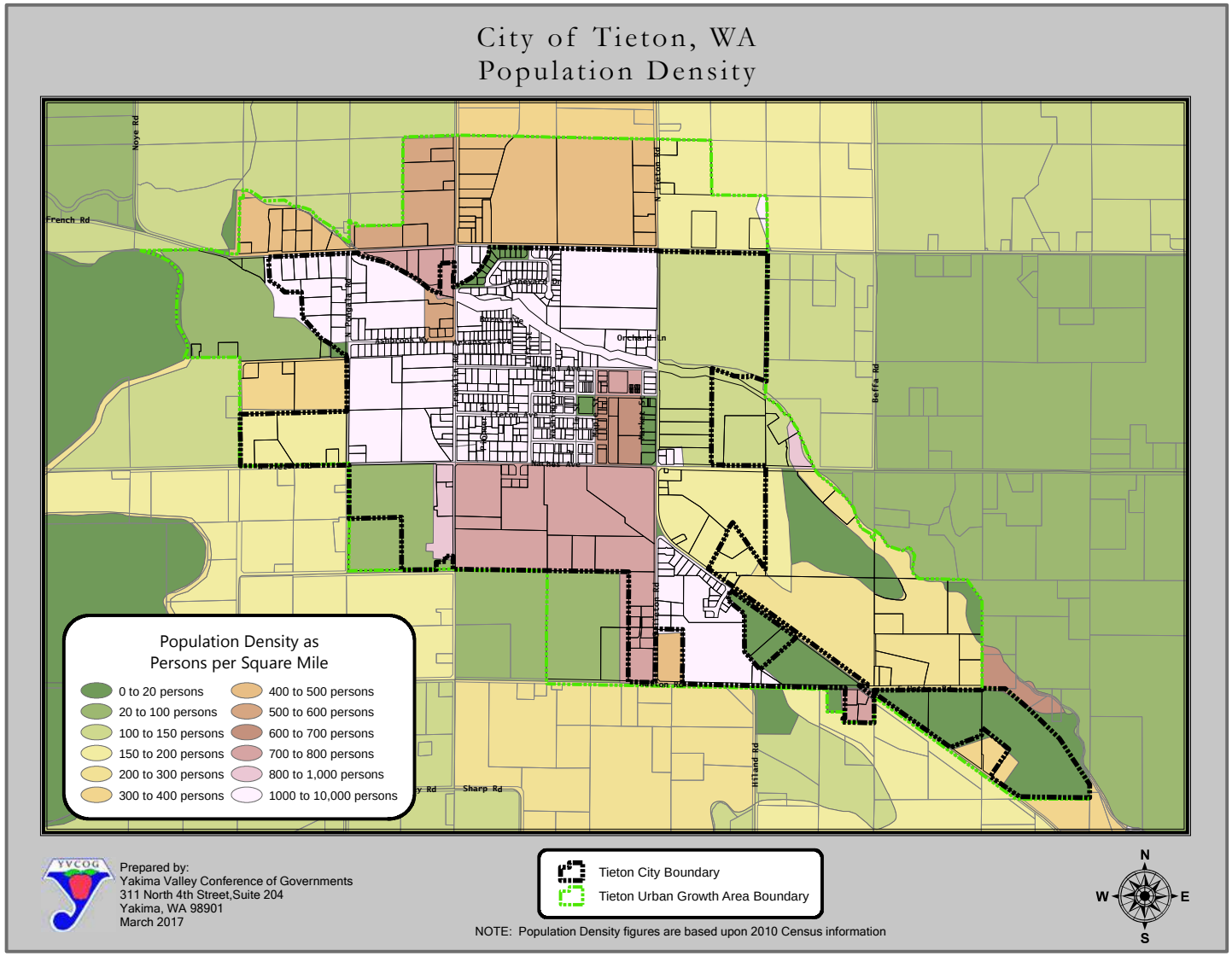
Local residents throughout Yakima County have discussed housing problems through the countywide visioning effort. The results of this effort have been used as the basis for the Countywide Planning Policies that address housing. The purpose of these policies is to provide a common ground and some universally 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.

IV. HOUSING NEEDS ASSESSMENT

Existing Densities

As indicated by Figure 5.1 Population Density Map, population densities in Tieton range from near 0 to approximately 20,000 persons per square mile. The 2010 Census listed 1,447 persons per square mile as an average. The areas of greatest density are west of the City Square generally bounded by Naches Avenue on the south, Franklin Road on the west, and the North Fork of Cowiche Creek on the north. This area averages between 4,000 and 10,000 persons per square mile with a pocket of very high density area of 10,000 to 20,000 persons per square mile. Contiguous with this area, population densities range from approximately 900 to 3,400 persons per square mile. This second area is generally bounded by Naches Avenue on the south and North Tieton Road on the east. Other areas of Tieton vary in population density reflecting commercial and industrial areas, other residential areas, and a mixture of more rural housing, farm houses and agricultural uses.

Figure 5.1: Population Density



Approximately 15% of the total land area within Tieton,is devoted to housing.

Population Growth

According to the State Office of Financial Management (OFM), Tieton's population was estimated to grow by 2.4% between 2015 and 2016, to an estimated population of 1,285 in 2016. If we apply that growth rate into the future, there could be 1,589 persons living in Tieton in 2025. That represents an increase of 464 persons. At a rate of 2.9 persons per housing unit, Tieton might need to provide an additional 160 housing units.

V. A COORDINATED HOUSING STRATEGY FOR TIETON

As is the case with most communities, Tieton'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 Tieton should include 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.

A target area or areas for housing rehabilitation should be indicated within the plan and used to guide future activities aimed at improvement of the existing housing stock. Implementation of needed improvements in the Capital Facilities and Transportation Elements could result in greater opportunity for growth in Tieton. The addition of more people in Tieton, particularly those active in the community work force will add to the viability of the community.

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 elderly market demand as well as upscale residences. It should also provide for an appropriate mix of housing types and intensities (single-family, multifamily).

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

Objective 3: Allow, on individual lots in all residentially zoned areas, manufactured housing that meet accepted standards for site built homes.

Objective 4: Establish provisions to ensure that possible future development of group homes and foster care facilities are provided in suitable areas.

Objective 5: Encourage and support the rehabilitation of older homes.

Policy 1.2: Support the implementation of public housing programs 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: Monitor housing availability.

Objective 1: Develop a record keeping system that accurately measures the impact of programs on local housing problems.

Objective 2: Develop an evaluation system that accurately measures the impact of programs on local housing problems.

Objective 3: Make current housing information available to potential developers and encourage its use in the consideration of development alternatives.

Objective 4: Provide for the periodic updating or existing plans and the ongoing analysis of housing problems.

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

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

Objective 1: The cost of providing municipal services to serve new residential developments will be borne by the developer.

Policy 2.2: The City of Tieton 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 sub-area that are compatible with public service availability.*

Policy 3.1: Support the development of regional strategies to address the housing needs of the unincorporated areas of the county.

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 provision of services by the developer.

Objective 3: Criteria shall be developed for establishing levels of service required for different densities of development.

Chapter 6 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 Policies. The Administration Element specifically considers the process for amendment to the Comprehensive Plan including timing, procedures, public participation, consistency with other City fiscal and regulatory processes and State review of amendments.

Growth Management Act Requirements

To comply with the Growth Management Act, the Comprehensive Plan needs an Administration Element consisting of procedures for:

- Evaluation of plans and development regulations;
- Evaluation of urban growth areas and the densities permitted at least every ten years;
- Maintaining conformity with GMA requirements;
- Maintaining consistency within the Comprehensive Plan and with implementing regulations;
- Making amendments to the plan no more than once a year or due to an emergency situation;
- Considering all amendments proposed to the Comprehensive Plan concurrently so that the cumulative effects of the various proposals may be ascertained;
- Ensuring that the plan reflects accommodation of the urban growth projected to occur for the succeeding 20-year period;
- Ensuring early and continuous public participation in the amendment of Comprehensive Plans;
- 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.

Timing

All proposals shall be considered by the Planning Commission and City Council, so the cumulative effect of the various proposals may be ascertained. Proposals for amendment to the Comprehensive Plan 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 Tieton sets the month of September as its anniversary date of Comprehensive Plan adoption. Amendments submitted to the City after September 30 will be held over until the next year.

The Comprehensive Plan may be revised or amended outside of this normal schedule 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.

Amendments may also be considered more frequently than once per year under the following circumstances:

The initial adoption of a sub area plan that does not modify the Comprehensive Plan policies and designations applicable to the sub area;

1. The adoption or amendment of a shoreline master program under the procedures set forth in chapter 90.58 RCW;
2. 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;
3. 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.
4. After appropriate public participation, the City may adopt amendments or revisions to its Comprehensive Plan to resolve an appeal of a Comprehensive Plan filed with the 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. “Updates” means to review and revise, if needed.

Periodic Update

The City of Tieton will establish a schedule in accordance with the schedule contained in RCW 36.70A.130 to take action to review and, if needed, revise their Comprehensive Plan and development regulations to ensure the plan and regulations comply with the requirements of the Growth Management Act. The annual amendments cannot occur separately in the year designated for the periodic update. All annual updates coinciding with the periodic 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 or with the concurrence of the Planning Commission following a public hearing by the Planning Commission. Amendments may be initiated in the following manner:

1. By motion of the City Council or Planning Commission;
2. By filing with the Planning Commission a petition by the owner of property within the City, on standard forms prescribed by the Planning Commission and available from the city clerk.

Amendment Processing

The City will docket (record for future action) all Comprehensive Plan amendments in the following manner:

1) All petitions requesting Comprehensive Plan amendments shall be accepted during any time of the year and held until September 30 as part of the Comprehensive Plan's yearly review and amendment process. Motions and/or applications received after this date will be processed in the following year's cycle.
2) City staff will keep a docket of initiated Comprehensive Plan amendments. The docket will include the following information:
    a. File number;
    b. Name and address of the person or agency proposing the plan amendment;
    c. Type of amendment being proposed and description of the amendment;
    d. Initial year of proposed amendment;
    e. Section, township and range of affected area, if applicable.
3) The docket and all application files will be available for public review at City Hall during normal business hours.
4) A fee of one hundred fifty dollars ($150) plus 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.

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 Planning Commission shall hold a public hearing on any such annual amendments, supplements, or modification, or periodic updates of this plan, whether initiated by petition or motion. This public hearing shall be held and recommendation made by the Planning Commission prior to the initial State sixty (60) day comment period on the proposed amendments.

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 Planning Commission from this public hearing, the City Council will conduct a public hearing to consider the recommended amendments.

No decisions shall be made by City Council on the recommendations for amendment until after the initial 60-day State review and comment period has expired.

Planning Commission Recommendation

In recommending the adoption of any proposed amendment or in concurring with the City Council on any proposed amendment, the Planning Commission 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 Planning Commission is of the opinion that the amendment is in harmony with the purposes set forth in the plan. The Planning Commission shall only grant a change to the Future Land Use Map of the Comprehensive Plan if written findings are made according to Section V 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, an electronic copy of the proposed change/draft version shall be submitted to the Washington State Department of Commerce (Commerce), Growth Management Services division, for review and comment. One plan review checklist and any other supplementary documentation (relevant State Environmental Policy Act [SEPA] information, outline of public participation process, etc.) shall accompany the proposed amendment. Should the City of Tieton not receive comments from any of the State agencies 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, an electronic copy of the adopted amendment and a signed copy of the ordinance adopting the amendment shall be submitted to 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 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 Planning Commission 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 forthwith 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 advise 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 Planning Commission.

Appeals to Others

Eastern Washington Growth Management Hearings Board

After exhausting any local appeals process, parties still 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 GMHB shall hear only those petitions alleging either: a) that a state agency, county, or city is not in compliance with the requirements of the Growth Management Act, as amended or with environmental review as it relates to plans and regulations; or b) that the twenty-year growth management planning projections adopted by the Office of Financial Management (OFM) should be adjusted.

For a person[1] 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 GMHB decisions may be filed in Superior Court.

Superior Court

Appeals outside of the scope of the Growth Hearings Board may be appealed pursuant to RCW 34.05, the Administration Procedures Act.

V. CRITERIA APPROVING A CHANGE IN THE FUTURE LAND USE DESIGNATION MAP

Standards

A change in the future land use designation map shall only be granted after the Planning Commission 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 designation map shall only be granted if such written findings are made:

[1] 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.

1. The proposal is consistent with the provisions of the Growth Management Act (GMA) and other applicable state planning requirements;

2. The proposal is consistent with and will help implement the goals, objectives and policies of this plan;

3. Required changes to implementing regulations are identified prior to adoption of the proposed change and are scheduled for revision so that these implementing regulations remain consistent with the Comprehensive Plan;

4. The proposal will increase the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses or on other uses legally existing or permitted in the area.

5. The proposal is an extension of similar adjacent use or is of sufficient size to make the proposal logical.

6. The traffic generated by the proposal will not unduly burden the traffic circulation systems in the vicinity. The collector and arterial system currently serves or can concurrently be extended to serve the proposal, as needed.

7. Adequate public facilities and services exist or can be concurrently developed to serve the proposal.

8. The other characteristics of the proposal are compatible with those of other uses in the vicinity.

9. The other uses in the vicinity of the proposal are such as to permit the proposal to function properly.

10. If the proposal has significant adverse impacts beyond the City limits, the proposal has been jointly reviewed by Yakima County.

11. Any other similar considerations that may be appropriate to the particular case.

Chapter 7 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 Tieton 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 Tieton 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 Tieton UGA

Type of Service	City of Tieton	Remainder of UGA
Natural Gas	None	None
Electric Utility	Pacific Power	Pacific Power
Telecommunications	CenturyLink	CenturyLink
Cellular Telephone	Various providers	Various providers
Internet	Washington Broadband, Inc., CenturyLink	Washington Broadband, Inc., CenturyLink
Cable/Satellite	Dish Network, Direct TV	Dish Network, Direct TV

Natural Gas

There are no natural gas providers serving the Tieton area.

Electrical Utilities

The City of Tieton 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.

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, east of Tieton. Pacific Power estimates that the line will be constructed in 2017.

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 Tieton is served by CenturyLink. 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 will provide power services as market conditions demand. As a private utility, CenturyLink 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 Tieton customers by CenturyLink and wireless internet is provided by Washington Broadband, Inc. Currently, three towers serve the area to provide coverage for residential users. Washington Broadband, Inc. plans to run fiber optics through the City for residential connections in 2017.

Cable/Satellite Television

Dish Network and Direct TV both currently provide cable and satellite television in Tieton.

These networks have no expansion plans in the area at this time.

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.