SUNNYSIDE 2022 COMPREHENSIVE PLAN

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City of SUNNYSIDE WASHINGTON

CITY OF SUNNYSIDE

2022 COMPREHENSIVE PLAN

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Table of Contents

Page

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SUMMARY

I. INTRODUCTION

The comprehensive plan for the City of Sunnyside is intended as a future guide related to development decisions. The plan was developed in compliance with the Washington State GMA, which established planning goals and regulations to guide the development of comprehensive plans for local governments. The goals include reducing sprawl, encouraging affordable housing, and encouraging efficient multi-model transportation as examples.

II. SUMMARY OF PLAN ELEMNTS:

The Sunnyside Comprehensive Plan is made up of elements or chapters to address future

development and provide directions for the future of Sunnyside. Below are those elements with a brief summary of each element:

PHYSICAL CHARACTER ELEMENT, CHAPTER 1

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

LAND USE ELEMENT, CHAPTER 2

The land use element is an overview of existing development patterns within the city and directions for future growth including and urban growth area and future land use map.

The City's 2020 population of 17,250 is projected to grow to 19,397 by 2040. The future land use map includes the area that Yakima County has designated as Urban Growth Area for the City of Sunnyside. According to Yakima County, the land within the City limits and

The future land use map continues the growth pattern created in the 2007 comprehensive plan. Industrial growth south of the interstate and around the Sunnyside Airport, commercial growth downtown and along Yakima Valley Highway and residential growth through infill and along the north and west city boundaries.

This comprehensive plan does not include the data generated from the 2020 census and is based on projection created by Yakima County as part of their 2016 plan update. If population projects change due to the data developed as part of the 2020 Census, the UGA and land within the city should be adequate to address future growth.

CAPITAL FACILITIES ELEMENT, CHAPTER 3

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.

TRANSPORTATION ELEMENT, CHAPTER 4

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

HOUSING ELEMENT, CHAPTER 5

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, community goals, and meet the GMA (GMA) goal. 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.

UTILITIES ELEMENT, CHAPTER 6

This Utilities Element has been developed in accordance with Section 36.70A.070 of the GMA to address utility services in the City of Sunnyside and the adjacent urban growth area. It represents one of several elements of the community's comprehensive plan for growth over the next 20years.

ECONOMIC DEVELOPMENT ELEMENT, CHAPTER 7

This Administration Element has been developed in accordance with Chapter 36.70A. of the GMA to address amendment of the comprehensive plan and the maintenance of consistency with development regulations.

The Administration Element has also been developed in accordance with the countrywide 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.

ADMINISTRATION ELEMENT CHAPTER 8

The administration element provides the process for future reviews and changes to the Sunnyside Comprehensive Plan. This element provides that the plan can only be updated once a year, except if there is an emergency is determined.

III. PLANNING REQUIREMENTS

Traditionally, comprehensive planning has been a process by which a community seeks to understand itself, its needs, and its problems and potentials, as well as the forces which will shape its future for the next twenty-years. On the basis of this understanding, the community prepared a response containing a vision for the future. The development of the comprehensive plan culminated this process, stating the City's goals and policies which were then used to guide the community in its development.

Washington's Growth Management legislation called for a deeper level of analysis than what was typically used in the comprehensive planning process. The legislature recognized that uncoordinated and unplanned growth posed a threat to the environment, sustainable economic development, and the health, safety and high quality of life enjoyed by Washington residents. The Washington Growth Management Act (GMA) requires cities to adopt a comprehensive plan which is in compliance with the new state requirements. The GMA established a framework for the plan, requiring cities to include a land use element, capital facilities element, transportation element, housing element, and utilities element which outline adequate provisions for the additional needs of future populations without incurring excessive costs for public services and facilities.

IV. PLANNING PROCESS

The comprehensive planning process in the Sunnyside area reflects the goals and guidelines of the GMA. Development of the comprehensive plan consists of a number of steps. These steps included determine consistence with countywide planning policies, updating resource lands and critical areas designations, and development of the plan document. Citizen participation was included as part of each of these activities. The City Council adopted a public participation plan to address public participation in the Comprehensive Plan development.

COUNTYWIDE PLANNING POLICY

In June of 1993 Yakima County adopted Yakima County-Wide County Planning Policy, a County Planning Policy Committee of elected officials and staff from Yakima County, each of the cities and towns, and the Yakama Indian Nation was formed and oversaw the development of the planning policies. In October 2003, the Yakima County-Wide County Planning Policies were revised.

DESIGNATION OF RESOURCE LANDS AND CRITICAL AREAS

The GMA requires that cities, towns and counties to identify, designate and conserve resources lands, not already characterized by urban growth, that have long-term significance for commercial production. GMA also requires the identification, designation, and protection of critical areas which possess important environmental characteristics or which pose significant threats to human habitation and/or use. A report was developed which inventoried resource lands and critical areas within the city limits.

The 2020 update of the Sunnyside Comprehensive plan include the review of existing and new information related to critical areas within the City of Sunnyside.

URBAN GROWTH AREA

The Washington GMA states that each county planning under the Act shall designate and urban growth area or areas within which urban growth shall be encouraged. Growth can occur outside the urban growth area only:

a. if it is not urban in nature, or
b. if it is classified as a master planned resort or a new fully contained community. Upon approval of an application for a new fully contained community, the comprehensive plan of the county shall be amended to include the new fully contained community as an urban growth area.

Urban Growth Areas (UGA) must be based on the County population forecast made by the State Office of Financial Management and Yakima County must include areas and densities sufficient to accommodate the growth expected over the next 20 years. The UGA should be located first in areas already characterized by urban growth that have an existing public facility 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 and new public facilities and services.

The Sunnyside interim urban growth area was adopted by Yakima County on January 11, 1994. The interim urban growth area for the City of Sunnyside consisted of approximately 9,163 acres, including 3,600 acres within the City of Sunnyside. Upon adoption of Sunnyside's and Yakima County's respective comprehensive plans, a final urban growth area was designated in 1995.

Washington State GMA, RCW 36.70A.130 (3) requires Yakima County to review its designated UGA every 8 years and revise them, if necessary, to accommodate the urban growth projected to occur in the succeeding 20 year period. On December 27, 2016 the Yakima County Commission adopted Yakima County Ordinance No. 14-2016 amending the UGA within Yakima County.

The City of Sunnyside has amended its comprehensive plan to include the new urban growth area adopted by Yakima County.

RELATIONSHIP OF THE COMPREHESIVE PLAN TO YAKIMA COUNTY COUNTYWIDE PLANNING POLICIES

Growth management planning is a cooperative process which must occur between jurisdictions. As identified in the GMA, counties are regional governments within their boundaries, and cities are primary providers of urban services within designated urban growth areas. In order to effectively balance land use, infrastructure and finance throughout a region, the GMA requires that an overall vision for growth, plus general countywide planning policies to implement this vision be established via a collaborative process between the county and city representatives. It is intended that the countywide policies will serve as a framework for the development of each jurisdiction's comprehensive plan, ensuring consistency between city and county plans throughout the county, and compliance with the requirements of the growth management legislation.

At a minimum, the legislation requires Countywide Planning Policies (CWPP) to address:

a. The designation of urban growth areas;
b. Promotion of contiguous and orderly development and provision of urban services;
c. Siting of public capital facilities of a countywide or statewide nature;
d. Countywide transportation facilities and strategies;
e. The need for affordable housing for all economic segments of the population;
f. Joint county and city planning within urban growth areas;
g. Countywide economic development and employment; and
h. Analysis of fiscal impact.

Based on the GMA, Yakima County has organized its countywide policies in similar fashion and has also included a section on coordination with special purpose districts, adjacent counties and state, tribal and federal government.

The Comprehensive Plan for Sunnyside has taken into consideration in the development of their goals and policies. For ease of comparison, the plan includes a series of tables comparing the requirements of the GMA, Yakima County's Countywide Planning Policies, and the goals and policies of the City of Sunnyside, as they apply to the various plan elements.

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RELATIONSHIP OF THE PLAN TO GMA GOALS

The Washington State Legislature adopted 13 goals to guide the development of comprehensive plans and development regulations of those counties and cities required or choosing to plan under the GMA. These thirteen goals address urban growth, reducing sprawl, transportation, housing, economic development, property rights, permits, natural resource industries, open space and recreation, the environment, citizen participation and coordination, public facilities and services, and historic preservation.

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Chapter 1
Physical Character

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I. INTRODUCTION

PURPOSE

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

GMA REQUIREMENTS

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

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

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

As used within the GMA, critical areas include:

a. Wetlands;
b. Critical aquifer recharge areas used for potable water;
c. Fish and wildlife habitat conservation areas;
d. Frequently flooded areas; and
e. Geologically hazardous areas. Geologically hazardous areas, include areas susceptible to erosion, sliding, earthquake or other geologic events which pose significant hazards or limitations to the use of land.

APPLICABLE COUNTYWIDE PLANNING POLICIES

The following Countywide Planning Policies apply to discussion on the physical character element.

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1. 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.)

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

II. EXISTING CONDITIONS

This section of the comprehensive plan document reviews the conditions which are present in the area, and in particular, the environmental conditions which may be hazardous to development or impose limitations. The purpose of this analysis is to identify areas where development would be less efficient and economical as opposed to areas in which development could occur that would be more compatible with the natural environment.

EARTH

PHYSIOGRAPHY

The Sunnyside area is situated in the lower Yakima River basin between the Horse Heaven Hills and the Rattlesnake Hills. The area lies within the Walla Walla section of the Columbia Plateau physiographic province. With the exception of the Harrison Hill area, the terrain in Sunnyside and its urban growth area is nearly level. Slopes within the urban growth area average 0% to 5%. Slopes in the Harrison Hill area are steeper averaging 8% to 15%.

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

The elevation of the City of Sunnyside ranges from approximately 675 feet in the southern portion of the City to 985 feet at the top of Harrison Hill. The majority of the City lies between 690 and 770 feet in elevation.

The Yakima River passes approximately 3 miles south of the City. No natural perennial streams pass through Sunnyside or its urban growth area. The Sunnyside Canal passes approximately 1 mile north of the city. Other smaller canals and ditches cross through the city and the urban growth area at various points.

GEOLOGY

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

During the Miocene Epoch, basalts originating from large fissures, situated in Southeastern Washington, flowed westward covering the Columbia Basin, eventually lapping the eastern slope of the Cascade Mountains. Volcanic activity in the Cascade Mountains caused the overlaying of these basalts with the light colored, pumiceous sandstone and conglomerates that make up the Ellensburg Formation.

After the Ellensburg Formation, compressional forces pushed the Yakima basalts and overlying sediments into a series of parallel east-west ridges now referred to as Manastash, Umptanum and Yakima ridges, Saddle Mountains, and the Rattlesnake and Horse Heaven Hills.

The Quaternary Period, primarily the Pleistocene Epoch, saw continued volcanic activity in the Cascades as well as extensive glacial erosion. Glaciers flowed down the Yakima, Naches, and Tieton River Valleys filling both the Upper and Lower Yakima Valleys with glacial and sedimentary deposits. The glacial action has contributed largely to the Valley's existing drainage pattern; however, not all drainage changes in the area were due to glaciation. Both the Columbia and the Yakima Rivers leave an impressive record of their wanderings over the area. During the tertiary period, the Columbia River skirted over the basin area strewing sand, pebbles, and volcanic debris. It is believed that Satus Pass was once the outlet of the Columbia River until subsequent uplifting of the land forced the river east to its present location. The Yakima River, however, was able to maintain its course, eventually cutting through Selah Gap and Union Gap.

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

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

Seismic Hazard

All of Washington State is subject to some degree of risk from seismic events. The Washington State Natural Resources Seismic Design Category Maps for Residential Construction in Washington shows the City of Sunnyside as Seismic Design Category D0.

Volcanic Hazard

The source of potential volcanic hazards within the Sunnyside area are composite volcanoes of the Cascade Range such as Mt. St. Helens and Mt. Rainier. Potential hazards from an eruption of a composite volcano include mudflows, floods and tephra (airborne volcanic ash or rock debris). Of these, only tephra from a Mt. St. Helens eruption has an identified potential to affect the area. Of the five principal volcanoes in Washington State, only Mt. St. Helens has experienced major tephra eruptions in the past 13,000 years. Mt. St. Helens has had at least eight large-scale eruptions during that time. During the May 18, 1980 eruption of Mt. St. Helens from 1 to 5 millimeters of tephra was deposited in the area.

Tephra, ejected during another major volcanic eruption of Mt. St. Helens could fall on the Sunnyside area depending on the wind direction at the time of the eruption. It is likely that the size of the tephra would be very fine-grained (ash) and cooled because of the distance to Mt. St. Helens. The ash deposit could be up to 5 centimeters thick and would pose a low potential hazard to human life and health. Injury to humans occurs when ash-contaminated air is inhaled. Property damage occurs from the abrasiveness of ash and resulting impacts on machinery. An ash fall in Sunnyside could result in a temporary shutdown of operations, but is not likely to significantly damage the facilities.

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Other Hazards

There are no evident landslide or subsurface dissolution hazards, or abandoned underground mine workings in Sunnyside.

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. Soil maps and information are developed by the Soil Conservation Service and are conducted on a countywide basis. As such, they are only general guides to an area's soil. If specific knowledge of any soil type's characteristics is needed, agencies such as the Soil Conservation Service should be consulted.

Major Soil Types in the Sunnyside Urban Growth Area

There are numerous soil types found within Sunnyside and its urban growth area. The most predominant soil in Sunnyside's UGA is Esquatzel silt loam. This soil occurs in the north central and northeastern portion of the City and its urban growth area. This soil comprises approximately 18% of the soils in Sunnyside and its UGA. Esquatzel silt loam is a very deep, well-drained soil on floodplains dissected by intermittent and perennial streams. Slopes range from 0 to 2 percent and the elevation where this soil occurs within Sunnyside and its urban growth area is 700 to 800 feet. Permeability of this soil is moderate. Available water capacity is high. Runoff is very slow. The soil is subject to rare periods of flooding. See Figure 1-1 - Soil Types: City of Sunnyside and Vicinity for specific locations of this and other soil types.

Cleman fine sandy loam occurs in the eastern portion of the City and urban growth area surrounding the Esquatzel silt loam. This soil comprises about 14% of the soils within the City and its urban growth area. Cleman fine sandy loam is a very deep, well-drained soil found on floodplains and alluvial fans. Slopes range from 0 to 2 percent and the elevation where this soil occurs within the City and its urban growth area is 700 to 800 feet. Permeability of this soil is moderate. Available water capacity is high. Runoff is very slow, and the hazard of water erosion is slight. The hazard of soil blowing is high.

Warden fine sandy loam soils occur in the north, south and west central portions of the city and urban growth area surrounding the Esquatzel and Cleman soils. These soils comprise about 15% of the soils within the City and its urban growth area. Warden fine sandy loam soils are very deep, well drained soils on terraces. Slopes range from 2 to 8 percent and the elevation where these soils occur within Sunnyside and its urban growth area is 700 to 800 feet. Permeability of these soils is moderate. Available water capacity is high. Runoff is slow, and the hazard of water erosion is slight. The hazard of soil blowing is high.

Quincy loamy fine sand occurs in the southern portion of the city and urban growth area. This soil comprises about 9% of Sunnyside and its urban growth area. This is a very deep, somewhat excessively drained soil on terraces. Slopes range from 0 to 10 percent and the elevation where this soil occurs within the City and its urban growth area is 670 to 750 feet. Permeability of this soil is

rapid. Available water capacity is low. Runoff is very slow, and the hazard of water erosion is slight. The hazard of soil blowing is high.

Warden silt loam occurs in the north, west, southwestern and eastern portion of the city and urban growth area. This soil comprises about 6% of the City and its urban growth area. This is a very deep, well-drained soil on terraces. Slopes range from 2 to 5 percent and the elevation where this soil occurs within the city and associated urban growth area is 700 to 900 feet. Permeability of this soil is moderate. Available water capacity is high. Runoff is medium, and the hazard of water erosion is moderate.

Outlook silt loam occurs in the southwestern and eastern portion of the city and urban growth area. This soil comprises about 5% of the soils in Sunnyside and its urban growth area. This is a very deep, artificially drained soil on floodplains. Slopes range from 0 to 3 percent and the elevation where the soil occurs is 670 to 800 feet. Permeability of this soil is moderate. Available water capacity is high. Runoff is ponded, and the hazard of water erosion is slight. This soil is partially protected from flooding and the hazard of flooding is rare.

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

As indicated in Table 1-1, the best soil for agricultural production is the Esquatzel silt loam from 0 to 2% slopes. This soil is categorized as a capability class I soil indicating that this soil has few limitations for the growing of most kinds of field crops. Other prime farmland soils include Cleman very fine sandy loam from 0 to 2% slope, Warden fine sandy loam from 2 to 5% slope, Warden silt loam from 2 to 5% slope, Outlook silt loam from 0 to 3%, and Outlook fine sandy loam from 0 to 5%.

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

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

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

SOIL CLASSIFICATION					LIMITATIONS			
Soil Type No.	**Series**	**Series Names**	**Slope**	**Agricultural Rating**	**Agricultural Capacity**	**Septic Tank**	**Buildings**	**Local Roads & Streets**
32	Esquatzel	silt loam	0-2%	I, irrigated	This soil is used for irrigated field and orchard crops. The main irrigated crops are asparagus, corn, grain, grapes, hops, mint, peas, and tree fruits. Grasses and legumes are grown for hay, pasture and seed. Meets requirements for designation as prime farmland soil, if irrigated.	Moderate: flooding, percs slowly.	Severe: flooding. Dustiness can be a problem on large building sites.	Severe: frost action.
18	Cleman	very fine sandy loam	0-2%	IIe, irrigated	This soil is used for irrigated field and orchard crops. The main irrigated crops are grain, grapes, hops, peas and tree fruit. Grasses and legumes are grown for hay, pasture, and seed. The main limitation for irrigated crops is the hazard of soil blowing. Meets requirements for designation as prime farmland soil, if irrigated.	Moderate: flooding, percs slowly.	Severe: flooding. Dustiness can be a problem on large building sites.	Severe: frost action.

173	Warden	fine sandy loam	2-5%	IIe, irrigated and IVe, nonirrigated	This soil is used for irrigated field and orchard crops and nonirrigated crops. The main irrigated crops are corn, grain, grapes, hops, mint, peas, and tree fruits. Grasses and legumes are grown for hay, pasture and seed. The main limitation for irrigated crops are the hazards of soil blowing and water erosion. The main limitations for nonirrigated crops are low annual precipitation and the hazards of soil blowing and water erosion. Meets requirements for designation as prime farmland soil, if irrigated.	Moderate: percs slowly.	Slight. Soil blowing can be a problem on large building sites.	Severe: frost action.

95	Quincy	loamy fine sand	0-10%	IVe, irrigated	This soil is used for irrigated field and orchard crops. The main irrigated crops are grain, potatoes, corn, and tree fruit. Grasses and legumes are grown for hay, pasture and seed. The main limitations for irrigated crops are rapid permeability, low available water capacity, steepness of slope and the hazard of soil blowing. Does not meet requirements for designation as prime farmland soil.	Severe: poor filter.	Slight. Soil blowing can be a problem on large building sites. Cutbanks are not stable.	Slight.
177	Warden	silt loam	2-5%	IIe, irrigated and IVe, nonirrigated	This soil is used for irrigated field and orchard crops and nonirrigated crops. The main irrigated crops are corn, grain, grapes, hops, mint, peas, and tree fruits. Grasses and legumes are grown for hay, pasture and seed. The main limitation for irrigated crops is the hazard of water erosion. The main limitation for nonirrigated crops is low annual precipitation and the hazards of water erosion. Meet requirements for designation as prime farmland soil, if irrigated.	Moderate: Percs slowly.	Slight. Dustiness can be a problem on large building sites.	Severe: frost action.

174	Warden	fine sandy loam	5-8%	IIIe, irrigated and IVe, nonirrigated	This soil is used for irrigated field and orchard crops. The main irrigated crops are corn, grain, grapes, peas, and tree fruit. Grasses and legumes are grown for hay, pasture and seed. The main limitations for irrigated crops are steepness of slope, and the hazards of soil blowing and water erosion. Does not meet requirements for designation as a prime farmland soil.	Moderate: percs slowly.	Slight. Soil blowing can be a problem on large building sites.	Severe: frost action.
92	Outlook	silt loam	0-3%	IIIw, irrigated	This soil is used for irrigated crops. If drained and reclaimed, the main irrigated crops are asparagus, corn, grain, hops and mint. Grasses and legumes are grown for hay, pasture and seed. The main limitations for irrigated crops are the hazard of water erosion and the high content of alkali. Meets requirements for designation as prime farmland soil, if artificially drained and reclaimed.	Severe: wetness.	Severe: flooding, wetness.	Severe: frost action.

58	Hezel	loamy fine sand	2-15%	IVe, irrigated and Vie, nonirrigated	This soil is used for irrigated crops. The main irrigated crops are grain and potatoes. Grasses and legumes are grown for hay, pasture and seed. The main limitations for irrigated crops are steepness of slope and the hazard of wind erosion. Does not meet requirements for designation as prime farmland soil.	Severe: percs slowly.	Moderate: slope.	Moderate: slope.
91	Outlook	fine sandy loam	0-3%	IIIw, irrigated	This soil is used for irrigated crops. If drained and reclaimed, the main irrigated crops are asparagus, corn, grain, hops and mint. Grasses and legumes are grown for hay, pasture and seed. The main limitations for irrigated crops are the hazard of water erosion and the high content of alkali. Meets requirements for designation as prime farmland soil, if artificially drained and reclaimed.	Severe: wetness.	Severe: flooding, wetness.	Severe: frost action.

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

Erosion Hazard

Erosion hazard includes the transport of soil by wind and water. The primary mode of transport in the Sunnyside area is wind although areas of steeper slopes are subject to increased hazard from water erosion. The soils most susceptible to erosion by water are on slopes and if water is allowed to run in an uncontrolled manner across an area.

CLIMATE

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

The growing season in the Yakima Valley varies with the immediate topography and the type of crops grown. The average date of the last freezing temperature in the spring is May 13, and the first in the fall is October 1. Temperatures below 32 degrees are infrequent during the period May 8 through September 23.

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

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

Precipitation in the area follows the West Coast Marine Climate, exhibiting the typical late fall and early winter maximum rainfall. More than 50% of the annual precipitation occurs from October through February. The months of June, July, and August are usually dry, averaging less than 1 inch of measurable precipitation during the three month period. It is not uncommon between the months of July and August to have no measurable rainfall (1925 recorded 88 consecutive days without rain). Average annual precipitation for the Sunnyside area is between 6 and 8 inches.

Winds are generally light, averaging approximately 7 MPH on an annual basis. Stronger winds, ranging from 30 to 65 MPH, will occasionally occur during the spring months. The prevailing wind direction is from the northwest and west in the winter, and west-northwest in the summer. Warm and dry "Chinook" winds characteristically occur several times a year, being most noticeable in the winter, resulting in a 20 to 30 degree rise in temperature within the space of a few hours.

AIR QUALITY

During the winter months, overcast days with minimal sun result in periods of high pressure air stagnation and little air movement caused by thermal inversion. This thermal inversion condition, which can result in a build-up of pollutants, is accentuated in the Upper Yakima Valley (Yakima-Selah area) due to severe topography (hills rising 800 feet above the valley floor that tend to hinder air movement and increase the potential for thermal inversion). This set of circumstances combines to cause a build-up of particulate pollutants, resulting from space heating, industrial and transportation activities, bringing PM10 particulate pollution levels in the Yakima metropolitan area in excess of national ambient air standards. Levels of other pollutants in the Yakima Valley are well below national standards with very infrequent excursions of carbon monoxide levels above standard being the only other cause for concern.

The absence of major topographical features in the Lower Yakima Valley, particularly in the Sunnyside area, allows for air movement that reduces the potential for thermal inversion and thus these areas are outside of designated non-attainment areas because of their better air quality.

The frequency of occurrence and severity of thermal inversions varies from year to year. The National Weather Service issues an Air Stagnation Advisory when poor atmospheric dispersion conditions exist and are forecast to persist for 24 hours or more. These advisories, which are issued for all of eastern Washington, are generally issued once or twice a year and typically last 1 to 3 days.

Air Quality Regulations and Monitoring

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

Particulate Matter

Particulate matter consists of fine particles of smoke, dust, pollen or other materials that remain suspended in the atmosphere for a substantial period of time. Particulates are measured in two formes: Total Suspended Particulate (TSP) and PM 10 (a subset of TSP). PM 10 is respirable or fine particulate matter, defined as smaller than 10 micrometers in diameter. The annual average air standard for PM 10, as established by EPA and adopted by YCCAA, is 50 micrograms per cubic meter.

The YCCAA maintains one air quality monitoring station in the general Sunnyside area. This station, which is located in Sunnyside (approximately 6 miles northwest of Grandview), monitors PM 10 over a 24-hour period once every 6 days.

GROUNDWATER

The Yakima Basin is divided into six independent groundwater basins. They are (from north to south): Roslyn, Kittitas, Upper Naches, Cold Creek, Upper Yakima and Lower Yakima basins. These groundwater basins occupy structurally low synclinal valleys separated by anticlinal ridges. Additionally, the Yakima River Basin has three major aquifer systems: 1) the shallow, unconfined aquifer, near the surface; 2) the post basalt aquifer, somewhat deeper; and 3) the basalt aquifer, the deepest. One or more of these systems may be present in a given sub-basin at a given location.

The shallow aquifer is found along valley floors and is present throughout much of Sunnyside and its urban growth area. The post basalt aquifer underlies much of the Lower Yakima basin. The basalt aquifer also underlies all of the basin. Groundwater flows in the post basalt aquifer are generally southerly. Flows in the basalt aquifer are generally south-southwesterly.

Geologic materials that are able to store and transmit groundwater are considered to be aquifers. Groundwater occurs within the unconsolidated surficial deposits in most of the major stream and river valleys in the Yakima Basin. Groundwater conditions are generally unconfined (at atmospheric pressure) and influenced (hydraulically connected) by water levels in nearby streams, lakes, or rivers. In the Lower Yakima basin, this unit is the main source of groundwater for residences utilizing individual wells. The depth of wells utilizing the shallow unconfined aquifer range from approximately 10 to 200 feet below ground surface. Wells completed in the unconsolidated sediments typically produce water at a rate of less than 100 gallons per minute (gpm), though production rates of up to 5,000 gpm are reported for wells in some areas.

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

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

In the Yakima Basin, the main sources of aquifer recharge are from infiltration of precipitation and irrigation water, seepage losses from ditches, canals and rivers. Groundwater discharges from aquifers are into rivers and other water bodies or through evapotranspiration. The Lower Yakima basin in the Sunnyside area possesses a moderate surficial recharge potential. The primary recharge zones for the basalt aquifers, are along ridges and in upland areas where basalt is exposed to the surface. Most of the infiltration for basalts occurs where fractures, interbeds, and other permeable zones intersect the ground surface.

GROUNDWATER QUALITY

Groundwater in the three major aquifer systems in the Yakima Basin generally consists of bicarbonate water with magnesium, calcium, and/or sodium as the dominant cation(s). Total dissolved solids (TDS) concentrations are usually less than 500 mg/l in the southern part of the Yakima Basin. The highest concentrations of TDS are found locally in heavily irrigated areas. Iron and manganese concentrations are extremely variable throughout the Yakima Basin and commonly exceed secondary federal maximum contaminant levels (MCLs). Secondary MCLs are regulatory concentration limits intended to protect the aesthetic quality of drinking water supplies.

A. TDS values tend to be higher in these shallow aquifers than in the basalt aquifer, as more soluble minerals are present in sedimentary rocks than in basalts and because most of the irrigation in the valley occurs within the shallow aquifers' recharge areas. Irrigation water is also concentrated by evapotranspiration before infiltrating to the shallow groundwater. Irrigation also increases the sodium absorption ratios (SAR) and the dissolved oxygen content of groundwater. The SAR indicates the degree to which sodium will be absorbed by a soil when water is brought into equilibrium with it. A high level of sodium in water can cause irrigation problems. For the most part, SAR's found in shallow aquifers in the Yakima Basin are low (typically less than 1), making the water suitable for irrigation use. In agricultural areas, a high dissolved oxygen content of groundwater inhibits nitrification and partially counteracts the effects of nitrogen fertilizer application.

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

SURFACE WATER

The Yakima River basin drains approximately 6,150 square miles from the Cascade Range east to the ridges dividing the Yakima River system from the Columbia River. The Wenatchee Mountains form the northern limit of the basin and the Columbia River at the Tri-Cities is the southern limit. Sunnyside lies approximately 3 miles north of the Yakima River within the western portion of the Sunnyside sub-basin. This sub-basin is situated in the lower part of the overall basin. The Sunnyside sub-basin starts approximately 30 miles upstream and ends approximately 70 miles upstream from the mouth of the Yakima River. The Sunnyside sub-basin lies more than 200 miles downstream from the Yakima River's headwaters.

No perennial creeks or streams are found within the City of Sunnyside or its urban growth area. Several irrigation return flow ditches pass through the City and urban growth area and drain into the Sulfur Creek Wasteway which in turn drains into the Yakima River at river mile 61.0 near the City of Mabton.

Major canal systems which pass through the Sunnyside sub-basin are the Sunnyside Canal and the Roza Canal. The Sunnyside Canal passes approximately 1 mile north of the city. The Roza Canal passes approximately 1.5 miles north of the Sunnyside Canal.

The Yakima River system includes salmon spawning, rearing and migration. Anadromous and resident fish found in the river, include spring Chinook salmon, fall chinook salmonid, summer steelhead, rainbow trout, smallmouth bass and largemouth bass. A variety of wildlife can also be found in the Lower Yakima Sub-basin, including mule deer, bald eagles, osprey, Canadian geese, and valley quail.

FLOODING

Although flooding is a problem that has significant impact upon the use of the land, minimal flood area exists in the Sunnyside area. The Federal Emergency Management Agency (FEMA) determined that no special flood hazard areas (areas of 100 year floods) existed within the City. Only a small area within the urban growth area adjacent to the City between Cemetery Road and Scoon Road has been identified as an area of 100 year flood.

WETLANDS

The National Wetland Inventory (NWI) has mapped drainages identified as palustrine and riverine flowing throughout the Sunnyside area.

The majority of wetland habitat in these areas is composed of emergent marsh vegetation in the drainage bottom and lower slope, and patches of emergent, scrub/shrub and/or forested habitat occurring along the upper bank of these ditches.

Other small isolated wetlands not associated with ditches, canals or other drainages also occur throughout the area. These are mainly classified as palustrine wetlands and may include open water and/or emergent, scrub/shrub, or forested types of vegetation. The vegetation in these areas is often dominated by willow and Russian olive and include patches of emergent types of vegetation. Emergent marsh vegetation is composed of numerous species and dominated by reed canary grass (Phalaris arundinacea). Many of these wetlands are supported by partially impounded irrigation runoff from cultivated fields or from seepage from nearby irrigation canals and return flow ditches.

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 the flow regimes of associated drainages. Wetlands also work to remove suspended solids from water, absorb and recycle mineral and organic constituents, and otherwise contribute to improved water quality. Biological functions include food chain production, general habitat, nesting, spawning, rearing, and resting sites for aquatic and land species.

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

PLANTS AND ANIMALS

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

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

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

No endangered, or threatened plant populations were detected within Sunnyside or its urban growth area through the use of the database. Little native vegetation is found within the area and it is unlikely that rare plants would have survived the severe alternations of the habitat;

however, it should be noted that no formal rare plant survey has been completed for the comprehensive plan.

Bird species observed in the Sunnyside area are those species that are common in grasslands and open areas. Species frequenting the area include American kestrel, western meadowlark, mourning dove, ruffed grouse, black-billed magpie, common snipe, California Quail, killdeer, starlings, western kingbird, Brewer's blackbird, and ring-necked pheasant. Additionally, in the scrub/shrub habitat associated with the return flow ditches, yellow warblers and song sparrows are found. Some wetlands in the Sunnyside area have been observed with great basin spadefoot (Scaphiopus intermontanus) tadpoles. Other amphibians or reptiles may be present within the irrigation canals supported on the food, cover, water, and marginal breeding habitat these areas provide. Small mammals such as mice and voles appear to 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 area. Portions of the area are particularly valuable as a foraging area for raptors. Red-tailed hawks can be seen circling agricultural properties and other raptors including golden eagles may make use of the habitat.

FISH

Other than the Yakima River, no streams are located in the Sunnyside area that are listed in the Catalog of Washington Streams and Salmon Utilization.

The waterways in the Sunnyside area are similar in nature and for the purposes of aquatic biology were determined to contain similar species assemblages. The primary waterways consist of man-made irrigation ditches of approximately 8 feet in depth and 15 feet in width. Substrates consist of sand and mud fines. Vegetative cover consists mainly of weedy herbaceous species or low brush, though trees are found along the canals in some areas. Water levels and flow are dependent upon controlled irrigation demands and are not significantly influenced by natural water injection in all but the heaviest rain or runoff from snow melt. Observed aquatic species included opportunistic amphibians and insects. No fish were observed and due to the lack of vegetative cover and lack of direct access to natural streams, none were expected to be present.

III. RESOURCE LANDS AND CRITICAL AREAS

AGRICULTURAL LANDS

Although there are areas of land currently in agricultural use within the Sunnyside city limits, the city views these areas as available for more intensive uses at the discretion of the landowner, in compliance with the city's development regulations. Many of these parcels are too small to be of long-term commercial significance unless they are part of a larger farming unit located elsewhere. Larger parcels have adjacent or nearby water and sewer service and are part of the area served by other city services. These areas also are near to developed urban areas and as such are included within the area characterized by urban growth. None of these lands were designated as agricultural lands of long-term commercial significance.

FOREST LANDS

The City of Sunnyside neither has commercial nor non-commercial forest lands.

MINERAL LANDS

The City of Sunnyside has no areas of good economic potential for the extraction of commercial-grade deposits of gravel, or any other mineral. Attempts to extract gravel or any other mineral within the City of Sunnyside would likely result in impacts on and conflicts with adjacent urban land uses. There are no active mineral extraction permit sites located within the city limits, according to the Washington State Department of Natural Resources (DNR). No mineral resource lands of long-term commercial significance have been identified within the City of Sunnyside.

WETLANDS

Wetland sites are identified on the National Wetland Inventory maps are shown in maps 1-2. There few wetlands within the city limits and urban growth area.

AQUIFER RECHARGE AREAS

The City of Sunnyside has determined that it is appropriate for the City to designate areas with a critical recharging effect on aquifers used for potable water. It is highly possible that the Alluvium Aquifer which supplies water to City Wells #5 and 8 has as its primary recharge area, lands which are located north and west of the present City limits.

FISH AND WILDLIFE CONSERVATION AREAS

No fish and wildlife habitat conservation areas have been identified within the City of Sunnyside. Therefore, this type of critical area has not been designated.

FREQUENTLY FLOODED AREAS

No area of the City has been identified as an area of special flood hazard by the Federal Emergency Management Agency (FEMA). No frequently flooded areas have been designated.

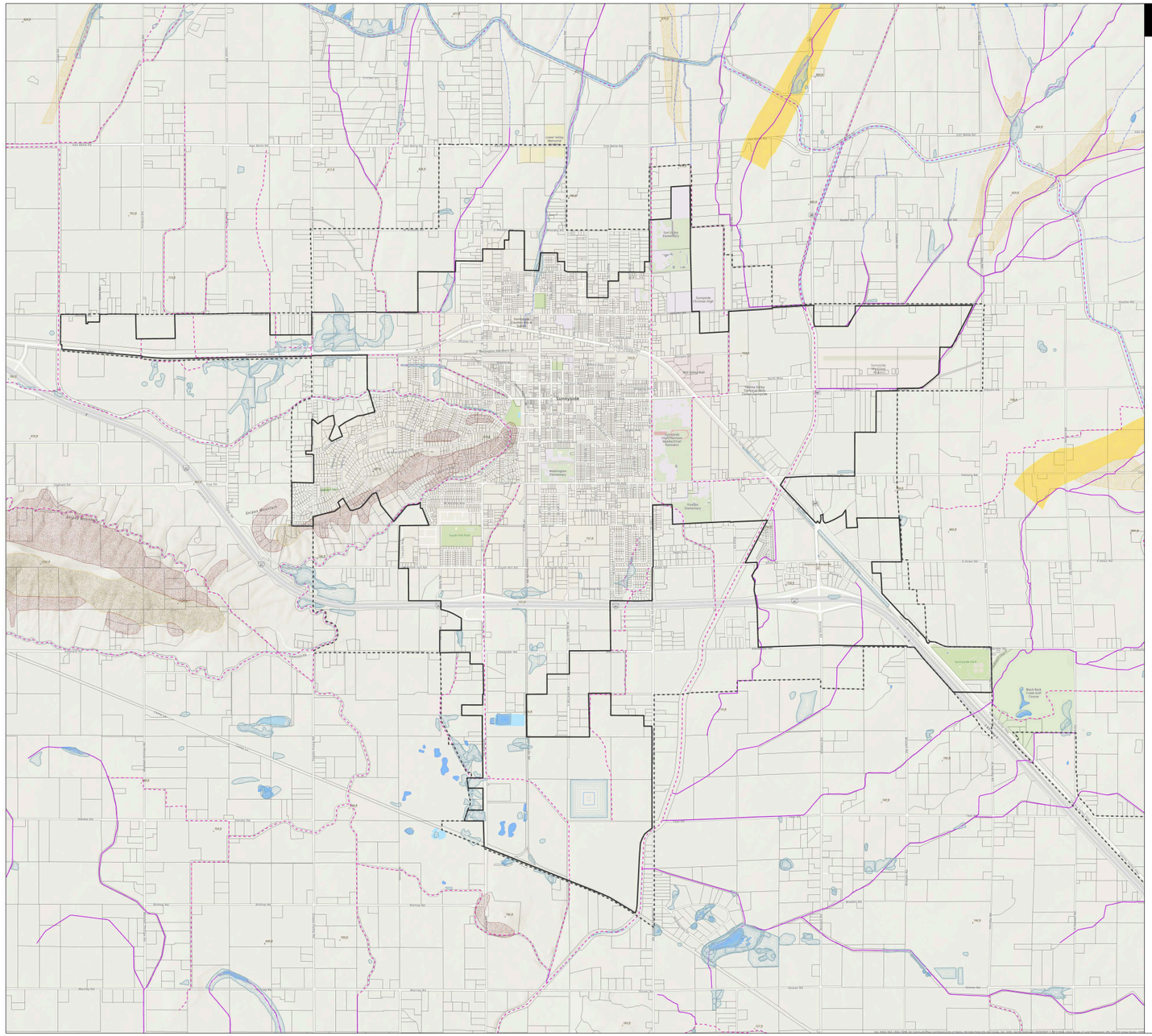
GEOLOGICALLY HAZARDOUS AREAS

Figure 4 - Geologic Hazards in the City of Sunnyside Urban Growth Area, shows geologic hazard areas within the City of Sunnyside. Potential geologic hazards identified include over-steepened slopes (marked OS2 and OS3 on the Figure 4). Urban development already occurs throughout much of this area. No evidence of land sliding is readily evident and it would appear that the hillside is stable. The main hazard in this area is the potential for water based erosion as a result of heavy downpours associated with significant storm events. No geologically hazardous areas have been designated.

The following definition of geologic hazards is taken from the January 1991, "Yakima County Mineral Resources and Geologic Hazards Report" by Newell Campbell. This identification of geologic hazards was not based on actual site inventories conducted in the study area, but on general published sources of information and maps, therefore these sites can only be considered potential geologic hazard areas. These geologic hazards are subdivided on the basis of risk. The categories used are: High Risk, Intermediate Risk, Low Risk, Suspected Risk, and Unknown Risk.

- ➔ LS (Landslides). Places where landslides, debris flows, or slumps that have already occurred, are considered to be designated landslide areas. Sliding presumed to be Holocene in age (10,000 years or less) is shown as High Risk (LS3).

- ➔ OS (Over-steepened Slopes). Areas with slopes steep enough to create potential problems fall into the over-steepened slopes category. High risk areas (OS3), include slopes greater than 40%, areas of rock fall and creep, and places underlain with unstable materials.



Yakima County

Geographic Information Services

City of Sunnyside Comp Plan

Critical Areas

- City Boundary
- Urban Growth Boundary
- Tax Lots
- FEMA 100 Year Floodway
- Potential Wetlands
- Lakes\Ponds

Stream Type - 2006 CAO
- Undetermined
- Type 5 ephemeral Streams - Not Regulated
- Man Made

Geologic Hazards
- Alluvial Fan High Risk
- Alluvial Fan Intermediate Risk
- Oversteepened Slopes High Risk
- Oversteepened Slopes Intermediate Risk

0 0.13 0.25 0.5 0.75 1 Miles

N W E S

Date Saved: 9/2/2021

Yakimap.com

Layout Name: City of Sunnyside Critical Areas

Map Name: Critical Areas

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IV. GOALS AND POLICIES

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

Policy 1.1: Development shall take adequate measures to minimize significant erosion conditions by:

(a) Limiting the total amount of impervious surface to be created.
(b) Planting sufficient vegetation to offset the effects of the impervious surfaces created, and/or
(c) Providing sufficient drainage facilities to control storm run-off.

Policy 1.2: Maintain acceptable air quality standards.

Objective: Support the Yakima Clean Air Authority in their efforts to prevent degradation of air quality.

Objective: Development shall take adequate precautions to avoid an increase in erosion potential:

(a) Require dust control of construction projects during and after construction;
(b) Require vegetation to be replanted to increase the surrounding soils' capacity to withstand erosion; and
(c) Require all roads in new subdivisions to be paved in accordance with Sunnyside's subdivision regulations.

Objective: Keep dust to a minimum on all public streets and alleys:

(a) All streets and roads inside the city should be paved and maintained; and
(b) Dust abatement programs should be continued for remaining unpaved roads until paving can be done.

Objective: Encourage alternatives to the use of the private automobile.

Objective: Approve the location and operation of potential new pollution producing activities (including light, noise, and odor) after careful review for potential nuisance and/or compatibility with adjacent land use:

(a) Seek supplemental review, as needed, by the:
    1. Yakima County Clean Air Authority;
    2. Washington State Department of Ecology; and/or
    3. Washington State Department of Health

Policy 1.3: Maintain High Groundwater Quality

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

(a) Ensure that lot sizes in areas lacking public sewer service are large enough to accommodate individual septic systems without cumulative degradation of water quality by continuing the County Health District's requirement of on-site tests as a prerequisite for building permits using on-site septic systems; and

(b) Require development to develop storm retainage plans that include provisions which ensure that increased run-off from impervious surfaces does not damage the natural drainage system or deteriorate water quality.

Policy 1.4: Protect Surface Waters from Degradation

Objective: Address those natural conditions, land uses and practices that together could result in loss of water quality if not properly managed.

Objective: Evaluate the measures that are already in place to prevent degradation, and determine the best available science to use and cost effective means for protecting surface water from identified threats to water quality.

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

Objective: Encourage the implementation of best management practices through information dissemination and cooperation.

Objective: Investigate the need for additional measures to control storm drainage and improve the storm drainage system.

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

GOAL 2: **Establish critical areas protection measures to protect environmentally sensitive areas, and protect people and property from hazards.**

Objective: Use the best available science to develop regulations to protect the functions and values of critical areas.

Objective: Provide for long term protection and no net loss of wetland functions and values.

Policy: 2.1 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 Sunnyside; 2. Regulating property use and development to maintain the natural and economic benefits provided by wetlands, consistent with the general welfare of the County; 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.

Chapter 2

Land Use Element

I. INTRODUCTION

PURPOSE

The land use element establishes the 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.

GMA REQUIREMENTS

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

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

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

3. Provisions for the protection of the quality and quantity of groundwater used for public water supplies. (This requirement will be addressed in the physical character element.)

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

APPLICABLE COUNTYWIDE PLANNING POLICIES

Under the GMA, cities, towns and their associated UGA 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 "interjurisdictional consistency", countywide planning policies need to be considered as part of the development of the land use element of Sunnyside'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, residential densities, and the capacity and willingness of the community to provide urban governmental services. (A.3.1.)

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

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

4. Urban growth will occur within UGA only and will not be permitted outside of an adopted urban growth area, except for new fully contained communities. [RCW 36.70A 110 (2)] (A.3.4.)

5. Sufficient area must be included in the UGA 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.)

6. 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.)

7. 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.)

8. 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.)

9. 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.)

10. 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.)

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

12. 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.)

13. 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.)

14. 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.)

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

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

    a. Consider the goods, services and employment requirements of the projected population;
    b. Consider export opportunities for locally produced goods;
    c. Identify areas most suitable for industrial development;
    d. Anticipate and accommodate the infrastructure needs of business and industry within UGAs. (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) Summary of land use implementation strategies

8) Land use map

URBAN GROWTH AREA

Sunnyside's Urban Growth Area (UGA) includes those lands within the city and surrounding areas which directly impact conditions within the city limits. This area is defined by an Urban Growth Area (Figure 2-1). As the City of Sunnyside grows, the need for additional growth area can be evaluated and the city can request that the urban growth area can be amended in coordination with Yakima County.

In the Urban Growth Area designation process, RCW 36.70A110 must be followed:

* **RCW 36.70A.110**
* **Comprehensive plans—Urban Growth Areas.**
* (1) Each county that is required or chooses to plan under RCW **36.70A.040** shall designate an urban growth area or areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Each city that is located in such a county shall be included within an urban growth area. An urban growth area may include more than a single city. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth whether or not the urban growth area includes a city, or is adjacent to territory already characterized by urban growth, or is a designated new fully contained community as defined by RCW **36.70A.350**.
* (2) Based upon the growth management population projection made for the county by the office of financial management, the county and each city within the county shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county or city for the succeeding twenty-year period, except for those UGA contained totally within a national historical reserve. As part of this planning process, each city within the county must include areas sufficient to accommodate the broad range of needs and uses that will accompany the projected urban growth including, as appropriate, medical, governmental, institutional, commercial, service, retail, and other nonresidential uses.
* Each urban growth area shall permit urban densities and shall include greenbelt and open space areas. In the case of UGA contained totally within a national historical reserve, the city may restrict densities, intensities, and forms of urban growth as determined to be necessary and appropriate to protect the physical, cultural, or historic integrity of the reserve. An urban growth area determination may include a reasonable land market supply factor and shall permit a range of urban densities and uses. In determining this market factor, cities and counties may consider local circumstances. Cities and counties have discretion in their comprehensive plans to make many choices about accommodating growth.

MAJOR LAND USE CONSIDERATIONS

1. What are appropriate locations for industrial development to expand the city's employment base?

2. What are the important siting considerations for new industrial development? Should industrial uses be grouped together in an industrial park setting to take advantage of existing infrastructure?

3. How will water and sewer be provided to the Monson Property and to other potential development along the Yakima Valley Highway and I-82? Does the city have sufficient water and wastewater capacity for this level of development?

4. What would be the best use of the land surrounding exit 63, on I-82? Should it be directed toward commercial oriented use focused on the needs of the traveling public, or should it be focused on manufacturing and industrial uses? What form should any transition to these uses and adjacent residential or agricultural uses take?

5. What is the appropriate development pattern for Sunnyside? Should the city grow incrementally outward from the existing city limits, or should independent developments be allowed to occur outside the existing city limits, either with or without accompanying city services?

6. Should there be further development or redevelopment of the downtown? What type of commercial development or businesses are appropriate for the downtown and for other areas of the city?

7. What is the role of agricultural lands within the Urban Growth Area? How should the transition from rural to urban uses be handled? Should buffering be considered, and what form should the buffering take?

8. Should phasing of urban level development be considered as a means to achieve the orderly development of the urban growth area?

II. EXISTING CONDITIONS

HISTORY

In the late 1880s, the Yakima Valley was recognized by railroad officials and land speculators to be an area with an enormous amount of agricultural potential. Railroad officials acted quickly to purchase land in the valley and then formed companies to irrigate these lands. Pumping plants were installed leading to the first intensive cultivation of land in 1903.

Sunnyside, like many other communities located in the Yakima Valley, can attribute its origins to the expansion of railroad lines and to the promotion of the towns and the area by companies like the Northern Pacific Railway. In 1893, a township company was formed by area settlers but it was not until 1902 that the town was incorporated.

Growth in Sunnyside has been incremental in all directions from the original townsite, with commercial growth generally following the Yakima Valley Highway (east-west), and with industrial growth occurring along the rail corridors). Residential growth has occurred surrounding the commercial areas of the city and has spread to cover most of Harrison Hill. The construction of I-82 in the early 1980's is changing the focus of new commercial and industrial growth to areas with the best access to this roadway.

Several large areas were annexed to Sunnyside in the late 1980's in coordination with the Port of Sunnyside to form a new industrial area and to provide the Port with an area large enough for an industrial wastewater treatment facility. In the early 1990's, several other large areas were annexed to the City of Sunnyside for development of new commercial areas along the Yakima Valley Highway adjacent to the southeast portion of the city and nearby I-82.

PHYSICAL SETTING

Sunnyside is located in the south-central section of Washington State, near the eastern boundary of Yakima County. The City lies along Interstate 82 35 miles southeast of the Yakima metropolitan area and is 45 miles west of the Tri-Cities metropolitan area. The City of Sunnyside is 6 miles northwest of City of Grandview. The City of Sunnyside lies north of the Yakima River, in a fertile irrigated valley, approximately in the middle of the Lower Yakima Valley between the Rattle Snake Hills to the north and the Horse Heaven Hills to the south.

INVENTORY OF LAND USE WITHIN THE CITY OF SUNNYSIDE

Industrial and residential uses comprise the most predominant land uses within the City of Sunnyside, accounting for approximately 77% of the city's total parcel acreage respectively. Table 3 summarizes the existing land uses within the city limits. Table 4 shows the distribution of the major land use types both within the City of Sunnyside and the urban growth area.

RESIDENTIAL LAND USE

Within the City of Sunnyside, approximately 1,103 acres are devoted to residential use. In 2019, approximately 4,885 dwelling units existed within this area. Within the city's urban growth area, which includes the city, approximately 1,898 acres are devoted to residential use.

Approximately 57.6% of the dwelling units within Sunnyside, or 2,812 dwelling units, are single-family dwellings. Almost 57.6%of the dwellings are owner occupied while 42.4% are renter occupied. Approximately 15.6% of the dwelling units, or 768 dwelling units, are multifamily dwellings. Almost all of the multifamily dwelling units are renter occupied. Nearly 14.5% of the dwelling units in Sunnyside, or 710 dwelling units, are manufactured homes. Table 3. City of Sunnyside Existing Land Use Summary

Table 2-1

Existing Land Use Summary 2021 City of Sunnyside			
Land Use Type	**# of Parcels in This Use**	**Total Acreage in Parcels**	**As a % of All Parcels**
Agriculture	10	185.01	0.22%
Commercial	234	264.12	5.27%
Industrial/Manufacturing	534	945.22	12.04%
Public	22	84.63	0.49%
Residential: Single Family	2,896	895.74	65.3%
Residential: Duplex	107	28.8	2.41%
Residential: Multifamily – 3 or more units	63	89.86	1.42%
Residential: Mobile Home Parks	24	88.14	0.54%
Vacant	546	1,535.63	12.31%
Totals	4,435	4,117.15	100.0%
Source: 2021 Assessor Records, Yakima County			

Table 2-2.

Existing Land Use Summary 2021 City of Sunnyside and UGA			
Land Use Type	**# of Parcels in This Use**	**Total Acreage in Parcels**	**As a % of All Parcels**
Agriculture	63	1,037.82	1.23
Commercial	245	276.32	4.78
Industrial/Manufacturing	555	1,071.05	10.84
Public	23	85.36	0.45
Residential: Single Family	3,380	1,690.65	66.00
Residential: Duplex	107	28.8	2.09
Residential: Multifamily – 3 or more units	63	90.32	1.23
Residential: Mobile Home Parks	24	88.14	0.47
Vacant	658	1,968.63	12.9
Totals	5,121	6,337.09	100.0%
Source: 2021 Assessor Records, Yakima County			

Table 2-3.

Existing Zoning Summary 2021 City of Sunnyside		
Zoning	**Total Acreage in Parcels**	**As a % of All Parcels**
Urban Residential Agricultural	42.4	1.04%
Low Density Residential R-1	639.4	15.65%
Medium Density Residential R-2	364.5	8.92%
High Density Residential R-3	342.53	8.38%
Mobile Home Residential M-H	0	0
Neighborhood Business B-N	2.18	.05%
Professional Business P-N	48.11	1.10%
Freeway Commercial B-1	103.06	2.52%
General Commercial B-2	508.86	12.45%
Retail Core Commercial B-3	55.32	1.35%
Planned Unit Development PUD	134.8	3.30%
Light Industrial M-1	672.64	16.46%
Heavy Industrial M-2	804.88	19.70%
Airport	84.7	2.07%
Public Facilities PF	285.4	6.99%
Totals	4088.78	100.0%

COMMERCIAL LAND USE AND ZONING

There are 718 acres of commercial zoned property and only 264 acres of land being used for commercial uses within the city limits. Commercial zone property accounts for 17.47% of the total zoned property and the commercial used property accounts for 5.27% of the acreage within the city. Most of the commercial development in Sunnyside is located either in the downtown area or along the Yakima Valley Highway or around the interchange of I-82.

The intensity of commercial development can be measured by estimating the number of acres per 1,000 population. Sunnyside has 14 acres of commercial used land per 1,000 population based on the 2021 assessor records and the estimated 2020 population of 17250.

INDUSTRIAL LAND USE AND ZONING

Approximately 1,477.52 acres of industrial zoned lands are contained within the city limits. This amounts to approximately 36.16 % of the total zoned parcel acreage within the city. The

majority of the industrial lands are located along the Washington Central railroad tracks and spur in the eastern and southern portions of the city.

According to the Yakima County Assessor's information 945.22 acres are in industrial use within the city limits. About 12.4% of the total land within the City limits.

The intensity of industrial development can be measured by estimating the number of acres per 1,000 population. Sunnyside has 55 acres of industrial used land per 1,000 population based on the 2021 assessor records and the estimated 2020 population of 17250.

AGRICULTURAL LANDS

Agricultural used lands account for 185 acres of the City's total land area, while only 42.4 acres are zoned urban residential agricultural.

PUBLIC LANDS

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

PARKS AND RECREATION LANDS

The City of Sunnyside maintains a park system which offers many recreational opportunities to residents and visitors alike, including picnicking and bicycling, and sporting activities such as basketball, softball, soccer, and tennis.

Sunnyside has 63.75 acres of land which is used for recreation within the city limits, or 1% of the total parcel acreage for the city. This acres does not include the land owned by the school district. These recreational lands, denotes approximately 3.69 acres of recreational land per 1,000 population. 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 population. The City of Sunnyside has additional land available at the justice center and other places in the city.

The City of Sunnyside must also be concerned with the provision of safe access to the City's park system for all residents of Sunnyside. Thus additional park area may be warranted in those areas of the City where park lands are lacking and where local and safe pedestrian access to other parks is unavailable. Additional information will be presented in the Sunnyside Park Plan.

OPEN SPACE CORRIDORS

The GMA 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.

In the Lower Valley, the process of developing open space corridors has already begun with the development of the Lower Valley Pathway - a pedestrian and bicycle path which connects the cities of Sunnyside, Grandview and Prosser by utilizing the Burlington Northern right-of-way (ROW). There is also some potential for the Lower Valley Pathway to be extended northward utilizing abandoned rail right-of-way.

SCHOOLS

All but one of the schools of the Sunnyside School District lie within the city limits of Sunnyside.

PORT FACILITIES

The Port of Sunnyside operates the industrial wastewater treatment facility for industries within the City of Sunnyside. It should be pointed out that much of the sprayfield area operated by the Port is identified as undeveloped land using 2021 Yakima County Assessors data. Therefore, the amount of land in public use in Table 2-3 does not include the Port's sprayfield area.

OTHER PUBLIC LANDS

The remainder of public lands are scattered throughout the city and mainly contain municipal uses including the city hall, police and fire station, library, museum, well and reservoir sites, wastewater treatment facilities, and similar uses.

VACANT LAND

Vacant lands account for 1535 acres or 37% of Sunnyside's total land area. Sunnyside's vacant lands are for the most part, scattered throughout the city, with many of the large vacant parcels located to the south, just within the city limits.

CULTURAL RESOURCE USES

Sunnyside had one historic building on the National Register of Historic Places (Sunnyside Post Office), and two buildings placed on State Register of Historic Places, Sunnyside Post office and Ben Snipes Cabin).

Historic preservation may be defined as active protection of properties significant to Sunnyside's past. In the city, there are historically or culturally significant places that are important to the citizens of Sunnyside, but not protected as the city does not have a local historic preservation program. These historic places range from houses associated with people who were instrumental in the shaping of the city and greater Sunnyside area or houses that represent a particular architectural or vernacular style found only in this area, to buildings and laterals associated with Sunnyside's agricultural past.

Historic preservation can enhance the quality of life in a city by complementing economic development efforts, promoting a revitalized downtown and neighborhoods, emphasizing the

qualities of rehabilitated housing and the city's past, providing cost effective re-use of the community's capital facilities, and preserving urban design that protects existing community character. A variety of incentives are available to promote historic preservation as well.

Preservation efforts in Sunnyside should focus on several areas:

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

Table 2-4 presents a complete list of historic buildings and properties on the national or state registers in Sunnyside.

Table 2-4. City of Sunnyside and Vicinity - Historic Buildings and Places

National Register of Historic Places	
U.S. Post Office, Sunnyside Main Office	
Determined Eligible for National Register	
Outlook Irrigation District - East/West Laterals, Discharge Line, and Pumping Station	
State Register of Historic Places	
Ben Snipes Cabin	321 Grant Ave.

INVENTORY OF LAND USE WITHIN SUNNYSIDE'S URBAN GROWTH AREA OUTSIDE CITY LIMITS

Agricultural and residential uses comprise the most predominant land uses within Sunnyside's urban growth area (UGA), accounting for 38% and 35% of the UGA's total acreage respectively. The agricultural uses which surround the City include alfalfa, asparagus, corn, grapes, mint, fruit orchards, and pasture.

RESIDENTIAL LAND USE

Within Sunnyside's urban growth area, approximately 795.37 acres of land is devoted to residential uses. According to Yakima County, it is estimated that 1,020 acres of vacate residential land exist within the urban growth area.

The vast majority of this housing stock in the urban growth area is single-family. Mobile home parks and multifamily development do not account any of the UGA's total housing stock.

COMMERCIAL LAND USE

There are approximately 12.2 acres of commercial used land within the urban growth area, accounting for .05% of the total acreage within the UGA. Commercial land use includes not only those uses associated with retail and wholesale trade but also with business and personal services.

MANUFACTURING/INDUSTRIAL LAND USE

Approximately 128 acres or .5% of the total acreage within the urban growth area is occupied by industrial lands. According to Yakima County, it is estimated that 751 acres of vacate industrial land exist within the urban growth area.

AGRICULTURAL LANDS

Agricultural lands account for approximately 852.81 acres within the urban growth area. The vast majority of this area is used as cropland or pasture. Limited areas are used as orchard and vineyard.

PARKS AND RECREATION

The Lower Yakima Valley offers many recreational opportunities to residents and visitors alike, including picnicking at wineries, bicycling, fishing, hunting, wildlife viewing, and organized sporting activities such as softball and soccer. Approximately 6 miles south of Sunnyside lies the Sunnyside Wildlife Recreational Area which provides fishing and hunting access. Lying 1.5 miles to the southeast is Sunnyview Park - a 30 acre city park and the Lower Valley Golf Course, which provides further recreational opportunities to city residents.

OPEN SPACE CORRIDORS

The GMA 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.

In the Lower Valley, the process of developing open space corridors has already begun with the development of the Lower Valley Pathway - a pedestrian and bicycle path which connects the cities of Sunnyside, Grandview and Prosser by utilizing the Burlington Northern right-of-way (ROW). There is also some potential for the Lower Valley Pathway to be extended northward utilizing abandoned rail right-of-way.

VACANT LAND

Vacant lands account for 433 acres or approximately 19% within the urban growth area. These vacant lands are for the most part, scattered throughout the UGA, with many of the large vacant parcels located adjacent to developing areas of the city.

III. ANALYSIS/FORECASTS

POPULATION TRENDS, DEMOGRAPHICS AND PROJECTIONS

GROWTH IN SUNNYSIDE

The City of Sunnyside has grown steadily since its incorporation in 1902, to a 2000 population of 13,905 (2000 Census), and an estimated 2020 population of 17,250 (Washington State Office of Financial Management [OFM] population estimate). Table 6 shows the Census population by decade and the associated rate of increase.

The average rate of growth within the city has ranged from a low of 0.87% per year between 1960 and 1970, to a high of 7.7% per year between 1940 and 1950. Over the twenty year period - 1970 to 1990, the rate of growth averaged 3.3% per year. During the period 1980 - 1990, Sunnyside experienced a 21.8% increase in population.

During the period of 2001 to 2014 the average growth rate was 1.11 %, with the period of 2010 to 2014 being an average growth rate of 0.58%.

Table 2-5. City of Sunnyside Population Trends

City of Sunnyside Population Trends 1910 - 2020						
Year	Census Population *	OFM Population Estimate **	Total Change Per Decade	Average Change Per Year	Percent Change Per Decade	Average Percent Change Per Year
1910	1,379		---		---	
1920	1,809		430	43.0	31.18%	3.12%
1930	2,113		304	30.4	16.80%	1.68%
1940	2,368		255	25.5	12.07%	1.21%
1950	4,194		1,826	182.6	77.11%	7.71%
1960	6,208		2,014	201.4	48.02%	4.80%
1970	6,751		543	54.3	8.75%	0.87%
1980	9,225		2,474	247.4	36.65%	3.66%
1990	11,238		2,013	201.3	21.82%	2.18%
2000	13,905		2,667	266.7	19.18%	1.91%
2010		15,858	1953	195	12%	1.2%
2015		16,280				
2020		17,250	1392	139.2	8%	.08%

* U.S. Census Bureau, Census of Population and Housing

** Washington State Office of Financial Management, Population Trends for Washington State

DEMOGRAPHICS

Based on 2019 Census population data, 13.4% of Sunnyside's population is white alone, and 85.3% of the population is classified as being of Hispanic or Latino. Approximately 38.7% of the population is under the age of 19, and 8.3% of the population is over 65. 53% of Sunnyside's population is between the ages of 18 and 65.

POPULATION PROJECTIONS

Yakima County has prepared the population projects for the County and cities within the County based on Office of Financial Management medium population projections.

Table 2-6.

OFM Medium Projection and Average Annual Growth Rate Change for Yakima County				
		Total Pop Change	Avg. Ann Pop Change	Avg. Ann % Change
2010	243,231	-	-	-
2015	256,341	13,110	2,622	*1.08%*
2020	269,347	13,006	2,601	*1.01%*
2025	282,057	12,710	2,542	*0.94%*
2030	294,445	12,388	2,478	*0.88%*
2035	306,636	12,191	2,438	*0.83%*
2040	318,494	11,858	2,372	*0.77%*
Average Annual Change			*2,509*	*0.92%*

Source: Office of Financial Management

Table2-7.

Table 21. Yakima County Twenty-year Population Projection Growth Rates (Preferred Alternative)								
City	OFM Population Estimates 2010-2014 Annual Growth Rate (Step 2.)	Yakima County Adjusted Annual Growth Rate (Step 3.)	Adjusted Growth Rates Used Showing Decline					
			2015	2020	2025	2030	2035	2040
Grandview	0.70%	0.89%	0.89 %	0.84 %	0.77 %	0.71 %	0.67 %	0.61 %
Granger	1.89%	1.89%	1.89 %	1.84 %	1.77 %	1.71 %	1.67 %	1.61 %
Harrah	0.60%	0.84%	0.84 %	0.79 %	0.72 %	0.66 %	0.62 %	0.56 %
Mabton	0.26%	0.67%	0.67 %	0.62 %	0.55 %	0.49 %	0.45 %	0.39 %
Moxee	2.98%	2.98%	2.98 %	2.93 %	2.86 %	2.80 %	2.76 %	2.70 %
Naches	0.63%	0.85%	0.85 %	0.80 %	0.73 %	0.67 %	0.63 %	0.57 %
Selah	0.86%	0.97%	0.97 %	0.92 %	0.85 %	0.79 %	0.75 %	0.69 %
Sunnyside	0.58%	0.83%	0.83 %	0.78 %	0.71 %	0.65 %	0.61 %	0.55 %
Tieton	1.33%	1.33%	1.33 %	1.28 %	1.21 %	1.15 %	1.11 %	1.05 %

Toppenish	0.02%	0.55%	0.55 %	0.50 %	0.43 %	0.37 %	0.33 %	0.27 %
Union Gap	0.38%	0.73%	0.73 %	0.68 %	0.61 %	0.55 %	0.51 %	0.45 %
Wapato	0.21%	0.65%	0.65 %	0.60 %	0.53 %	0.47 %	0.43 %	0.37 %
Yakima	0.51%	0.80%	0.80 %	0.75 %	0.68 %	0.62 %	0.58 %	0.52 %
Zillah	1.45%	1.45%	1.45 %	1.40 %	1.33 %	1.27 %	1.23 %	1.17 %

Population projections for the City of Sunnyside are summarized in Table 2-8 below. Community vision and local economic development efforts could rapidly change that trend if the regional economy stays robust and the state-wide economy continues to improve.

Table2-8. City of Sunnyside Population Projections

Table 3. Yakima County's Preferred Alternative Twenty-year Projected Population City of Sunnyside						
	2015	2016	2017	2018	2019	2020
Yakima County	256,341	258,730	261,462	264,150	266,780	269,347
Sunnyside	16,365	16,499	16,633	16,766	16,898	17,030
	2021	2,022	2023	2024	2025	2026
Yakima County	271,956	274,512	277,037	279,530	282,057	284,652
Sunnyside	17,160	17,289	17,417	17,543	17,668	17,791
	2027	2028	2029	2030	2031	2032
Yakima County	287,148	289,615	292,046	294,445	297,036	299,485
Sunnyside	17,913	18,034	18,153	18,271	18,388	18,505
	2033	2034	2035	2036	2037	2038
Yakima County	301,896	304,276	306,636	309,052	311,443	313,811
Sunnyside	18,621	18,736	18,850	18,963	19,074	19,183
	2039	2040				
Yakima County	316,161	318,494				
Sunnyside	19,291	19,397				

* Washington State Office of Financial Management and Yakima County,

ANALYSIS OF ECONOMIC CONDITIONS

The top areas of employment in Sunnyside, in order of number of employees are the agricultural, health services. Construction, manufacturing, retail trade, educational services, other professional services, business and repair services.

Retail businesses, especially small businesses tend to be sensitive to demographic and population changes and the accompanying demand for goods. Sunnyside's small retail businesses tend to show this sensitivity to change and respond to local needs. Slight growth is expected in the health care industry as there will be a shift to outpatient services housed in clinics. Sunnyside should continue to have a fair number of persons employed in professional services with a potential increase in health care clinics.

Another employer that employs roughly 500 people from the Grandview-Sunnyside area is Hanford. The future of Hanford has the potential to affect Sunnyside's economy as well. Cleanup at the Hanford Nuclear Reservation has increased the number of workers at Hanford. Cleanup at Hanford is expected to last 20 or more years.

ANALYSIS OF PHYSICAL CONDITIONS

There are few natural constraints to development in Sunnyside. The depth of the water table may limit development in some areas. Most critical areas surrounding Sunnyside such as steep slopes, other geologic hazards, wetlands, and fish and wildlife habitat conservation areas tend to be small and isolated and do not limit further development in any particular direction outward from the city.

The main constraints to development take place in the form of physical barriers such as the Sunnyside Canal approximately 2 miles north and east of the city, Interstate 82 which passes through the southern portions of the city, and the railroads which cross near the center of the city. These barriers must be crossed or bridged at a cost generally higher than that for normal roadway construction.

ANALYSIS OF INFRASTRUCTURE

WATER SYSTEM

The distribution system for domestic water in Sunnyside consists of three pressure zones. The City water system is considered a Group A community water system by DOH and has a Public Water System Identification Number of 85400. The system current consists of:

- 7 active wells (6, 7, 8, 9, 11, 12, 13) Wells 12 and 13 are considered a wellfield since they pump into a common pipe before entering the distribution system ν
- 1 emergency well (Well 10)
- 4 storage tanks with a combined capacity of 3.73 million gallons (3 Grandview tanks, 1 Skyline Drive)
- 3 pressure zones
- 9 pressure reducing valve stations
- Approximately 70 miles of transmission and distribution piping
- 5,069 service connections (2,800 single family residences, 152 multi-family residential connections servicing 1675 dwelling units and 594 non-residential connections)

WASTEWATER DISPOSAL FACILITIES

Two separate wastewater disposal facilities operate within the City of Sunnyside. One system operated by the City of Sunnyside serves the majority of residential dwellings and commercial businesses within the City. Few industrial connections remain as part of the City operated system as most of the industrial connections have been transferred to the Port of Sunnyside's industrial wastewater treatment system. The City operated treatment facility is rated to process 1.2 gallons per day of domestic sewage.

As stated above, the second system is operated by the Port of Sunnyside. This second system serves the majority of industrial business within the City. The discharge permit under which the Port operates does not allow significant amounts of sanitary waste to be accepted. Therefore, residential dwellings and commercial business are not connected to the Port operated system.

STORMWATER FACILITIES

The City of Sunnyside maintains a stormwater drainage system in the central portion of the city. Additional drainage is maintained by Sunnyside Valley Irrigation District which serves the majority of the city. The system consists of drainage ways, and ditches.

ANALYSIS OF PUBLIC FACILITIES AND SERVICES

Public services are an integral part of land use planning to accommodate future growth in Sunnyside. The location of public services should be determined carefully, as there are important health, safety, environmental and aesthetic considerations associated with their location.

SOLID WASTE DISPOSAL

Solid waste collection is provided by the city for incorporated areas through a contract with Yakima Waste Systems, and by Country Garbage Service and by Yakima Waste Systems for unincorporated areas. The solid waste is transported to the Cheyne Road Landfill - a county facility. The closure of the Snipes Mountain Landfill, and diversion of solid waste from this landfill to the Cheyne Road Landfill, has impacted the closure date of the Cheyne Road Landfill as twice the number of cities, towns and businesses are now served.

The Cheyne Road Landfill currently serves the cities of Grandview, Sunnyside, Toppenish, and Wapato, the towns of Granger, Mabton and Zillah, Yakima Waste Systems, Country Garbage Service, agricultural firms, construction and food processing businesses, self haul businesses, and private residences. The increase in the number of customers has reduced the projected capacity of the landfill without expansion from over a 20 additional year capacity to approximately a 14 year capacity. The Cheyne Road Landfill currently occupies 40 acres of a 960 acre site, and this site is being investigated for possible future expansion. Such an expansion would greatly extend the life of this facility.

Yakima County operates a solid waste transfer station located at the closed Snipes Mountain Landfill. Lower Valley communities and waste haulers utilize this facility. The collected waste is then transferred to Cheyne Landfill by Yakima County.

FIRE PROTECTION

Sunnyside has adequate water and hydrants to ensure safety against fire for the residents of the city. The city currently employs a full-time fire chief, a battalion chief and 18 full-time firemen. The City also has approximately 39 volunteer/reserve firemen.

The Fire Department has an average rating of five with the Washington State Fire Rating Bureau. Many factors are built into the criteria used to establish these ratings, including examining the water system - size of water mains, water pressure, storage capacity and capability, the age of the firefighting equipment and pumper trucks, etc. Unincorporated areas are presently served by Fire District 5.

POLICE PROTECTION

Police service is provided by Sunnyside's police department consisting of a full-time police chief, a commander, 4 operations sergeants. 41 full-time police officers, The Yakima County Sheriff is available to respond upon request. The State Patrol has an office in Sunnyside for those officers who patrol the state highways in the Lower Valley.

MEDICAL AND EMERGENCY FACILITIES

Residents of Sunnyside utilize Sunnyside Community Hospital, a 38 bed facility, located in Sunnyside. The hospital offers in-patient and out-patient services, and emergency room care. A number of specialties are available through Sunnyside Community Hospital. The City of Yakima and the Tri-Cities both have multiple hospitals with a variety of specialties.

For other medical or mental health services, a variety of services are provided by a number of non-profit and state agencies. Seniors, disabled persons, and other persons eligible for Medicaid are provided with transportation services to nutrition sites, medical and mental health facilities, and shopping facilities by People for People, a public non-profit service provider.

PUBLIC EDUCATION FACILITIES

The city is served by the Sunnyside School District #201. The Sunnyside School District has five elementary schools (Chief Kamiakin, Pioneer, Washington, Outlook and Sun Valley), two middle schools (Harrison, Sierra Vista), and a high school.

Enrollments have shown a continual increase in the past, and are expected to continue to increase in the future. The population of Sunnyside School District 201 for the 20-21 school year is 6,639 students.

Sunnyside also is served by 2 private schools (Calvary Lutheranand Sunnyside Christian Elementary and High School).

LIBRARIES, CHURCHES, AND OTHER PUBLIC FACILITIES

The Sunnyside Senior Citizens Center provides services and activities for approximately 2,367 senior citizens age 50 and over qualified to utilize the facility and services, living within the city.

Other community facilities found in the city, include the Sunnyside Chamber of Commerce, numerous clubs or organizations that meet the varied interests of the citizens of Sunnyside, 21 churches serving many denominations, the Sunnyside Library, and the Sunnyside Museum.

The next section describes the future land use concept which outlines the future development of the City and its urban growth area in more detail.

URBAN AREAS

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 other amenities will be provided in these areas where most of Sunnyside's population resides.

In 2016, Yakima County adopted Ordinance No. 14.2016 setting the urban growth area for the City of Sunnyside as shown in figure 2-1.

Urban area designations 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.

IV. PROPOSED LAND USE MAP

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:

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.

Moderate Density Residential: Areas consisting of residential uses at a density greater than 5 dwelling units per acre to 9 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.

High Density Residential: Areas consisting of residential uses greater than 9 units per acre. Examples of this type of residential use include: apartment complexes, condominiums, planned unit developments, and mobile home parks. Public water, sewer, police and fire protection services are available.

Mixed Use Residential/Commercial: Areas consisting of Mixed Use Residential/Commercial are to implement the comprehensive plan's concept of permitting both commercial and residential uses in the areas identified as "mixed use commercial/residential" in the future land use map in the comprehensive plan. The intent of the designation is to allow commercial development to evolve in the area in response to market demand, while still allowing new and existing residential uses. Ultimately, this area is intended to provide goods and services to the entire community and/or the larger market.

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 Sunnyside; and

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 Sunnyside 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.

OPEN SPACE AREAS

Open space areas are comprised of valuable scenic, recreational, and environmentally sensitive lands throughout Sunnyside. 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 Sunnyside will include parks, natural and other areas in public and private ownership that enhance the liveability in the city. The following types of land will carry the open space designation:

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

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

c) Lands physically suitable for recreation.

LONG-RANGE LAND USE NEEDS

This section outlines how much land will be needed to accommodate the growth projected for Sunnyside and its UGA by the year 2040. 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

Based on the 2015 projection from Yakima County, by the year 2040, an additional 866 housing units will need to be added to the existing housing stock to accommodate the estimated population of 19,397. Assuming that housing densities will remain fairly constant in the future, the total land area requirement for new housing within the city is approximately 169 acres.

COMMERCIAL LAND USE NEEDS

The city currently maintains approximately 718 acres in commercial zoning. Based on the 2015 projection from Yakima County, the City of Sunnyside will need an additional 82 acres of commercial to address the population growth for the year 2040.

INDUSTRIAL/MANUFACTURING LAND USE NEEDS

In Sunnyside, approximately 1,477.52 acres are zoned for industrial/manufacturing uses. If we use the same methodology as described in the commercial land use needs section, then no new industrial/manufacturing land area would be needed.

It should be noted that a significant acreage of the industrially zoned agricultural lands are committed within the Port of Sunnyside wastewater treatment as sprayfield.

PUBLIC LAND USE NEEDS

Public land use needs will be identified in the six year finance plans.

RECREATIONAL LAND USE AND OPEN SPACE NEEDS

Sunnyside has 105 acres of land which can be used for recreation within the city limits, or 2.9% of the total parcel acreage for the city. Of these recreational lands, 61.1 acres are city owned, denoting approximately 7.5 acres of recreational land per 1,000 population. 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 population. The City of Sunnyside's park system meets this standard.

The City of Sunnyside must also be concerned with the provision of safe access to the City's park system for all residents of Sunnyside. Thus additional park area may be warranted in those areas of the City where park lands are lacking and where local and safe pedestrian access to other parks is unavailable.

SCHOOLS

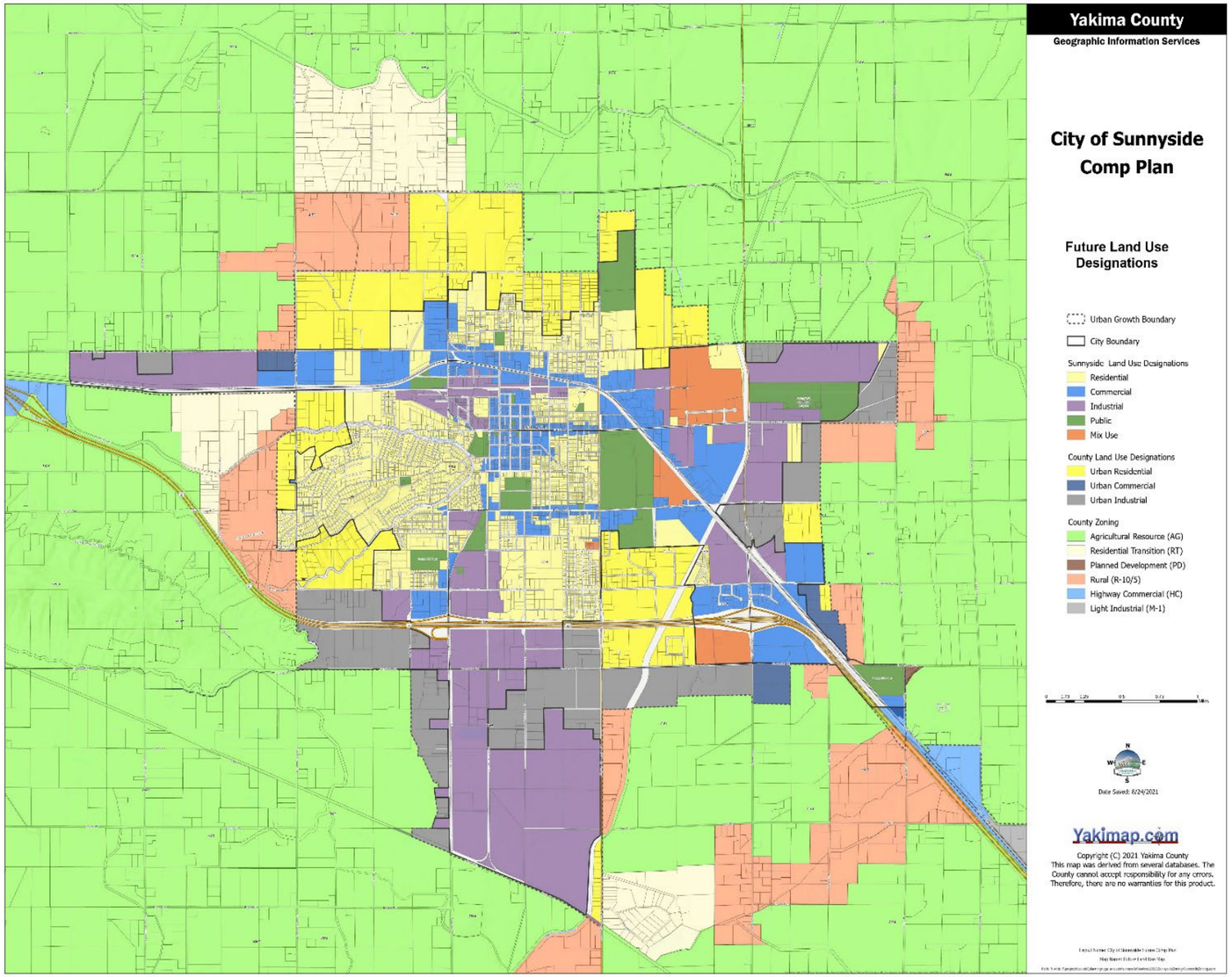
The population of the City of Sunnyside 2020 is 6,639 persons. An estimated 866 housing units will need to be constructed within the city to accommodate growth projected for 2040. Additional schools will need to be built to accommodate this increase in student population. Using the a guide, 1.2 to 1.5 school age children per housing unit could be considered an average. This would mean an additional 10,392 to 1,299 more children within the school system. If the new schools were built at an average capacity of 800 students per school, then at least two more schools would need to be built by the year 2040. If each school occupied approximately 15 acres, then an additional 30 acres would be needed for schools over the next twenty years. The Sunnyside School District also schools students outside of the City of Sunnyside, so more schools may be needed based on the additional student from outside of the city limits.

STREETS AND RIGHTS-OF-WAY

According to Yakima County calculation, the future right of way needs to accommodate the projected 2040 population, would be 54 acres.

OTHER LAND USE NEEDS

Some 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. For the purposes of discussion, an additional 25% of the total land area requirement has been assumed to be a reasonable figure for other land uses, which represents an additional 242 acres.


Yakima County
Geographic Information Services
City of Sunnyside
Comp Plan
Future Land Use
Designations
Urban Growth Boundary
City Boundary
Sunnyside Land Use Designations
Residential
Commercial
Industrial
Public
Mix Use
County Land Use Designations
Urban Residential
Urban Commercial
Urban Industrial
County Zoning
Agricultural Resource (AG)
Residential Transition (RT)
Planned Development (PD)
Rural (R-10/5)
Highway Commercial (HC)
Light Industrial (M-1)
Date Saved: 6/24/2021
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V. GOALS AND POLICIES

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

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

Policy 1.2 The City should resist growth pressures that could adversely affect community values 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 lots. Conversion of agricultural land to residential, commercial, or industrial use will be encouraged to occur.

Policy 1.5 Adopt the OFM and Yakima County population projections in the Comprehensive Plan as the guide for the amount of growth the City will accommodate through the year 2040.

Policy 1.6 Work with Yakima County to revise the urban growth area boundaries as needed, and ensure that the urban growth area contains sufficient land contiguous to the city limits to be able to support Sunnyside's growth through the year 2040.

Policy 1.7 Establish an urban growth area through joint planning by the City of Sunnyside and Yakima County. Accomplish this joint planning effort through an adopted interlocal 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. .

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 the City and its urban growth area.

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

Policy 2.3 Encourage new developments to locate in areas that are relatively free of environmental problems relating to soil, slope, bedrock, and the water table. Proposed developments should be reviewed by the appropriate city staff or consultants to identify site-specific environmental problems.

Policy 2.4 Adequate on-site disposal of surface water runoff shall be provided by all types of development.

Policy 2.5 Where there is a high probability of erosion, grading should be kept to a minimum and disturbed vegetation should be restored as soon as is feasible. In all cases, appropriate measures to control erosion and sedimentation shall be required.

Policy 2.6 The City shall consider the impacts of new development on water quality as part of its review process and will require any appropriate mitigating measures. Impacts that may affect the quality of drinking water shall be a priority concern in such reviews.

GOAL 3: ***To actively manage land use change and protect the City's character by developing city facilities and services in a way that directs and controls land use patterns and intensities.***

Policy 3.1 Ensure that new development does not outpace the City's ability to provide and maintain adequate public facilities and services, by allowing new development to occur only when and where adequate facilities exist or will be provided.

Policy 3.2 Development within the unincorporated portion of the urban growth area shall be encouraged to occur only on a limited scale to prevent inefficient use and distribution of public facilities and services.

Policy 3.3 To facilitate planned growth, the City encourages combining and assisting in service areas such as fire protection, public transit, water/sewer, criminal justice and administration, where such combinations implement efficient, cost effective delivery of such services.

Policy 3.4 Future land uses will be coordinated with the Transportation and Capital Facilities Elements of the Comprehensive Plan.

GOAL 4: ***To pursue well-managed, orderly expansion of the urban area in a manner that is within the sustainable limits of the land.***

Policy 4.1 The future distribution, extent, and location of generalized land uses will be established by the Future Land Use Map contained within this plan.

Policy 4.2 Provide residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet future demand.

Policy 4.3 Ensure that new residential development makes efficient use of the existing transportation network and provides adequate access to all lots.

Policy 4.4 Discourage incompatible uses from locating adjacent to each other. Encourage protection of other land uses from the negative impacts of industrial uses through appropriate siting, setbacks, landscaping and buffering.

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

Policy 4.6 Provide an efficient and predictable development process that provides for ample public discussion of proposals for development.

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

Policy 5.1 Make revitalization of the downtown core one of the priorities in establishing an appropriate image for the community. As part of the revitalization effort, use urban design treatment to make the downtown a safe, comfortable, clean and convenient place for visitors to be and go. Improvements should provide some kind of amenity for shoppers, such as awnings to protect pedestrians from the climate, large display windows, wide sidewalks with trees, flowers, and occasional benches for people to rest.

Policy 5.2 Identify, preserve and protect archaeologically, architecturally, and historically significant structures and sites where feasible as a means of strengthening the community's identity and image.

Policy 5.3 Consider developing a clean physical appearance as part of an appropriate image for the community. Encourage property maintenance, and clean vacant lots as a way to accomplish this.

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

- Maintains and enhances existing agricultural related businesses and industries within the community.

- Recruits new industry to the community that supports diversifying Sunnyside'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.

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

Policy 7.1 Build upon Sunnyside'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 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 Sunnyside, and where feasible using existing public schools as neighborhood parks and recreation/community center locations.

- Continuing to work with the Sunnyside 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 7.4 Ensure that new development in Sunnyside enhances the "quality of life" within the community, and that any environmental problems that arise from such development are corrected by the developer through enforcement of subdivision control, regulations and fees.

Chapter 3

Capital Facilities Element

I. INTRODUCTION

PURPOSE

The Capital Facilities Element sets policy direction for determining capital improvement needs and evaluating proposed capital facilities projects. Because it is the mechanism the city 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.

GMA REQUIREMENTS

To comply with the GMA, the comprehensive plan must have a Capital Facilities Plan element consisting of:

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- A forecast of the future needs for such facilities;
- The proposed locations and capacities of new or expanded capital facilities;
- 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
- 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, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.
- Park and recreation facilities shall be included in the capital facilities plan element

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. 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.)

2. 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))

3. 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.)

4. 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.)

5. 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.)

6. New urban development should utilize available/planned urban services. (B.3.5., Also RCW 36.70A.110(3))

7. Formation of new special purpose districts should be discouraged within designated urban growth areas. (B.3.6.)

8. 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))

9. 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.)

10. 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:

- The potential impacts (positive or negative) of the proposed project on the economy, the environment and community character;

  - ❖ The development of specific siting criteria for the proposed project;

  - ❖ The identification, analysis and ranking of potential project sites;

  - ❖ 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

  - ❖ Measures to first minimize and second mitigate potential fiscal impacts. (C.3.3.)

11. 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.)

12. Some public facilities may be more appropriately located outside of UGA due to exceptional bulk or potentially dangerous or objectionable characteristics. Public facilities located beyond UGA 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.)

13. The multiple use of corridors for major utilities, trails and transportation right-of-way is encouraged. (C.3.6.)

14. 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)

15. 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.)

16. Joint financing ventures should be identified to provide services and facilities

that will serve the population within the urban growth areas. (F.3.3.)

17. 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.)

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

- ❖ Identify current and potential physical and fiscal capacities for municipal and private water systems, wastewater treatment plants, roadways and other infrastructure systems.

- ❖ Identify economic opportunities that strengthen and diversify the county's economy while maintaining the integrity of our natural environment. (G.3.1.)

19. Local economic development plans should be consistent with the comprehensive land use and capital facilities plans andshould:

- ❖ Evaluate existing and potential industrial and commercial land sites to determine short and long- term potential for accommodating new and existing businesses;

- ❖ Identify and target prime sites, determine costs and benefits of specific land development options and develop specific capital improvement strategies for the desired option;

- ❖ Implement zoning and land use policies based upon infrastructure and financial capacities of eachjurisdiction;

- ❖ Identify changes in UGA as necessary to accommodate the infrastructure needs of business and industry;

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

20. Each local government will prepare a capital facilities plan consisting of:

- ❖ An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capitalfacilities;

- ❖ A forecast of the future needs for such capital facilities;

- ❖ The proposed locations, capacities and costs of expanded or new capital

facilities;

- ❖ 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

- ❖ 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.)

21. 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.)

22. The County and the cities should consider an impact fee process, as provided for in RCW 82.02.050-090, to insure that new development pays its fair share of the cost of improvements necessitated by growth and contributes to the overall financing of capital improvements. (H.3.3.)

23. 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.)

24. 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.)

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.

CAPITAL FACILITIES CHARACTERISTICS

The term “capital facilities” is not specifically defined under the GMA but this term has been defined by the Washington State Department of Community Development as part of "procedural criteria" developed under GMA. As defined in WAC 365-196-415, a capital facility is "a physical structure owned or operated by a government entity which provides or supports a public service." The section which follows lists a variety of public services, most of which have associated capital facilities within the Sunnyside area.

II. EXISTING CONDITIONS

TYPES & PROVIDERS OF CAPITAL FACILITIES

Service providers for the City of Sunnyside and the unincorporated portion of its Urban Growth Area are listed in Table 10 (Service Providers). In some cases, the capital facilities supporting the services listed are located outside of the Urban Growth Area.

Table 3-1. Service Providers - Urban Growth Area

TYPE OF SERVICE	CITY OF SUNNYSIDE	REMAINDER OF UGA
GENERAL GOVERNMENT		
General Purpose Government	City of Sunnyside	Yakima County
ECONOMIC DEVELOPMENT		
Port District	Port of Sunnyside	Port of Sunnyside
Associate Development Organization (ADO)	ADO	ADO
EDUCATION		
Schools	Sunnyside School District (No. 201)	Sunnyside School District (No. 201)
PROTECTIVE SERVICES		
Emergency/Rescue	City of Sunnyside	Fire District #5
Fire Protection	City of Sunnyside	Fire District #5
Law Enforcement	City of Sunnyside	Yakima County Sheriff/ Washington
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 3-1. Service Providers - Urban Growth Area (continued)

TYPE OF SERVICE	CITY OF SUNNYSIDE	REMAINDER OF UGA
RECREATION		
Libraries	Yakima Valley Regional Library	Yakima Valley Regional Library
Parks	City of Sunnyside	Yakima County
Recreational Facilities	City of Sunnyside; private sector	Yakima County; private sector
SOLID WASTE		
Residential and Commercial Solid Waste Collection	Yakima Waste Systems (contract with the City of Sunnyside)	Basin Disposal and Yakima Waste Systems (private franchise holders)
Solid Waste Disposal	Yakima County (Snipes Mountain Landfill/Transfer Station)	Yakima County (Snipes Mountain Landfill/Transfer Station)
STREETS AND ROADWAYS		
Arterial Streets and Roads	City of Sunnyside	Yakima County
Local Streets	City of Sunnyside	Yakima County
Sidewalks	City of Sunnyside	Yakima County
Street Lighting	City of Sunnyside, Pacific Power and Light	Yakima County
Traffic Signals and Traffic Control	City of Sunnyside	Yakima County
State/Interstate Highways	Washington State DOT	Washington State DOT
STORMWATER		
Stormwater Control	City of Sunnyside;; Sunnyside Valley Irrigation District (SVID)	Yakima County; SVID
WATER		
Potable Water	City of Sunnyside	City of Sunnyside, individual or community wells
WASTEWATER		
Sewage Collection	City of Sunnyside; Port of Sunnyside,	City of Sunnyside, Port of Sunnyside, or on-site disposal
Sewage Treatment and Wastewater Disposal	City of Sunnyside; Port of Sunnyside on-site disposal`	City of Sunnyside, Port of Sunnyside, or on-site disposal

Biosolids Disposal	City of Sunnyside; Port of Sunnyside	City of Sunnyside; Port of Sunnyside; private septage hauling

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.

WATER SERVICE CHARACTERISTICS

The description of the characteristics of the municipal water system which follows is taken from information presented in the 2016 Comprehensive Water Plan Update. The Comprehensive Water Plan and any future updates are incorporated into the Sunnyside Comprehensive Plan by reference.

The City's water system consists of

- 7 active wells (6, 7, 8, 9, 11, 12, 13) Wells 12 and 13 are considered a well field since they pump into a common pipe before entering the distribution system
- 1 emergency well (Well 10)
- 4 storage tanks with a combined capacity of 3.73 million gallons (3 Grandview tanks, 1 Skyline Drive)
- 3 pressure zones ν 9 pressure reducing valve stations
- Approximately 70 miles of transmission and distribution piping
- 5,069 service connections (2,800 single family residences, 152 multi-family residential connections servicing 1675 dwelling units and 594 non-residential connections)

The water system is composed of three different pressure zones. Nine pressure regulating stations control water flow and pressure between the three pressure zones. Pressure zone 1 services the largest part of the community at the lowest elevations. Zone 2 lies above zone 1 in elevation and services the intermediate portion of Harrison Hill. Zone 3 services the upper portion of Harrison Hill.

Most of the water system consists of looped lines although some of the lines which are near the city limits are not looped. Within this new service area, a number of individual domestic water wells still exist. It is the City's policy to provide service to replace these wells only as requested. It is also the City's policy to not extend water service beyond the city limits. Annexation provides a method of incremental expansion of the water system and as such controls development of the urban growth area to some degree.

The City of Sunnyside's municipal water supply system is a Group A community water system owned and operated by the city.

PROJECTED WATER PROJECTS

Water System Improvements

Necessary improvements to the existing system, and those required to address anticipated growth are listed below. All projects have been assigned a number to help identify the project on Figures 8-1 and 8-2 of the 2016 City of Sunnyside Water Comprehensive Plan. The projects are organized by source/treatment, distribution, storage, and planning.

STORM WATER MANAGEMENT

The City of Sunnyside operates and maintains a storm water collection system in the downtown area. A number of drywells also exist throughout the city to handle runoff in specific areas. The storm sewer system is designed to handle runoff from a 25-year magnitude storm. In the past, numerous catch basins within the storm sewer system were connected to the sanitary sewer system. This resulted in significant increases in wastewater flows during storms. This situation has largely been corrected.

WASTEWATER COLLECTION, TREATMENT & DISPOSAL

The wastewater collection, treatment, and disposal system of the City of Sunnyside is composed of two distinct systems. One system is owned and managed by the City of Sunnyside and collects largely residential and commercial wastewater. Few industries are connected to this system. The second system is owned and managed by the Port of Sunnyside and collects industrial wastewater.

MUNICIPAL WASTEWATER COLLECTION AND DISPOSAL SYSTEM

Information on the municipal wastewater collection and disposal system is taken from information presented in the 2016 General Sewer Plan prepared by HLA. This plan and any updates are incorporated by reference.

The Sunnyside collection system was initially constructed in 1927. The plant consisted of a commination station, a combination primary-secondary clarifier, a trickling filter, a control house and a digester. This plant was capable of a degree of treatment between primary and secondary, removing approximately 50 and 70 percent of the influent BOD and suspended solids,respectively.

The existing sewer collection system is divided into ten collection basins with 310,500 linear feet of pipe. 285,600 linear feet of gravity sewer pipe and 24,900 linear feet of force main pipe. The existing system sewerage collection system contains 16 sewage lift stations that convey wastewater to either the wastewater treatment facility or to other gravity sewer mains.

Chapter 4 of the 2016 general sewer plan provides the following:

> One of the goals of this General Sewer Plan is to serve as a guide for growth of the City of Sunnyside's wastewater collection system as it expands beyond the current City Limits into the UGA. To accomplish this goal, the following tasks are completed in this Chapter:
>
> - Develop future collection system drainage basin boundaries to serve un-sewered areas outside the existing City Limits but within the City's UGA boundary.
>
> - Estimate flows for the future drainage basins using zoning and land use designations and unit flow rates. For thepurposes of this Plan, future zoning and land use within the City and UGA are based upon those uses presented on Figure 1-3 and Figure 1-4.
>
> - Model the impacts of estimated flows from currently unsewered areas on the collection system. Additional flows from the future drainage basins are routed through the existing collection system to examine system capacity and determine potential problem areas.
>
> - Identify needed improvements to the existing collection system to accommodate the additional flows, and analyze alternate routing of future drainage basin flows as necessary.

COLLECTION AND CONVEYANCE

The City of Sunnyside's collection and conveyance system consists of 310,500 linear feet of pipe with 285,600 linear feet of gravity sewer pipe and 24,900 feet of forcemain pipe.

MUNICIPAL TREATMENT PLANT SITE

The City of Sunnyside's sewage treatment facilities are located on approximately 5 acres in the southeast portion of City. The majority of the site is occupied by a series of clarifiers and trickling filters. After it is treated, sludge passes out of this wastewater treatment equipment and is dewatered and dried in a series of drying beds.

Sludge is estimated to accumulate at the rate of 250 dry tons per year within Sunnyside's lagoon/drying bed system (City of Sunnyside Sludge Management Plan, November 1990). Accumulated materials are disposed of through agricultural land application.

Discharge of treated effluent is into a Drainage Improvement District #3 drain. From there it flows into the Sulfur Creek Wasteway and eventually into the Yakima River.

PORT OF SUNNYSIDE INDUSTRIAL WASTEWATER COLLECTION AND DISPOSAL SYSTEM

The Port of Sunnyside first constructed a wastewater treatment facility in 1973 to handle industrial wastewater discharged from local food processors and future industrial development. The initial facility was developed for land disposal of the wastewater by spray irrigation. This wastewater treatment facility consisted of a 5,700 foot long 12 inch diameter industrial wastewater interceptor pipeline, an equalization lagoon, two storage lagoons, a pump house, and a 55 acresprayfield.

In 1975, the interceptor pipeline was extended by 7,100 feet and two additional sprayfields totaling 180 acres were added. Since 1976, another two sprayfields have been added and the original sprayfield has been converted into an industrial park. As of October 1991, the current sprayfield area totaled 305 acres. Between 1990 and 1995 the Port of Sunnyside has installed a forty (40) acre storage lagoon, additional pump station, spray field, and has rebuilt the original storage lagoons to meet EPA and DOE regulations.

The basic wastewater treatment method is land application which uses the soil, soil bacteria and growing crops for the removal of organic materials and nutrients from the industrial wastewater. The wastewater is stored in the equalization lagoon for the time required to equalize differences in influent and effluent pumping rates. Enzymes are added to the wastewater to assist in the breakdown of the organic materials so that no sludge remains. Aqua ammonia is also added to promote microbial activity and to reduce objectionable odors associated with low pH conditions.

The Port of Sunnyside is in the process of upgrading their wastewater facility to remove the existing lagoon system.
The Port of Sunnyside receives only industrial wastewaters. All sanitary sewage is discharged to the City of Sunnyside sewage system.

FUTURE WASTEWATER DEMAND- Municipal Wastewater

Forecasting expansion of the future collection system is dependent upon the type, nature and location of future growth within the City of Sunnyside and its UGA.

WASTEWATER SYSTEM IMPROVEMENTS

Chapter 7 of the 2016 General Sewer Plan outlined a series of recommendations for the sewer collection system.

The wastewater treatment plant underwent significant upgrade during 1992 and 1993. This included construction of a new sewer lift station at the treatment plant. Replacement and oversizing of existing sewer pipe which leads to the treatment plant is currently recommended.

The treatment plant is currently undergoing significant upgrades which will bring the plant into compliance with new EPA guidelines.

In addition to this work, it is also recommended that various lift station improvements be

made in several locations within the collection system.

SOLID WASTE COLLECTION & DISPOSAL

Solid waste collection is provided by the City of Sunnyside through a contract with Yakima Waste Systems. Yakima Waste Systems currently hauls this waste to either the Lower Valley Transfer Station or Cheyne RoadLandfill.

The Cheyne Road Landfill currently serves the cities of Grandview, Mabton, Sunnyside, Toppenish, Wapato and Zillah, the towns of Granger and Harrah. Yakima Waste Systems currently serve the City of Sunnyside for solid waste collection. The current solid waste collection system in Yakima County provides adequate service for the County now and for the next 6 years

PUBLIC EDUCATION FACILITIES

Educational services for the city and its Urban Growth Area are provided by the Sunnyside School District No. 201. See Table 3-2 (Sunnyside Area School Facilities). The school district covers an area north of the Yakima River to Rattlesnake Ridge generally between Dekker Road and the east line of Yakima County north of Factory Road. South of Factory Road. The Sunnyside School District lies generally west of Waneta Road north of Forsell Road and west of Midvale Road south of Forsell Road. The Outlook Elementary School is the only major facility within the school district which lies outside of the City of Sunnyside. Outlook Elementary School lies within the unincorporated community of Outlook about 2.5 miles west of Sunnyside.

Table 3-2. School Facilities

SCHOOL FACILITIES				
Name of School	Address	Grades	Teachers	Enrollment
Public Schools: Sunnyside School District				
Chief Kamiakin Elementary	1700 E. Lincoln Ave., Sunnyside	–PK-5	43	648
Outlook Elementary	3800 Van Belle Road, Outlook	PK - 5	31	492
Washington Elementary	800 Jackson, Sunnyside	PK - 5	40	681
Pioneer Elementary school	2101 E. Lincoln Ave., Sunnyside	PK - 5	41	691
Harrison Middle School	16th and Harrison Ave., Sunnyside	6 - 8	48	938
Sierra Vista Middle School	916 N 16th Street	6 - 8	36	760

Sun Valley Elementary	1220 North 16th Street	PK-KG	33	481
Pride Alternative H.S.	105 S. 9th Ave., Sunnyside	9 - 12	6	20
Sunnyside High School	16th and Edison Ave., Sunnyside	9 - 12	95	2,088
Private Schools				
Apostolic Christia	1510 E Lincoln Ave., Sunnyside	K - 8	6	60
Calvary Lutheran	11th and Harrison Ave., Sunnyside	Pre - K	2	85
Sunnyside Christian School	811 North Ave., Sunnyside/1820 Sheller Road,	PK - 12	19	271
Trinity Reformed Christian School	9th and Lincoln, Sunnyside	2-8	1	3

Source: nces.ed.gov 2020-2021.

College classes are available through the Yakima Valley Community College at one of their two main facilities in Yakima and Grandview or at one of their satellite teaching locations in Toppenish or Sunnyside. Classes are also available through Heritage College in Toppenish, Washington State University branch campus in Richland or through Columbia Basin College in Pasco.

A variety of classes are also offered in Sunnyside by various agencies and non-profit entities which provide services to specific individuals and groups.

PARKS AND RECREATIONAL FACILITIES

Local parks and recreation facilities are provided by the City of Sunnyside. Informal recreational opportunities are available at the playfields of the Sunnyside School District #201. Table 3-3 (Parks and Recreational Facilities) lists and describes the type of parks and recreation facilities within the city.

Table 3-3. Parks and Recreational Facilities

	CENTRAL	KIWANIS YOUTH	RAILROAD	SENIOR CENTER	SOUTH HILL	UPLAND	VETERANS MEMORIAL	SUNNYVIEW	LOWER VALLEY PATHWAY	DENNY BLAINE	Downtown Centennial stage
Total Site Acreage	6.90	3.5	.25	1.5	17.6	1.00	0.30	32.00	-	-	.48
Baseball/Softball Fields	No	1	No	No	4	No	No	4	No	N	No
Football/Soccer Fields	No	1	No	No	No	No	No	1	No	N	No
Open Play Fields	No	No	No	No	1	No	No	Yes	No	N	No
Swimming Pools (outdoor)	1	No	No	No	No	No	No	N/A	No	No	No
Training Pools	1	No	No	No	No	No	No	N/A	No	N	No
Tennis Courts	No	No	No	No	4	No	No	No	No	N	No
Hard Court (Basketball, skate park, etc.)	No	No	No	No	2	1	No	1	No	1	No
Picnic Shelters	No	1	No	No	1	No	No	2	No	N	Yes
Picnic Tables	38	5	No	No	14	2	No	25	No	N	No
Restrooms	Yes	Yes	No	Yes	Yes	No	No	2	No	N	Yes
Fitness/Jogging Course	Yes	No	No	No	No	No	No	No	1994	N	No
Playground Equipment	Yes	Yes	No	No	Yes	Yes	No	Yes	No	N	No
Handicapped Access	Yes	Yes	Ye	Yes	Yes	Yes	No	Yes	No	Ye	Yes
Horseshoe Pits	No	No	No	No	18	No	No	No	Yes	N	No
Trails	No	No	No	No	No	No	No	Yes	Yes	N	No
Predominantly Green space	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
On-Site Parking Spaces	107	9	0	7	92	0	0	200	0	0	No
Off-Site Parking	Yes	Yes	Ye	Yes	No	Yes	Yes	No	Yes	Ye	Yes

Source: on-site observation

FIRE PROTECTION

The original fire station was built in 1964 and the new fire station expansion was completed in 2014. The current station is home to 20 career staff, 45 volunteers, and the following vehicles:

- 1 Air support unit
- 1 102' Platform Quint
- 1 Special Operations Trailer
- 4 Ambulances
- 3 Command vehicles
- 2 Engines

The City of Sunnyside has an interlocal agreement with Fire District #5 for mutual aid services. The City has its own fire insurance on facilities and much of the Department is cross trained and Hazmat certified.

Fire District No. 5 serves the urban growth area for Sunnyside. Both the Sunnyside Fire Department and Fire District #5 use and operate out of the fire station, in the City of Sunnyside. The City of Sunnyside owns the southern portion of the building and Fire District # 5 owns the northern portion.

Sunnyside has adequate water and hydrants to ensure safety against fire for the residents of the city.

The City of Sunnyside has a rating of 5 with the Washington State Fire Rating Bureau (WSFRB). Fire District # 5 has an average rating of 8 with the WSFRB. The range for rating of fire districts is from 1 to 10, with 1 being the highest rating. Many factors are built into the criteria used to establish these ratings, including examining the water system - size of water mains, water pressure, storage capacity and capability, the age of the firefighting equipment and pumper trucks, etc.

POLICE PROTECTION

Police protection is provided by the City of Sunnyside within the city limits and the Yakima County Sheriff's Office for the remainder of the Sunnyside urban growth area. Police service is provided by Sunnyside's police department consisting of 29 sworn police officers, including a full-time Police Chief, two commanders. The department also has15 reserve officers. The city, county and state have a mutual aid agreement for protection services.

The department also operates a dispatch center, and a 97 bed jail. We are supported in our efforts by a group of 15 volunteer reserve officers.

AMBULANCE SERVICE

The Sunnyside Fire Department provides first response to all aid calls within the City and surrounding area. If needed, services can also be provided by American Ambulance and Yakima Medic 1. American Ambulances is located in Prosser Medic 1 ambulances come from Toppenish and Yakima. This system of providing emergency medical care works well, with city firefighters also providing the first aid at the scene.

MEDICAL SERVICES

Residents of Sunnyside utilize Astria Sunnyside Hospital, a 38 bed facility, located in Sunnyside. The City of Yakima and the Tri-Cities both have hospitals with a variety of specialties.

CITY OF SUNNYSIDE FACILITIES

While the GMA does not require the capital facility plan to discuss other city buildings, this section will provide information on City of Sunnyside buildings that are owned and operated by the City to provide city services.

Table 3-4 City Facilities

CITY FACILITIES				
Type of facility	Address	Year Built	Lot area	Building area
City Hall	818 E. Edison Ave., Sunnyside	1966	29,268 sq. ft.	7665
Senior Center	1400 Federal Way	1977	1.55 Acres	2,534
Water Department Building	409 E. Lincoln, Sunnyside	1955	3.04 Acres	6,883
Sewer Treatment Plant	1336 S. 4th Street., Sunnyside	1945	9.95 Acres	17,608
Public Works Complex	1509 S. 6th Street., Sunnyside	1971	6.79 Acres	938
Community Center	1521 S.1st Street	2003	17.71 Acres	9,805

CONCURRENCY AND FINANCING PUBLICFACILITIES

Goal 12 of the GMA states that those public facilities and services necessary to support development shall be adequate to serve the development at the same time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. This concept is known as "concurrency". Concurrency applies to transportation facilities and to a locally defined list of additional capital facilities. In Sunnyside, concurrency applies to transportation services.

The concept of concurrency is particularly important in the potential development of

undeveloped areas within its jurisdiction. As Sunnyside expands into its urban growth area, it may need to rely on effective use of concurrency to ensure that the area develops with adequate facilities. While it has always been good public policy to ensure that appropriate public facilities are provided as new development occurs, this objective has not been often formally established in an integrated policy system. The GMA now prescribes a system of ensuring that the necessary facilities are developed.

WAC 365-196-415 provides that those capital facilities deemed necessary for development, adequate public facilities may be maintained as follows: (i) Transportation facilities are the only facilities required to have a concurrency mechanism, although a local government may adopt a concurrency mechanism for other facilities that are deemed necessary for development. See WAC 365-196-840. (ii) Counties and cities should determine which capital facilities will be required as a condition of project approval, but not subject to concurrency. These may include, for example: Capital facilities required to ensure adequate water availability, capital facilities necessary to handle wastewater, and capital facilities necessary to manage stormwater. (iii) For capital facilities that are necessary for development, but not identified in subsection (2)(b)(ii)(A) or (B) of this section,

Tools for Concurrency

Concurrency requires that local government match the provision and financing of facilities with the amount of development allowed in the land use plan. This is a circular equation. In its most simple form, local government can solve the equation by either increasing the amount of public facilities (supply side) or by reducing the amount of land development (demand side). While development and financial capacity are interrelated since development produces added revenue for facilities (through added taxable wealth taxes), this increase in revenue may not be sufficient to recover the costs of the necessary supporting facilities.

Ultimately, the City can solve the equation by either modifying the amount of demand for services created by development (i.e., by reducing the amount of development allowed) or by increasing financial resources to support the supply of facilities.

Regulatory Tools and Level of Service

Regulations can affect the amount of facilities needed in several different ways. While the most obvious way is by controlling the amount of development that will need facilities, the location and timing of that development, and the quantity and quality of facilities to be provided will also influence the ultimate cost of facilities needed. The City can manage this by land use regulations and controls.

The location of development is a powerful influence in determining the amount of facilities needed. Reducing the public costs of supporting new growth and controlling *where* new development occurs are two of the major public policy objectives of the GMA. The goals of the Act to reduce urban sprawl and encourage compact urban development reflect this objective. Clearly, the location of development influences the costs of services. For example,

a subdivision located four miles from needed facilities will generally require four times the access costs (roads and pipe to extend services to the subdivision) than one located one mile away from existing services. A subdivision located in an area served by a park or school with excess capacity will be less costly to serve than one of the same size located where existing facilities are stressed and over capacity.

A less obvious way the City may reduce demand is to reduce the "level of service" (LOS) it requires. The regulatory system sets standards regarding how public facilities serve new development. The higher this standard is set, the more facilities are required to accommodate new growth. Conversely, the lower the standard, the less facilities are needed. The LOS standard can work either to change the amount of facilities required or the amount of development allowed within a given amount of revenue available for capital development.

While a technical analysis of the relationship between various facilities and various developments usually determines the level of service standards, it nonetheless involves significant policy considerations and subjective judgments regarding what is adequate. For example, the amount of street improvements required depends how long it is acceptable to expect drivers to wait at intersections. Different communities will set different standards, reflecting not only their understanding of how important or needed a facility may be, but also how much they can afford.

Another significant and perhaps less appreciated manner in which the regulatory system affects development is *when* it is allowed to occur. Growth management ultimately may be more of an issue of "when?" than "how much?" or even "where?". Generally, it is more costly to finance public facilities simultaneously for four developing industrial parks than just one park at a time. If all of the current demand for a use can be accommodated by one of those areas, public facility costs can be reduced by allowing only one to develop until demand creates the need for another, rather than striving to serve many such developments at once.

One important way that concurrency can be achieved is by means of level of service standards. Once a level of service standard is adopted, the system must meet the standard before additional capacity can be allotted toward new development. In order to proceed with development, ameans of funding these improvements must be found or the level of service will need to be lowered. The level of service adopted should reflect not only the importance or need for a facility, but also how much the City can afford. Level of service standards for capital facilities are as follows:

Recommended Level of Service Standards

Transportation:

Recommended level of service standards are included in the Transportation Element of the plan.

Water:

The total source capacity should be able to meet the Maximum Instantaneous Demand (MID) for the City. MID is defined as the flow rate needed to supply all consumers in the system with water at the same moment in time, excluding fire flow.

According to minimum supply requirements in Washington State Department of Health publication *Sizing Guidelines for Public Water Supplies*, communities east of the Cascade Mountains without a separate irrigation system available to each lot should have a minimum source production capability of 1,500 gallons per residential connection per day. Most lots within the City are also within an irrigation district.

Water Quality:

The water system quality shall comply with the Washington Administrative Code requirements for water quality.

Sewer:

The level of service standards for sewer services will conform to the level of service standards adopted Department of Ecology.

Fire:

Land use planning, development review, and fire protection facility planning will be coordinated to ensure that adequate fire protection and emergency medical service can be provided. Projects will be designed to minimize the potential for fire hazard.

Police:

Land use planning, development review, and police protection facility planning will be coordinated to ensure that adequate police protection can be provided and that projects are designed to discourage criminal activity.

III. FINANCING TOOLS

Capital facilities are defined as a structure, improvement, piece of equipment, other major asset, including land that serve a public purpose and have a useful life of at least ten years. Capital improvement projects create, expand, or modify a capital facility, with costs typically exceeding $10,000.00.

The development of a six-year capital facilities plan should include improvements that are necessary, along with potential funding sources. While in some instances new public funding sources will need to be identified, existing methods for public and private revenue collection should be used to finance improvements. The funding sources identified below are potential long-term choices that may be available to the City for capital improvement projects. The sources will depend on the status of the City's existing financial commitments, capital required, cash flow requirements, source availability, and whether the source is acceptable

to the city. Any package selected must provide sufficient revenue to construct system improvements as well as satisfying any debt services.

General Revenue Sources

General revenue sources are those sources that derive from a charge against all residents (or service users) irrespective of whether they are the result of new growth or are prior residents. More commonly in public finance, "general revenues" also refer to governmental revenues as in "general fund." In governmental services, financed by governmental funds, these charges are commonly expressed in the form of taxes, especially the property tax as it relates to financing public facilities. They also include funds shared with the local government on the basis of a formula. In governmental enterprises, such as utilities, these charges take the form of rates or similar user charges.

Governmental Services:

General revenue sources for governmental facilities include operating sources and voter-approved tax levies.

A complicated array of revenues, taxes, fees, user charges, fines, interest earnings, shared revenues, etc., support governmental services of any local government. While there are a number of such sources, most local governments rely primarily on taxes for general governmental facilities, with shared revenues becoming an increasingly important source.

A very common way to fund smaller capital facilities is directly out of operational budgets. Most local governments will finance small park facilities and street projects in this manner. Local governments may finance major facilities from operating revenues, but such financing requires either some period of prolonged savings or a bond levy.

Some local governments have established separate capital funds, allocating a specified amount of general revenues to the fund each year. Smaller capital needs are then budgeted from these funds. This technique reduces year-to-year "competition" for needed capital projects with operating needs of the various departments. Other jurisdictions will budget these projects out of its regular operating fund.

There are two common techniques by which local governments seek to fund larger facilities from these operating funds. The first, and most common is the inside levy, also known as "councilmanic bonds". State law, implementing the State Constitution, allows cities and counties to incur debt up to a limit of 1.5 percent of their assessed value without a vote of the people. This debt, however, is not paid off with additional taxes, but instead is retired out of the regular taxes of the jurisdiction. Consequently, the use of this type of debt reduces the amount of revenue available for operations. Second, local governments may establish special funds to accumulate enough revenue over a period of years to allow financing a large facility.

Operating revenues also include revenue from other levels of government, some of which are limited to capital purposes. While some shared revenue sources are shared with little

restriction on how they might be used, other categories must be used for specified purposes but are not limited to particular projects. Some of these categories are limited to capital projects. For example, while all categories of gas taxes must be used for streets, one type of shared gas tax can be used for maintenance while another must be used for arterial street projects. Most of these shared revenues are taxes collected by the State and then distributed to local governments on the basis of a formula, which attempts to reflect the need for the funds (usually based on population). Shared gas tax revenues are an especially important source of revenue for street capital projects in cities.

In addition, there is another category of operating taxes that is limited to capital facilities. The real estate excise tax must be accounted for this purpose. In many jurisdictions, this is a small and very irregular source of revenue.

There are two major limitations on the use of operating revenue (that is not otherwise dedicated to the jurisdiction. This authority is usually sought as an authority to incur a specified debt, for a set number of years, for a specific purpose.

There is a major limitation of voter-authorized levies to support facilities needed for growth. In general, voters must recognize not only a need for the facility, but also the appropriateness for them to pay increased taxes to finance the facility.

While governmental general revenues are used extensively to finance growth-related infrastructure, the ability to use these revenues is often limited for two reasons. First, the demand for these revenues for operating purposes often increases faster than the ability to generate these revenues. This is perceived by much of the general public to be especially true in high-growth areas. While revenue capacity is thus constricting, it is increasingly difficult to secure approval for higher tax rates, especially to support more growth. As congestion and crowded facilities increase, people come to see growth as a problem rather than a benefit. Resentment can then build if those voters are asked to be taxed for new facilities, when a few years ago the existing facilities were adequate to meet their needs. This then translates into political pressure to shift the cost of new facilities from general sources to developers.

Enterprise Operations:

As in the case of governmental services, enterprise operations can finance capital facilities out of operating revenues or debt. Utilities (water, sewer, and storm drainage systems) are usually organized as enterprises within a local government's financial structure.

The major source of operating revenues is user charges or rates. One major difference with governmental funds requires that revenues generated by an enterprise can only be used to support that enterprise. The enterprise does not have to compete for the use of these revenues with other governmental activities. Consequently, rates can be directly set at a level necessary to not only support operations, but also to support a capital program. The ability of the rates to support such a program is usually related to the financial health of the enterprise and the expense of the key capital facilities.

Typically, growth costs in most utilities are financed through rates. In the case of the central systems, growth costs are absorbed as a part of the system growth factored into the utility's general rates. In the case where facilities serve new or growing service areas, facilities are extended usually on the basis of a business-like investment decision of whether the investment will be returned by future rates of the new development. This is usually an effective approach in a financially fit utility that has not had to impose extraordinary high rates.

Debt financing is usually accomplished by means of revenue bonds. (The most common source of funds for utility construction is the sale of tax-free revenue bonds issued by the city. The major source of funds for debt service on these revenue bonds is from user charges to individual utility customers. The major advantage of revenue bonds is that they protect the general obligation debt capacity for other projects. Also, the revenue bond should relate the benefit of the project to the revenues derived from the beneficiaries. The fiscal analysis to determine the feasibility for reimbursement should be on an investment basis where the additional income derived from the specific improvement would be sufficient to pay for the facility, including interest.

The City is capable of issuing tax-exempt bonds without public vote. In order to qualify to sell revenue bonds, the City must show its net operating income (gross income less expenses from the utility) is equal to or greater than 1.4 times the annual principal and interest payments due for all outstanding bonded indebtedness. This 1.4 factor is commonly referred to as the coverage factor and is applicable to revenue bonds sold on the commercial market. As a comparison, the Farmers Home Administration (FmHA) loan program only requires a coverage factor of approximately 1.1.

The major disadvantages to revenue bonds when compared to general obligation bonds are:

- Issuance costs tend to be higher.
- Interest rates tend to be higher because of lower security with the lack of a general obligation pledge.
- Revenue bonds may require all of the project's net revenues first be applied to either reducing outstanding debt or creating reserve funds for the same purpose.

Developer Contributions

In rapidly growing areas, it has long been recognized that it is very difficult to rely on general revenues to support the costs associated with new growth. This has led many jurisdictions to seek alternative financing mechanisms. A well-established practice in many local governments is to negotiate with developers to finance the necessary facilities themselves. While this practice tends to be associated with the provisions of the State Environmental Policy Act (SEPA), its roots predate SEPA and it has been a traditional mechanism by which to finance facilities needed by major developments. A typical application, for example, involves the use of Local Improvement Districts (LIDs), which are financial tools that enable property owners to assess themselves (and others) for needed facilities.

Developer financing depends on the mutual recognition by both the developer and the local

government that the development requires certain facilities in order to be viable. As such, it is in the interest of the developer to ensure that the necessary facilities are installed. If the local government cannot finance them, then the developer needs to find an alternative, either by arranging the financing him or herself, or working with other property owners to form an LID for the benefit of the broader area. Numerous mechanisms, such as latecomers' agreements, delay agreements, etc., have evolved over the years to facilitate such financing.

Developer Financing in General:

Developers may fund the construction of capital facilities to serve property within new plats. The developer extensions are then turned over to the City for operation and maintenance when completed. In some cases, it may be necessary to require the developer to construct more facilities than those required by the development in order to provide either extensions beyond the plat and/or larger pipelines for the ultimate development of the sewer system. The City may, by policy, reimburse the developer through direct outlay, latecomer charges, or reimbursement agreements for the additional cost of facilities, including increased size of pipelines over those required to serve the property under development.

Compensation for over sizing is usually considered when it is necessary to construct a pipe larger than eight inches in diameter in residential areas to comply with the intent of the Comprehensive Plan. Construction of any pipe in commercial or industrial areas larger than the size required to service the development should also be considered as an oversized line possibly eligible for compensation. Developer reimbursement (latecomer) agreements provide up to ten years or more for developers to receive payment from other connections made to developer-financed improvements. The developer may collect up to 75 percent of the cost of the original improvement though latecomer reimbursement.

SEPA Mitigation:

Since the 1970s, in many areas that have experienced high growth, this traditional approach to growth finance has become institutionalized under the auspices of SEPA. SEPA requires that new development (over a specified size), be evaluated in order to determine whether there will be unacceptable adverse impacts that will result if the development is approved. If there are, these impacts must be mitigated before the project is approved. Adverse environmental impacts include inadequate public facilities. This evaluation process then becomes the basis of a "voluntary" agreement by the developer to finance improvements necessary to remove such deficiencies.

In addition to the authority of SEPA to seek developer participation in financing growth related facilities, the concurrency requirement itself also provides such authority. If a permit cannot be issued because a street is not adequate and there is not sufficient general revenue available to correct it, then the developer has a very direct interest in finding a way to improve the street. If he agrees to finance it then a voluntary agreement can be developed to authorize the permit. Similarly, if the intensity of a proposed development exceeds the amount of activity that can be supported under the adopted Capital Improvement Plan, then additional financing can be the basis for an amendment to that plan.

Local Improvement Districts:

Another potential source of funds for improvements comes through the formation of Local Improvement Districts (LID's) involving a lien against the property collected through assessment made on properties benefited by the improvements.

LID financing is frequently applied to water, sewer, and street system extensions into previously unserved areas. Typically, LID's are formed by a city at the written request (by petition) of the property owners within a specific area of the city. Upon receipt of a sufficient number of signatures on petitions, the local improvement area is defined, and a system is designed for that particular area in accordance with the city's general comprehensive plan. Each separate property in the LID is assessed in accordance with the special benefits the property receives from the system improvements.

There are several benefits to the City in selecting LID financing. The assessment places a lien on the property and must be paid in full upon sale of the property. Further, some property owners may pay the assessment immediately upon receipt.

As opposed to rate financing, the advantages of LID financing to the property owner include:

- The ability to avoid interest costs by early payment of assessments.
- If the LID assessment is paid off in installments, the interest may be deductible from federal income taxes.
- Some Community Development Block Grant funds are available to property owners with low and moderate incomes. Funds are available only to reduce assessments.

The major disadvantage to the LID process may be the difficulty in approving its formation. The LID process may be stopped unless owners of 50 percent of the property within the LID support its formation (most cities require 60 percent in order to ensure a margin above the minimally required 50 percent).

Impact Fees:

The GMA has added to the available tools for financing growth-related facilities. One of the most significant, and complex, is a provision for imposing impact fees. The adoption of impact fees as a part of the GMA was the result of a series of political compromises, which sought on one hand to provide clear authority for local governments to impose such fees for growth-related facilities, while at the same time responding to the criticism that the development community has had of the SEPA mitigation system. Consequently, the provisions of the GMA relating to impact fees are complex and extensively limited and conditioned.

The GMA and the impact fees have the following significant characteristics:

- The GMA allows impact fees to be imposed to assist in financing public facilities

provided for in the Capital Improvement Plan.

- Fees must be reasonably related to the impact of the development (in growth management terms, this means that a "nexus" is required between the development's impacts and the use of the fee).
- Fees must be proportionate to the development's share of costs for facilities which "reasonably benefit" the development.
- Fees must be used within six years or be refunded to the developer.
- Fees must provide needed revenue not available from other sources.
- Fees must be part of an overall program to eliminate public facility needs in a reasonable time frame.
- Fees must be based on a formula or other method of calculating impact fees.
- Fees may be adjusted due to unusual circumstances to ensure that the fees are imposed fairly.

These conditions represent tests that must be met by each local government's system in order to withstand potential legal challenge.

Another statute (RCW 39.92) authorizes the City to establish local transportation improvement areas within which impact fees may be collected for transportation improvements. This authority has some advantages over the GMA impact fee for designated areas. It may be particularly appropriate as a means to finance transportation improvements in the industrial areas west of the railroad tracks when the area becomes "ready" for development.

In 2020 the City of Sunnyside voters approved a 0.02% sales tax levy to finance a local Transportation Benefit District.

External Financing Sources (Grants):

Revenue may also be shared for the purpose of financing a particular project. This type of revenue sharing occurs in the form of grants. Historically, grants were an extremely important source of revenue for capital facilities. However, the demise of many federal programs has resulted in a dramatic reduction in the availability of grant funds for capital projects. While grants were a fairly reliable source that could be anticipated from year to year, their availability is now difficult to foretell.

Grants are awarded on the basis of the need for a particular project. As this source of funds declined, the criteria for the award of grants now tend to accent a need derived from a preexisting condition. Projects needed to support new growth are more difficult to secure than a project designed to alleviate an existing problem.

Centennial Clean Water Fund:

State grants and loans are administered by the Department of Ecology for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to protect water quality. State grants and loans are available based on a 50 to 25

percent local matching share range.

State Revolving Loan Fund:

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

Department of Health Water Grants:

These State grants are available for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. Grant funds can be used for technical assistance for upgrading current water systems.

Aquatic Land Enhancement Account (ALEA):

The ALEA grant program is administered by the Department of Natural Resources. ALEA funds are limited to water dependent public access/recreation projects or on-site interpretive projects. A local match of 25 percent is required.

Outdoor Recreation Grant-in-Aid Funding (IAC):

The Interagency Committee for Outdoor Recreation (IAC) provides grant-in-aid funding for the acquisition, development, and renovation of outdoor recreation facilities. Park and boating program grants require 50 percent local match.

Housing and Urban Development Block Grant:

The City may qualify for Federal Department of Housing and Urban Development (HUD) Block Grants depending on its needs and the ability to compete with other communities. To qualify for a block grant, the applicant must show that the project benefits low and moderate-income persons or households.

Farmers Home Administration:

The Farmers Home Administration (FmHA), a federal agency, has a loan program that, under certain conditions, includes a limited grant program. Grants are awarded to the most financially needy communities where utility and garbage rates are established at or higher than similar municipalities.

In addition, FmHA has a loan program for needy communities that cannot obtain funding by commercial means through the sale of revenue bonds. The loan program provides long-term 30- to 40-year loans at an interest rate that is based on federal rates, varying with the commercial market.

State Public Works Trust Fund:

The Public Works Trust Fund (PWTF) is a revolving loan fund designed to help local governments finance needed public works projects through low-interest loans and technical assistance. The PWTF, established in 1985 by legislative action, offers loans substantially below market rates, payable over periods ranging up to twenty years.

Interest rates are 1 to 3 percent, with the lower interest rates providing an incentive for a higher local financial share. A 20 percent local share qualifies the applicant for a 2 percent interest rate and a 30 percent local share qualifies for a 1 percent PWTF loan. A minimum of 10 percent of project costs must be provided by the local community. The useful life of the project determines the loan term, with a maximum term of 20 years.

To be eligible, an applicant must be a local government or special-purpose city and have a long- term plan for financing its public work's needs. If the applicant is a county or city, it must adopt the optional 1/4 percent real estate excise tax dedicated to capital purposes. Eligible public works systems include streets and roads, bridges, storm sewers, sanitary sewers, and domestic water. Loans are presently offered only for purposes of repair, replacement, rehabilitation, reconstruction or improvement of existing eligible public works systems, in order to meet current standards and to adequately serve the needs of existing service users. Ineligible expenses include public works financing costs that arise from forecasted, speculative or service-area growth. Such costs do not make a project ineligible but must be excluded from the scope of their PWTF proposal.

More trust fund dollars are substantially requested than are available, requiring local jurisdictions to compete for the available funds. The applications are carefully evaluated and the Public Works Board submits to the Legislature a prioritized list of those projects recommended to receive low- interest financing. The Legislature reviews the list and indicates its approval through the passage of an appropriation from the Public Words Assistance Account to cover the cost of the proposed loans. Once the Governor has signed the appropriation bill into law (an action that usually occurs by the following April), those local governments recommended to receive loans are offered a formal loan agreement with appropriate interest rate and term as determined by the Public Works Board.

Phasing and Timing:

The City will be able to do only so much at one time: the more it tries to do, the thinner the resources will be to address the needs. The result of trying to do too much at once will be a lower quality of services. While some development will still occur, the City will be always trying to catch up with the needs of the new development. Gradually, the quality of the developing area will erode, reducing its appeal for new development. Focusing on a few areas at a time and making sure that each develops with the appropriate services will enhance their appeal and produce more and better quality developments overall.

Leverage:

Since the City will have trouble amassing large financial resources at once, it will need to stretch those resources and will need to match resources with other outside resources. In existing areas, this may involve seeking out and competing effectively for appropriate grants. For new development, this may be using small amounts of funds, or even financial incentives, to stimulate much larger developer contributions. Cities such as Kent and Tacoma have used cost sharing of the financing costs of LID's as a powerful tool to encourage LID formations (since developer LID's are inherently risky, this approach must be undertaken with care and expert assistance).

Developer Extension and LID's:

The City has very effectively maintained a policy of requiring developers to finance the extension of water and sewer facilities to new development. The City needs to continue that policy and extend it to streets as well. Many City street development programs are based on the same principles that the City of Union Gap now uses for utility extensions: setting high quality standards and requiring the developer to finance the necessary supporting facilities.

Residential Development:

In order for the City to maintain a balance between commercial, industrial, and residential uses, it may find that it will need to be more aggressive in encouraging new residential development. This could mean that the City may find it more appropriate to provide cost sharing of necessary facilities for new residential development, than for new industrial facilities.

Priority for Existing Revenues for Existing Needs:

Greater opportunities for leveraging generally exist with large private development on raw land, and not in existing developed areas. In developed areas, the City will need to rely on competitive grants, and will need to be aggressive in pursuing such grants.

Revenue Feedback:

New growth stimulates new revenues. Generally, these revenues will be the means by which the City will ensure that its general governmental services and facilities will be financed to support ongoing services. The planned industrial and commercial development will generally provide sufficient revenues for the City to maintain its service levels in these general services as the City grows.

While ultimately these revenues will be needed to support ongoing services, some revenues are of a "one time only" character that can be set aside for additional capital development purposes. The best example of such revenue is the sales taxes paid on new construction. Another technique can be setting aside property taxes on new construction the first year (or a proportion of new revenues) as they are added to the tax base. These techniques of diverting general fund revenues for capital allow the capital facilities funds to take advantage of current economic growth to invest in additional facilities.

The interaction of these financial strategies with the need to leverage additional revenues will require the City to approach future development in an entrepreneurial way, that is, by prospecting and encouraging opportunities and taking advantage of them when they occur. Since opportunities will depend on the actions of others, the sequence of opportunities may not be predictable.

The comprehensive plan requires several general types of facility development:

General System Needs:

Most of the capital needs described above consist of local improvements needed in existing developed areas or extension of lines and streets into unserved areas. Thereare a few system needs to be addressed:

Long Term Water Supply and Storage:

While the City may have sufficient to meet current and most of the anticipated needs for the next decade. After that period of time, additional capacity may be needed if the City grows as anticipated. If the deep aquifer proves to be a reliable source, an additional well can be added. The need for additional supply can be offset, for a time, by the implementation of conservation practices as recommended in the water comprehensive plan. Additional water storage will be needed to support the plan before build-out. Water revenue from additional growth should be able to finance these facilities through revenue bonds when they are needed, provided that line extensions continue to be financed by developer extensions and the water utility uses appropriate financial policies to maintain the utilities financial health.

Sewer:

Continued redevelopment of lines and pump station.

Transportation:

Construction of streets and transportation facilities will require an aggressive blending of local resources including transfers from the general fund, developer contributionsand state and federal grants. As development occurs impacts to transportation systems must be analyzed to ensure concurrency.

Parks:

The planning process will identified appropriate local park sites. Development of these sites may be needed as the City approaches build-out. While additional revenues from growth will provide some resources for park development, a general obligation bond program would be an appropriate financial mechanism for this purpose. New residential development should be evaluated under SEPA or concurrency management to identify impacts on neighborhood park needs that should be mitigated.

General Government:

As growth occurs, general governmental office space, police and fire services will require expansion. The planned uses will be able to provide the additional revenues through "normal" taxes to finance these improvements. Capital budgeting techniques suggested above can assist in setting appropriate revenues aside for these purposes.

The City might explore other financial mechanisms to assist in assessing developers for the cost of necessary facilities. One mechanism in particular is the impact fee system established by RCW 39.92 that allows the City to designate a developing area as an impact zone for the purpose of assessing impact fees for street development needs. (In order for this mechanism to work, most of the land in the designated area must be ready for development.) If not, funds to finance the needed facilities may not be collected.

Land Use and Capital Facility Balance:

As described above, the GMA requires that the land use plan be balanced with a financing plan for public facilities. If this balance is not achieved, then the land use plan must be reevaluated. The strategy suggested here complies with that requirement. During the first decade of this plan, existing general facilities should be adequate, generally, to support anticipated growth with the steps identified herein. The requirement that developers be required to finance the supporting facilities through developer extension agreements ensures that the planned uses cannot be developed out of balance with the facilities. Concurrency requirements for transportation improvements will supplement this ability to maintain a balance between facilities and the plan. At the conclusion of this decade, the evolved situation should be evaluated to address further needs.

IV. PROPOSED CAPITAL PROJECTS:

The city of Sunnyside has many documents that contain capital projects that will not be repeated here but the following documents are adopted herein by reference that contain capital projects and funding for those projects. Those documents include the Comprehensive Sewer Plan, Comprehensive Water Plan, Sunnyside Storm Water Management Plan, Six Year Transportation Plan, Airport Master Plan, Parks, Recreation and Open Space (PROS) Plan and the City of Sunnyside Capital Improvement Budget, which will be adopted each year as part of budget process or will be updated as need for new projects.

V. GOALS AND POLICIES

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

GOAL 1:

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

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

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

Policy 1.3 Planning for future capital facilities will be coordinated with the Land Use and Transportation Elements of the Comprehensive Plan. The development of a one year and six year capital facilities plan, that looks at all city facilities will provide needed funding information.

GOAL 2:

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

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

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

GOAL 3:

To facilitate planned growth through combined services.

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

GOAL 4:

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

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

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

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

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

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 Sunnyside to the fullest extent possible.

Policy 5.1 Use preference identification as a basis for identifying what facilities

are most needed in the community and as a basis for the development of capital programming.

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

GOAL 6:

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

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

Policy 6.2 Coordinate city and county utility plans.

Policy 6.3 Determine funding options for future city and county utility needs.

GOAL 7:

Ensure the protection of groundwater from sources of contamination.

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

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

GOAL 8:

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

Chapter 4

Transportation Element

I. INTRODUCTION

PURPOSE

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

GMA REQUIREMENTS

The goal of the GMA (GMA) is to encourage an efficient multi-modal transportation system that is based on regional priorities and coordinated with Sunnyside and Yakima County comprehensive plans. The City of Sunnyside's transportation element must be consistent with the regional transportation plan established by the Regional Transportation Planning Organization (RTPO) for Yakima County. The RTPO for Yakima County is Yakima Valley Conference of Governments (YVCOG). The transportation element must also implement, and be consistent with, the city's land use element.

The GMA requires City of Sunnyside to 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 GMA, 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 GMA 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 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.

The City of Sunnyside 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 this transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand-management, and other transportation systems management strategies.

APPLICABLE COUNTYWIDE PLANNING POLICIES

Countywide planning policies must be considered and incorporated into the transportation element for the plan to achieve "interjurisdictional consistency." Yakima County and the cities within the county updated the county-wide planning policies in 2003. The following countywide 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. (B.3.4., also RCW 36.70A.070 (3) (c) (d)).

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 use of corridors for major utilities, trails, and transportation right-of-way is encouraged. (C.3.6.)

4. 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 conducted and conflicts prevented. (D.3.5.)

5. 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 Sunnyside 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 City of Sunnyside is served by a network of roadways and streets. Roadways and streets within the City of Sunnyside are categorized under the Federal Urban Arterial Classification System. In surrounding unincorporated Yakima County, roadways are categorized under the Federal Rural Arterial Classification System.

The major streets and roadways serving the City of Sunnyside are shown in Table 19. Streets within the City of Sunnyside are either paved, graveled or unimproved right of ways. Residential streets that are paved have driving lanes and some have dirt or gravel parking lanes. Retail core area streets are paved curb to curb, most with parking on both sides of streets. Street right-of-way varies throughout City from 20 feet to 100 feet in width.

Yakima Valley Highway is an entry corridor into the City of Sunnyside on both the east and west sides of the city and provides areas for a nice entry to the city as well as a concentrated commercial corridor.

I-82 is the freeway access to Sunnyside. I-82 passes through the City of Yakima to the northwest and connects to I-90 at Ellensburg. From Sunnyside, the City of Seattle is approximately 3 hours to the northwest, the City of Spokane is approximately 3 hours to the northeast and Portland is approximately 3 hours to the southwest.

I-82 also passes through the Tri-Cities to the southeast to connect to with I-84 near Hermiston, Oregon. SR-241 travels north to connect with Highway 24 and provide access to the Hanford Nuclear Reservation at the west gate. The Yakima Valley Highway provides an

important link between the City of Sunnyside and the City of Grandview. Other roadways which connect with Sunnyside serve the large areas of agricultural land which surround the City.

RAIL FACILITIES AND LOCATIONS

The Sunnyside area is served by the Washington Central Railroad. Access to this remaining line is from the interconnecting Washington Central spur between Prosser and Zillah. This spur connects with Washington Central's main line at Prosser. The main line of the Washington Central follows the SR-22 corridor within the Sunnyside area. To the north of SR-22, the main line for the Washington Central railroad follows the SR-821 corridor through the Yakima River Canyon from Kittitas County and into the Upper Yakima Valley area and the City of Yakima. The line travels south through the Lower Yakima Valley parallel with SR-97 to Toppenish connecting with SR-22 at this point. To the south, the Washington Central Railroad parallels SR-22 to Prosser and travels southeast to the Tri-Cities.

The Cities of Yakima and Toppenish have begun active consideration and planning on the potential of returning passenger rail services to central Washington. This plans long be championed by the statewide advocacy group, All Aboard Washington (AAWA). Following the 2019-20 legislative "joint transportation commission" feasibility study, which considered passenger stops in Roslyn, Ellensburg, Yakima and Toppenish before reconnecting to services in Pasco, there has been conversations about joining a multi-state effort to bring back regional passenger rail service. A Central Washington service would likely be part of a greater "return of service" to cities like Boise, ID and Salt Lake City, UT.

AIRPORTS

Sunnyside Municipal Airport is owned by the City of Sunnyside and is a general aviation airport. A general aviation airport normally serves non-scheduled private flights, whether related to business or recreation. The airport consists of a single asphalt runway 3,543 feet in length by 60 feet in width and maintains a Low Intensity Runway Lighting System (LIRL). It is estimated that 12 general aviation aircraft were based at Sunnyside Municipal Airport in 2015. By the year 2027, a total of 24 general aviation aircraft are anticipated to be based at the airport. In 2027, it is estimated that 24,000 take-offs and landings occurred at Sunnyside Municipal Airport. The Sunnyside Municipal Airport is a non-instrument airport relying upon beacon for aid in navigation.

Electric Aircraft**,** General Aviation & Charter Services. By the end of the 2020's, electric powered aircraft will be providing opportunities to both private and commercial aviation travel. As part of the great "green transportation" movement, electric aircraft will require little or no aviation fuel, eliminate the need of "hub-spoke" based commercial service through major airports (by creating 9 or less passenger service from smaller airports, likely through scheduled charter services). Commercial and General Aviation Airports need to begin researching the construction and placement of aircraft charging infrastructure to accommodate both business and eventually private electric aircraft.

Cities around the country are beginning to look at the impacts of "drone-delivery" technologies. Cities are developing codes to control flight paths of drone craft within their city limits to protect property owner rights, safety, and potential hazards to air and surface-based vehicles.

Two commercial service airports are located within 50 minutes of the City of Sunnyside. They are located in Pasco and Yakima. These airports serve as commercial nodes for passenger and cargo aircraft. Both airports have at least one runway over 7,000 feet long which can accommodate most types of aircraft. They also serve private flying for business or recreation.

The Yakima Air Terminal is owned by the City of Yakima. It consists of two main runways, both of which have an asphalt surface. The first runway is 7,603 feet in length and 150 feet wide. It uses a High Intensity Runway Lighting System (HIRL). The second runway is 3,835 feet in length and 150 feet wide. The second runway uses a Medium Intensity Runway Lighting System (MIRL). The Yakima Air Terminal is an instrument airport utilizing a number of landing and navigational aids.

The airport at Yakima has been designated as a Port of Entry for a Foreign Trade Zone. In 2015, the Yakima Air Terminal enplaned over 65,134 passengers on departing commercial flights. Based on a 2020 estimate, 185 private general aviation aircraft are based at this airport and the airport averages 136 flights a day, about 100 of which are local or transient oriented.

The Tri-Cities Airport is owned by the Port of Pasco. It consists of three main runways, all of which have an asphalt surface. The first runway is 7,711 feet in length and 150 feet wide. It uses a HIRL. The second runway is also 7,703 feet in length and 150 feet wide. The second runway uses a MIRL. The third runway is 4,425 feet in length and 75 feet wide. The third runway is not lighted. The Tri-Cities Airport is an instrument airport utilizing a number of landing and navigational aids.

In 2019, the Tri-Cities Airport at Pasco enplaned 438,123 passengers on departing commercial flights. It is estimated that an average of 78 commercial flights departed daily from the airport. Each departing commercial flight enplaned an average of 8 passengers. In 2008, the Tri-Cities Airport handled over 3,600,000 pounds of air cargo. Based on a 2008 estimate, 123 private general aviation aircraft are based at this airport.

PUBLIC TRANSPORTATION

People For People in 2020 started a limited bus route between Mabton, Grandview and Sunnyside. This buses route currently runs between 8; 30 a.m. and 3:55 p.m. The current stops within Sunnyside are: Picard Pl off of Waneta Road, Lincoln Avenue off of Yakima Valley Highway, Sunnyside Health Center, Sunnyside Library, Astria Hospital and the Mid Valley Mall.

Demand response transportation services are provided for eligible elderly and handicapped citizens by People For People Transit Elderly and Handicapped, 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. The Yakima Valley Conference of Government is conducting a study on transit in Yakima County.

TRIALS & PATHWAYS.

YVCOG, in conjunction with the Yakama Nation's efforts to create the "Heritage Connectivity Trail" (HCT) system, looks to expand trial systems north and east of the Yakima river to connect the Sunnyside-Prosser trail in the east to the Yakima Greenway and HTC (planned) systems to the west and north-central parts of the county, creating a truly countywide trail network. The planned HCT (created to address high accident and death rates among pedestirans and bicyclists within the Nation's boundaries) would connect communities between White Swan, Harrah, Wapato, and Toppenish to communities just outside the YN boundary such as Union Gap, Zillah, Granger, and Mabton. Expanding the S-side/Prosser trail west to Granger could then be expanded Zillah and onto Toppenish via the Meyers Rd or SR 22 routes. The HCT received conceptual plan approval from the YN Tribal Council in July 2021, while a trail feasibility study for non-reservation area lands have been listed as an unfunded transportation need in YVCOG's Unified Planning Work Program for several years.

III. ROADWAY CHARACTERISTICS

The City of Sunnyside has 54 miles of roadway within the city limits. Many additional miles of roadway exist within the adjacent urban growth area.

FUNCTIONAL CLASSIFICATION

The streets and roadways in the Sunnyside area do not function independently, but rather form a network through which traffic flows. Roads within the network serve two primary functions: 1) mobility to move traffic, goods, and people from one location to another quickly and efficiently; and 2) to provide access to parcels of land. The primary purpose of arterial streets is to provide mobility. Land access from arterial streets is secondary and numerous access points along an arterial may serve to impede its mobility function. A local streets primary purpose is to provide access to surrounding parcels of land. Mobility is secondary. Collector streets provide both land access and mobility, and link arterial and local streets.

Roadways within Sunnyside are classified as urban d. Table 19 shows the functional classification of urban roadways within the City of Sunnyside and the Sunnyside Urban Area (as defined by the Washington State Department of Transportation (DOT) and used for the purposes of transportation planning and funding).

Unincorporated areas classified as rural for the purposes of transportation planning. Table 19 shows the functional classification of rural roadways within the urban growth area.

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

Interstate:

Interstate are the highest classification of Arterials and designed and constructed with mobility and long-distance travel in mind. A high speed, high capacity roadway intended exclusively for motorized traffic, with private automobile.

Principal Arterial (Highway):

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:

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher arterial counterparts and offer connectivity to the higher arterial system. 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:

Collectors serve a critical role in the roadway network by gathering traffic from local roads and funneling them to the arterial network. . Typically, they carry moderate traffic volumes, have relatively shorter trip than arterials, and carry very little through traffic. Urban collectors and rural major collectors are the lowest 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.

Roadway Name	Fictional Class	Start Location	End Location	Number of lanes	AADT	Idealized Roadway Capacity	Idealized Roadway Capacity per hour (VPH)	Estimated Peak Hour Volume (vph) (AADT * 10%)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Interstate 82	Rural Interstate	West City Limits	Midvale Road	4	12,000	43,200	2,000	1,200	0.6	B
Interstate 82	Urban Interstate	Midvale Road	East City Limits	4	11,500	48,000	2,000	1,150	0.57	B
SR 241	Urban Minor Arterial	Yakima Valley Highway	Factory Road	2	5,000	33,600	1,400	500	0.357	A
SR 241	Urban Minor Arterial	Factory Road	Edison Avenue	2	5	33,600	1,400	0.5	0.000	A
SR 241	Urban Minor Arterial	Edison Avenue	North Side of Airport	2	4,200	33,600	1,400	420	0.300	A
SR 241	Urban Minor Arterial	North Side of Airport	Sheller Road	2	3,300	33,600	1,400	330	0.236	A
None	Principal Arterial			0	0	0	0	0	0.000	
First Street	Urban Minor Arterial	Interstate -82	Lincoln Avenue	2	12605	33,600	1,400	1260.5	0.900	E
First Street	Urban Minor Arterial	Yakima Valley Hwy	North Avenue	2		33,600	1,400	0	0.000	
First Street	Urban Major Collector	Zillah Avenue	Yakima Valley Hwy	2	4,336	28,800	1,200	433.6	0.361	A
Fourth Street	Urban Major Collector	Lincoln Avenue	Harrison Avenue	2		28,800	1,200	0	0.000	
Sixth Street	Urban Minor Arterial	Lincoln Avenue	Harrison Avenue	2	894	33,600	1,400	89.4	0.064	A
Sixth Street	Urban Minor Arterial	Harrison Avenue	Decater Avenue	2		33,600	1,400	0	0.000	
Sixth Street	Urban Minor Arterial	Decater Avenue	Yakima Valley Hwy	2	8,940	33,600	1,400	894	0.639	B
Sixth Street	Urban Minor Arterial	Yakima Valley Hwy	North Avenue	2	3,917	33,600	1,400	391.7	0.280	A
Eleven Street	Urban Major Collector	Lincoln Avenue	Harrison Avenue	2	776	28,800	1,200	77.6	0.065	A
Eleven Street	Urban Major Collector	Harrison Avenue	Edison Avenue	2	776	28,800	1,200	77.6	0.065	A

Roadway Name	Fictional Class	Start Location	End Location	Number of lanes	AADT	Idealized Roadway Capacity	Idealized Roadway Capacity per hour (VPH)	Estimated Peak Hour Volume (vph) (AADT * 10%)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Eleven Street	Urban Major Collector	Edison Avenue	Yakima Valley Hwy	2	892	28,800	1,200	89.2	0.074	A
Eleven Street	Urban Major Collector	Yakima Valley Hwy	North Avenue	2	892	28,800	1,200	89.2	0.074	A
Sixteen Street	Urban Minor Arterial	South Street	Lincoln Avenue	2	5,750	33,600	1,400	575	0.411	A
Sixteen Street	Urban Minor Arterial	Lincoln Avenue	Harrison Avenue	2	5,390	33,600	1,400	539	0.385	A
Sixteen Street	Urban Minor Arterial	Harrison Avenue	Edison Avenue	2	5,390	33,600	1,400	539	0.385	A
Sixteen Street	Urban Minor Arterial	Edison Avenue	Yakima Valley Hwy	2	5,230	33,600	1,400	523	0.374	A
Sixteen Street	Urban Minor Arterial	Yakima Valley Hwy	North Avenue	2	4,164	33,600	1,400	416.4	0.297	A
Sixteen Street	Urban Major Collector	North Avenue	Washout Road	2		28,800	1,200	0	0.000	
Alexander Road	Rural Collector Major	Wells Road	Snipes Pump Road	2	2069	24,000	1,000	206.9	0.207	A
Alexander Road	Urban Major Collector	Wells Road	Midvale Road	2	2039	28,800	1,200	203.9	0.170	A
Alexander Road	Urban Major Collector	Midvale Road	Mabton-Sunnyside Road	2	2,270	28,800	1,200	227	0.189	A
Alexander Road	State Route	Mabton-Sunnyside Road	Waneta Road	2	1,800	43,200	1,800	180	0.100	D
Cemetery Road	Urban Major Collector	North Avenue	Fairview Avenue	2	1,010	28,800	1,200	101	0.084	A
Cemetery Road	Urban Major Collector	Fairview Avenue	Wooden Road	2	760	28,800	1,200	76	0.063	A
Cemetery Road	Urban Minor Collector	Wooden Road	Vanbelle Road	2	540	28,800	1,200	54	0.045	A
Edison Avenue	Urban Major Collector	Stackhouse Street	S. Sixth Street	2	6,993	28,800	1,200	699.3	0.583	A
Edison Avenue	Urban Minor Arterial	S. Sixth Street	S. Eleventh Street	2	4,053	33,600	1,400	405.3	0.290	A

Roadway Name	Fictional Class	Start Location	End Location	Number of lanes	AADT	Idealized Roadway Capacity	Idealized Roadway Capacity per hour (VPH)	Estimated Peak Hour Volume (vph) (AADT * 10%)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Edison Avenue	Urban Minor Arterial	S. Eleventh Street	S. 16th Street	2	4,053	33,600	1,400	405.3	0.290	A
Edison Avenue	Urban Minor Arterial	S. 16th Street	Yakima Valley Hwy	2	1,895	33,600	1,400	189.5	0.135	A
E. Edison Avenue	Urban Minor Arterial	Yakima Valley Hwy	SR 241	2	2,890	33,600	1,400	289	0.206	A
E. Edison Avenue	Urban Major Collector	SR 241	East City Limit Line	2	1,524	28,800	1,200	152.4	0.127	A
E. Edison Avenue	Rural Minor Collector	East City Limit Line	Ray Road	2	706	19,200	800	70.6	0.088	A
Emerald Road	Rural Major Collector	Midvale Road	Snipes Pump Road	2	1,486	24,000	1,000	148.6	0.149	A
Factory Road	Urban Major Collector	Yakima Valley Hwy	SR 241	2	1,460	28,800	1,200	146	0.122	A
Factory Road	Rural Minor Collector	SR 241	Ray Road	2	0	0	0	0	0.000	
Grandview Avenue	Urban Major Collector	Swan Road	Riverside Drive	2	1,412	28,800	1,200	141.2	0.118	A
Grandview Avenue	Urban Major Collector	Riverside Drive	Sunnyside Avenue	2	788	28,800	1,200	78.8	0.066	A
Harrison Avenue	Urban Major Collector	S 4th Street	S. 6th Street	2	1,640	28,800	1,200	164	0.137	A
Harrison Avenue	Urban Major Collector	S. 6th Street	S. 11th Street	2	1,890	28,800	1,200	189	0.158	A
Harrison Avenue	Urban Major Collector	S. 11th Street	S. 16th Street	2	1,890	28,800	1,200	189	0.158	A
Lincoln Avenue	Urban Minor Arterial	S. 1st Street	S. 6th Street	2	2,420	33,600	1,400	242	0.173	A
Lincoln Avenue	Urban Minor Arterial	S. 6th Street	S. 11th Street	2	5,175	33,600	1,400	517.5	0.370	A
Lincoln Avenue	Urban Minor Arterial	S. 11th Street	S. 16th Street	2	5,175	33,600	1,400	517.5	0.370	A

Roadway Name	Fictional Class	Start Location	End Location	Number of lanes	AADT	Idealized Roadway Capacity	Idealized Roadway Capacity per hour (VPH)	Estimated Peak Hour Volume (vph) (AADT * 10%)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Lincoln Avenue	Urban Major Collector	S. 16th Street	Yakima Valley Hwy	2	2,770	28,800	1,200	277	0.231	A
Mabton Sunnyside Road	Urban Major Collector	Alexander Road	Tear Road	2	5,300	43,200	1,800	530	0.294	D
Midvale Road	Urban Minor Arterial	Interstate - 82	Emerald Road	2	3433	33,600	1,400	343.3	0.245	
Midvale Road	Urban Major Collector	Emerald Road	Duffey Road	2	2705	28,800	1,200	270.5	0.225	A
North Avenue	Urban Major Collector	N. 1st Street	N. 6th Street	2	3,175	28,800	1,200	317.5	0.265	A
North Avenue	Urban Major Collector	N. 6th Street	Cemetery Road	2	900	28,800	1,200	90	0.075	A
North Avenue	Urban Major Collector	Cemetery Road	N 11th Street	2	900	28,800	1,200	90	0.075	A
North Avenue	Urban Major Collector	N 11th Street	N 16th Street	2	900	28,800	1,200	90	0.075	A
Outlook Road	Urban Major Collector	Scoon Road	City Limit Line North side of Outlook Road	2	1,109	28,800	1,200	110.9	0.092	A
Outlook Road	Urban Minor Collector	City Limit Line North of Outlook Road	City Limit Line South side of Outlook Road	2	1,109	28,800	1,200	110.9	0.092	A
Riverside Drive	Urban Major Collector	Sunnyside Avenue	Grandview Avenue	2	835	28,800	1,200	83.5	0.070	A
Scoon Road	Urban Minor Arterial	North Avenue	Wooden Road	2	3,194	33,600	1,400	319.4	0.228	A
Scoon Road	Urban Major Collector	Wooden Road	Vanbelle Road	2	3,194	28,800	1,200	319.4	0.266	A
Sheller Road	Urban Major Collector	N. 16th Street	SR 241	2	2,515	28,800	1,200	251.5	0.210	A
Sheller Road	Urban Major Collector	SR 241	Ray Road	2	1,057	28,800	1,200	105.7	0.088	A

Roadway Name	Fictional Class	Start Location	End Location	Number of lanes	AADT	Idealized Roadway Capacity	Idealized Roadway Capacity per hour (VPH)	Estimated Peak Hour Volume (vph) (AADT * 10%)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Stackhouse	Urban Major Collector	Edison Avenue	Crescent Avenue	2	3,295	28,800	1,200	329.5	0.275	A
Sunnyside Avenue	Urban Major Collector	Stackhouse	E. Grandview Avenue	2	1,869	28,800	1,200	186.9	0.156	A
Swan Road	Urban Major Collector	Riverside Avenue	W. Grandview Avenue	2		28,800	1,200	0	0.000	
Swan Road	Urban Major Collector	W. Grandview Avenue	North City Limit Line	2	1,627	28,800	1,200	162.7	0.136	A
Swan Road	Urban Minor Collector	North City Limit Line	Yakima Valley Highway.	2	1,627	28,800	1,200	162.7	0.136	A
Van Belle Road	Rural Major Collector	Maple Grove Road	Cemetery Road	2		24,000	1,000	0	0.000	
Waneta Road (SR 241)	State Route	Yakima Valley Hwy	Interstate 82	2	14,000	43,200	1,800	1400	0.778	C
Waneta Road (SR 241)	State Route	Interstate 82	Alexander Road	2	3,900	43,200	1,800	390	0.217	A
Washout	Rural Minor Collector	E. Woodin Road	Vanbelle Road	2				0	#DIV/0!	
Yakima Valley Highway	Urban Major Collector	W. Sunnyside Road	Swan Road	2	6,892	28,800	1,200	689.2	0.574	A
Yakima Valley Highway	Urban Major Collector	Swan Road	Approx. 2500 feet west of intersection of Yakima Valley Hwy and N. 1st Street	2	7,400	28,800	1,200	740	0.617	B
Yakima Valley Highway	Urban Minor Arterial	Approx. 2500 feet west of intersection of Yakima Valley Hwy and N. 1st Street	N 1st Street	2	6,522	33,600	1,400	652.2	0.466	A

Roadway Name	Fictional Class	Start Location	End Location	Number of lanes	AADT	Idealized Roadway Capacity	Idealized Roadway Capacity per hour (VPH)	Estimated Peak Hour Volume (vph) (AADT * 10%)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Yakima Valley Highway	Urban Minor Arterial	N 1st Street	N. 6th Street	2	8,200	33,600	1,400	820	0.586	A
Yakima Valley Highway	Urban Minor Arterial	N. 6th Street	N. 11th Street	2	9,029	33,600	1,400	902.9	0.645	B
Yakima Valley Highway	Urban Minor Arterial	N. 11th Street	N. 16th Street	2	9,029	33,600	1,400	902.9	0.645	B
Yakima Valley Highway	Urban Minor Arterial	N. 16th Street	E. Edison Avenue	2	6,310	33,600	1,400	631	0.451	A
Yakima Valley Highway	Urban Minor Arterial	E. Edison Avenue	E. Lincoln Avenue	2	14317	33,600	1,400	1431.7	1.023	F
Yakima Valley Highway	Urban Minor Arterial	E. Lincoln Avenue	Sr 241	2	7,755	33,600	1,400	775.5	0.554	A
Yakima Valley Highway	Urban Minor Arterial	Sr 241	City Limit line	2		33,600	1,400	0	0.000	
Zillah Avenue	Urban Major Collector	1st Street	Edison Avenue	2		28,800	1,200		0.000	

IDEALIZED URBAN AND RURAL ROADWAY CAPACITIES

For each of the functional classifications of roadway noted above, a corresponding idealized capacity is shown in Table 20 below. These idealized capacities are based on roadway capacities as used in the Visum 17.1 traffic analysis and forecast model. Visum is a Window-based multimodal transportation modeling application. 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.

Table 4-2. Idealized Roadway Capacities

Functional Class	Capacity of Two Lane Roadway	
	(Vehicles/Hour)	(Vehicles/Day)
Interstate	2,000	48,000
Interstate Ramp	1,500 (one lane)	36,000
State Highways	1,600	38,400
Principal Arterial (Urban)	1,400	33,600
Minor Arterial (Urban)	1,400	33,600
Collector (Urban)	1,800	43,200
Access/Local (Urban)	800	19,200
Major Collector (Urban)	1,200	28,800
Minor Collector (Urban)	1,000	24,000
Access/Local (Rural)	600	14,400

TRAFFIC VOLUME HISTORY

Traffic volumes in the Sunnyside area tend to be much lower than the capacities noted above. Traffic volumes can either be expressed in terms of "Average Annualized Daily Traffic" (AADT) which is the volume of traffic over a 24 hour time period or in terms of "peak hour" traffic volume which is the highest single hour traffic volume within a 24 hour period. Most of the recorded historical traffic volumes within the Sunnyside area are in the form of AADT.

Available historical records on traffic flows within the Sunnyside area are limited to a periodic counting of vehicular traffic.

LEVEL OF SERVICE

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles actually using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of "level of service". Level of service has been categorized in a range from "A" to "F". Level of service standards, as described in Table 21 below, are taken from the federal Highway Capacity Manual.

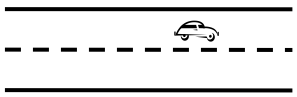
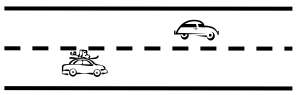
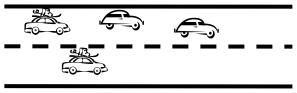
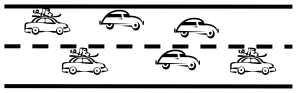
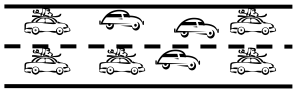
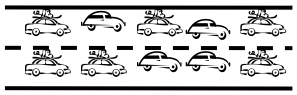
Level of service can be calculated in several ways. One of the simplest measures and the one used in this analysis, is one of traffic volume to roadway capacity. Other more complex measures include interruptions to traffic flow such as signals, stop signs, turning traffic, and other factors.

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

The 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 five different levels of service. Level of service in the Sunnyside area for arterials and collectors has been calculated utilizing Visum 17.1, a computerized traffic model, which uses traffic count information coupled with population, employment and land use information to approximate future traffic volumes and levels.

Level of Service "A" allows the maximum amount of freedom 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. 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 stop-and-go traffic. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Long delays.

Table 4-3. Level of Service Categories

Level of Service		Description	Volume/Capacity Ratio
A		Free flow. Low volumes and no delays.	Less than 0 .60
B		Stable flow. Speeds restricted by travel conditions, minor delays. Presence of other users in the traffic stream.	0.61 to 0.70
C		Stable flow. Speeds and maneuverability reduced somewhat by higher volumes.	0.71 to 0.80
D		Stable flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability.	0.81 to 0.90
E		Unstable flow. Low speeds, considerable delay, volume at or near capacity. Freedom to maneuver is extremely difficult.	0.91 to 1.00
F		Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	Over 1.00

Sunnyside views "Level of Service" for roadways other than arterials streets as advisory.

IV. TRAFFIC FORECASTS

POPULATION AND DEMOGRAPHIC PROJECTIONS

The City of Sunnyside anticipates a year 2040 population of 19,397 according to the Washington State Office of Financial Management and Yakima County projections

LAND USE PATTERNS AND POPULATION DISTRIBUTION

The area surrounding Sunnyside is expected to remain mostly 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, very low density, residential use interspersed with agricultural uses beyond Sunnyside's urban growth boundary. Within the urban growth area, additional annexations will increase the size of the city. Some agricultural uses within the urban growth area and within Sunnyside will be converted to residential and other uses through property developments.

New commercial uses and land area will develop as the population of the community and the surrounding area increases. This development will most likely be associated with the existing

downtown, along Yakima Valley Highway and surrounding the Sunnyside area interchanges of I-82.

Industrial expansion will be associated with the surrounding agricultural base and will be based on changing crop patterns, additional expansion of crop acreage 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 is provided by I-82, Yakima Valley Highway, and SR-241. Additional scattered industrial expansion is anticipated in the surrounding area which is associated with individual agricultural operations.

TECHNOLGY IN TRANSPORTATION

During the time of updating this comprehensive plan, technology is playing a greater role in the future of transportation facilities. Such technology changes will require the evaluating of alternatives or addition to road building. Electric vehicle will require the installation of charging station along roadways. Automated vehicle will require additional internet services along roadway. New technology will appear in the near future and the city will need to update its infrastructure design standards to keep current with such changes.

LEVEL OF SERVICE STANDARDS

The GMA required a local government to provide level of service standards for road within their jurisdictions. The LOS standards for state facilities are set by WSDOT. The LOS standard for WSDOT facilities in Yakima County that are in urban areas is LOS D and for facilities in rural areas is LOS C.

Yakima County standards allow flexibility for LOS to be expressed in terms such as speed and travel time. The regional LOS standards, contained in the Yakima Valley Regional Transportation Plan is a LOS D or better, when feasible and cost effective.

The City of Sunnyside has established a LOS standard of C for the minimum acceptable traffic volumes as measured by the volume to capacity as shown in table 21 above. The City also establishes a level of service of LOS D for all intersections, including traffic signals and stop controlled intersections.

FORECASTED TRAFFIC VOLUMES

Traffic forecasts for Sunnyside area roadways are developed as part of the Visum 17.1 Yakima County Regional Model. These forecasts predict growth in traffic volume on the basis of anticipated regional changes in land use and employment patterns.

V. EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

As the majority of the City of Sunnyside's roadways are operating well below capacity, the existing deficiencies of the road network primarily reflect maintenance, safety and design

concerns rather than capacity problems. Since this analysis looks at volume to capacity ratios to establish level of service standards, additional analysis on the capacity of intersections should be conducted as development s are proposed. This may include requiring traffic studies as part of the review process.

Current roadway needs are reflected in the City of Sunnyside's 2022 to 2027 Transportation Improvement Program (TIP) which identifies improvements such as resurfacing of roadways, improvements to drainage, installation of curb, gutter ADA Ramps and sidewalk, reconstruction of railroad crossings, roadway widening, and intersection realignment and improvement. The TIP prioritizes roadway improvements during this six year time period. Table 22 identifies these roadway needs within the City of Sunnyside. Each year the City of Sunnyside TIP, after public hearing and approval of the City Council will be include in the City of Sunnyside Comprehensive Plan Transportation Element.

Within the unincorporated portion of Sunnyside's Urban Growth Area, Yakima County is responsible for the identification and scheduling of roadway improvements. Identified needs and improvements are reflected in Yakima County's Transportation Improvement Program. The types of improvements are similar to those identified within the City of Sunnyside with the exception that a number of roadways are identified to transition from a gravel roadway surface to a paved surface.

The Yakima County TIP prioritizes roadway improvements during this six year time period. Table 22 identifies the roadway needs within Sunnyside's urban growth area.

The Washington State Department of Transportation has facilities in the city limits and urban growth area that the city streets connect to and may have impacts based on projects within the City. Recently a traffic impact study identified possible reduction in level of service of the SR 241/Waneta Road and I-82 overpass. The reduction of the level of service at the interchange may require improvements in the future as the City of Sunnyside grows. Such improvements will requires funding from many sources including the sources of growth.

VI. RECOMMENDATIONS

1. Street maintenance in Sunnyside 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.

3. All the streets in the city need seal coating on a regular basis in order to maintain their good quality. A maintenance schedule has been developed.

4. The City should seek an interlocal agreement with Yakima County that outlines the design standards that development would be required to follow in the unincorporated

portion of the 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.

5. The City should aggressively seek funding for roadway repairs and improvements as needs are identified.

6. Technology should be a consideration when making decision on infrastructure standards.

7. Work with Yakima County and Washington State Department of Transportation on needed improvements on state and county road that may be impacted by City growth.

Table 4-4. Roadway Needs Within the City of Sunnyside

Functional Class	Roadway Name	Start Location	End Location	Roadway Needs
Minor Arterial	Yakima Valley Hwy	E Edison Ave	Lincoln Ave	Grind and Overlay with hot mix asphalt, ADA sidewalk ramps
		9th St	16th St.	Construct roadway enhancements and safety improvements, curb, gutter & sidewalk, storm drainage, ADA ramps, street lights and landscaping
	East Edison Avenue			
		S. 7th St.	S. 9th St.	Reconstruct curb, gutter & sidewalk, landscaping, intersection safety and utility adjustments
		S. 9th St.		Install new traffic signal, intersection pedestrian safety improvements
		S. 13th St.		Install traffic signal & intersection improvements
		Yakima Valley Hwy.	Port Property	Construct additional roadway and pedestrian safety and mobility improvements
	Lincoln Ave	6th St	16th St	Grind and Overlay with hot mix asphalt, ADA sidewalk ramps
	6th Street	E. Railroad Avenue	Yakima Valley Hwy.	Construct roadway enhancements and safety improvements, curb, gutter & sidewalk, storm drainage, ADA ramps and landscaping
		Lincoln Ave.	Franklin Ave.	Reconstruct roadway, curb, gutter & sidewalk, storm drainage, ADA ramps, illumination and landscaping
		North Ave	Decatur	Reconstruct roadway, curb, gutter & sidewalk, storm drainage, ADA ramps and landscaping
		Yakima Valley Hwy.	Yakima Valley Hwy.	Intersection: replacement of signal controller with new equipment and conflict monitor
	16th Street	North Avenue	North City Limits	Grind and Overlay with hot mix asphalt, ADA sidewalk ramps
	Midvale Road	Interstate – 82	Duffy Road	Reconstruct roadway, including excavation, grading surfacing, hot mix asphalt, storm drainage improvements and landscaping.
Major Collector	Scoon Road	Yakima Valley Hwy.	North City Limits	Reconstruct roadway, construct curb, gutter & sidewalk and storm drainage
Minor Collector				

	Beckner Alley	Cemetery Road	16th St.	Construct curb, gutter & sidewalk, intersection signals and safety improvements, storm drainage, road reconstruction and utility adjustments
Urban Collector	Grandview Avenue	Riverside Ave.	Swan Rd.	Construct curb, gutter & sidewalk and storm drainage
	Harrison Avenue	S. 9th Street	S. 13th St.	Roadway improvement: curb, gutter, sidewalk, and storm drainage on both sides for full length and hot mix asphalt roadway
	11th Street	Lincoln Ave.	Yakima Valley Hwy.	Reconstruct roadway, construct curb, gutter & sidewalk, storm drainage and landscaping
	13th Street	Lincoln Ave.	Yakima Valley Hwy.	Complete reconstruction including curb, gutter, sidewalk and drainage, with possible water, sewer and signalization
Local Access	Grant Avenue	4th Street	7th Street	Roadway overlay
	Stackhouse Street	NW Crescent Ave.	NW Crescent Ave.	Replace existing bridge

Table 4-5. Roadways Needs Within Sunnyside's Urban Growth Area

Functional Class	Roadway Name	Start Location	End Location	Roadway Needs
Major Collector	Scoon Road	Van Belle Road	Van Belle Road	Intersection: signalization and minor widening.
Minor Collector	Outlook Road	Maple Grove Road	Maple Grove Road	Intersection: signalization and minor widening.
Local Access	Kriner Road	Sheller Road	Van Belle Road	Reconstruct gravel road to standard 30' bituminous surface treatment roadway
	Snipes Canal Road	Swan Road	Lester Road	Reconstruct gravel road to standard 30' bituminous surface treatment roadway
	Woodworth Road	Yakima Valley Hwy.	Puterbaugh Road	Reconstruct gravel road to standard 30' bituminous surface treatment roadway

VII. FINANCING

STATE FUNDING SOURCES

Transportation is typically funded by some type of "user fees." Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. Over time, other fees and taxes were imposed to supplement the revenues. Today, the major tax sources to fund transportation are the gas tax and revenues from licenses, permits and fees. The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes.

The federal gas tax is set at 18.3 cents per gallon of gasoline and 24.3 cents per gallon of diesel. The state gas tax is set at 51.9 cents per gallon of gasoline and per gallon of diesel.

FINANCE SOURCES

As shown in Capital Facility Element of the Sunnyside Comprehensive Plan, the City of Sunnyside has a number of options for financing roadway improvements.

FINANCE PLAN

Sunnyside's Six Year Transportation Improvement Program shows City of Sunnyside roadway projects and their associated financing. The Six Year Transportation Improvement Program for Sunnyside is incorporated by reference. This information is also included as part of Sunnyside's Capital Facilities Financing Plan, which is also incorporated by reference.

On March 2019 the City Council of Sunnyside established a Transportation Benefit District (TBD) In August 2020, the citizens of the City of Sunnyside voted to authorize the City Council to impose up to a two-tenths of one percent sales and use tax within the City for ten years to fund specified transportation improvements.

VIII. GOALS AND POLICIES

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

Policy 1.1 To maintain the City's character, Sunnyside adopts a level of service standard C for its roadway facilities and services.

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

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

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

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

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

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

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

Policy 1.10 Protect the viability of the airport as a significant economic resource to the community by encouraging compatible land uses, densities, and reducing hazards that may endanger the lives and property of the public and aviation users.

Policy 1.11 Coordinate the protection of the *Sunnyside Municipal* Airport with *Yakima County* by developing consistent development regulations that utilize WSDOT Aviation Airport and Land Use Compatibility guidelines and other best management practices for encouraging compatible land uses adjacent to Sunnyside Airport.

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

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

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

a. Multimodal transportation alternatives
b. Land use coordination
c. Prioritized improvements
d. Impact Fees

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

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

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

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

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

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

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

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

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

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

Policy 3.3 The City will improve pedestrian access through public improvements, sign regulations, and development standards. The maintenance of public and private improvements should be given priority commensurate with downtown's role as the focal point of the community.

Policy 3.4 Sunnyside will work to develop mechanisms to increase public safety and enhance local mobility, yet maintain ease of movement of traffic through the city.

Policy 3.5 The design and management of the street network shall seek to improve the appearance of existing street corridors and shall incorporate high standards of design when developing new streets, including construction of sidewalks. Where appropriate landscaping measures should be implemented to enhance the appearance of city street corridors. To the extent feasible without impairing street capacity, safety, or structural integrity, trees along street right-of-way should be encouraged.

Policy 3.6 Whenever the city contemplates reconstruction or major maintenance work on a city street not having sidewalks, the ability to provide sidewalks at that time should be fully explored. This may include the identification of potential funding sources; promotion of a local improvement district (LID) to finance the sidewalk portion of the work; and including sidewalks as an "alternate" in construction bid documents.

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

Policy 4.1 On-street parking should be allowed in the downtown area to form a buffer between pedestrians and street traffic, reduce the speed of traffic, and provide for short-term parking needs.

Policy 4.2 Sunnyside will explore alternative methods of ensuring the adequate provision of parking for new and existing commercial and residential development in the downtown commercial area, while reducing the amount of parking provided by individual developments and influencing the location and type of parking in ways that promote pedestrian mobility and minimize pedestrian/vehicular conflicts. This includes, but is not limited to:

a. Installing directional signage to public parking areas.
b. Encouraging the use of joint-use parking opportunities utilizing existing parking for churches, public buildings and stores. Separating short (< 2 hrs), intermediate (2-5 hrs) and long-term (> 5 hrs) parking uses; on street parking reserved for short- term, and long-term parking provided in lots on the periphery on the downtown commercial area.
c. Adding public parking as part of the downtown development, which will serve both shoppers and visitors to downtown.

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

Policy 5.1 New transportation facilities should be designed in a manner which minimizes impacts on natural drainage patterns and soil profiles.

Policy 5.2 Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Sunnyside's consumption of non-renewable energy sources.

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

Policy 5.4 Transportation facilities and services should be sited, designed, and buffered (through screening and/or landscaping) to fit in harmoniously with their

surroundings. When sited within or adjacent to residential area, special attention should be given to minimizing noise, light and glare impacts.

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

Policy 6.1 Coordinate land use planning with the facility and utility planning activities of agencies and utilities identified in this comprehensive plan. 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 6.3 Recognize the important role that public facilities such as sidewalks and street lights play in providing a healthy family environment within the community.

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

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

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

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

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

Chapter 5

Housing Element

I. INTRODUCTION

PURPOSE

The Housing Element is intended to guide the location and type of housing that will be built over the next twenty years. This element establishes both long-term and short-term policies to meet the community's housing needs, community goals, and meet the GMA (GMA) goal. 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.

GMA REQUIREMENTS

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

"A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth; (b) includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.

APPLICABLE COUNTYWIDE PLANNING POLICIES

A goal of the GMA is to encourage the availability of affordable housing to all economic sectors, promote a variety of residential densities and housing types and encourage the preservation of existing housing stock. The following countywide planning policies relate to this goal:

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

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

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

4. 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.)

5. Local housing inventories will be undertaken using common procedures so as to accurately portray countywide conditions and needs. (E.3.2.)

6. 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:

   - Encourage preservation, rehabilitation and redevelopment of existing neighborhoods, as appropriate;

   - Provide for a range of housing types such as multi-family and manufactured housing on individual lots and in manufactured housing parks;

   - Promote housing design and siting compatible with surrounding neighborhoods;

   - 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

   - Consider public and private transportation requirements for new and redeveloped housing. (E.3.3.)

7. 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)

8. 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.)

9. 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.)

10. 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.)

11. Local comprehensive plan policies and development regulations will encourage and not exclude affordable housing.
(RCW 36.70A.070(2)(c)(d)) (E.3.7.)

12. Innovative strategies that provide incentives for the development of affordable housing should be explored. (E.3.9.)

13. 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 FOR 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 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 Sunnyside) 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.

HOUSING DENSITY

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

- Determine an appropriate mix of housing types and densities to meet the current and future needs of the community; and
- Determine the most appropriate location for these different types and densities so as to avoid the mixing of 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. Some activities that might facilitate this process are monitoring housing needs in all income groups.

INVENTORY OF EXISTING HOUSING STOCK

CHARACTERISTICS

The number of housing units within Sunnyside has grown from 1,258 total housing units in 1970 to an estimated 4,885 units in 2019, a 257% increase. Over this same time period, the population of Sunnyside has grown by approximately 252.8%. In 1970, Sunnyside had 6,751 residents. By 1994, Sunnyside had grown to an estimated 16,559 persons in 2019. Table 1 (Population and Housing) shows these trends.

Table 5-1. Population and Housing

Population and Housing Units	Population		Housing Units		Persons per Housing Unit	
	Number	Percent	Number	Percent	Number	
2019	16,559	7%	4.885	2.49%	3.57	
2010	15,350	10%	4,766	17.3%	3.36	
2000	13,905	23.7%	4070	13.8%	3.57	
1990	11,238	21.8%	3,576	14.9%	3.2	
1980	9,225	36.6%	3,302	67.5%	2.8	
1970	6,751	--	1,258	--	2.9	

Source: U.S. Census Bureau, Census of Population and Housing, 1970, 1980 and 1990
*1994 estimates from Washington State Office of Financial Management, 1994 Population Trends for Washington State, September 1994.

VACANCY RATE

Of the 4,885 housing units within Sunnyside in 2019, 4,561 were reported as occupied and 324 were reported as vacant. The total vacancy rate as reported in the 2019 Census was 6.6%. The vacancy rate for properties for rent was 2.1%. The vacancy rate for homeowners was 3.2%.

HOUSING TYPES

Table 5-2 (Housing Types) shows the mix of housing types in 2019, 2010 and 2000. The mix of housing types has not changed significantly over this period although the percentage of manufactured homes within the city has increased slightly relative to conventional stick-built, single-family and multi-family housing.

Single-family units within Sunnyside increased from 2,340 units in 1980 to 2,964units in 2020. Multi-family units within Sunnyside increased from 815 housing units in 1980 to 1,297 units in 2020. Manufactured homes increased from 147 to 686 units over this same time period. In 2020 approximately 60% of the housing is single family dwellings, 26% of housing is multi-family and remaining 14% of housing is mobile/manufactured housing.

Table 5-2. Housing Types

Type of Housing Units	2020		2010		2000	
	Number	Percent	Number	Percent	Numbe	Percent
Single-Family	2,2,964	60.0%	2791	58.4%	2,340	61%
Multi-Family	1,297	26.8%	1,346	28.1%	928	24.2%
Manufactured Home and Other Housing	686.	15.5%	629	13.0%	545	14.2%
Total Housing Units	**4,947**	**100.0%**	**4,776**	**100.0%**	**3,830**	**100.0%**

, 2020 and 2000. Estimates from Washington State Office of Financial Management

Table 5-2 (Age of Housing Units) shows the age of housing units within Sunnyside. Almost 60% of all housing units within Sunnyside are more than 40 years old having been built prior to 1980. As shown in the table below, the number of renter occupied units built over the last decade, 1980 to 2019, have increased more rapidly than owner occupied units.

Table 5-3. Age of Housing Units

Year Housing Unit Was Built	All Housing Units*		Owner Occupied		Renter Occupied	
	Numbe	Percent	Number	Percent	Numbe	Percent
2014 or later	53	1.1%	24	.9%	29	1.5%
2010 to 2013	17	.3%	17	.6%	0	0
2000 to 2009	1,037	21.2%	385	14.7%	546	28.2%
1990 to 1999	643	13.2%	282	10.7%	525	21.7%
1980 to 1989	193	4.4				
1970 to 1979	6451	13.2				
1960 to 1969	525	10.7%	741	28.2%	354	18.3%
1950 to 1959	862	17.6				
1940 to 1949	414	9.3%	839	31.9%	323	16.7%
1939 or earlier	4966	10.2%	339	12.9%	157	8.1%

*Includes both occupied housing units and vacant housing units. Source: U.S. Census Bureau, Census of Population and Housing, 2019

When compared with the county and the state, the age of housing stock within the City of Sunnyside is higher percentage than that of the County and State. Table 22 (Age of Housing Stock for City of Sunnyside, Yakima County and Washington State) compares the housing stock of Sunnyside with that of Yakima County and Washington State.

Table 5-4. Age of Housing Stock
City of Sunnyside, Yakima County and Washington State

Universe: All Housing Units	Built Prior to 1979	Percent Built Prior to 1979	Built 1980 to 1999	Percent Built 1980 to 1999	Built 200or Later	Percent Built 200 or Later
City of Sunnyside	42942	60.2%	836	17.2 %	1,107	22.6%
	37990	37.5%	19,504	21.7 %	13,480	15%
	1494387	46.9	934899	29.2 %	765812	24%

Source: U.S. Census Bureau, Census of Population and Housing, 2319.

HOUSING CONDITION

It has been many years since the City of Sunnyside has formally undertaken a community-wide review and survey of housing conditions. The last community-wide review of housing conditions was conducted for the City's Housing Assistance Plan, dated June 1981.

In December 1989, the Yakima Valley Conference of Governments (henceforth YVCOG), with the assistance of the Sunnyside Explorer Scouts, undertook a housing needs assessment of the South Sunnyside area. The purpose of this survey was to gather essential information regarding household size and income in the area, as well as the need for, and desire to participate in, a community housing rehabilitation program.

Given the age of the housing stock within the City of Sunnyside, it would be time to look at the housing and determine the condition of the housing stock within the city. This can be a separate report from the comprehensive plan that will help with future grant applications.

OVERCROWDING

Another measure of living conditions is overcrowding. The accepted standard defines overcrowding as the presence of more than one person per room. Table 23 (Persons per Room for City of Sunnyside, Yakima County and Washington State) compares the number of persons per from between Sunnyside, Yakima County and Washington State. Overcrowding in Sunnyside is higher than the rate found countywide and more than five times the rate seen statewide.

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

Universe: Occupied Housing Units	1.01 or More Persons Per Room	Percent with 1.01 or	1.00 or Less Person Per Room	Percent with 1.00 or Less
City of Sunnyside	723	16%	3,768	84.1%
Yakima County	7,021	9.%	76,027	91
Washington State	395,843	3.%	2,752,553	96.%

Source: Bureau of the Census, 2019 Census of Population and Housing

VALUE AND COST OF HOUSING

As indicated in Table 24 (Value of Owner Occupied Housing in 2019 for City of Sunnyside, Yakima County and Washington State) approximately 17.2% of the owner occupied homes in Sunnyside in 2016 were valued at less than $50,000 (2019 Census estimation). The median value of an owner occupied home in Sunnyside is $45,500. Due to the demand for housing within Yakima County over the past four years, these values may have changed significantly, as many communities have experienced increases in the value of owner occupied homes amounting to around 7% to 9%.

Table 5-6. Value of Owner Occupied Housing in 2019 City of Sunnyside, Yakima County and Washington State

Universe: Specified Owner Occupied	City of Sunnyside		Yakima County		Washington State	
	Number	Percent	Number	Percent	Number	Percent
Less than $50,000	451	17.2%	4,085	7.8%	65,992	3.7%
$50,000 to $99,999	359	13.7%	5,103	9.8%	54,704	3.1%
$100,000 to $149,999	708	27%	10,222	19.6%	100,204	5.6%
$150,000 to $199,999	592	22.5%	11,012	21.2%	159,560	8.9%
$2000,000 to $299,999	447	17.%	12,592	24.2%	383,655	21.4%
$300,000 to $499,000	30	1.1%	7,160	13.8%	559,137	31.2%
$500,000 to $999,999	10	0.4%	1,578	3.%	380,258	21.2%
$1,000,000 or more	30	1.1	310	.6	89,729	5%
TOTAL	2,627	100.0%	52,062	100.0%	1,793,239	100.0%
MEDIAN VALUE	$129,400		$175,900		$339,000	

Source: U.S. Census Bureau, Census of Population and Housing, 2019.

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. RCW 36.70A.030 provides the following for a definition of affordable housing:

> "Affordable housing" means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:
> (a) For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or
> (b) For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development."

INCOME AND HOUSING COSTS

U.S. Department of Housing and Urban Development defines low income as families whose incomes do not exceed 80 percent of the median family income for the area. Very low-income is defined as families whose income do not exceed 50 percent of the median family income for the area. The FY 23014 continuing appropriations act defines extremely Low-income as very low-income families whose income do not exceed the greater of 30 percent of the median family income for the area. 51.4% of all Sunnyside households are low income. Table 25 (Comparison of Average Income Statistics for City of Sunnyside, Yakima County and Washington State) compares four income statistics for the City of Sunnyside with Yakima County and the State of Washington. Sunnyside's median household income and median family income are lower than either that found countywide or statewide. In addition, the percentage of persons living below the poverty rate in Sunnyside grew from 14.7% in 1980 to 27.9% in 1990 (1980 and 1990 Census). Tables 26 (Age of Householder by Selected Monthly Owner Costs as a Percentage of Income in 1989 for City of Sunnyside, Yakima County and Washington State) and Table 27 (Age of Householder by Gross Rent as a Percentage of Income in 1989) present the breakdown of expenditures on housing costs by tenure and age.

As a result of these low income levels, occupants of at least 26.9% of Sunnyside's households spent 30% or more of their 1989 income on housing, including utilities (1990 Census). Significant are those householders over 65 who rent. 60.9% pay more than 30% for housing and utilities. When the percentage of income expended on housing costs exceeds 30%, the remaining income available to many low-income households is often inadequate to meets life's other basic necessities.

Table 5-7. Comparison of Average Income Statistics City of Sunnyside, Yakima County and Washington State

	Per Capita Income	Median Household	Median Family	Poverty Rate in Percent
City of Sunnyside	$8,173	$40,058	$41,069	24.5%
Yakima County	$10,735	$47,402	$53,842	19%
Washington State	$14,923	$70,979	$85,594	12.2%

Source: Bureau of the Census, 2017 Census of Population and Housing

Table 5-8. Number of Householder based on HUD Median Family Income
City of Sunnyside, Yakima County and Washington State

Income Distribution	City of Sunnyside		Yakima County			
	Owner	Renter	Owner	Renter		
Household income Less than or equal to than 30% HAMFI	120	455	3,240	5,560	108,865	224,650
Household income greater than 30% to less than or equal to 50% HAMFI	170	635	4,605	6,800	130,155	173,985
Household income greater than 50% to less than or equal to 80%	660	490	8,910	7,225	213,710	195,645
Household income greater than 80% to less than or equal to 100%	295	0	5,780	3,560	169,510	115,155
Household income greater than 100%	1,005	380	28,695	7,350	1,104,655	319,360

*Total may not equal 100% because the status of certain units were not able to be determined. Source: HUD CHAS 2013-2017 data, 2019

Table 5-9, Percentage of Householder based on HUD Median Family Income of Sunnyside, Yakima County and Washington State

Universe: Specified Renter Occupied Housing Units	City of Sunnyside		Yakima County		Washington State	
	Number	Percent	Number	Percent	Number	Percent
Household income Less than or equal to than 30% HAMFI	2%	10%	3%	7%	4%	8%
Household income greater than 30% to less than or equal to 50%	4%	15%	5.6%	8.3%	4.7%,	6%
Household income greater than 50% to less than or equal to 80%	15%	11.6%	11%	8.8%	7%	7%
Household income greater than 80% to less than or equal to 100%	7%	0%	7%	4%	6%	37.5%
Household income greater than 100%	24%	9%	35%	9%	37,271	38.4%

*Totals may not equal 100% because the status of certain units was not able to be determined. Source: U.S. Census Bureau, Census of Population and Housing, 2019

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 housingelement.

III. HOUSING NEEDS ASSESSMENT

EXISTING DENSITIES

Population densities in Sunnyside range from near 0 to over 13,000 per persons per square mile (1990 Census). The areas of greatest density are in the older sections of the city, immediately north, southeast and southwest of the downtown business and industrial core. These areas average between 5,000 and 9,000 persons per square mile with pockets of much high density. In general, the farther from the downtown core, the fewer persons per square mile that are found in residential areas. Other areas of Sunnyside vary in population density reflecting commercial and industrial areas, and a mixture of more rural housing and agriculturaluses. In 2010 the population density was 23,090 per square mile.

Approximately 29% of the total land area within Sunnyside, or 1,897.31 acres, is devoted to housing.

INVENTORY OF VACANT BUILDABLE LAND

12.9% of the parcel acreage within Sunnyside, or approximately 1,968.63 acres, is vacant. Of this vacant acreage, 471 acres are residentially zoned within the city limit and an additional 1,020 outside of the city but within the UGA. An additional 185 acres of agricultural land uses are within the City and additional 852 acres outside the city in the UGA. . The total amount of space for residential uses will depend upon how much of the agricultural land becomes available for conversion to residential use during the planning period.

POPULATION GROWTH

While the city's population increased by 2,013 people, or 21.8%, between 1980 and 1990 (U.S. Census) it gained only 274 housing units, an 8.3% increase over this same period. The increase in population was absorbed by significant increases in the number of persons per household (2.8 in 1980 to 3.2 in 1990) and a decrease in the vacancy rate from 4.9% in 1980 to about 3.9% in 1990.

The city's population increased by 1,209 people, or 7.8%, between 2010 and 2019 (U.S. Census) it gained only 119 housing units, and 2.4% increase over this same period. The increase in population was absorbed by significant increases in the number of persons per household (3.63 in 2010 to 3.52 in 1019) and a decrease in the vacancy rate from 0% for homeowners and 7.1 for rental units in 2010 to about 3.2% for homeowners and 2.1 for rentals in 1990.

FUTURE NEEDS

At the medium growth rate, it is estimated that .866 additional housing units would be needed to serve the projected year 2040 population of 19,397. , if the existing pattern of housing types were to continue. In addition to those needs displayed by the current housing stock, new construction will be needed to both increase the vacancy rate and to provide for population growth.

LAND REQUIREMENTS FOR HOUSING

Using the medium growth projection, 866 additional housing units would be required to meet the 2040 population projection of 19,397 people. This would consume approximately 194 acres (at .08 acres per unit) of vacant of land area.

LAND REQUIREMENTS FOR LOW INCOME AND HOMELESS HOUSING

In 2021 Washington State legislators passed engrossed Second Substitute House Bill 1220 (ESSHB 1220) and amended by the Governor to require comprehensive plans to plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

ESSHB 1220 also provide the following:

(a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce, including:

(i) Units for moderate, low, very low, and extremely low-income households; and
(ii) Emergency housing, emergency shelters, and permanent supportive housing;

(b) Includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including but not limited to, duplexes, triplexes, and townhomes;

(c) Identifies sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes; (

(d) Makes adequate provisions for existing and projected needs of all economic segments of the community, including:

(i) Incorporating consideration for low, very low, extremely low, and moderate-income households;

(ii) Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;

(iii) Consideration of housing locations in relation to employment location; and

(iv) Consideration of the role of accessory dwelling units in meeting housing needs;

(e) Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:

(i) Zoning that may have a discriminatory effect;

(ii) Disinvestment; and

(iii) Infrastructure availability;

(f) Identifies and implements policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;

(g) Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and

(h) Establishes anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

In counties and cities subject to the review and evaluation requirements of RCW 36.70A.215, any revision to the housing element shall include consideration of prior review and evaluation reports and any reasonable measures identified. The housing element should link jurisdictional goals with overall county goals to ensure that the housing element goals are met.

For the year 2017, Housing and Urban Development provided the numbers for Yakima County for determining Low Income, Very Low Income and Extremely Low-Income. The Department of Commerce have not provided the number noted in the ESSHB 1220. This element of the Comprehensive Plan will discuss the information requested in ESSHB 1220 as it is currently is available.

Extremely low-income households means a single person, family, or unrelated persons living together whose adjusted income is at or below thirty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Low income households means a single person, family, or unrelated persons living together whose adjusted income is at or below eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Moderate income households means a single person, family, or unrelated persons living together whose adjusted income is at or below 120 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Very low income households means a single person, family, or unrelated persons living together whose adjusted income is at or below fifty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

The City of Sunnyside has a mixture of residential zoning that allows a mix of housing units. Some of the commercial zones allow dwelling unit as secondary to the main commercial use of the property. The current residential zones allow a mixture of single family, duplexes and multi-family dwelling units in the City. Additional study is needed to provide for accessory dwellings. Additional study will be performed as additional information is received from Washington State Depart of Commerce. .

IV. A COORDINATED HOUSING STRATEGY FOR SUNNYSIDE

A coordinated housing strategy for Sunnyside shouldinclude:

- 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 comprehensiveplan.

- 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 housingstock.

- Implementation of needed improvements in the Capital Facilities and Transportation Elements could result in greater opportunity for growth in Sunnyside. The addition of more people in Sunnyside, particularly those active in the community work force will add to the viability of the community.

V. 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 very 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 manufactured housing parks and subdivisions that are well designed and compatible with neighboring land uses.

Objective 3 Allow, on individual lots in appropriately zoned areas, manufactured housing that meet accepted standards and are permanently affixed to a foundation.

Objective 4 Encourage and support the rehabilitation of older homes.

Objective 5 Encourage infilling in residential areas.

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

Objective 1 Pursue programs to expand the housing options of very low, 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 developmentalternatives.

Objective 4 Provide for the periodic updating of 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 Sunnyside.

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

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

Policy 2.2 The City of Sunnyside 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 Sunnyside and its urban growtharea.

Objective 1 Land use controls shall govern the distribution of housing types by establishing overall density and minimum lot sizes.

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 services required for different densities of development.

Chapter 6

Utilities Element

I. INTRODUCTION

PURPOSE

This Utilities Element has been developed in accordance with Section 36.70A.070 of the GMA to address utility services in the City of Sunnyside and the adjacent urban growth area. It represents one of several elements of the community's comprehensive plan for growth over the next 20years.

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. The Utilities Element specifically considers 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. This element also identifies general utility corridors.

GMA REQUIREMENTS

To comply with the GMA, the comprehensive plan must have a Utilities Element consisting of: The general location, proposed location, and capacity of all existing and proposed utilities, including but not limited to, electrical lines, telecommunication lines, and natural gaslines.

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

3. 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. (Countywide Planning Policy 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. (Countywide Planning Policy B.3.4.)

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

6. Formation of new utility special purpose districts should be discouraged within designated urban growth areas. (Countywide Planning Policy `B.3.6.)

7. 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. (Countywide Planning Policy C.3.2.)

8. Some public facilities may be more appropriately located outside of UGA 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. (Countywide Planning Policy C.3.5.)

9. The multiple use of corridors for major utilities, trails and transportation right-of-way is encouraged. (Countywide Planning Policy 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 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. [RCW 56.08.020, RCW 57.16.010] (Countywide Planning Policy 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. (Countywide Planning Policy F.3.2.)

12. Joint financing ventures should be identified to provide services and facilities that will serve the population within the urban growth area.

(Countywide Planning Policy F.3.3.)

13. 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. (Countywide Planning Policy 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. (Countywide Planning Policy 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 urban growth areas; allocation of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural resources. (Countywide Planning Policy I.3.)

URBAN GROWTH AREAS

The Urban Growth Area boundary was selected in order to ensure that urban services will be available to all development. This includes the provision of utility facilities. The City recognizes that planning for utilities is the primary responsibility of the utility providers. However, the City will incorporate plans prepared by the providers into its comprehensive planning efforts in order to identify ways of improving the quality and delivery of services provided in the City and its designated urban growth area boundary. All development requiring urban services will be located in the urban growth area, and will have these services extended to them in a timely and financially feasible manner.

II. FEDERAL AND STATE LAWS/REGULATIONS AFFECTING THE PROVISION OF UTILITIES

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.

FEDERAL COMMUNICATION COMMISSION

The Federal Communication Commission (FCC) regulates the cellular telephone industry as this federal agency is charged with the regulation of the country's airwaves. The FCC is responsible for issuing the licenses required to operate cellular systems.

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 hydro-electric power projects. In addition, the Commission establishes rates or charges for the interstate transportation of oil by pipeline.

NORTHWEST POWER PLANNING COUNCIL

The Northwest Power Planning Council (NWPPC) focuses on the generation of electricity; however, its policies have implications for gas too. The NWPPC plans and policies directly and indirectly affect the future availability and cost of these resources.

UTILITY CHARACTERISTICS

Many public and private agencies are involved in regulation, coordination, production, delivery, and supply of utility services. Providers of utilities for the City of Sunnyside and its urban growth area are listed in Table 29 (Utility Service Providers, City of Sunnyside/Urban Growth Area).

Table 6-1. Utility Service Providers - Urban GrowthArea

Type of Service	City of Sunnyside	Remainder of UGA
Cable Television	Spectrum	Spectrum
Cellular Telephone	There is a large number of cellar phone providers in the area.	There is a large number of cellar phone providers in the area
Electric Utility	Pacific Power; Benton REA	Pacific Power; Benton REA
Irrigation	City of Sunnyside Domestic Water System; Sunnyside Valley Irrigation District	Sunnyside Valley Irrigation District
Natural Gas	Cascade Natural Gas	Cascade Natural Gas
Telecommunicati on	Centurylink	Centurylink

CABLE TELEVISION

Spectrum has franchise agreements with both the City of Sunnyside.

Cable generally follows electrical and telephone lines. Only easements are needed, and are not usually a problem.

In addition, DirecTV and DISH Network offer satellite television access, and since these companies have no restrictions, they are available to anyone. Satellite cable is regulated by the Federal Communications Commission (FCC), and does not come under local regulation since it does not use public rights-of-way.

CELLULAR TELEPHONE

There are many federally licensed cellular telephone communication companies serving Sunnyside and Yakima County. These companies are regulated by the Federal Communication Commission (FCC) and not the Washington State Utilities and Transportation Commission (WUTC). The FCC regulates cellular telephones because radio signals are used for communications.

ELECTRICAL UTILITIES

The City of Sunnyside is served by Pacific Power & Light and Benton Rural Electric Association (REA). Pacific Power & Light has a very well developed backbone transmission system. Existing facilities place no restrictions on normal residential, commercial or industrial growth, and industries and institutions can be readily accommodated. The utility takes a proactive approach to system capacity, developing its system in anticipation of

eventual growth.

While the utility has an abundant supply of energy, its demand-side resource management policy encourages conservation to assure continued availability of power to accommodate new growth and keep the costlow.

Transmission for an 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 2 acres, and is compatible with many adjacent land uses.

Benton REA currently provides service along the east side and south side of the City of Sunnyside. On the east side of Sunnyside, Benton REA provides service surrounding exit 69 of I-82. Benton REA also provides service on the south side of the City of Sunnyside, south of I-82 in the area of Midvale Road. A new substation has been established by Benton REA to provide electrical service to this developing commercial/industrial area.

IRRIGATION

The Sunnyside Valley Irrigation District provide irrigation water to properties within the City of Sunnyside and surrounding urban growth area. . The remainder of the City of Sunnyside uses domestic water for the purposes of lawn watering and other urban uses. These activities are allowed in conjunction with Sunnyside's domestic water provision.

NATURAL GAS

Sunnyside is served by Cascade Natural Gas. The City's natural gas supply system meets existing demands of residential, commercial, and public customers.

Cascade Natural Gas serves areas along I-82. In general, the provider should be consulted for any proposed development that will require natural gas. The developer should not assume that service is available without checking with the local utility. Cascade Natural Gas will build to any customer in its service area that meets the criteria in its financial feasibility formula. Other customers can also be served if the customer is willing to contribute to the cost of extending the lines. Those contributions may be refundable or non-refundable; if additional customers connect to the same main, part of the contribution may be reimbursed. To serve development outside its service area, the utility will apply for a "certificate of convenience" from the Public Utilities Commission to include the area within its service area, if the proposed development meets the financial feasibility criteria.

TELECOMMUNICATION UTILITIES

The City of Sunnyside 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.

The telecommunications industry is currently in the midst of tremendous advances in technology. Both cellular and optical fiber technologies are transforming the way service is

delivered in the City of Sunnyside. These changes have also fostered a competitive industry which appears to make the future configuration of telecommunications provision difficult.

III. GOALS AND POLICIES

GOAL 1:

To ensure that energy, communication and irrigation facilities and services needed, to support current and future development, are available concurrently with the development.

Policy 1.2 For electrical service, coordinate land use and facility planning with Pacific Power and Benton Rural Electric Association to allow for siting and construction of future distribution facilities that provide sufficient amounts of electrical power with minimal periods of service interruption.

Policy 1.3 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 intechnology.

Policy 1.4 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 without significantly degrading level of service elsewhere.

GOAL 2:

To minimize impacts associated with the siting, development, and operation of utility services and facilities on adjacent properties and the natural environment.

Policy 2.1 Electric power substations, recycling drop-off boxes, 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, and light and glare impacts. Visual and land use impacts resulting from electrical system and other utility upgrades shall also be mitigated, as needed.

Policy 2.2 Establish a process for identifying and siting essential public facilities, such as solid waste or recycling handling facilities. 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 privateutilities.

Policy 3.2 Development within the unincorporated portion of the urban growth area should be encouraged to occur only on a limited scale to prevent the inefficient use and distribution of public facilities and services.

Policy 3.3 Utility extensions should be designed to provide service to the maximum area possible with the least length of extension.

Chapter 7

Economic Development Element

I. INTRODUCTION

PURPOSE

The Economic Development Element is intended to guide the community as it seeks to enhance its economic condition and quality of life through a program supporting the diversification of the local economy, the attraction of new investment and value added industries, business and job retention, and the creation of new wealth and family wage jobs. This element additionally supports the enhanced development of several of Sunnyside's other Comprehensive Plan Elements including capital facilities, transportation, housing and utilities, as it creates the financial resources (personal income, tax revenues, investments) for their development.

GMA REQUIREMENTS

The Washington State GMA (GMA) does not require an Economic Development Element in the Comprehensive Plan. An Economic Development Element is allowed, as an optional element within the Plan.

The GMA provides general direction for economic development in one of the Act's thirteen goals. This goal states:

> "Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for the unemployed and for disadvantaged persons, and promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities."

APPLICABLE COUNTYWIDE PLANNING POLICIES

1. Encourage economic growth within the capacities of the region's natural resources, public services and publicfacilities.
    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.
    (Countywide Planning Policy G.3.1.)

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

    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 eachjurisdiction;

- d. Identify changes in UGA as necessary to accommodate the land and infrastructure needs of business and industry;

- e. Support housing strategies and choices required for economic development. (Countywide Planning Policy G.3.2.)

3. Coordination of efforts between the many diverse economic development organizations and other related agencies within Yakima County should be encouraged by:

a. Identifying linkages between economic development issues and strategies and other growth planning elements (i.e. housing, transportation, utilities and land use);

- b. Defining roles and responsibilities for carrying out economic development goals, objectives and strategies.(Countywide Planning Policy G.3.3.)

RELATIONSHIP TO OTHER COMPREHENSIVE PLANNING ELEMENTS

The Economic Development Element must be consistent with the other Elements of the City's Comprehensive Plan. Economic development must complement the desired development patterns and growth rates of the City and also support the enhancement of the area's physical environment, the preservation of natural resources, and the improvement in the overall quality of life in the community.

The Economic Development Element is closely connected with the other Elements within the Plan. Economic development relies on the Land Use Element for the identification of appropriate and sufficient land area for commerce, industry, housing and other community needs. It also relies on the Capital Facilities Element, the Transportation Element, and the Utilities Element for the identification of available infrastructure facilities and for the coordination and prioritization of infrastructure improvements that are necessary for the growth of the City and the economy. In addition, economic development relies upon the Housing Element for the identification of areas suitable for new housing which can be used to accommodate an increasing population and larger work force. The successful implementation of the Plan and its goals and policies are essential for economic developments efforts within the community.

II. EXISTING CONDITIONS

DESCRIPTION OF THE LOCAL ECONOMY

Sunnyside's economy is primarily dependent upon agriculture and food processing. A large portion of the area's agricultural commodities/products are exported. The most rapidly growing sectors of the local economy include the Hop industry, Wine production, high value added food processing, and the development of the area as a center for retail trade and services. Many of the area's jobs/employment opportunities are seasonal.

LABOR FORCE RESIDING WITHIN THE CITY OF SUNNYSIDE

The labor force is defined in the 2019 Census data as the group of people 16 years of age and older who are employed or are actively seeking employment. As reported in the 2000 Census of Population, there were 10,738 persons within the City of Sunnyside who were 16 years of age and over. Of those, 6,293 persons were part of the labor force.

The employed residents of the City of Sunnyside were working in the following employment in 2019:, approximately 19% were employed in professional or managerial occupations, 15% were employed in technical, sales or administrative support occupations, 18% were employed in manufacturing and support occupations, 15% were employed in service occupations, 38% were employed in farming, forestry or fishing occupations and 6% were employed in the educational instruction..

Incomes for residents of the City of Sunnyside are generally lower than the statewide average. Per capita income in 1999 within the City of Sunnyside was approximately
$7,245 less than the per capita income average countywide and $18,193 less than the per capita income average statewide. The median household income and the median family income showed similar differences. Table 30 (Household Income in 1989) shows the distribution of household income within the City of Sunnyside, Yakima County and Washington State.

Table 7-1. Household Income in 1989: City of Sunnyside, Yakima County and Washington State.

Universe: Households	City of Sunnyside		Yakima County		Washington State	
Income	Number	Percen	Number	Percent	Number	Percent
Less than $5,000	253	1.2%	2,231	2.7%	69,975	2.4%
$5,000 to $9,999	194	4.3		2.9	67,239	2.4
$10,000 to $14,999	215	4.7%	2,384	4.6%	91,269	3.2%
$15,000 to $19,999	336	47.4 0/	4,486	5.4%	93,927	3.3%
$20,000 to $24,999	374	8.2%	4,471	5.4%	102,569	3.6%
$25,000 to $34,999	540	11.8 0/	8,899	10.7%	208,347	7.3%
$35,000 to $49,999	1,046	22.9 0/	13,734	16.5%	322,372	11.3%
$50,000 to $74,999	730	16.0 0/	16,737	20.2%	430,349	17.2%
$75,000 to $99,999	743	16.3 0/	10,974	13.2%	390,278	13.7%
$100,000 to $149,999	191	4.2%	9,39+0	11.3%	503,497	17.7%
$150,000 or more	139	3.0%	5,888	7.1%	509,497	17.9%
Total	4,561	100.0 0/	83,048	100.0%	2,848,396	100.0%
Median Household Income	$42,780		$51,637		$73,775	

Source: U.S. Census Bureau, Census of Population and Housing, 2019

The lower incomes found within the Sunnyside area may be partly explained by the seasonality of the work and the number of persons engaged in part-time employment.

EMPLOYMENT WITHIN THE CITY OF SUNNYSIDE

Based on journey to work travel patterns developed by the U.S. Department of Transportation Bureau of Transportation Statistics, retail trade is the industry with the highest level of employment within the City of Sunnyside accounting for almost 25% of the employment within the City. Health services and educational services each account for approximately 11% of the employment within the City. Agriculture, the manufacturing of nondurable goods, and other professional and related services (including social service, religious and membership organizations, legal and engineering services) each account for approximately 5% of the employment within Sunnyside: The majority of other industry within Sunnyside each account for 2% to 5% of the employment within the community. These other industries include construction, the manufacturing of durable goods, transportation, communication and public utilities, wholesale trade, finance, insurance and real estate, business and repair services and public administration.

The labor force for these businesses and industries is largely from within the City of Sunnyside and surrounding unincorporated Yakima County. Approximately 46% of the work force comes from within the City. Another 39% comes from unincorporated Yakima County. Almost 7% travels from the City of Grandview, 2% from unincorporated Benton County, 2% from the City of Yakima and 1% from each of the following areas: the City of Prosser, the City of Kennewick, and the City ofToppenish.

LAND AVAILABLE FOR ECONOMIC DEVELOPMENT

The City of Sunnyside has sufficient land area within the City and its urban growth area to support the location of a variety of commercial and industrial development. In 2016, approximately 354 acres of commercially zoned vacant land existed within the Sunnyside city limits. In addition, another 85 acres of land were given a future land use designation of commercial within the urban growth area. This additional commercial land area would need to be rezoned prior to its development.

In 2016, Sunnyside also had approximately 821 acres of industrially zoned vacant within the city limits. In addition, another 823 acres of land within the urban growth area was given a future land use designation of industrial.

As development and growth occur additional land area will be needed to support residential land needs. In 2016, approximately 471 acres of residentially zoned vacant land existed within the city limits. In addition, the remaining land area within the urban growth area that was not given a commercial or industrial future land use designation was given a residential land use designation. This area provides considerable choice for the location of future residential developments.

EXISTING ECONOMIC DEVELOPMENT PROGRAM

Sunnyside is served by the Yakima County Development Association economic development program.

III. GOALS AND POLICIES

GOAL 1:

Encourage diverse economic development which creates quality jobs, substantial private investment, local area wealth, enhanced public resources and increased entrepreneurial activity.

Policy 1.1 Support the efforts of all local economic development organizations and governmental entities which contribute to the City's economic vitality and diversification.

Policy 1.2 Encourage the location/siting of industry and commerce to the area which enhances the local economy and creates quality family wage jobs.

GOAL 2:

Promote economic growth which will protect the area's natural resources and maintain environmental quality.

Policy 2.1 Coordinate economic development with sound environmental resource and other comprehensive land use policies that maximize the City's overall quality of life.

Policy 2.2 Encourage economic development that strengthens and diversifies the City's economy while maintaining the integrity of the natural environment. Encourage the location of new industry and expansion of existing industry that preserves natural resources and maintains the community's environmental quality.

GOAL 3:

Encourage economic growth within the capacity of the City public services, facilities and infrastructure.

Policy 3.1 Ensure that economic development needs are incorporated within the City's capital improvement plan.

Policy 3.2 Encourage the use of state-of-the-art technology and natural resource conservation practices to minimize demands on the scarce utilization of natural resources.

Policy 3.3 Promote the siting of new industry in areas which create efficiencies of land use, utilities, transportation facilities and other public services.

Policy 3.4 Support the development of public transportation improvements, including rail service, airport development and roadway systems which support business expansion and economic vitality.

GOAL 4:

Ensure an adequate supply of commercial and industrial sites to provide the opportunity for new and expanding firms desirous of locating or remaining in the City.

Policy 4.1 Support public and private sector efforts to develop marketable industrial properties served by utilities and public infrastructure.

Policy 4.2 Encourage commercial development in existing downtown and other established commercial centers.

GOAL 5:

Increase the City's commercial, tourism and recreation related economic sectors.

Policy 5.1 Support efforts contributing to the development of Sunnyside's Downtown Development Program.

Policy 5.2 Support the development of programs and events which increase the number of visitors and tourists to the area.

Policy 5.3 Encourage the development of tourist related businesses and facilities which attract visitors to the area.

GOAL 6:

Retain and expand existing City of Sunnyside businesses.

Policy 6.1 Support the efforts of local business and job retention programs.

Policy 6.2 Invest public funds in infrastructure improvements which support the retention and expansion of local industry, commerce and jobs.

Policy 6.3 Support existing industry and commerce through the development and administration of local land use, ordinances and code enforcement policies sensitive to the needs of quality business development.

GOAL 7:

Attract new business and investment to the City.

Policy 7.1 Support the efforts of local economic development organizations to recruit/site new industry to the area which creates quality family wage jobs.

Policy 7.2 Encourage new industry to locate in the area by providing a surplus of industrial zoned properties with infrastructure capacity supporting the new development.

Policy 7.3 Support the siting of new industry to the City by developing and administering land use regulations, zoning and ordinances sensitive to the needs of industry.

GOAL 8:

Assist in the development of small business start-ups and local entrepreneurial activity.

Policy 8.1 Support existing economic development programs which provide assistance to small business start-ups and emerging entrepreneurs.

Policy 8.2 Encourage and support the development of a business incubator facility for new businesses.

Policy 8.3 Support home based businesses that are compatible with existing neighborhoods through the administration of sensible zoning and code enforcement regulations.

GOAL 9:

Support the establishment of education and job skills training programs which develop a highly skilled workforce.

Policy 9.1 Encourage education and job skills training programs/institutions and industry to work together for an integrated service delivery system.

Chapter 8

Administration

I. INTRODUCTION

PURPOSE

This Administration Element has been developed in accordance with Chapter 36.70A. of the GMA to address amendment of the comprehensive plan and the maintenance of consistency with development regulations.

The Administration Element has also been developed in accordance with the countrywide 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.

GMA REQUIREMENTS

To comply with the GMA, the comprehensive plan needs an Administration Element consisting of procedures for:

- Evaluation of plans and development regulations;
- Evaluation of UGA and the densities permitted at least every ten years;
- Maintaining conformity with GMA requirements;
- Maintaining consistency with 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 twenty-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.

AMENDMENTS

Following adoption of the comprehensive plan, the City shall monitor changes and needs of the community and document needed amendments to the comprehensive plan.

TIMING

Amendments to this comprehensive plan may be considered no more frequently than once every year unless an emergency exists. All proposals shall be considered by the city concurrently so the cumulative effect of the various proposals may be ascertained. The City of Sunnyside sets January as its month to begin considerations of comprehensive plan amendments...

Proposals for amendments to the comprehensive plan will be accepted at any time during the year and will be scheduled along with all other proposals received for consideration as part of the comprehensive plan's yearly review and amendment process that will begin January 1 of each year.

The comprehensive plan may be revised or amended outside of this normal schedule only if findings are adopted to show that the amendment was 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 documents 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.

ADOPTION AND INITIATION

The city council may after due notice and public hearing, amend, supplement or modify the text and maps of this comprehensive plan. An amendment may be adopted, amended or supplemented by the city council upon the recommendation of the planning commission, Amendments may be initiated:

- By motion of the city council or planningcommission;
- By filing with the City of a petition by the owner of property within the City, which petition shall be on standard form prescribed by the planning commission and available from the city clerk;

PUBLIC HEARING

The Planning Commission shall hold a public hearing on any such amendments, supplements or modification of the comprehensive plan whether initiated by petition or motion. This public hearing shall be held by and a recommendation made by the Planning Commission

Notice of hearing and the nature of the proposed change shall be given by publication in the official newspaper of the City at least ten (10) 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; PROVIDED, however, that in the case of a boundary change or a future land use designation change affecting three or more parcels that 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 also a map which indicates the area of the proposed change and the effects of the change. The date of last publication of notice shall be at least ten (10) days before the date set for said hearing.

Upon receiving the findings and recommendations from the planning commission, the city council will schedule a public hearing to consider the recommended amendments. No decisions shall be made on the recommendations for amendment until after the initial sixty day state review and comment period has expired.

PLANNING COMMISSION RECOMMENDATION

In recommending the adoption of any proposed amendment, the Planning Commission shall state fully its findings for making the recommendation.

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.

INITIAL REVIEW OF PROPOSED AMENDMENTS

At least sixty (60) days prior to the adoption of an amendment to the comprehensive plan, the proposed change/draft version shall be submitted to the Washington State Department of Commerce, Growth Management Division, for review and comment.

FINAL REVIEW OF ADOPTED AMENDMENT

Within ten (10) days from the adoption of the amendment, the amendment shall be submitted to the Washington State Department of Commerce Growth Management Division for filing.

The City will also publish a notice of adoption and availability in its newspaper of record.

II. 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:

The proposal is consistent with the provisions of the GMA (GMA) and other applicable state planning requirements.

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

Required changed 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;

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.

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

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.

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

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

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

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

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