1902 120th PL. SE. STE 202 Everett, WA 98208

Telephone (425)332-3961

Washington State Department of Transportation Local Programs Attn: Randy Giles 2809 Rudkin Rd Union Gap, WA 98903 September 23, 2022

Environmental Justice Memorandum

East West Corridor Yakima County, WA

Dear Randy Giles,

In compliance with Presidential Executive Order 12898, United States Department of Transportation (DOT) Order 5610.2, and Federal Highway Administration (FHWA) Order 6640.23, an Environmental Justice (EJ) analysis was conducted for the East-West corridor project. The purpose of this EJ analysis is to identify minority and low-income groups in the project area, keep these groups informed about project plans and activities, and encourage their participation in projects. Based on the EJ Matrix completed for this project (see attached), we believe an EJ memo will fulfill the required EJ documentation for this project.

The purpose of the proposed project is to reduce congestion and connect the growing neighborhood of Terrace Heights to the City of Yakima (as stated in the Purpose & Need for this project, dated March 22, 2022):

- Provide an alternative Yakima River crossing for east-west travel between the City of Yakima and Terrace Heights.
- Increase mobility, by decreasing travel delay, and relieving traffic congestion at the I-82/Yakima Avenue Interchange and on Terrace Heights Drive and Yakima Avenue.
- Construct the local road corridor which would allow for the consideration of construction
 of the recommended alternative for an interchange with I-82 identified in the WSDOT I82/Yakima Avenue/Terrace Heights Drive IJR.
- Provide bicycle and pedestrian facilities including a connection to the Yakima Greenway Trail.
- Serve the existing approved transportation and land use planning along the roadway corridor as documented in the Yakima Valley Conference of Governments (YVCOG) 2020-2045 Metropolitan and Regional Transportation Plan.

The needs for the project include the following (as stated in the Purpose & Need for this project, dated March 22, 2022):

• Congested Corridor – The current road network cannot support the growth anticipated in the area under the current comprehensive plan. The Terrace Heights neighborhood lies just to the east of the City of Yakima. The neighborhood, an unincorporated part of Yakima County, has grown considerably over the last five decades, with its population increasing fivefold in the 30 years between 1970 and 2000, to a 2019 total of 8,507. Redevelopment of the Boise Cascade Mill Site consistent with the planned land use in the current City of Yakima Comprehensive Plan is also anticipated to increase traffic demand within the City of Yakima.

The level of service (LOS) on the Yakima Avenue/Terrace Heights Drive corridor has been getting steadily worse and by 2035 it is expected to have multiple turning movements operating at LOS E or F. LOS is a letter grade corresponding to the amount of congestion a road has when completed to a standard. LOS A is the best or the least congested grade. LOS F indicates failure because the demand for a road is more than its capacity.

The current LOS along the Yakima Avenue/Terrace Heights Drive corridor has triggered Yakima County's concurrency requirements, which limits new development permits along the corridor. In order to relax the restrictions, the County must either increase the capacity of the existing corridor or divert sufficient traffic volume onto another route. Right-of-way constraints along the existing Yakima Avenue/Terrace Heights Drive route prevent widening of the existing roadway. The future LOS at the Yakima Avenue interchange is also anticipated to cause back-ups onto the I-82 mainline.

- Emergency Response The Yakima River poses a natural barrier to travel between Yakima and Terrace Heights. Historically, east-west traffic in the project vicinity has had only one option to travel between these two locations: the Yakima Avenue/Terrace Heights Drive corridor. A new corridor is needed to provide an alternative redundant route to Terrace Heights during any future closures of the Terrace Heights Bridge as well as an additional route for emergency services.
- Lack of pedestrian and bicycle connectivity Access to the Greenway Trail is limited as it travels between I-82 and the Yakima River. The existing East H Street corridor does not include sidewalks or bike lanes and there is no access for pedestrians to the Greenway Trail from the surrounding residential neighborhood.

Yakima County is proposing to construct an East-West Corridor in the City of Yakima and unincorporated Yakima County, Washington from North 1st Street and East H Street on the west side of Interstate 82 (I-82) in the City of Yakima to the eastern terminus on the east side of the Roza Canal Wasteway #2 in the community of Terrace Heights. This corridor will connect with Yakima County's Phase 1 of Cascade Mill Parkway (construction has been completed) which will continue to Butterfield Road and North Keys Road. The project would include construction of three separate streets:

- East H Street –The existing road would be extended to the east from the current terminus at North 7th Street where it would connect to Bravo Company Boulevard as the road turns to the south. The existing portion from North 1st Street to North 7th Street would be widened. A new signal would be installed at the intersection with North 1st Street.
- **Bravo Company Boulevard** An extension of Bravo Company Boulevard connecting to East H Street would be constructed which would turn south and connect to the current terminus near Fair Avenue. A roundabout intersection with Cascade Mill Parkway would be constructed along with one additional roundabout intersection to connect to an existing access road to the adjacent properties.
- Cascade Mill Parkway Cascade Mill Parkway would connect to Bravo Company Boulevard at a roundabout intersection and then continue east beneath I-82 and across the Yakima River and Roza Canal Wasteway #2.

The East-West Corridor project will involve improvements to existing roadways, including transforming East H Street from a residential street to a free-flowing arterial between North 1st Street and North 7th Street; the building of new connections and roundabouts; non-motorized facilities including bike lanes, sidewalks, Americans with Disabilities Act (ADA) ramps, crosswalks, and a shared-use path that will connect to the Yakima Greenway Trail; and construction of four bridges: two to carry I-82 over the proposed roadway, one over the Yakima River, and one over the Roza Canal Wasteway #2. This project will also involve restoration and levee work along the Yakima River floodplain including removal and/or setback of levees and floodplain habitat restoration.

The corridor will be constructed in phases with construction of Phase 1 (Butterfield Road to Roza Canal Wasteway #2) already completed. Phase 2 (Roza Canal Wasteway #2 bridge to North 15th Street and floodplain mitigation work) will begin in the summer of 2023 and conclude by the fall of 2024. Phase 3 (Yakima River bridge to westernmost roundabout on Bravo Company Boulevard and I-82 work) will begin in 2024 and end in 2027. Phase 4 (Bravo Company Boulevard and H Street) will begin in 2027 and end in 2028 (see attached Project Phasing Map).

The proposed project is located within Sections 17 and 18 of Township 13 North and Range 19 East as well as Section 13 of Township 13 North and Range 18 East. The project is located within Yakima, WA and the Terrace Heights neighborhood in unincorporated Yakima County. Land use surrounding the project varies with industrial, commercial, residential, and vacant land. Zoning designations surrounding the project area include general commercial (GC), single family (R-1), multi-family (R-3), regional development (RD), suburban residential (SR), and light industrial (M-1).

Minority groups were identified in a demographics study that utilized 2010 Census data. The project vicinity is represented by Block Groups 1 and 2 of Census Tract 1; Block Groups 1, 2, and 3 of Census Tract 2; Block Group 1 of Census Tract 3; Block Groups 1 and 2 of Census Tract 6; Block Groups 4 and 5 of Census Tract 15.01; Block Group 1 of Census Tract 16.01; and Block Groups 1, 2, and 3 of Census Tract 16.02. Census Tract 16.02, and specifically Block

Group 3, contains most of the project area from Interstate 82 eastward (see attached Census Block & Tract Map). Using the Environmental Protection Agency's (EPA) EJScreen, demographics data within a half mile of the project area was collected. This data is summarized in the following table:

Total Population in 0.5-Mile Buffer	7,239
White	55%
Black	2%
American Indian	3%
Asian	0%
Pacific Islander	0%
Some Other Race	34%
Population Reporting Two or More Races	5%
Total Hispanic Population	64%
People of Color Population	70%
Household Income Below \$15,000	21%*
Population 5 years and over that speak English "less than very well"	26%*

^{*2014-2018} American Community Survey (ACS) Estimates

Data from each Block Group and Census Tract was also compiled from the United States Census Bureau. Data from each Block Group and Census Tract that is within the half-mile buffer surrounding the project area are summarized in the tables below:

Block Group 1, Census Tract 1	
Total Population	1,061
White	60.5%
Black	1.8%
American Indian/Native Alaskan	2.4%
Asian	0.3%
Native Hawaiian/Pacific Islander	0.0%
Some Other Race	28.8%
Population Reporting Two or More	6.2%
Races	
Total Hispanic Population	52.4%
Household Income Below \$10,000	17.0%*
Population 5 years and over that	23.9%*
speak English "less than very well"	

^{*2019} ACS 5-Year Estimates

Block Group 2, Census Tract 1	
Total Population	2,034
White	54.3%
Black	5.9%
American Indian/Native Alaskan	8.0%
Asian	0.5%
Native Hawaiian/Pacific Islander	0.0%
Some Other Race	26.9%
Population Reporting Two or More	4.3%
Races	
Total Hispanic Population	51.4%
Household Income Below \$10,000	25.7%*
Population 5 years and over that	14.5%*
speak English "less than very well"	

*2019 ACS 5-Year Estimates

Block Group 1, Census Tract 2	
Total Population	2,827
White	52.1%
Black	2.2%
American Indian/Native Alaskan	4.0%
Asian	0.7%
Native Hawaiian/Pacific Islander	0.04%
Some Other Race	35.4%
Population Reporting Two or More	5.6%
Races	
Total Hispanic Population	67.0%
Household Income Below \$10,000	10.8%*
Population 5 years and over that	28.3%*
speak English "less than very well"	

^{*2019} ACS 5-Year Estimates

Block Group 3, Census Tract 2	
Total Population	1,364
White	53.4%
Black	1.6%
American Indian/Native Alaskan	3.2%
Asian	0.7%
Native Hawaiian/Pacific Islander	0.0%
Some Other Race	37.6%
Population Reporting Two or More	3.4%
Races	
Total Hispanic Population	69.6%
Household Income Below \$10,000	11.4%*
Population 5 years and over that	34.2%*
speak English "less than very well"	

^{*2019} ACS 5-Year Estimates

Block Group 2, Census Tract 2	
Total Population	1,362
White	46.6%
Black	1.2%
American Indian/Native Alaskan	3.4%
Asian	0.4%
Native Hawaiian/Pacific Islander	0.07%
Some Other Race	42.1%
Population Reporting Two or More	6.2%
Races	
Total Hispanic Population	77.2%
Household Income Below \$10,000	5.1%*
Population 5 years and over that	28.9%*
speak English "less than very well"	

^{*2019} ACS 5-Year Estimates

Block Group 1, Census Tract 3	
Total Population	2,327
White	69.0%
Black	1.0%
American Indian/Native Alaskan	2.6%
Asian	2.3%
Native Hawaiian/Pacific Islander	0.0%
Some Other Race	21.0%
Population Reporting Two or More	4.1%
Races	
Total Hispanic Population	31.7%
Household Income Below \$10,000	6.9%*
Population 5 years and over that	18.4%*
speak English "less than very well"	

^{*2019} ACS 5-Year Estimates

Block Group 1, Census Tract 6	
Total Population	1,537
White	48.8%
Black	1.8%
American Indian/Native Alaskan	1.8%
Asian	0.1%
Native Hawaiian/Pacific Islander	0.0%
Some Other Race	43.7%
Population Reporting Two or More	3.8%
Races	
Total Hispanic Population	82.6%
Household Income Below \$10,000	2.3%*
Population 5 years and over that	43.6%*
speak English "less than very well"	

^{*2019} ACS 5-Year Estimates

Block Group 4, Census Tract 15.01	
Total Population	1,479
White	37.8%
Black	1.9%
American Indian/Native Alaskan	3.1%
Asian	0.07%
Native Hawaiian/Pacific Islander	0.07%
Some Other Race	51.3%
Population Reporting Two or More	5.7%
Races	
Total Hispanic Population	76.5%
Household Income Below \$10,000	9.7%*
Population 5 years and over that	32.1%*
speak English "less than very well"	

^{*2019} ACS 5-Year Estimates

Block Group 2, Census Tract 6	
Total Population	2,394
White	48.5%
Black	1.8%
American Indian/Native Alaskan	1.5%
Asian	0.5%
Native Hawaiian/Pacific Islander	0.0%
Some Other Race	43.0%
Population Reporting Two or More	4.8%
Races	
Total Hispanic Population	79.4%
Household Income Below \$10,000	10.2%*
Population 5 years and over that	30.6%*
speak English "less than very well"	

*2019 ACS 5-Year Estimates

Block Group 5, Census Tract 15.01	
Total Population	1,451
White	39.2%
Black	1.7%
American Indian/Native Alaskan	1.1%
Asian	0.2%
Native Hawaiian/Pacific Islander	0.0%
Some Other Race	54.7%
Population Reporting Two or More	3.1%
Races	
Total Hispanic Population	84.8%
Household Income Below \$10,000	9.2%*
Population 5 years and over that	28.1%*
speak English "less than very well"	

^{*2019} ACS 5-Year Estimates

Block Group 1, Census Tract 16.01	
Total Population	902
White	89.2%
Black	0.2%
American Indian/Native Alaskan	0.9%
Asian	0.3%
Native Hawaiian/Pacific Islander	0.0%
Some Other Race	6.8%
Population Reporting Two or More	2.5%
Races	
Total Hispanic Population	14.0%
Household Income Below \$10,000	9.5%*
Population 5 years and over that	7.7%*
speak English "less than very well"	
*2010 A CC 5 V E	•

*2010	100	F 37	Estimates
*71119	AUS	n-Year	Estimates

Block Group 2, Census Tract 16.02			
Total Population	1,006		
White	78.7%		
Black	0.8%		
American Indian/Native Alaskan	2.5%		
Asian	1.3%		
Native Hawaiian/Pacific Islander	0.1%		
Some Other Race	13.6%		
Population Reporting Two or More	3.0%		
Races			
Total Hispanic Population	21.1%		
Household Income Below \$10,000	8.6%*		
Population 5 years and over that	10.6%*		
speak English "less than very well"			

^{*2019} ACS 5-Year Estimates

Block Group 1, Census Tract 16.02				
Total Population	1,189			
White	82.4%			
Black	1.2%			
American Indian/Native Alaskan	1.2%			
Asian	1.3%			
Native Hawaiian/Pacific Islander	0.2%			
Some Other Race	9.9%			
Population Reporting Two or More	3.9%			
Races				
Total Hispanic Population	17.9%			
Household Income Below \$10,000	12.5%*			
Population 5 years and over that	1.5%*			
speak English "less than very well"				

*2019 ACS 5-Year Estimates

Block Group 3, Census Tract 16.02			
Total Population	685		
White	82.5%		
Black	1.0%		
American Indian/Native Alaskan	2.3%		
Asian	0.6%		
Native Hawaiian/Pacific Islander	0.0%		
Some Other Race	9.5%		
Population Reporting Two or More	4.1%		
Races			
Total Hispanic Population	17.5%		
Household Income Below \$10,000	$0.0\%^*$		
Population 5 years and over that	4.9%*		
speak English "less than very well"			

*2019 ACS 5-Year Estimates

According to the 2020 ACS 5-Year estimates, over 90% of households which were limited English speaking in these block groups spoke Spanish.

Local school data for the 2020/2021 school year was also obtained from the State of Washington Office of Superintendent (OSPI) of Public Instruction. Public Schools east of Yakima River in the Terrace Heights Neighborhood are part of the East Valley School District. The nearest open East Valley Public Schools elementary, middle, and high schools to the project area are Terrace Heights Elementary School, East Valley Central Middle School, and East Valley High School. The three schools are approximately 1.0 mile, 4.3 miles, and 4.2 miles from the project site limits, respectively (See attached Public School Map). A demographics summary for the three schools can be seen in the following tables:

Terrace Heights Elementary School				
Total Student Body	440			
Hispanic/Latino of Any Race	47.3%			
Native American/Native Alaskan	1.4%			
Asian	0.7%			
Black	0.2%			
Native Hawaiian/Other Pacific	0.0%			
Islander				
White	45.9%			
Two or More Races	4.5%			
Low Income	60.2%			
English Language Learners	9.8%			

East Valley Central Middle School				
Total Student Body	798			
Hispanic/Latino of Any Race	52.9%			
Native American/Native Alaskan	0.6%			
Asian	0.8%			
Black	0.8%			
Native Hawaiian/Other Pacific	0.1%			
Islander				
White	41.9%			
Two or More Races	3.0%			
Low Income	59.8%			
English Language Learners	7.9%			

East Valley High School	
Total Student Body	914
Hispanic/Latino of Any Race	49.2%
Native American/Native Alaskan	1.3%
Asian	0.8%
Black	1.0%
Native Hawaiian/Other Pacific Islander	0.0%
White	45.3%
Two or More Races	2.4%
Low Income	58.0%
English Language Learners	8.3%

Local school data for the 2020/2021 school year was also obtained for the nearest open elementary, middle, and high schools to the project area west of the Yakima River in the City of Yakima. These schools are part of the Yakima School District. The closest schools are Barge-Lincoln Elementary School, Washington Middle School, and Davis High School. The three schools are approximately 0.2 miles, 0.9 miles, and 1.1 miles from the project site limits respectively. A demographics summary for the three schools can be seen in the following tables:

Barge-Lincoln Elementary School				
Total Student Body	577			
Hispanic/Latino of Any Race	90.6%			
Native American/Native Alaskan	0.7%			
Asian	0.3%			
Black	0.7%			
Native Hawaiian/Other Pacific	0.0%			
Islander				
White	4.3%			
Two or More Races	3.3%			
Low Income	90.8%			
English Language Learners	48%			

Washington Middle School	
Total Student Body	873
Hispanic/Latino of Any Race	93.7%
Native American/Native Alaskan	0.8%
Asian	0.1%
Black	0.1%
Native Hawaiian/Other Pacific	0.0%
Islander	
White	4.0%
Two or More Races	1.3%
Low Income	91.4%
English Language Learners	35.4%
	-

Davis High School	
Total Student Body	2,556
Hispanic/Latino of Any Race	85.9%
Native American/Native Alaskan	0.9%
Asian	0.4%
Black	0.5%
Native Hawaiian/Other Pacific Islander	0.0%
White	10.2%
Two or More Races	2.1%
Low Income	75.9%
English Language Learners	23.5%

This project will have temporary and permanent impacts to the surrounding area. The project will not create new sources of traffic; however, it will result in increased traffic along the existing H Street as well as creating new roadway through the Boise Cascade Mill Site which is anticipated to be developed in the future. For the duration of the project, the surrounding area will experience increased construction noise. The loudest of these will be impact pile driving for in-water temporary work platforms. Vibratory pile driving is anticipated to occur for ~83 hours over a period of ~56 days and impact pile driving is anticipated to occur for ~160 hours over a period of ~54 days. General construction noise is anticipated to last seven years. The project will be constructed in phases. All noise disturbances will be limited to the legal working hours for construction as stated in the Yakima County and Yakima Municipal Codes. Upon completion, traffic noise in the area may increase due to the increased carrying capacity of improved roadways as well as the addition of the new corridor. The 2021 noise study for this project

modeled existing and future noise levels for both a build and no-build option using the worst-case hourly condition (PM peak hour). A total of 38 receivers representing 16 apartment units, 63-single family houses, and the Yakima Greenway Trail were modeled. Of the 38 receivers modeled, five receivers exceeded just the sound level criteria, 5 exceed just the substantial increase, and one exceeded both. All of these receivers represent single-family homes or apartment complexes along East H Street except for one single-family residence along East Lincoln Avenue and the Yakima Greenway Trail. See the attached Noise Receiver Locations Map. For every impacted receiver, noise barrier abatement was analyzed and found not feasible for a variety of reasons including not meeting the required noise abatement with proposed walls, exceeding cost allowance, and blocking property access.

Property acquisition in the form of full ROW acquisitions, partial ROW acquisitions, temporary construction easements (TCEs), utility easements, and permanent easements will be required to complete the project. A total of 44 properties will be impacted with at minimum a TCE. A total of 16 parcels will require a full ROW acquisition or a permanent easement for the full area. Properties that will be full ROW acquisitions are parcels: 19131731004, 19131732404, 19131732421, 19131731409, 19131731408, 19131731407, 19131723405, 19131732408, 19131732409, and 19131732420. All but seven of the full acquisition properties are vacant lots with no development. Parcel 9131731004 has a single-family residence and will require relocation. Parcels 19131723405, 19131732408, 19131732409, 19131732420, 19131732421 and 19131731407 all have or had single family residences that have been demolished. Relocations for these parcels have already occurred as they have been acquired by Yakima County. All properties will be acquired at fair market value and tenants will be relocated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). See attached property acquisition tables.

Existing alternative routes will remain open to through traffic for the duration of the project. Access will be maintained to the surrounding properties throughout the project. The use of existing pedestrian and ADA facilities within the project area will also be maintained for the entire duration of the project. There are currently no public transit routes that service the Terrace Heights neighborhood. The closest routes to the proposed project are the number 6, which has stops on East Lincoln Avenue and North Fair Avenue, and the number 11, which utilizes I-82 transporting people to and from Ellensburg. Neither route is anticipated to be affected by or affect the proposed project.

Public outreach for this project has been ongoing since the project was in the alternative analysis phase. Numerous public meetings have been held in the City of Yakima where city, county, and design team representatives have discussed proposed alternatives, proposed project facilities, project phasing, and other project aspects. The first open house meeting occurred on June 9, 2010. According to the meeting sign-in sheet, at least 109 people attended the meeting. In this meeting, personnel representing the design team, Yakima County, and the City of Yakima discussed the four proposed alignments for the East-West Corridor. No Spanish interpreter was provided during this meeting. Attendees of the meeting were asked to leave contact information if they wanted to be kept informed of project updates through mailed or emailed notices. Meeting attendees were asked to leave questions and/or comments on comment forms for project representatives to respond to. These comments mainly pertained to personal preference of

proposed alignments and concerns of impacts to personal property and the community as a whole from the different proposed alignments. A full list of comments and responses from this meeting area attached.

A follow-up open house meeting occurred on November 16, 2010. The subject of this meeting was the same as the first open-house meeting. No Spanish interpreter was provided during this meeting. According to the sign-in sheet for this meeting, at least 48 people attended. The meeting followed a similar format as the first open-house meeting and included attendees leaving more questions and comments. As the meeting discussed the same alternatives as the first meeting, the majority of the comments addressed the same issues as the first one. The full list of comments and responses is included in the same attachment as stated above.

A public comment period occurred following the publishing of the August 2011 Alignment Study for the project. Notices were sent out to residents and property owners within the project vicinity, as well as people who left their contact information at previous open-house meetings. A phone number was provided on the notice to contact for information in Spanish. Comments were submitted by October 15, 2011. A follow-up public meeting occurred on October 25, 2011. The meeting began with an introduction from a Yakima County representative summarizing the alternatives analysis process and was followed with a public comment period where members of the public could ask questions or raise comments they had about the project. The majority of these comments again pertained to concerns over chosen alternative alignments. Comments and responses can be read in the attached meeting notes. An Alignment Alternatives Study Supplemental Report for this project was released in June 2012 taking into the comments from the comment period as well as the meeting.

With the alignment chosen, public meetings resumed in 2019 to discuss the proposed project phasing and the environmental review process. An open house meeting occurred on April 17, 2019. Property owners in the project vicinity were mailed notification of the meeting in both Spanish and English. A Spanish language interpreter was present at the open house to answer questions regarding the project. According to the meeting signup sheet at least 106 people attended the meeting. The meeting followed a similar format to previous open-house meetings with project representatives discussing the project followed by members of the public leaving questions and/or comments on comment forms. The majority of the comments pertained to concerns with the bicycle facilities and concerns with how this project will impact the surrounding neighborhoods on both sides of the river. A full list of comments is attached.

With the Covid-19 pandemic, in-person public meetings have not been feasible. However, there are still opportunities for the public to comment on the project using the project website (https://cityofyakima-terraceheights.org/). The project website offers project descriptions for this project and related ones, public documents, and maps. While access to Spanish-language information is not currently provided on the website, this will be added prior to the website being used to announce future public meetings.

The local population will benefit from this project upon its completion by easing congestion for river crossing traffic, improving emergency response times, and greatly improving pedestrian and bicycle access to either side of the river. According to traffic models of Terrace Heights commuters, the largest observed increase in travel destinations between 2009 and the study year

of 2035 were to the northeastern part of Yakima. These commuters would therefore benefit from the alternate route provided by the H Street extension and East-West Corridor. This area and immediately adjacent locations such as the extent along the railroad corridor, and the North 6th Avenue corridor is largely comprised of industrial facilities such as fruit packing plants, a Coca-Cola plant, construction / developer related industry, and warehouses. 2010 census data show that a majority of the work force originates in the Terrace Heights neighborhood. It is assumed that they may work in the industrial areas mentioned. Overall, the corridor's connection between North 1st Street and the Terrace Heights community would benefit the local economy, grant additional pedestrian and public transit access, and provide travelers (including emergency response vehicles and the transportation of goods) with an alternative and more convenient route, reducing congestion and delay.

The proposal for this project was selected to limit environmental impacts and impacts to the people of Yakima and Terrace Heights while improving the mobility and congestion in the area. Despite these best efforts, impacts are anticipated to affect residents living in the vicinity of the project. As stated previously 12 full ROW acquisitions will be necessary for this project leading to 5 relocations (3 of which have already been acquired). Traffic noise on East H Street will increase due to the conversion of East H Street between North 1st Street and North 7th Street from a residential street to an arterial. This noise increase will impact people who live on East H Street. Currently East H Street has no sidewalks or marked bicycle facilities, so improvements will be made for non-motorized users who utilize East H Street. Continued communication with the public regarding this project will be done in accordance with Yakima County's Title VI Plan. Should you have any questions about this assessment or require additional information, please contact Ross Widener at (425) 332-3961 or ross@widener-enviro.com.

Sincerely,

Ross Widener

Widener & Associates

Attachments

ROW Acquisition Tables

Project Maps

EJ Matrix

EJScreen data

Census Block Data

State of Washington Office of Superintendent of Public Instruction data

Public Notice Examples

Public Comments and Responses

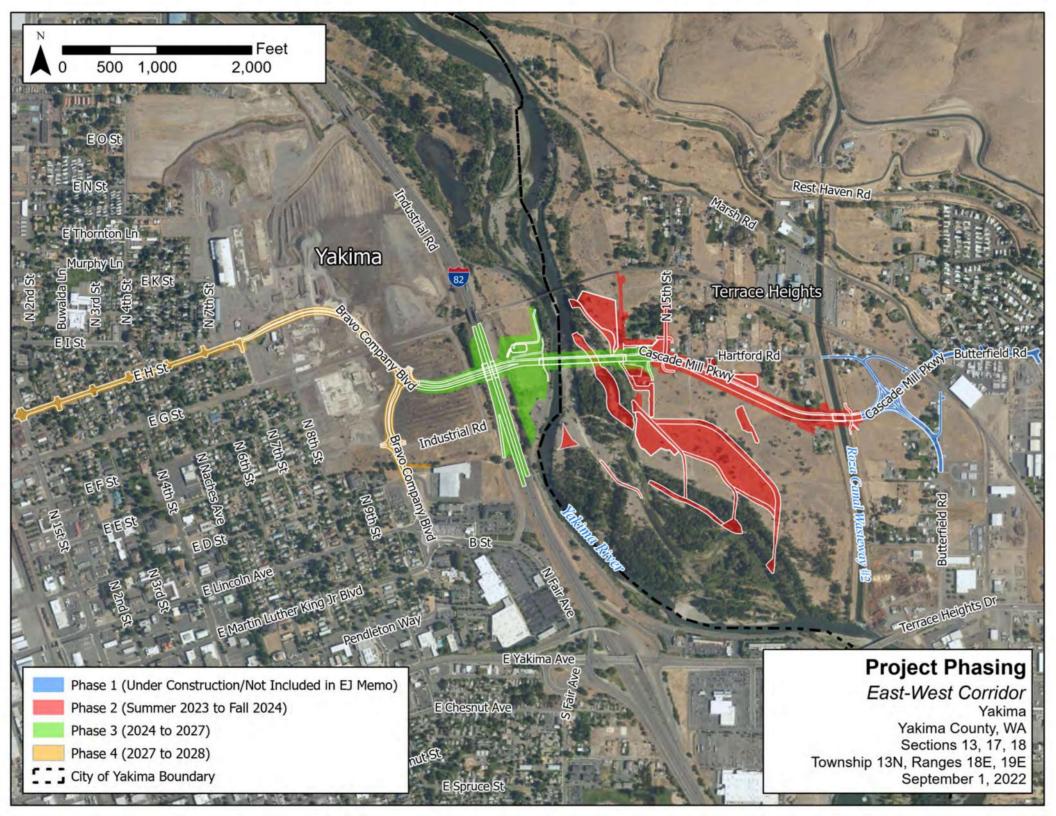
Table 1. Property acquisitions for Phase 4 of the project

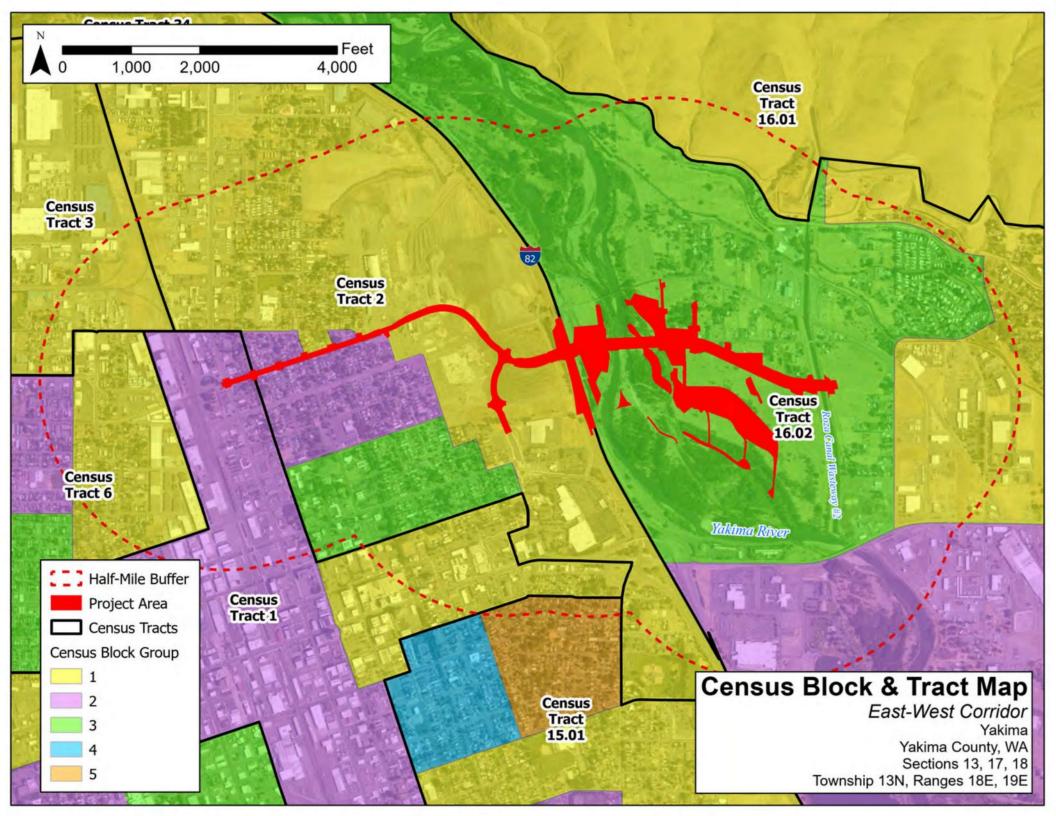
Parcel	Site Address	Lot Size (SF)	Acquisition Area (SF)	TCE Area (SF)	Utility Easement Area (SF)
19131841001	E St/8 th St N Yakima, WA 98901	1,640,470	371,746	178,605	55,858
19131842001	611 N 8 th St Yakima, WA 98901	517,493	47,590	43,664	8,940
19131824001	E I St Yakima, WA 98901	50,529	4,177	7,373	1,475
19131831539	Unassigned Address Yakima, WA 98901	165,528	93	4,195	376
19131821003	N 4 th St Yakima, WA 98901	3,288,780	77,796	70,201	14,567
19131812001	7 th St N/H St E Yakima, WA 98901	2,445,023	203,121	92,404	17,001
N/A	N/A	N/A	0	13,138	10,045

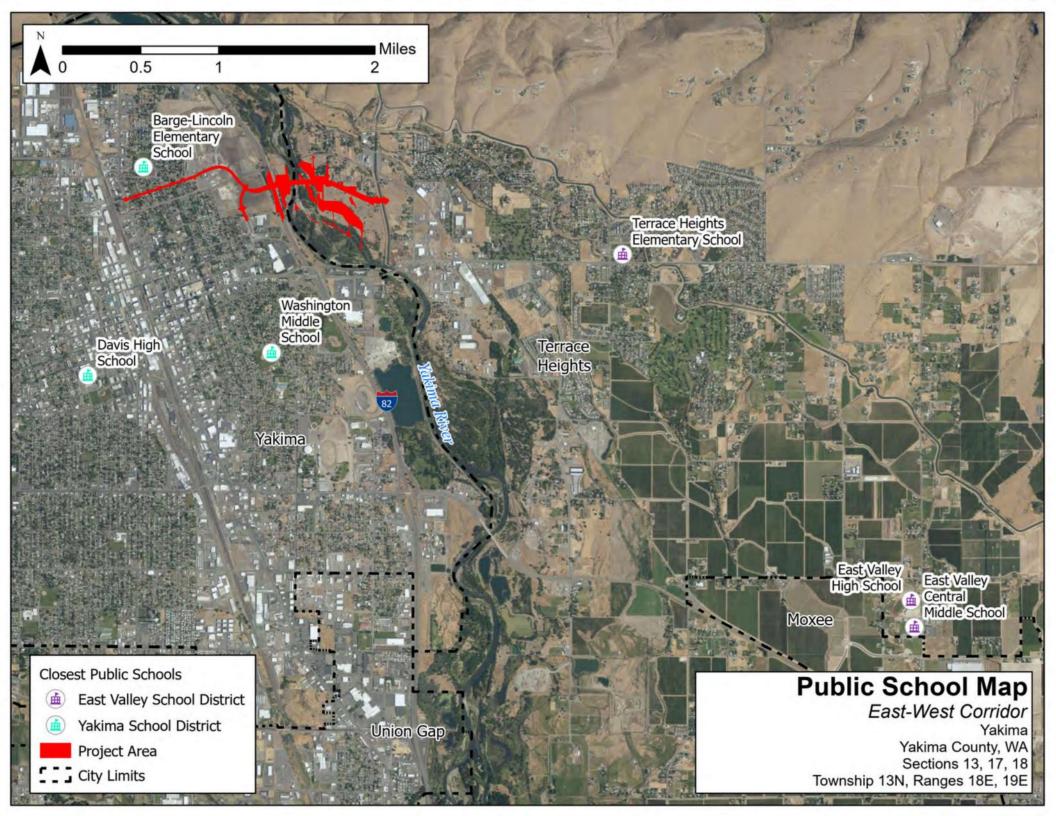
Table 2. Property acquisitions for Phases 2 and 3 of the project

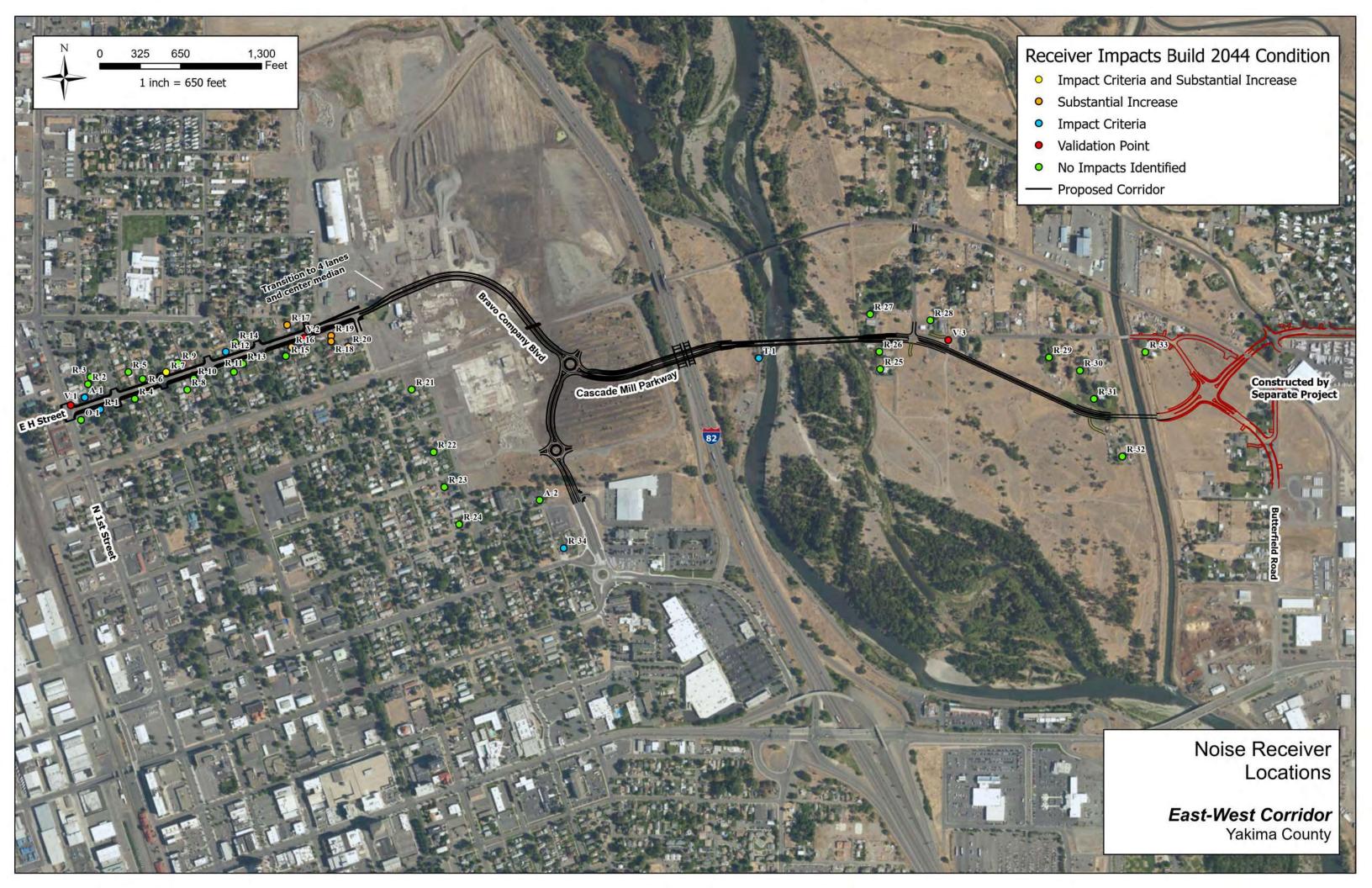
Parcel	Site Address	Lot Size	Acquisition	TCE Area	Permanent
		(Acres)	Area (Acres)	(SF)	Easement Area (SF)
19131841002	E St/8 th St N Yakima, WA 98901	7.64	1.96	0	0
19131811002	7 th St N/H St E Yakima, WA 98901	45.85	0.01	0	0
19131731009	Hartford/15 th St N Yakima, WA 98901	5.76	0	0	52,900
19131723005	I St E/15 th St N Yakima, WA 98901	5.58	0	0	7,550
19131732404	1406 Hartford Rd Yakima, WA 98901	0.21	0.21	0	0
19131732421	1406 Hartford Rd Yakima, WA 98901	0.41	0.41	10,291	0
19131732408	716 N 15 th St Yakima, WA 98901	0.19	0.19	0	0
19131732409	716 N 15 th St Yakima, WA 98901	0.22	0.22	0	0
19131732420	1412 Hartford Rd Yakima, WA 98901	0.41	0.41	0	0
19131731008	1510 Hartford Rd Yakima, WA 98901	5.04	0.89	9,562	0
19131731409	Hartford/16 th St N Yakima, WA 98901	0.20	0.20	0	0
19131731408	Hartford/16 th St N Yakima, WA 98901	0.20	0.20	0	0
19131731407	1606 Hartford Rd Yakima, WA 98901	0.39	0.39	0	0
19131731405	Hartford/16 th St N Yakima, WA 98901	0.20	0.03	0	0
19131731410	H St E/16 th St N Yakima, WA 98901	0.20	0	0	3,448
19131731411	H St E/16th St N Yakima, WA 98901	0.20	0	0	5,178

Parcel	Site Address	Lot Size (Acres)	Acquisition Area (Acres)	TCE Area (SF)	Permanent Easement Area (SF)
19131731412	H St E/16th St N	0.20	0	0	6,904
17131731112	Yakima, WA 98901	0.20			0,501
19131731413	H St E/16th St N	0.20	0	0	8,363
19131731113	Yakima, WA 98901	0.20			0,203
19131731414	H St E/16th St N	0.20	0	0	8,543
1,7101,101,11	Yakima, WA 98901	0.20			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
19131731415	H St E/18 th St N	0.20	0	0	8,543
	Yakima, WA 98901				7,2 12
19131731416	H St E/18 th St N	0.20	0	0	8,543
	Yakima, WA 98901				-,-
19131731417	H St E/18th St N	0.20	0	0	8,543
	Yakima, WA 98901				
19131731418	H St E/18th St N	0.20	0	0	8,543
	Yakima, WA 98901				
19131731419	H St E/18th St N	0.20	0	0	8,543
	Yakima, WA 98901				
19131731420	G St E/16 th St N	3.92	0	0	19,756
	Yakima, WA 98901				
19131731013	1804 Hartford Rd	2.43	0.20	0	0
	Yakima, WA 98901				
19131731012	18th St N/Hartford Rd	12.01	0	0	49,181
	Yakima, WA 98901				
19131731011	18th St N/Hartford Rd	2.40	1.52	0	0
	Yakima, WA 98901				
19131731004	713 Horgan St	1.11	1.11	0	0
	Yakima, WA 98901				
19131742017	Unassigned Address	4.05	0.03	0	0
	Yakima, WA 98901				
N/A	N/A	N/A	1.23	10,291	0
19131742009	S Hartford Rd	1.17	0.31	0	0
	Yakima, WA 98901				
19131723405	1411 Hartford Rd	1.69	1.69	0	0
	Yakima, WA 98901				
19131723012	1507 Hartford Rd	1.56	0.16	3,732	0
	Yakima, WA 98901				
19131723404	810 N 15 th St	2.86	0.05	3,607	0
101015	Yakima, WA 98901	1.50	1.00		
19131723004	827 N 15 th St	6.79	1.89	0	0
101015	Yakima, WA 98901	1			
19131723007	826 N 15 th St	0.51	0.01	0	0
	Yakima, WA 98901				









SOCIAL & COMMUNITY IMPACTS DECISION MATRIX

The following decision matrix is an approach that uses a series of questions with Yes/No answers to provide direction on when additional analysis and documentation is appropriate for a proposed project. If additional documentation is necessary, consider all potential sources of impacts to protected populations in the analysis.

- 1) Are any protected populations present within the proposed limits of the project's impacts?
 - No Document findings on CE documentation form and include demographic data; findings should be confirmed by using at least two information sources. No further analysis is required.
 - Yes Proceed to question 2.
- 2) Does the project require permanent right-of-way acquisition?
 - No Document findings on CE documentation form and include demographic data; findings should be confirmed by using at least two information sources. No further analysis is required.
 - Yes Proceed to question 3.
- 3) Does the proposed project require any relocation of real and/or personal property?
 - No Document findings on CE documentation form and include demographic data; findings should be confirmed by using at least two information sources. Proceed to question 4.
 - Yes An EJ memo is likely required. If so, the local agency must describe the project impacts and analyze their severity. Proceed to question 5.
- 4) Does the permanent right of way acquisition require more than 10 percent of any parcel?
 - No Document findings on CE documentation form and include demographic data; findings should be confirmed by using at least two information sources. No further analysis is required.
 - Yes Proceed to question 5.
- 5) Does the proposed project require displacement of more than 10 residences or businesses?
 - No An EJ memo is required. The local agency must describe and analyze the proposed project's potential impacts in the form of an EJ Memo.
 - Yes This project will require a discipline report and public outreach to make an environmental justice determination.

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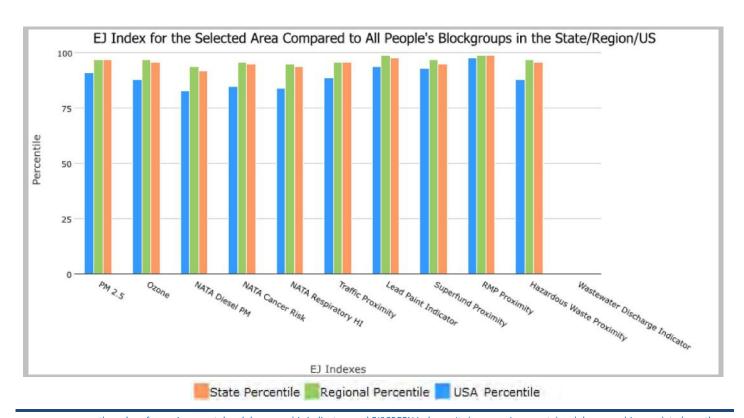
EJSCREEN Report (Version 2020)



0.5 miles Ring around the Area, WASHINGTON, EPA Region 10

Approximate Population: 7,475
Input Area (sq. miles): 3.12
East-West Corridor

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	97	97	91
EJ Index for Ozone	96	97	88
EJ Index for NATA* Diesel PM	92	94	83
EJ Index for NATA* Air Toxics Cancer Risk	95	96	85
EJ Index for NATA* Respiratory Hazard Index	94	95	84
EJ Index for Traffic Proximity and Volume	96	96	89
EJ Index for Lead Paint Indicator	98	99	94
EJ Index for Suerfund Proximity	95	97	93
EJ Index for RMP Proximity	99	99	98
EJ Index for Hazardous Waste Proximity	96	97	88
EJ Index for Wastewater ischare à Indicator	N/A	N/A	N/A



the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

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EJSCREEN Report (Version 2020)



0.5 miles Ring around the Area, WASHINGTON, EPA Region 10

Approximate Population: 7,475
Input Area (sq. miles): 3.12
East-West Corridor



Sites reporting to EPA			
Superfund NPL 0			
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	1		

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EJSCREEN Report (Version 2020)



0.5 miles Ring around the Area, WASHINGTON, EPA Region 10

Approximate Population: 7,475
Input Area (sq. miles): 3.12
East-West Corridor

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in µg/ ³)	11.5	8.21	90	8.52	92	8.55	95
Ozone (ppb)	44.8	37.3	86	39.1	77	42.9	69
NATA [*] Diesel PM / ³)	0.367	0.585	37	0.481	<50th	0.478	<50th
NATA* Cancer Risk (lifetime risk per million)	29	34	28	31	<50th	32	<50th
NATA* Respiratory Hazard Index	0.4	0.5	20	0.46	<50th	0.44	<50th
Traffic Proximity and Volume (daily traffic count/ istance to road)	710	610	77	510	80	750	75
Lead Paint Indicator (% Pre-1 0 Housing)	0.52	0.23	85	0.22	86	0.28	78
Superfund Proximity (site / distance)	0.2	0.19	76	0.13	84	0.13	86
RMP Proximity (facility count/ m distance)	5.1	0.63	99	0.65	99	0.74	98
Hazardous Waste Proximity (facility / distance)	2.9	1.9	79	1.5	84	5	74
Wastewater Discharge Indicator	N/A	0.0091	N/A	3.1	N/A	9.4	N/A
(toxicity-weighted concentration/ distance)							
Demographic Indicators							
Demographic Index	70%	29%	97	29%	98	36%	90
People of Color Population	69%	31%	93	28%	95	39%	77
Low Income Population	72%	27%	98	30%	97	33%	95
Linguistically Isolated Population	16%	4%	94	3%	95	4%	90
Population With Less Than High School Education	45%	9%	98	9%	98	13%	97
Population Under 5 years of age	9%	6%	77	6%	77	6%	78
Population over 64 years of age	8%	15%	20	15%	18	15%	19

^{*} The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: https://www.epa.gov/national-air-toxics-assessment.

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

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EJSCREEN Census 2010 Summary Report



Location: User-specified polygonal location

Ring (buffer): 0.5-miles radius

Description: East-West Corridor

Summary	Census 2010
Population	7,239
Population Density (per sq. mile)	2,785
People of Color Population	5,068
% People of Color Population	70%
Households	2,210
Housing Units	2,368
Land Area (sq. miles)	2.60
% Land Area	91%
Water Area (sq. miles)	0.27
% Water Area	9%

Population by Race	Number	Percent
Total	7,239	
Population Reporting One Race	6,889	95%
White	3,990	55%
Black	135	2%
American Indian	232	3%
Asian	36	0%
Pacific Islander	2	0%
Some Other Race	2,495	34%
Population Reporting Two or More Races	350	5%
Total Hispanic Population	4,635	64%
Total Non-Hispanic Population	2,604	36%
White Alone	2,171	30%
Black Alone	124	2%
American Indian Alone	146	2%
Non-Hispanic Asian Alone	33	0%
Pacific Islander Alone	1	0%
Other Race Alone	10	0%
Two or More Races Alone	120	2%

Population by Sex	Number	Percent
Male	3,711	51%
Female	3,528	49%

Population by Age	Number	Percent
Age 0-4	807	11%
Age 0-17	2,420	33%
Age 18+	4,819	67%
Age 65+	669	9%

Households by Tenure	Number	Percent
Total	2,210	
Owner Occupied	738	33%
Renter Occupied	1,472	67%

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. **Source:** U.S. Census Bureau, Census 2010 Summary File 1.

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EJSCREEN ACS Summary Report



Location: User-specified polygonal location

Ring (buffer): 0.5-miles radius
Description: East-West Corridor

Summary of ACS Estimates	2014 - 2018
Population	7,475
Population Density (per sq. mile)	2,877
People of Color Population	5,127
% People of Color Population	69%
Households	2,286
Housing Units	2,442
Housing Units Built Before 1950	1,077
Per Capita Income	15,530
Land Area (sq. miles) (Source: SF1)	2.60
% Land Area	91%
Water Area (sq. miles) (Source: SF1)	0.27
% Water Area	9%

70 Water 7 irea			
	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	7,475	100%	582
Population Reporting One Race	7,356	98%	1,401
White	5,449	73%	558
Black	129	2%	99
American Indian	281	4%	204
Asian	13	0%	82
Pacific Islander	0	0%	12
Some Other Race	1,485	20%	446
Population Reporting Two or More Races	119	2%	216
Total Hispanic Population	4,729	63%	497
Fotal Non-Hispanic Population	2,746		
White Alone	2,348	31%	365
Black Alone	114	2%	99
American Indian Alone	214	3%	204
Non-Hispanic Asian Alone	13	0%	82
Pacific Islander Alone	0	0%	12
Other Race Alone	0	0%	12
Two or More Races Alone	57	1%	205
Population by Sex			
Male	3,968	53%	304
Female	3,508	47%	412
Population by Age			
Age 0-4	653	9%	243
Age 0-17	2,641	35%	243
Age 18+	4,834	65%	392
Age 65+	578	8%	198

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EJSCREEN ACS Summary Report



Location: User-specified polygonal location

Ring (buffer): 0.5-miles radius

Description: East-West Corridor

	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	3,909	100%	381
Less than 9th Grade	748	19%	182
9th - 12th Grade, No Diploma	1,021	26%	121
High School Graduate	1,253	32%	272
Some College, No Degree	688	18%	193
Associate Degree	167	4%	100
Bachelor's Degree or more	199	5%	132
Population Age 5+ Years by Ability to Speak English			
Total	6,823	100%	487
Speak only English	3,255	48%	340
Non-English at Home ¹⁺²⁺⁺⁴	3,568	52%	349
¹ Speak English "very well"	1,790	26%	265
² Speak English "well"	557	8%	208
³ Speak English "not well"	783	11%	116
⁴Speak English "not at all"	437	6%	137
⁺⁴ Speak English "less than well"	1,220	18%	175
2++4 Speak English "less than very well"	1,777	26%	208
Linguistically Isolated Households*			
Total	371	100%	126
Speak Spanish	369	100%	120
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	2	0%	38
Speak Other Languages	0	0%	12
Households by Household Income	Ţ	3,0	
Household Income Base	2,286	100%	213
< \$15,000	488	21%	128
\$15,000 - \$25,000	418	18%	123
\$25,000 - \$50,000	906	40%	232
\$50,000 - \$75,000	269	12%	168
\$75,000 +	205	9%	98
Occupied Housing Units by Tenure	203	970	90
Total	2,286	100%	213
Owner Occupied		30%	
Renter Occupied	677		144
Employed Population Age 16+ Years	1,609	70%	200
Total	5,129	100%	420
In Labor Force	2,902	57%	318
Civilian Unemployed in Labor Force	232	5%	95
Not In Labor Force	2,227	43%	278
NOT III LADOI TOICE	2,221	4370	218

Data Note: D..... o totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

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EJSCREEN ACS Summary Report



Location: User-specified polygonal location

Ring (buffer): 0.5-miles radius

Description: East-West Corridor

	2014 - 2018 ACS Estimates	Percent	MOE (±)
pulation by Language Spoken at Home [*]			
tal (persons age 5 and above)	7,891	100%	537
English	3,611	46%	493
Spanish	4,219	53%	471
French	10	0%	17
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	2	0%	17
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	0	0%	17
Chinese	2	0%	27
Japanese	N/A	N/A	N/A
Korean	0	0%	17
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	5	0%	82
Other Asian	5	0%	56
Tagalog	2	0%	34
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	0	0%	17
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	34	0%	75
Total Non-English	4,280	54%	681

Data Note: Detail t totals due to rounding.

meansnot available. Source: U.S. Census Bureau, American Community Survey (ACS) 2014 - 2018.

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 $^{{\}bf *Population\ by\ Language\ Spoken\ at\ Home\ is\ available\ at\ the\ census\ tract\ summary\ level\ and\ up.}$

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SEX BY AGE (HISPANIC OR LATINO)



Note: The table shown ma	ay have been modified by user selections. Some information may be missing.
DATA NOTES	
TABLE ID:	P12H
SURVEY/PROGRAM:	Decennial Census
VINTAGE:	2010
DATASET:	DECENNIALSF12010
PRODUCT:	DEC Summary File 1
UNIVERSE:	People who are Hispanic or Latino
FTP URL:	https://www2.census.gov/census_2010/04-Summary_File_1/
API URL:	https://api.census.gov/data/2010/dec/sf1
USER SELECTIONS	
GEOS	All Block Groups within Yakima County, Washington
DATASETS	Summary File 1
EXCLUDED COLUMNS	Block Group 2, Census Tract 3, Yakima County, Washington
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Block Group 3, Census Tract 22, Yakima County, Washington
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Block Group 5, Census Tract 22, Yakima County, Washington
Block Group 6, Census Tract 22, Yakima County, Washington
Block Group 1, Census Tract 27.01, Yakima County, Washington
Block Group 2, Census Tract 27.01, Yakima County, Washington
Block Group 1, Census Tract 28.01, Yakima County, Washington
Block Group 2, Census Tract 28.01, Yakima County, Washington
Block Group 3, Census Tract 28.01, Yakima County, Washington
Block Group 1, Census Tract 28.02, Yakima County, Washington
Block Group 2, Census Tract 28.02, Yakima County, Washington

Block Group 3, Census Tract 28.02, Yakima County, Washington
Block Group 1, Census Tract 29, Yakima County, Washington
Block Group 2, Census Tract 29, Yakima County, Washington
Block Group 3, Census Tract 29, Yakima County, Washington
Block Group 4, Census Tract 29, Yakima County, Washington
Block Group 5, Census Tract 29, Yakima County, Washington
Block Group 6, Census Tract 29, Yakima County, Washington
Block Group 1, Census Tract 30.01, Yakima County, Washington
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Block Group 1, Census Tract 31, Yakima County, Washington
Block Group 2, Census Tract 31, Yakima County, Washington
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Block Group 1, Census Tract 32, Yakima County, Washington
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Block Group 1, Census Tract 34, Yakima County, Washington
Block Group 2, Census Tract 34, Yakima County, Washington
Block Group 1, Census Tract 9400.01, Yakima County, Washington
Block Group 2, Census Tract 9400.01, Yakima County, Washington

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Block Group 1, Census Tract 9400.04, Yakima County, Washington
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Block Group 1, Census Tract 9400.05, Yakima County, Washington
Block Group 2, Census Tract 9400.05, Yakima County, Washington
Block Group 1, Census Tract 9400.06, Yakima County, Washington
Block Group 2, Census Tract 9400.06, Yakima County, Washington

Table: DECENNIALSF12010.P12H

APPLIED FILTERS	None
APPLIED SORTS	None
WEB ADDRESS	https://data.census.gov/cedsci/table?q=&g=0500000US53077.150000&d=DEC%20Summary%20File%201&tid=DECENNIALSF 12010.P12H&hidePreview=true
TABLE NOTES	NOTE: For information on confidentiality protection, nonsampling error, and definitions, see http://www.census.gov/prod/cen2010/doc/sf1.pdf.
	Source: U.S. Census Bureau, 2010 Census.
COLUMN NOTES	None

Label	Census Tract 1, Yakima County, Washington	Block Group 2, Census Tract 1, Yakima County, Washington	Census Tract 2, Yakima County, Washington	Block Group 2, Census Tract 2, Yakima County, Washington	Washington	Census Tract 3, Yakima County, Washington	Block Group 1, Census Tract 6, Yakima County, Washington	Census Tract 6, Yakima County, Washington	Block Group 4, Census Tract 15.01, Yakima County, Washington	Census Tract 15.01, Yakima County, Washington	Block Group 1, Census Tract 16.01, Yakima County, Washington	Block Group 1, Census Tract 16.02, Yakima County, Washington	Block Group 2, Census Tract 16.02, Yakima County, Washington	Block Group 3, Census Tract 16.02, Yakima County, Washington
Total:		1,045	<u> </u>	1,051	949				·			213	212	120
Male:				521	516				603		57	109	107	59
				59	72		90		82		5	16	11	8
				58	65		75		50			14	11	6
10 to 14 years				58	50					, 0		11	11	10
15 to 17 years				42	31		43		32		5	5		2
18 and 19 years				26	27						2	6		3
/				5	12					10		3	_	1
				8	8	13	18					1	_	2
22 to 24 years				33	25							3	20	1
25 to 29 years				44	35		47		58			8	5	4
30 to 34 years				38	52				53			5	5	6
35 to 39 years				36	24						3	10		3
40 to 44 years				31	30					10	9	4	6	4
45 to 49 years	9			22	27				37		2	6	-	3
50 to 54 years	4			20	17						2	3	-	0
55 to 59 years				16	14	10					1	4		3
60 and 61 years				7	2							3	2	1
62 to 64 years	6	6	8	3		0	6			8	1	2	1	0
65 and 66 years			6	4	2	2	7			4	0	0		1
67 to 69 years	5	4	4	3	8	4	1			3	0	1	2	0
70 to 74 years	2	4	8	2	6	4	1	7	5	4	0	3	2	1
75 to 79 years	2	1	7	4	3	1	2	2	5	4	1	1	1	0
80 to 84 years	0	3	1	1	1	2	0	2	2	2	0	0	0	0
85 years and	1	0	0	1	0	0	1	2	2	1	0	0	0	0
Female:	276	352	901	530	433	368	628	968	528	593	69	104	105	61
Under 5 years	50	51	139	82	74	45	81	112	81	71	11	13	18	10
5 to 9 years	29	33	118	61	47	47	76	140	46	84	10	13	15	7
10 to 14 years	31	32	111	66	44	29	62	112			8	13	13	6
15 to 17 years	16	20	60	34	19	31	52	81	35	47	3	5	6	7
18 and 19 years	11	15	31	19	12	10	31	41	38	26	4	3	6	3
20 years	9	6	17	11	5	10	14	10	12	11	1	1	1	1
21 years	3			10	4		11				2	2	1	2
22 to 24 years	12	25	45	19	28	25	37	55	29	35	8	6	4	2
25 to 29 years	26	37	84	51	41	40			47	3,	4	7	7	5
30 to 34 years	20	33	80	32	23	23	40	77	35		3	5	9	3
35 to 39 years	13	20	55	34		31	38	87			6	7	2	3
40 to 44 years	12	16	53	25	36	20	41	45	32	41	3	7	7	2
45 to 49 years	12	24	34	25	23	13	35	47	27	32	1	3	6	3
50 to 54 years	8	6	20	23	15	13	30	30	15	23	2	5	5	2
55 to 59 years	7	6	15	14	5	6	10			14	1	4	2	2
60 and 61 years	4	0	6	8	4	2	0	3	3	3	1	3	1	0
62 to 64 years	1	8	6	2	3	3	7	10	3	2	0	1	0	0
65 and 66 years	3	5	1	3	4	2	7	4	6	1	0	2	0	0
67 to 69 years	2	3	5	3	8	2	2	5	6	1	0	0	0	2
70 to 74 years	4	4	2	7	7	4	5	9	7	3	0	2	1	0
75 to 79 years	1	0	4	1	4	1	3	1	2	1	1	1	0	0
80 to 84 years	1	0	2	0	1	3	1	0	3	1	0	0	1	0
85 years and	1	0	0	0	2	0	0	1	1	1	0	1	0	1

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DATA NOTES	
TABLE ID:	P1
SURVEY/PROGRAM:	Decennial Census
VINTAGE:	2010
DATASET:	DECENNIALPL2010
PRODUCT:	DEC Redistricting Data (PL 94-171)
UNIVERSE:	Total population
FTP URL:	https://www2.census.gov/census_2010/redistricting_filepl_94-171/
API URL:	https://api.census.gov/data/2010/dec/pl
USER SELECTIONS	
TOPICS	Race and Ethnicity
GEOS	All Block Groups within Yakima County, Washington
EXCLUDED COLUMNS	Block Group 2, Census Tract 3, Yakima County, Washington
	Block Group 1, Census Tract 4, Yakima County, Washington
	Block Group 2, Census Tract 4, Yakima County, Washington
	Block Group 3, Census Tract 4, Yakima County, Washington
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	Block Group 1, Census Tract 5, Yakima County, Washington
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	Block Group 3, Census Tract 6, Yakima County, Washington
	Block Group 1, Census Tract 7, Yakima County, Washington

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Block Group 1, Census Tract 9.01, Yakima County, Washington
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Block Group 5, Census Tract 9.01, Yakima County, Washington
Block Group 1, Census Tract 9.02, Yakima County, Washington
Block Group 2, Census Tract 9.02, Yakima County, Washington
Block Group 1, Census Tract 10, Yakima County, Washington
Block Group 2, Census Tract 10, Yakima County, Washington
Block Group 3, Census Tract 10, Yakima County, Washington
Block Group 4, Census Tract 10, Yakima County, Washington
Block Group 1, Census Tract 11, Yakima County, Washington
Block Group 2, Census Tract 11, Yakima County, Washington
Block Group 3, Census Tract 11, Yakima County, Washington
Block Group 4, Census Tract 11, Yakima County, Washington
Block Group 1, Census Tract 12.01, Yakima County, Washington
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Block Group 2, Census Tract 12.02, Yakima County, Washington

	Block Group 3, Census Tract 12.02, Yakima County, Washington
	Block Group 4, Census Tract 12.02, Yakima County, Washington
	Block Group 1, Census Tract 13, Yakima County, Washington
	Block Group 2, Census Tract 13, Yakima County, Washington
	Block Group 1, Census Tract 14, Yakima County, Washington
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	Block Group 1, Census Tract 15.01, Yakima County, Washington
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Block Group 3, Census Tract 17.02, Yakima County, Washington
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Block Group 5, Census Tract 18, Yakima County, Washington
Block Group 1, Census Tract 19.01, Yakima County, Washington
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Block Group 2, Census Tract 19.01, Yakima County, Washington
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	Block Group 1, Census Tract 21.01, Yakima County, Washington
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	Block Group 1, Census Tract 22, Yakima County, Washington
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	Block Group 3, Census Tract 22, Yakima County, Washington
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	Block Group 6, Census Tract 22, Yakima County, Washington
	Block Group 1, Census Tract 27.01, Yakima County, Washington
	Block Group 2, Census Tract 27.01, Yakima County, Washington
	Plank Consum 4. Company Trank 20 04. Validade Consulta Washington
	Block Group 1, Census Tract 28.01, Yakima County, Washington
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	Sides Croup 2, consus tract 20.01, takina county, washington
	Block Group 3, Census Tract 28.01, Yakima County, Washington
	Block Group 1, Census Tract 28.02, Yakima County, Washington
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Block Group 1, Census Tract 29, Yakima County, Washington
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Block Group 4, Census Tract 29, Yakima County, Washington
Block Group 5, Census Tract 29, Yakima County, Washington
Block Group 6, Census Tract 29, Yakima County, Washington
Block Group 1, Census Tract 30.01, Yakima County, Washington
Block Group 2, Census Tract 30.01, Yakima County, Washington
Block Group 3, Census Tract 30.01, Yakima County, Washington
Block Group 1, Census Tract 30.02, Yakima County, Washington
Block Group 2, Census Tract 30.02, Yakima County, Washington
Block Group 3, Census Tract 30.02, Yakima County, Washington
Block Group 1, Census Tract 31, Yakima County, Washington
Block Group 2, Census Tract 31, Yakima County, Washington
Block Group 3, Census Tract 31, Yakima County, Washington
Block Group 1, Census Tract 32, Yakima County, Washington
Block Group 2, Census Tract 32, Yakima County, Washington
Block Group 3, Census Tract 32, Yakima County, Washington
Block Group 1, Census Tract 34, Yakima County, Washington
Block Group 2, Census Tract 34, Yakima County, Washington
Block Group 1, Census Tract 9400.01, Yakima County, Washington

Block Group 2, Census Tract 9400.01, Yakima County, Washington
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Block Group 1, Census Tract 9400.02, Yakima County, Washington
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Block Group 3, Census Tract 9400.02, Yakima County, Washington
Block Group 1, Census Tract 9400.03, Yakima County, Washington
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Block Group 1, Census Tract 9400.04, Yakima County, Washington
Block Group 2, Census Tract 9400.04, Yakima County, Washington
Block Group 3, Census Tract 9400.04, Yakima County, Washington
Block Group 1, Census Tract 9400.05, Yakima County, Washington
Block Group 2, Census Tract 9400.05, Yakima County, Washington
Block Group 1, Census Tract 9400.06, Yakima County, Washington

Table: DECENNIALPL2010.P1

	Block Group 2, Census Tract 9400.06, Yakima County, Washington
APPLIED FILTERS	None
APPLIED SORTS	None
WEB ADDRESS	https://data.census.gov/cedsci/table?t=Race%20and%20Ethnicity&g=0500000US53077.150000&tid=DECENNIALPL2010.P1&hidePreview=true
TABLE NOTES	NOTE: Change to the California, Connecticut, Mississippi, New Hampshire, Virginia, and Washington P. L. 94-171 Summary Files as delivered.
	NOTE: For information on confidentiality protection, nonsampling error, and definitions, see http://www.census.gov/prod/cen2010/pl94-171.pdf
	Source: U.S. Census Bureau, 2010 Census.
COLUMN NOTES	None

Labei	Census Tract 1, Yakima County, Washington	Block Group 2, Census Tract 1, Yakima County, Washington	Block Group 1, Census Tract 2, Yakima County, Washington	Block Group 2, Census Tract 2, Yakima County, Washington	Block Group 3, Census Tract 2, Yakima County, Washington	Block Group 1, Census Tract 3, Yakima County, Washington	Block Group 1, Census Tract 6, Yakima County, Washington	Block Group 2, Census Tract 6, Yakima County, Washington	Block Group 4, Census Tract 15.01, Yakima County, Washington	Block Group 5, Census Tract 15.01, Yakima County, Washington	Block Group 1, Census Tract 16.01, Yakima County, Washington	Block Group 1, Census Tract 16.02, Yakima County, Washington	Block Group 2, Census Tract 16.02, Yakima County, Washington	Block Group 3, Census Tract 16.02, Yakima County, Washington
	1,061	2,034	2,827	1,362	1,364	2,327	1,537	2,394	1,479		902	1,189	1,006	685
										1,451				
	995	1,946	2,670	1,278	1,317	2,231	1,479	2,280	1,394	1,406	879	1,143	976	657
	642	1,105	1,473	635	728	1,605	750	1,160	559	569	805	980	792	565
Black or African American														
alone	19	120	63	17	22	23	28	42	28	24	2	14	8	7
American Indian and Alaska														
	25	163	112	46	44	61	28	37	46	16	8	14	25	16
	3	10	19	5	10	54	2	12		3	3	15	13	4
	3	10	15	3	10	34	2	12	1	3	3	13	13	*
Native Hawaiian and Other														
	0	0	1	1	0	0	0	0	1	0	0	2	1	0
	306	548	1,002	574	513	488	671	1,029		794	61	118	137	65
Two or More Races:	66	88	157	84	47	96	58	114	85	45	23	46	30	28
Population of two races:	64	82	150	82	44	81	51	107	78	43	20	41	29	23
White; Black or African														
American	0	12	7	9	1			13	16	2	1	2	4	0
	0	12	/	3	*	0	,	13	10	3	*	3	*	0
White; American Indian					_						_		_	
	26	15	27	17	8	35	12	26	10	/	/	10	ь	9
	0	4	3	1	1	10	2	0	0	4	4	11	5	1
White; Native Hawaiian														
and Other Pacific	1	0	3	1	0	0	0	0	2	0	0	0	1	4
White; Some Other Race	25	32	74	49	27	20	30	58	41	21	8	8	10	6
Black or African			1.	1.7							-	-		-
American; American		l.			_	1.	1.			1.	_		_	
Indian and Alaska Native	1	1	7	2	0	1	1	3	0	1	0	0	0	2
Black or African														
American; Asian	0	4	0	0	4	0	0	0	0	0	0	0	0	0
Black or African														
American: Native														
	0	0	0	0	0	0	0	0	0		0		0	0
	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Black or African														
American; Some Other	1	0	1	0	1	4	0	3	1	2	0	1	0	0
American Indian and														
Alaska Native; Asian	0	1	3	0	0	0	0	0	3	0	0	0	1	0
American Indian and														
Alaska Native: Native														
	0	0	0	0		0	0	0	0	1	0	3	0	0
	0	U	U	U	0	0	0	0	U	1	U	Z	0	U
American Indian and														
Alaska Native; Some .	2	10	15	0	0	1	0	4	3	3	0	1	0	1
Asian; Native Hawaiian														
and Other Pacific	0	2	1	1	0	0	0	0	0	0	0	0	0	0
Asian; Some Other Race	0	1	3	2	0	2	0	0	2	0	0	5	2	0
Native Hawaiian and		_	-					-				_		
Other Pacific Islander;														
	_	_	_	1.	_	_		_				_	_	
Some Other Race	0	0	ь	0	2	0	1	0	U	1	U	0	0	U
	2	4	7	2	3	12	7	7	4	2	3	5	1	3
White; Black or African														
American; American														
Indian and Alaska Native	0	3	2	0	1	2	3	1	0	1	0	4	0	3
White; Black or African														
	0	0	0	0	0	3	0	0	0	0	0	0	0	0
White: Black or African		-	1	1	1	1	1	1		ļ*	-	-		
American; Native														
Hawaiian and Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White; Black or African														
American; Some Other	0	0	0	0	0	0	3	2	3	0	0	0	0	0
White; American Indian														
and Alaska Native; Asian	0	0	2	0	0	0	0	3	0	0	0	0	0	0
			-		0	0	0	3		0	0	0	0	
White; American Indian														
and Alaska Native;														
Native Hawaiian and														
Other Pacific Islander	0	0	0	0	0	0	0	0	0	0	0	0	0	0
White; American Indian														
and Alaska Native; Some														
	0	,	2	0	1	4	0	0	1	0	,	1	1	0
	v	1	4	v	4	*	U	v	1	v	4	1	1	v
White; Asian; Native														
Hawaiian and Other														
Pacific Islander :	2	0	0	0	0	0	0	0	0	1	0	0	0	0
White; Asian; Some			1			1	1	1					1	
Other Race	0	0	1	0	0	3	0	0	0	0	1	0	0	0
		-	-	1	-	-	-	1	-		-	-		-
White; Native Hawaiian														
and Other Pacific														
Islander; Some Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Black or African														
													I	
American: American														

Second Confession	Label		Block Group 1, Census Tract 1, Yakima County, Washington	Census Tract 1, Yakima County,	Census Tract 2, Yakima County,	Census Tract 2, Yakima County,	Census Tract 2, Yakima County,	Block Group 1, Census Tract 3, Yakima County, Washington	Census Tract 6, Yakima County,	Census Tract 6, Yakima County,	Census Tract 15.01, Yakima County,	Block Group 5, Census Tract 15.01, Yakima County, Washington	Census Tract 16.01, Yakima County,	Block Group 1, Census Tract 16.02, Yakima County, Washington	Block Group 2, Census Tract 16.02, Yakima County, Washington	Block Group 3, Census Tract 16.02, Yakima County, Washington
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Filter Note: House 16 1																
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HOUSEHOLD INCOME IN THE LAST 12 MONTHS (IN 2019 INFLATION-ADJUSTED DOLLARS) BY PRESENCE AND TYPE OF INTERNET SUBSCRIPTION IN HOUSEHOLD



Note: The table shown ma	ay have been modified by user selections. Some information may be missing.
DATA NOTES	
TABLE ID:	B28004
SURVEY/PROGRAM:	American Community Survey
VINTAGE:	2019
DATASET:	ACSDT5Y2019
PRODUCT:	ACS 5-Year Estimates Detailed Tables
UNIVERSE:	Households
FTP URL:	None
API URL:	https://api.census.gov/data/2019/acs/acs5
USER SELECTIONS	
TOPICS	Income and Poverty
GEOS	All Block Groups within Yakima County, Washington
EXCLUDED COLUMNS	Block Group 1, Census Tract 1, Yakima County, Washington!!Margin of Error
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	Block Group 2, Census Tract 9400.05, Yakima County, Washington!!Estimate
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APPLIED FILTERS	None
APPLIED SORTS	None
WEB ADDRESS	https://data.census.gov/cedsci/table?t=Income%20and%20Poverty&g=0500000US53077%241500000&tid=ACSDT5Y2019.B2 8004&hidePreview=true
TABLE NOTES	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.
	Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.
	Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.
	Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.
Data about computer and Internet use were collected by asking respondents to select "Yes" or "No" to each type of computer and each type of Internet subscription. Therefore, respondents were able to select more than one type of computer and more than one type of Internet subscription.
An Internet "subscription" refers to a type of service that someone pays for to access the Internet such as a cellular data plan, broadband such as cable, fiber optic or DSL, or other type of service. This will normally refer to a service that someone is billed for directly for Internet alone or sometimes as part of a bundle.
The category "With a broadband Internet subscription" refers to those who said "Yes" to at least one of the following types of Internet subscriptions: Broadband such as cable, fiber optic, or DSL; a cellular data plan; satellite; a fixed wireless subscription; or other non-dial up subscription types. The category "Without an Internet subscription" includes those who accessed the Internet without a subscription and also those with no Internet access at all.
In 2016, changes were made to the computer and Internet use questions, involving the wording as well as the response options. A crosswalk was used to map pre-2016 data to the post-2016 categories, enabling creation of 5-year data. For more detailed information about the 2016 changes, see the 2016 American Community Survey Content Test Report for Computer and Internet Use located at https://www.census.gov/library/working-papers/2017/acs/2017_Lewis_01.html or the user note regarding changes in the 2016 questions located at https://www.census.gov/programs-surveys/acs/technical-documentation/user-notes/2017-03.html. For more detailed information about the crosswalk, see the user note regarding the crosswalk located at https://www.census.gov/programs-surveys/acs/technical-documentation/user-notes.html.
The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Table: ACSDT5Y2019.B28004

COLUMN NOTES	None
COLUMN NOTES	* An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution. * An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution. * An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate. * An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate. * An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small. * An "(X)" means that the estimate is not applicable or not available. None
	few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate. * An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
	Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization. Explanation of Symbols: * An "**" entry in the margin of error column indicates that either no sample observations or too

	Block Group 1, Census Tract 1, Yakima County, Washington	Block Group 2, Census Tract 1, Yakima County, Washington	Block Group 1, Census Tract 2, Yakima County, Washington	Block Group 2, Census Tract 2, Yakima County, Washington	Block Group 3, Census Tract 2, Yakima County, Washington	Block Group 1, Census Tract 3, Yakima County, Washington	Block Group 1, Census Tract 6, Yakima County, Washington	Block Group 2, Census Tract 6, Yakima County, Washington	Block Group 4, Census Tract 15.01, Yakima County, Washington	Block Group 5, Census Tract 15.01, Yakima County, Washington	Block Group 1, Census Tract 16.01, Yakima County, Washington	Block Group 1, Census Tract 16.02, Yakima County, Washington	Block Group 2, Census Tract 16.02, Yakima County, Washington	Block Group 3, Census Tract 16.02, Yakima County, Washington
Label	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate								
Total:	470	436	869	396	446	1,411	479	538	536	371	402	513	860	262
Less than \$10,000:	80	112	94	20	51	98	11	55	52	34	38	64	74	0
With dial-up Internet														
subscription alone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
With a broadband														
Internet subscription	34	11	48	0	0	55	0	26	52	26	29	64	23	0
Without an Internet														
subscription	46	101	46	20	51	43	11	29	0	8	9	0	51	0
\$10,000 to \$19,999:	94	104	217	60	56	272	110	48	36	41	59	109	125	41
With dial-up Internet														
subscription alone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
With a broadband														
Internet subscription	69	55	110	11	25	150	34	22	0	41	42	109	105	22
Without an Internet														
subscription	25	49	107	49	31	122	76	26	36	0	17	0	20	19
\$20,000 to \$34,999:	161	65	270	69	90	111	173	130	216	75	34	25	106	59
With dial-up Internet														
subscription alone	5	0	0	0	0	0	0	0	0	0	10	0	0	0
With a broadband														
Internet subscription	123	42	155	48	54	24	112	101	134	31	19	25	59	38
Without an Internet														
subscription	33	23	115	21	36	87	61	29	82	44	5	0	47	21
\$35,000 to \$49,999:	74	64	144	160	95	701	73	137	83	103	98	39	169	18
With dial-up Internet														
subscription alone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
With a broadband	-	-	-	1		-	-	-	-	-	-		1	-
Internet subscription	46	44	93	127	49	526	52	92	83	103	78	39	169	0
Without an Internet	-													-
subscription	28	20	51	33	46	175	21	45	0	0	20	0	0	18
\$50,000 to \$74,999:		72	63	46	135	144	75	99	118	60	50	108	252	38
With dial-up Internet	-	-		1			ļ							
subscription alone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
With a broadband	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Internet subscription	26	67	63	46	111	103	58	41	101	60	50	108	252	38
Without an Internet						200	-					200	202	
subscription	13	5	0	0	24	41	17	58	17	0	0	0	0	0
\$75,000 or more:	22	19	81	41	19	85	37	69	31	58	123	168	134	106
With dial-up Internet												200		200
subscription alone	0	0	0	0	0	0	0	0	0	0	0	0	0	0
With a broadband	-	-	-					-	-	1			-	-
Internet subscription	17	19	49	41	19	85	26	69	31	58	123	168	134	106
Without an Internet	17	1.7	7.7	71	1.7	0.5	20	0.5	31	30	123	100	134	100
	-	0	22	0	0	0	11	0	0	0	0	0	0	0
subscription	5	U	32	U	U	U	11	U	U	U	U	U	U	U

data.census.gov | Measuring America's People, Places, and Economy

AGE BY LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER



ay have been modified by user selections. Some information may be missing.
B16004
American Community Survey
2019
ACSDT5Y2019
ACS 5-Year Estimates Detailed Tables
Population 5 years and over
None
https://api.census.gov/data/2019/acs/acs5
Populations and People
All Block Groups within Yakima County, Washington
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APPLIED SORTS	None								
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TABLE NOTES	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.								
	Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.								
	Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.								

Table: ACSDT5Y2019.B16004

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates
Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.
The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.
Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Table: ACSDT5Y2019.B16004

Explanation of Symbols: * An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

- * An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
- * An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
- * An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
- * An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
- * An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- * An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
- * An "(X)" means that the estimate is not applicable or not available.

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None

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			689	462	352	409	557	571	339	426		414	24	341
			114	196	111	210	99	154	105	29		414	24	322
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Speak English "well" Speak English "not well"							104	26		28		0	-	0
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Speak other Indo-European	0	0	27	0	1.5	0	47		0		0	0		
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Speak English "very	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Speak English "not well"												0		0
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Speak Asian and Pacific						0				0				
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				519	516	580	839	641	338 418	965		96		71
				143	209	214	349	261		637		74	218	30
			137	63	34	36	37	58	80	98		22	0	20
Speak English "not well"					151		212	160	164	169		0	0	0
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Speak other Indo-European														
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												0		0
Speak Asian and Pacific											,			
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					42		79	156		85	-	250	267	107
							19	39				250	214	107
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							0	31				0		0
							0	0				0		0
Speak English "not well"						0	60	0				0		0
Speak English "not at Speak other Indo-European	0	11	0	0	10	0	0	86	0	60	0	0	0	0
	0	0	0	0	0	6	0	0	0	0	0	0	0	0
	0	0			-			0		-		0	0	0
		-			-						-	0		0
Speak English "not well"							0					0		0
Speak English "not at												0		0
Speak Asian and Pacific														
Island languages:	-	-		0	0		0	0	0	0	-	0	0	0
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Washington State Summary Terrace Heights Elementary



101 N 41ST ST Yakima, WA 98901-0000



509.573.7800

Enrollment

2020-21 school year

440



10%

English Learners 60%

Low

Student Performance

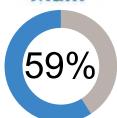
How are we doing getting students to their learning goals?

2018-19 school year

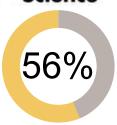




Math



Science



Met grade level standards on state administered tests

How engaged are our students?



93%



30%



37%

Have Regular Attendance

2019-20 school year

Have High English Language Arts Growth

2018-19 school year

Have High Math Growth

2018-19 school year

About Our Teachers and Classrooms

2019-20 school year



31

Number of Teachers 51.6%

Have Master's Degree or Higher 14.7

Average Years Experience



18.0

Average Class Size

Finances

2018-19 school year

How much money do we spend on each student?

\$10,523



Staff Salary & Benefits

\$2,112

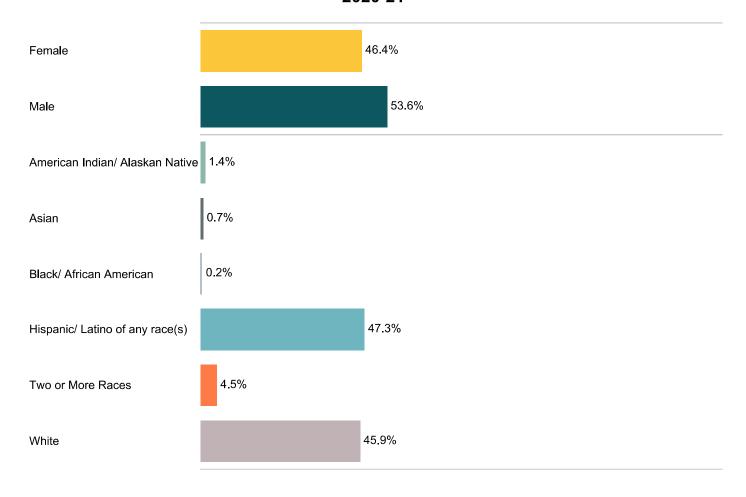
Non-Personnel Costs

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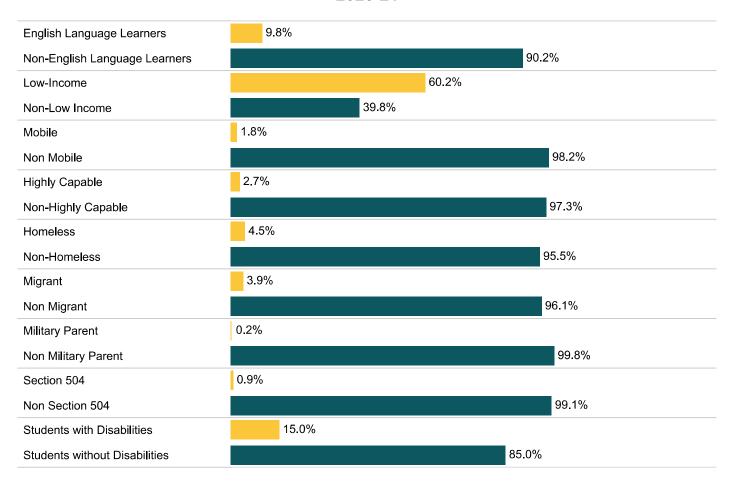
If you have questions or comments, contact ReportCardRedesign@k12.wa.us



Terrace Heights Elementary 2020-21



Terrace Heights Elementary 2020-21



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Washington State Summary East Valley Central Middle School



2010 BEAUDRY RD YAKIMA, WA 98901-8082



509.573.7500

Enrollment

2020-21 school year

798



8%

English Lo

60%

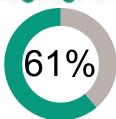
Low

Student Performance

How are we doing getting students to their learning goals?

2018-19 school year

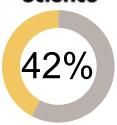
English Language Arts



Math



Science



Met grade level standards on state administered tests

How engaged are our students?



91%

Have Regular

Attendance

2019-20 school year



41%

Have High English Language Arts Growth

2018-19 school year



37%

Have High Math Growth

2018-19 school year

About Our Teachers and Classrooms

2019-20 school year



50

Number of Teachers 62.0%

Have Master's Degree or Higher 14.2

Average Years Experience



21.0

Average Class Size

Finances

2018-19 school year

How much money do we spend on each student?

\$10,990



Staff Salary & Benefits

\$2,112

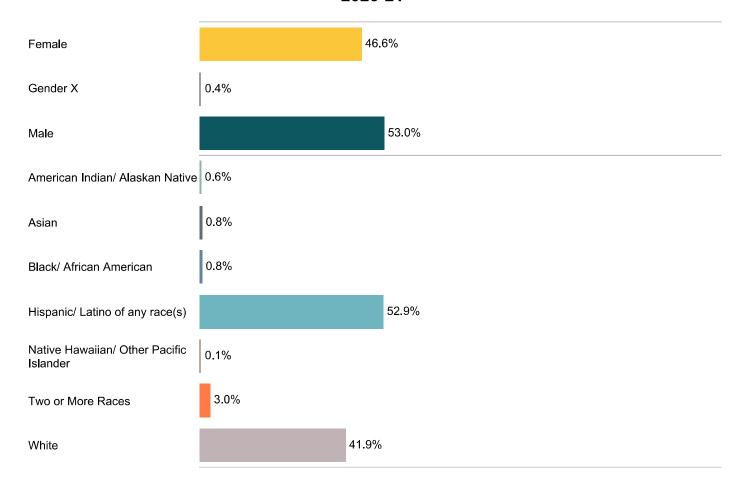
Non-Personnel Costs

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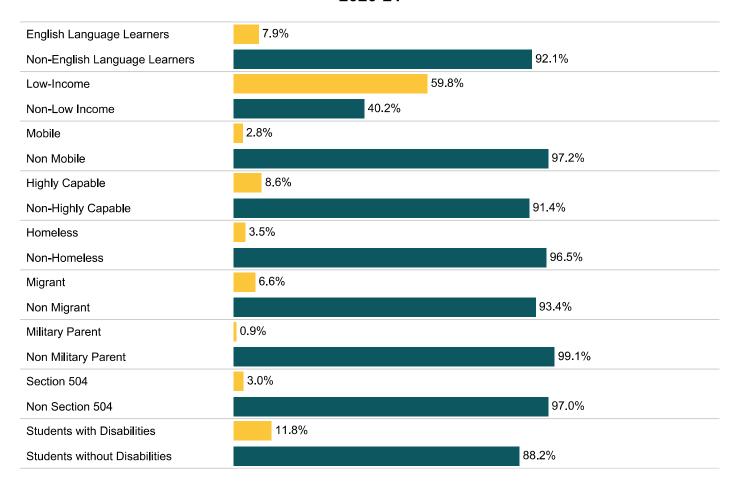
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East Valley Central Middle School 2020-21



East Valley Central Middle School



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Washington State Summary **East Valley High School**



1900 Beaudry Road Yakima, WA 98901-8012



5095737420

Enrollment

2020-21 school year

914



8%

58% English Low Learners Income

Student Performance

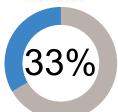
How are we doing getting students to their learning goals?

2018-19 school year

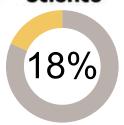




Math



Science



Met grade level standards on state administered tests

How engaged are our students?



88.6%



47.4%



9th Graders on **Track to Graduate**

2019-20 school year

Took a Dual Credit Course

2019-20 school year

Graduate in 4 years

2019-20 school year

About Our Teachers and Classrooms

2019-20 school year



52.1%

13.0

Have Master's Degree or Higher **Average Years** Experience



12.0

Average Class Size

Finances

2018-19 school year

How much money do we spend on each student?

\$11,162



Staff Salary & Benefits

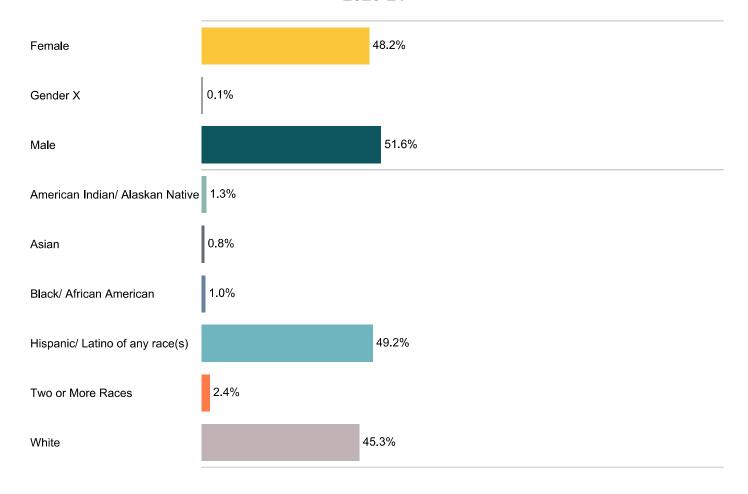
\$2,112

Non-Personnel Costs

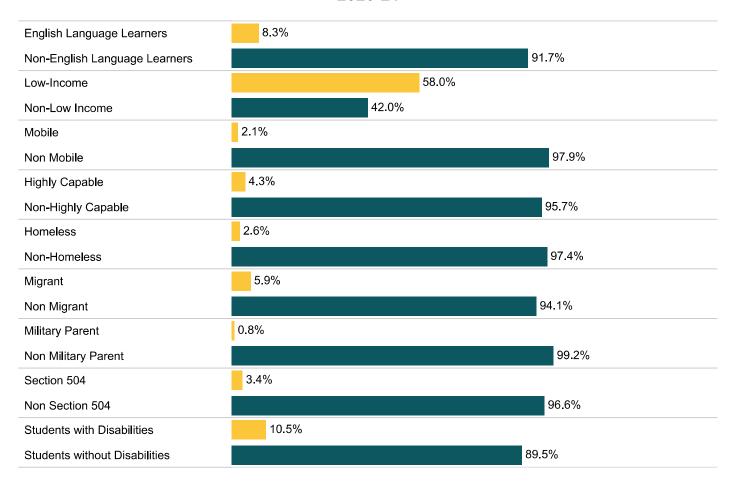
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East Valley High School 2020-21



East Valley High School



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Washington State Summary Barge-Lincoln Elementary School



219 E I St Yakima, WA 98901-1999



509.573.5200

Enrollment

2020-21 school year

577

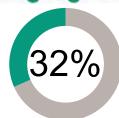


48%

Low English Learners Income

91%



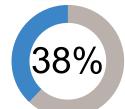


Student Performance

How are we doing getting students to their learning goals?

2018-19 school year





Science



Met grade level standards on state administered tests

How engaged are our students?



94%

Have Regular

Attendance

2019-20 school year



39%

Have High English Language Arts Growth

2018-19 school year



57%

Have High Math Growth

2018-19 school year

About Our Teachers and Classrooms

2019-20 school year



39

Number of

64.1%

Have Master's Degree or Higher 12.0

Average Years Experience



21.0

Average Class Size

Finances

2018-19 school year

How much money do we spend on each student?

\$12,145



Staff Salary & Benefits

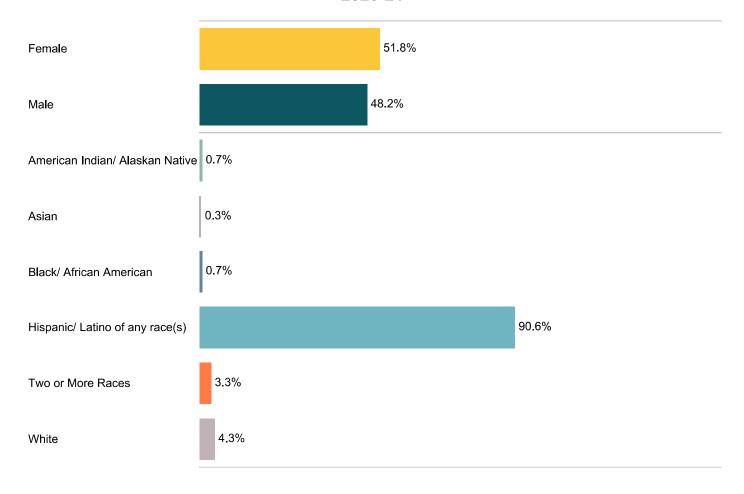
\$2,310

Non-Personnel Costs

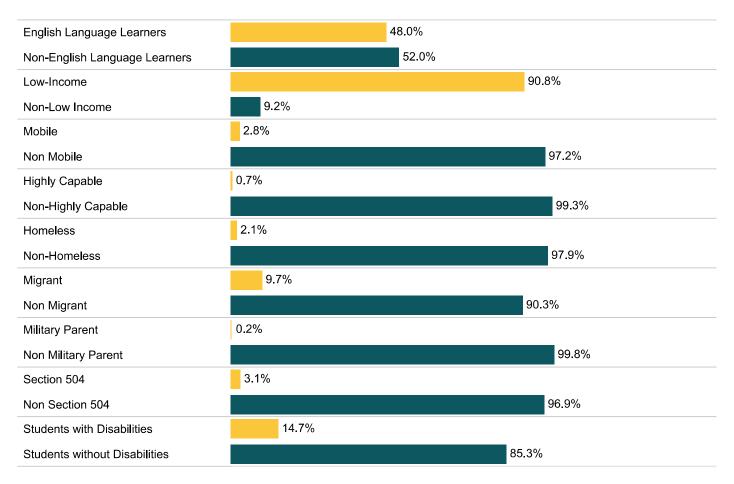
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Barge-Lincoln Elementary School



Barge-Lincoln Elementary School



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Washington State Summary Washington Middle School



510 S 9th St Yakima, WA 98901-4617



509.573.2300

Enrollment

2020-21 school year

873



35%

English Learners

91%

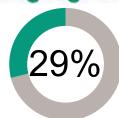
Low Income

Student Performance

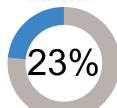
How are we doing getting students to their learning goals?

2018-19 school year





Math



Science



Met grade level standards on state administered tests

How engaged are our students?



84%

Have Regular

Attendance

2019-20 school year



32%

Have High English Language Arts Growth

2018-19 school year



22%

Have High Math Growth

2018-19 school year

About Our Teachers and Classrooms

2019-20 school year



48

Number of

56.3%

Have Master's Degree or Higher 11 1

Average Years Experience



22.0

Average Class Size

Finances

2018-19 school year

How much money do we spend on each student?

\$11,521



Staff Salary & Benefits

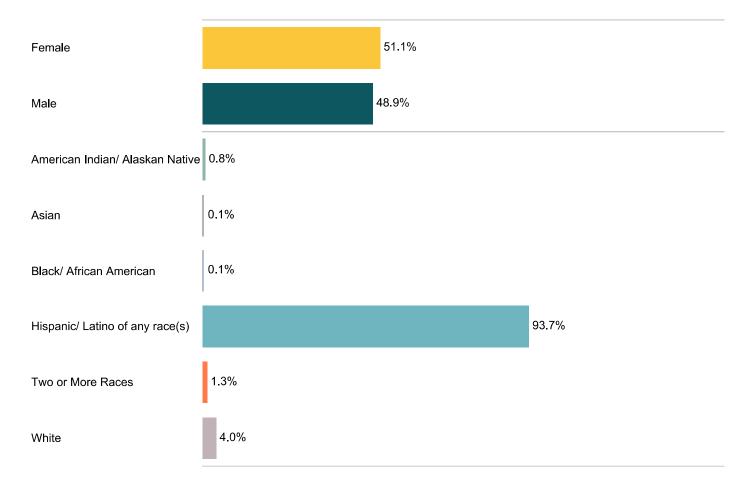
\$2,310

Non-Personnel Costs

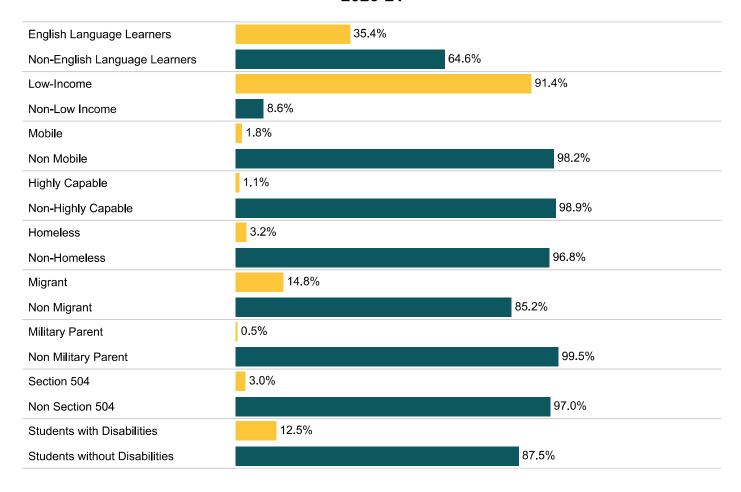
Some data is suppressed to protect student privacy and will be represented by N<10, blank fields indicate no data was submitted to OSPI for this district or school. To see more, visit https://washingtonstatereportcard.ospi.k12.wa.us/ If you have questions or comments, contact ReportCardRedesign@k12.wa.us



Washington Middle School 2020-21



Washington Middle School 2020-21



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Washington State Summary Davis High School



212 S 6th Ave Yakima. WA 98902-3303



509.573.2500

Enrollment

2020-21 school year

2,556



24%

English Learners 76%

Low

Student Performance

How are we doing getting students to their learning goals?

2018-19 school year





Math



Science



Met grade level standards on state administered tests

How engaged are our students?



79%

Have Regular

Attendance

2019-20 school year



Have High English
Language Arts Growth

2018-19 school year



Have High Math Growth

2018-19 school year

About Our Teachers and Classrooms

2019-20 school year



150

Number of Teachers 52.7%

Have Master's Degree or Higher 13.9

Average Years Experience



19.0

Average Class Size

Finances

2018-19 school year

How much money do we spend on each student?

\$9,484



Staff Salary & Benefits

\$2,310

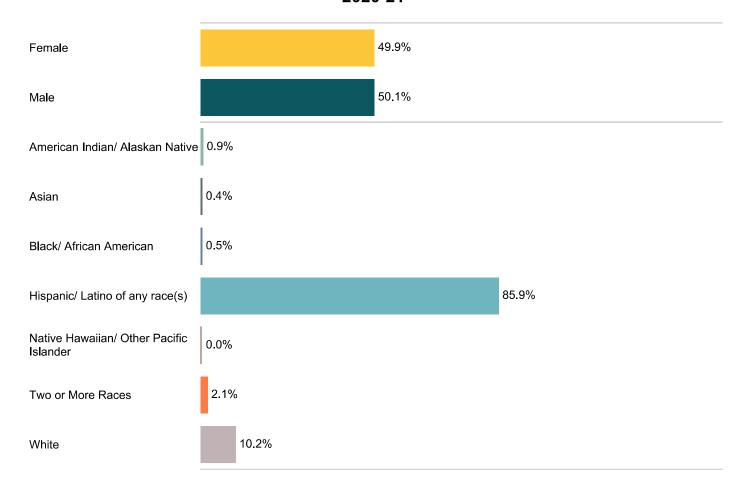
Non-Personnel Costs

Some data is suppressed to protect student privacy and will be represented by N<10, blank fields indicate no data was submitted to OSPI for this district or school. To see more, visit https://washingtonstatereportcard.ospi.k12.wa.us/

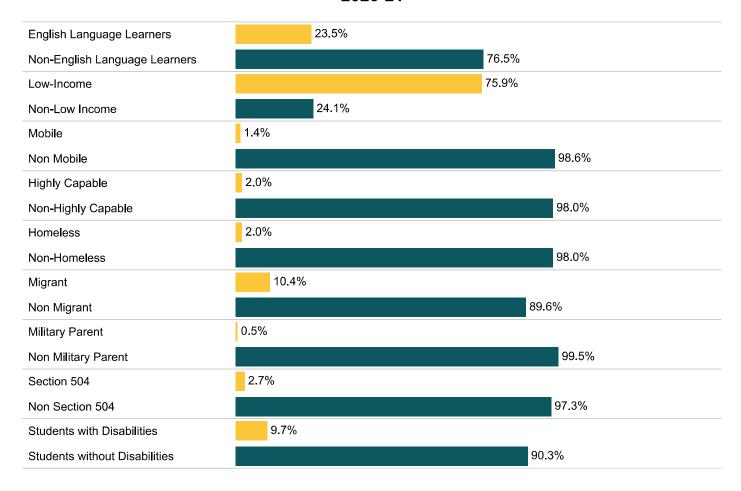
If you have questions or comments, contact ReportCardRedesign@k12.wa.us



Davis High School



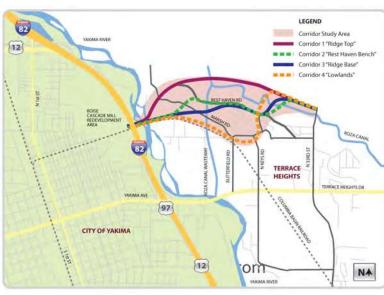
Davis High School



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www.yakimaeastwestcorridor.com

Yakima County East-West Corridor Project Update FALL 2011



Call for Comments! Submit by October 15, 2011

The Alignment Alternative Study has now been finalized and can be viewed on the "document library" page of the project web site. To view the plan online, please go to www.yakimaeastwestcorridor.com. Hard copies of the plan are available for viewing at the following locations:

- City Hall: 129 N Second Street | Yakima, WA 98901
- Yakima County Court House: 128 N Second Street | Room 112 | Yakima, WA 98901
- Yakima Valley Libraries (Downtown Branch): 102 North 3rd Street | Yakima, WA 98901

There will be a 15 day period to submit your comments on the design. If you would like to submit your comment please visit the "comments and feedback" page on the website, call (509) 574-2300, or fill out the form below and mail it in to Yakima County Public Services Department located at: 128 North 2nd Street | Yakima Washington, 98901.

The plan summarizes over two years worth of planning, data collection, agency coordination, and public outreach work for the proposed corridors. Once the County receives comments on the final report the commissioners will hold an open meeting on October 25th at 10:30 am to adopt the plan and the preferred corridor design that will be the basis for developing the project.

Yakima County Public Services Department 128 North 2nd Street Yakima Washington, 98901
Please Mail this comment form to: Yakima County Public Services Department located at: 128 North 2nd Street Yakima Washington, 98901
Name :
Phone:
Comments:



April 17th, 2019 **East-West Corridor Project Public Open House**



Location:

Yakima Convention Center 10 N 8th St. Yakima, WA 98901

Date & Time: Wednesday April 17th, 2019 from 4:00pm to 6:30pm

This open house will provide an opportunity to discuss the phasing and design of the East-West Corridor Project. City, County and project team representatives will be present to answer questions.

Topics:

- Project development and environmental review process
- Construction staging
- Traffic impacts during construction
- Construction schedule

For more information about this project and other related projects please visit the associated website: http://cityofyakima-terraceheights.org



Yakima County hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which Yakima County receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Yakima County. Any such complaint must be in writing and filed with the Yakima County ADA Coordinator within one hundred, eighty (180) days following the date of the alleged discriminatory occurrence. Title VI Discrimination Complaint Forms may be obtained from Yakima County, Human Resources at no cost to the complainant by calling 509-574-2210



17 de abril, 2019 Proyecto del Corredor Este-Oeste Sesión Abierta al Público



Lugar:

Centro de Convenciones de Yakima (Yakima Convention Center) 10 N 8th St.

Yakima, WA 98901

Fecha y Hora: miércoles 17 de abril, 2019 de 4:00 p.m. a 6:30 p.m.

Esta reunión pública brindara la oportunidad de hablar sobre las fases y el diseño del Proyecto del Corredor Este-Oeste. Representantes de la Ciudad, el Condado, y el equipo del proyecto estarán presentes para responder preguntas.

Temas:

- Desarrollo del proyecto y proceso de revisión ambiental
- Escena/área de construcción
- Impactos del tráfico durante la construcción
- Horario de construcción

Para obtener más información sobre este proyecto u otros proyectos relacionados, visite el sitio web asociado: http://cityofyakima-terraceheights.org



Por la presente, el Condado de Yakima notifica públicamente que la política de la Agencia es garantizar el pleno cumplimiento del Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987 y los estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI requiere que ninguna persona, por motivos de raza, color, sexo u origen nacional, pueda ser excluida de la participación, se le nieguen los beneficios o esté sujeta a discriminación bajo cualquier programa de Federal Aid Highway o cualquier otra actividad para cual el condado de Yakima recibe asistencia financiera federal.

Cualquier persona que cree que ha sido agravada por una práctica discriminatoria ilegal bajo el Título VI tiene el derecho de presentar una queja formal ante el Condado de Yakima. Cualquier queja de este tipo debe presentarse por escrito y presentarse ante el Coordinador de ADA de l C ondado de Yakima de ntro de c iento oc henta (180) dí as pos teriores a la fecha de l presunto i ncidente discriminatorio. Los Formularios de Quejas por Discriminación del Título VI se pueden obtener del Condado de Yakima, Recursos Humanos sin costo para el demandante, llamando al 509-574-2210.

Tenemos un plan para mejorar el corredor I-82 a través de Yakima!

El corredor de Yakima Avenue-Terrace Heights está densamente transitado y el intercambio de I-82/Yakima Avenue está acercándose a la capacidad. Los planes para una nueva calle conectarán la vecindad Terrace Heights con Yakima, mientras las modificaciones en el diseño de intercambio existente aliviarán la congestión. La extensión de la calle de Terrace Heights también proporcionará acceso a la zona de redesarrollo de Cascade Mill, mejorará el flujo del tráfico y estimulará el crecimiento económico en la región.

Yakima Cascade Mill Parkway Development & East-West Corridor

Phase 1 – Constructed 2015

Phase 2 - Planned Construction 2019

Phase 3 - Planned Construction 2020

Phase 4 - Planned Construction 2019-2020

Phase 5 – Planned Construction 2023

Phase 6 – Planned Construction 2020

Phase 7 – Planned Construction 2019-2023

Phase 8 - Planned Construction 2023-2030

Design Concept

The project contains three elements: City of Yakima — Improve roadway infrastructure through the Cascade Mill District. Yakima County — Provide an alternate route to and from Terrace Heights. I-82 (WSDOT) — Increase capacity, replace bridges and improve access on and off I-82.



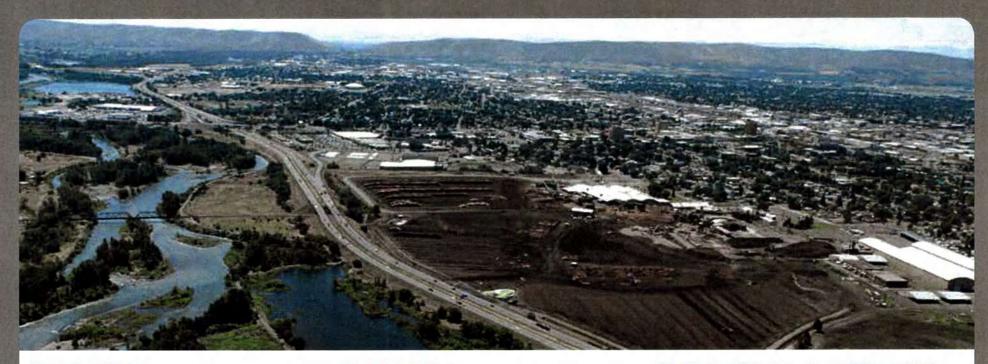












Condado de Yakima

El condado de Yakima está trabajando para aliviar la congestión del tráfico y mejorar la seguridad a lo largo de Terrace Heights y el Intercambio de Yakima Avenue. El condado construirá un nuevo corredor este – oeste, incluyendo un puente sobre Yakima River.

Horario del Proyecto: 2017-2023

Ciudad de Yakima

La ciudad está construyendo una rotonda en Fair Avenue, MLK Boulevard y la intersección de Lincoln Avenue. La ciudad planifica construir una calle del norte al sur de la ciudad desde Fair Avenue a R Street. Otras mejoras necesarias para proporcionar un acceso adecuado al sitio, incluyen la rehabilitación de H Street y una conexión al este del condado — carretera del corredor oeste. La limpieza del medio ambiente será financiada principalmente por el Departamento de Ecología del Estado de Washington.

Horario del Proyecto: 2015-2022

Washington State Department of Transportation

WSDOT planifica mejorar I-82 entre el intercambio US 12 y el paso elevado de Nob Hill, aumentando la la capacidad, sustituyendo puentes y mejorando conexiones dentro y fuera de I-82.

Horario del Proyecto: 2024-2026

El paquete de ingresos nuevo de 2015 Connecting Washington (Conectando a Washington en 2015), ofrece \$64 millones para mejoras de WSDOT I-82 y \$50 millones para el conector de Yakima County East-West. Los costos restantes serán cubiertos por fondos existentes de la ciudad de Yakima, el condado de Yakima y WSDOT.

Costo Estimado Total del Proyecto: \$160 - \$170 Million

*Este documento fue traducido por YVCOG.

QUESTIONS?

City of Yakima
Brett Sheffield, PE | Chief Engineer
509.576.6797 | brett.sheffield@yakimawa.gov

Yakima County
Gary Ekstedt, PE | County Engineer
509.574.2300 | gary.ekstedt@co.yakima.wa.us

East-West Corridor Project Final Alignment Alternatives Study

Appendix J Responses to Public Comments

RESPONSES TO PUBLIC COMMENTS

Below are the County's responses to written comments received on comment forms during and after Open Houses Nos. 1 and 2 as well as written public comments received on the project web site.

Written Comments Received During and After Open House No. 1

Responses to the "Other" comments listed under the question "What is your major interest in this project?"

Comment: What is the real reason?

Response: No response. Comment is not clear.

Comment: Get it completed and develop Boise Cascade.

Response: Comment noted.

Comment: Include an efficient non-motorized design.

Response: Non-motorized uses are being considered in the design.

Comment: Concern. A greenway path east of river.

Response: Such a trail would be a separate project from the East West corridor, but if such a

trail is developed, the pedestrian and bicycle facilities of the East-West corridor can

be modified to connect to it.

Comment: Please create greenway size path and hook-up.

Response: It is the County's goal to connect the existing greenway west of the river with the

pedestrian and bicycle facilities on the east west corridor.

Responses to the "Other" comments listed under the question "What do you consider the advantages of a new East-West travel route?"

Comment: Great for tax base and business.

Response: Comment noted.

Comment: Opportunity to extend greenway path into the Terrace Heights community.

Response: It is the County's goal to connect the existing greenway west of the river with the

pedestrian and bicycle facilities on the east west corridor.

Comment: Better access from Yakima.

Response: Comment noted.

Comment: If you want to improve E-W travel, provide public transportation.

Response: Providing public transportation on this or any other corridor is a decision that

would need to be made by the transit authorities.

Comment: Better access to greenway.

Response: It is the County's goal to connect the existing greenway west of the river with the

pedestrian and bicycle facilities on the east west corridor.

Comment: More traffic on 33rd.

Response: Comment noted, although not sure if this was meant as an advantage or a

disadvantage.

Responses to the "Other" comments listed under the question "What do you consider the major disadvantages of a new East-West travel route?"

Comment: Noise, road noise, and air quality.

Response: Impacts from noise and air pollution will be addressed during the National

Environmental Policy Act (NEPA) environmental review phase of this project and

they will be mitigated as required by law.

Comment: A greenway path next to my property.

Response: Property impacts will be addressed during the NEPA environmental review phase

of this project and they will be mitigated as required by "The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Uniform Act).

Comment: Displacing too many homeowners is wrong. Choose the least disruptive route to

homes and environment.

Response: It is the County's goal to minimize Property impacts and residential displacements,

but they are not the only issues that the County has to be concerned with. Where property impacts and residential displacements do occur, they will be addressed during the NEPA environmental review phase of this project and they will be

mitigated as required by the Uniform Act.

Comment: Expensive and destructive (solution) to a simple problem.

Response: No response. Not clear what you consider the "simple problem" to be.

Comment: Moving crime from Yakima to Terrace Heights.

Response: Comment noted.

Comment: Reduces economic incentives for transit and promotes SOVs.

Response: Comment noted.

Comment: Get it started.

Response: Comment noted.

Responses to General Comments

Comment: Please let me know how to help research and volunteer should a greenway hook-up

be incorporated.

Response: As the environmental review and design phases proceed, there will be several more

opportunities for public input, including input on any connections to the

Greenway.

Comment: If Cutoff Road is used as a connecting road, the widening of it will affect my

property/pool as well a cost* to me. We are concerned about the noise, security, privacy, and peacefulness of our neighborhood. Use of the hills would be the least

impact – future use. *re-fencing, re-landscaping, etc.

Response: It is the County's goal to minimize Property impacts and residential displacements,

but they are not the only issues that the County has to be concerned with. Where property impacts and residential displacements do occur, they will be addressed during the NEPA environmental review phase of this project and they will be

mitigated as required by the Uniform Act.

Comment: If they use Cutoff as an arterial, it will take away a usable building lot. Will have to

put up trees or fence and lose my good old trees. The traffic is bad enough now and would be unbearable then. The future is in the hills behind Terrace Heights. Plan

the road for that.

Response: It is the County's goal to minimize Property impacts and residential displacements,

but they are not the only issues that the County has to be concerned with. Where property impacts and residential displacements do occur, they will be addressed during the NEPA environmental review phase of this project and they will be

mitigated as required by the Uniform Act.

Comment: I like the most northern route.

Response: Comment noted.

Comment: Projection of 2% increase in economic growth as in past might not be applicable in

the new "world economy". This road might not be needed for a very long time, if

ever. Even now, records are inaccurate and made to look better than actual.

Response: Comment noted.

Comment: This is very destructive. It is NOT forward-thinking. Please explore rapid transit or

public transportation. This E-W corridor is crazy thinking.

Response: Comment noted. Providing public transportation on this or any other corridor is a

decision that would need to be made by the transit authorities.

Comment: Would like a copy of routes. What utilities are available if it goes close to my house?

My garage is bigger and nicer than my house. How do I get that counted rather

than out building?

Response: The routes are available on the website http://www.yakimaeastwestcorridor.com

The utilities to be included will be determined during later design phases. If the chosen project alignment requires your home to be purchased by the County, compensation will be determined under the Uniform Act. Under this law, the value of your property and home will be determined by a professional appraiser. If you disagree with the appraisal, you may counter with your own appraisal. The cost of

your appraisal will be at least partially compensated for by the County.

Comment: Bicycle lanes and sidewalks on both sides of street are good and will allow/promote

commuting. Design safe and efficient connection between pathway on bridge and bicycle lanes on street. Consider locating pathway on south side of bridge to enable future connection with possible pathway on railroad right-of-way in case of

abandonment trail banking.

Response: Comment noted.

Comment: It is a great idea for all of Yakima and Terrace Heights. Boise Cascade is a great

property. Start buying the rights-of-way.

Response: Comment noted.

Comment: Don't forget improvements to N. 33rd Street. It is already busy and this will only

make it worse.

Response: Improvements to streets projected to have traffic increases of 10% or more due to

this project will be considered during the NEPA environmental review phase of this

project.

Comment: We enjoy the quiet and privacy of our "dead end" lane, and do not want to be

relocated nor have an increase in noise and air pollution. Two of the alignments go

through our house or our neighborhood. We would like a copy of the map.

Response: The map is available on the website http://www.yakimaeastwestcorridor.com

Impacts to properties and neighborhoods as well as noise and air pollution impacts will be addressed during the environmental review phase of the project and will be

mitigated as required by law.

Comment: If you go through Skyline Trailer Court, a lot of elderly people will be affected.

They will have a difficult time with the physical move and finances will hit them

hard.

Response: These impacts will be addressed under the Uniform Act and will also be considered

under the environmental justice portion of the NEPA review.

Comment: The proposed routes do not directly affect my property, but feeder routes could

affect my travel. Some improvements may need to be made to Butterfield Road or other roads in area so safety is not compromised for pedestrians and drivers

entering or leaving the major travel routes.

Response: Improvements to streets projected to have traffic increases of 10% or more due to

this project will be considered during the NEPA environmental review phase of this

project.

Comment: Have reservations about location of bridge over Yakima River. What is happening

with bicycle and walking lanes? Is Yakima County promoting bus service versus

one person per car?

Response: No response on reservations over the bridge location as it is unclear what those

reservations are. Bicycle and walking lanes are being considered for inclusion in this project. Providing public transportation on this or any other corridor is a

decision that would need to be made by the transit authorities.

Comment: There is already a need for this project. It needs to happen sooner and faster.

Response: Comment noted.

Comment: Please consider greenway hook-up and bicycles.

Response: They are being considered.

Written Comments Received During and After Open House No. 2

Responses to General Comments

Comment: I prefer Ridge Top #1 route for the proposed east-west corridor. It is the least

invasive toward property owners but yet still is an efficient route to move traffic. It also has the potential for new property development along the route. It will serve

both new housing, businesses, and possible recreation sites.

Response: Comment noted.

Comment: My preference is Corridor 1 which would probably impact fewer people. The

lowlands route would again decrease quality of life, view, and increase noise.

Property values would definitely decrease w/that plan.

Response: Comment noted.

Comment: Alternative 4 goes right through my house. It looks like Alternative 1 would be the

least disruptive.

Response: Comment noted.

Written Comments Received on the Project Web Site

Responses to General Comments

Comment: One good thing about this project you have planned is I have been able to meet and

interact with my neighbors because of this, and that is appreciated. Their views and suggestions are valuable. I would like to have the additional opportunity to view their thoughts and comments on the potential impact to our community, concerning the possible corridor chosen, and perhaps ideas on how to pay for the project, added to this page. I'm sure the people of our community would appreciate it.

Thank you in advance for adding this feature to your web site.

Response: Comment noted.

Comment: I would like to see a traffic study done on N 33Rd ST before and after the

connection to the new road.

Response: A traffic study will be done during the NEPA environmental review phase of this

project.

Comment: Alternative route 4 goes right through my house. I am 67 years old and have lived

in this house for over 35 years. No amount of money can compensate me for the loss of this home. This fertile river bottom land is the soil we need for growing our food. The ridge top would be a much more appropriate place for a road. I was told at the meeting this week that they can't widen the existing Terrace Drive because they can't take the property of a business corridor. This business corridor land has already been paved over and destroyed, so it would also be more appropriate for a

road.

Response: Comment noted.

Comment: Consider the inevitable result that eventually there will be no more space for

roads. Any chance for being more proactive on public transportation instead of waiting until we are flush with road rage and gridlock? Please don't forget bike

lanes on whichever option you choose.

Response: Providing public transportation on this or any other corridor is a decision that

would need to be made by the transit authorities. It is the County's goal to include

bike lanes on this project.

Comment: The further south you place the corridor, the less sense it makes. The (future) upper

Terrace Heights Residents will still need to dip down into lower T.Hts. to exit to the West side. (What's the point of all that expense and kaos?) I thought this was to be an alternative route to lessen the stress of traffic to current roadways and communities. The Nob Hill corridor is a considerable distance from Terrace Heights Drive, which makes sense. Shouldn't that same logic apply to the distance

between the new corridor and Terrace Heights Drive?

Response:

The distance between the corridors is one of the many criterions that will be used to evaluate the preferred corridor, with the greater separation scoring higher for the reasons you've stated.

Comment:

Your team has approached this project with due diligence and from an engineering standpoint it seems quite professional. But where these neatly drawn lines on your maps intersect existing houses and established neighborhoods this is no longer just an engineering project. These are real peoples' homes, dreams and in many cases life savings that are threatened.

Of the four proposed routes for this project, one (# 3) goes through our property destroying our home of 25+ years. Bad as this is, it would actually be preferable to route # 2 which goes right alongside us to the East – devaluing our property and ruining our quality of life. Route # 4 is only slightly better for us but manages to trash our neighborhood and displace one of the pioneering families of this area. On the other hand, by transitioning the hillside higher up across mostly undeveloped land, route # 1, harms the fewest people and may actually increase the value of those properties on the hillside by greatly improving their access.

Although route # 1, may be the most challenging from an engineering perspective and possibly the most expensive, these drawbacks pale in comparison to the disruption and harm that will surely result from building any of the three lower routes. Unless the county is prepared to require the same sacrifice from all who will benefit from this project, to select routes 2, 3 or 4 because of possible cost savings is morally indefensible.

Make no mistake, even if route 1 is chosen, some of us will still be subjected to increased noise and light pollution – well beyond what would be generated by gradual residential development. We always envisioned houses being built on the hillside above us but not a major 4-lane arterial. Presumably this project is being driven by large new and planned developments such as Terrace Estates. Many of us in this neighborhood were living here when Terrace Estates consisted of 2 or 3 houses. There would seem to be an inherent unfairness for us to bear the brunt of this project's negatives while the newcomers in these developments enjoy all the benefits without any of the sacrifices. Also, by facilitating more of these developments, how long will it be before our wells in this area go dry? By going public with these plans the county has essentially frozen our assets – rendering our properties virtually unsalable. No one but a speculator would buy property under such a cloud – and then only for pennies on the dollar. In addition, this "sword of Damocles" will hang over our heads until the final route is chosen. Any projects/improvements we had planned will have to be placed on hold for at least a year. It has been suggested that if they stuck a gun to our heads and threatened our life savings it would be quicker and we might even have a chance to fight back. Admittedly, most people might find this illustration to be a bit extreme but it begins to capture some of the fear and frustration generated by this project. Life is challenging enough without something like this thrust upon us.

This holiday season as family and loved ones gathered in our homes, we were also forced to entertain an unwanted guest -- the nagging question in the back of our minds – Will this be the last time? – Will our homes be gone next year or the one after that etc.

Please carefully consider the following question and let your decisions be guided by your honest response to it. Would you like this project to be built through YOUR neighborhood – adjacent to or through YOUR property?

Response:

It is the County's goal to minimize property impacts and residential displacements, but they are not the only issues that the County has to be concerned with. Where property impacts and residential displacements do occur, they will be addressed during the NEPA environmental review phase of this project and they will be mitigated as required by the Uniform Act.

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BOARD OF YAKIMA COUNTY COMMISSIONERS

IN THE MATTER OF ACCEPTING THE)	
EAST-WEST CORRIDOR PLANNING)	Resolution No. 27-2012
STUDY AS COMPLETE AND ELIMINATING)	
ALTERNATIVES 1, 2 AND 3 FROM FURTHER)	
CONSIDERATION)	

WHEREAS, the Board of County Commissioners did authorize the East-West Corridor Planning Study; and,

WHEREAS, the final report for the East-West Corridor Planning Study was presented at a public hearing held by the Board of County Commissioners on October 25, 2011; and,

WHEREAS, it was recommended that due to environmental constraints and construction costs that Alternatives 1, 2 and 3 be eliminated from further consideration; now, therefore,

BE IT HEREBY RESOLVED by the Board of County Commissioners of Yakima County, Washington that the East-West Corridor Planning Study be considered completed, and that Alternatives 1, 2 and 3 be eliminated from further consideration due to environmental impacts and construction costs.

BE IT FURTHER RESOLVED that a 5th alternative be considered that crosses the Yakima River south of the railroad bridge.

BE IT FURTHER RESOLVED that the attached responses to the comments received at the hearing be made part of the hearing record.

Done this 24th day of January, 2012

STATE SOLVEN THE BOARD AND THE

Pland Elliott Chairman

Michael D. Leita, County Commissioner

ATTEST:

Tiera Girard, Clerk of the Board

keyin J. Bouchey, County Commissioner

Constituting the Board of County Commissioners

r Yakima County, Washington

BOARD OF YAKIMA COUNTY COMMISSIONERS East/West Corridor Open Meeting

Date:

October 25, 2011

Time:

10:30 A.M.

Location:

City Council Chambers, 129 North Second St, Yakima, Washington

Present:

Vice-Chairman J. Rand Elliott Commissioner Michael D. Leita Legal Counsel Terry Austin

Deputy Clerk of the Board Mandy K. Burkett

Record of Proceedings

Kent McHenry - This presentation is for the East/West Corridor. As you are aware, the county began taking a look at trying to provide a new corridor from Yakima and Terrace Heights, we came up with the need, the fact that Terrace Heights Drive was getting a lot of traffic on it, was going to be difficult to widen, we started taking a look at how to get from Yakima into Terrace Heights. About a year ago we started; we picked the study back up and did a planning study to determine where this corridor should go. This planning study didn't go forward and do engineering and those things, but we came forward to try and evaluate the routes for impact. The impacts would take a look at housing, the environment, what kind of engineering constraints might be needed to get across the river and into Terrace Heights. So what we have in front of us today is the accumulation of that final report, the final planning document. The board on the bottom shows what we have referred to as the Braded swath, and this was the initial looking at the realm of possibilities of getting across the river into Terrace Heights. We had two public meetings with this, we went out into the community and took their input, took a look at what the impacts would be and as a result of that we came up with a couple of slightly different alternatives, and I'll step over to the board in just a second. What we came up with was a new route that you don't see on this bottom one, which is the low lands route through here because of some of the environmental constraints we were finding on the upper routes, these would include problems of geological nature, it is geologically unstable, there is the possibility of slides up on the hillsides, so that route was determined to have the most impacts. The conclusion of this report is a general comparison of the routes. The upper route has the most impacts to the environment, there are more geologic impacts, there are more construction costs, there are more archeological. As you go down the hill, there are fewer and fewer impacts, because we find that it is more and more developed. We find the low lands have the least amount of environmental impacts, but also has a fair number of impacts to the residences, so that is the trade off. The final recommendation from here is to take a look at a route in the lower lands, but look for an alternative that would mitigate impacts to the residences that are out there. What we would like to do at this point is embark on the next stage of this with the environmental process, engineering and design, and to take an area for us to study and try and find the best route to get through there, and we are recommending that we take a route in the lower lands to go through there. This is based a lot on our public comment that we got back on this. We have basically four major types of comments, one is they think it is a waste of time. The other group is why are we waiting we should have started already. An interesting comment that came through and we got it in a lot of areas was we need to make sure we include other forms of transportations. And then the other major comment was about impacts to homes that were out there. As we go into the next phase we will need to be sensitive to that issue and see what we can do to minimize that. One last comment that we got was brought up by the city of Yakima which we believe to be a very good comment, if you take a look at one additional route all of these are crossing north of the existing railroad structure, and the City is asking that we take a look at a crossing south of the railroad bridge, it is a little more narrow at the crossing, and we would recommend we include that as we go forward with this. That is our recommendation, we don't go up on the hill, we stay lower, we try to minimize our impacts, and proceed into the next phase of this project.

Rand Elliott – This is a public meeting; anyone wishing to come before the board and speak regarding this issue may do so at this time.

Lynn Kittleson, Yakima – I looked at your nice little book over at the library, it was a very impressive report. I don't know exactly whether this is the place to be saying this or not, but I am concerned about where you are going to connect with the city environment. Right now everything I have seen when it gets into the city area it is 8th street, and I object to APPROVED 12/06/11

that strenuously. I have looked at a map and I have to get a really good one of that area, but I found an old map last night when I was going through some materials that I have, and it shows the road coming across the middle property and jogging over to I Street. I feel that the connection should be looked at, from your part of it to the I Street because you will impact less houses in Yakima city, you will not impact our historic neighborhoods. We already have to race tracks through our neighborhood, MLK Blvd and Lincoln; if I would have known then what I know now, I would have seriously protested them doing that, because they wrecked our neighborhood, and we don't need another on A Street. It will impact fewer houses because I Street stops at 4th, and you'll only have to go through one property. Also, when you go up to H Street, at First Street you run into a dead end, there is no road there to Fruitvale. I Street goes to Fruitvale, so I want it registered that I have a strong objection to using A Street. I will take that old map that I found and get it copied and make sure you get a copy of it. Thank you.

Brett Sheffield, City of Yakima Engineer – I would just like to comment about the comment Kent talked about from the city. We recommend that an alternative be considered that is south of the railroad tracks, the reason for this is that we believe this minor change would minimize local traffic impacts to the interstate and would accommodate the Department of Transportation's long range improvement plans for I-82.

Walt Hoffman, Yakima – I would disagree with abandoning the upper route. This is the one that will impact the least. It may have more challenges, but any one of the lower three routes at this point are going to destroy our neighborhood. It is ironic in their study; they refer to a social justice, environmental justice, so if you are poor or old you get special consideration. If you are an insect or a plant you get special consideration. All the rest of us are fair game to run or shove over. I don't agree with that. I forgot, if you're a federal agency then you get extra special consideration, the BLM doesn't want a road going across their property. Well guess what? None of us do either. Finally I would challenge you, take your lawn chairs, go down and sit along Terrace Heights Drive in the evening, try to hold a conversation, now imagine living alongside a road like that having it go right along your property, raise your children. Take that into consideration, please.

Bill Van Ostrom, Yakima - I would echo Walt's comments. As I looked at the alternatives, it does seem clearly more expensive to go up and over, but having lived where I live and option three goes right over my ridge cap, option two goes right through my back yard, so perhaps this is the "Not in my back yard argument" but it is a serious argument when it is your house and your backyard and your quiet enjoyment that you've experienced for 33 years, a secluded backyard, private deck, no light pollution, no noise, enjoy the quiet mornings, the jack rabbits in the day throughout the yard, the occasional coyote howling, California quail running around, sitting on the deck watching the meteor showers, you don't have trucks streaming downhill, downshifting going uphill. That is the prospect if option two goes through my backyard that is the impact to me that is the impact to my neighbor across the vacant lot to the east; it would encompass leveling a home directly below me which would entirely change the dynamic of our neighborhood. Clearly you gentlemen have the responsibility of an impact for the next 150 years; we are looking at the next 10-15 years, so yours is a little different than ours, but clearly ahs an adverse impact. So, as I look at option two in particular because it has in one sense the most impact to me, because I would have to continue to live there with a road way that is within egg throwing of my deck, that I would just not really appreciate that so much. The other option is to build through us, level our house. This all points back to option one, there is no one up there, and while it has its construction constraints and expense it does not cut through any neighborhoods, any social relationships that have developed over the course of years, and it would put a lot of that noise and nuisance and litter and light and all of those things that we see as we go up Terrace Heights Drive, and as we've seen how those cut through neighborhoods and backyards, that we'd put the development to an area where folks aren't there, and they can make the decision if they want to be there based on the road, rather than to have the enjoyment of property that we have had personally for years. A few years ago we looked at moving, but we really liked the location, we couldn't think of a better place to live. We are right in the line of fire with this, but that is obviously personal, but I think my story could probably be echoed for all of the houses there. The point is that it is rather disruptive for us. Thank you.

Lynn Kittleson – I was concerned about my neighborhood, but now I'm concerned about Terrace Heights. Have you ever thought of a park and ride, which is a lot cheaper to do? Yakima people in general seem to be wedded to their cars and it is really nice out there to catch a bus and walk around. I neither drive nor have a license. Park and ride would be a lot cheaper, I'm sure there is a lot of nice land out there you could pave over and have a bus there on a regular schedule.

Bill Van Olstrum – I don't know if in this hearing we will get any sense of a little more of a time frame or direction, but we have been living under this cloud of uncertainty whether we are on any of these possible routes, and what consideration we should take as we look at whether to or not to do further improvements, whether we need to think about moving in a few years, or so forth. I was in hopes we would get some input.

Rand Elliott - Seeing no further public comment we will close this public meeting.

Mike Leita - My first question is regarding this last comment; can you give us an outline of the timeline here?

Kent McHenry – Certainly. Yakima County is currently under contract with a consultant firm to start taking a look at the environmental process, we are doing an NEPA document for this. We plan to have that completed by December 2012. That is a pretty aggressive schedule. In conjunction with that, we are also preparing 30% design plans so that at the conclusion of our process in December 2012, we should have an alignment selected and we can begin purchasing right-of-way.

Mike Leita - When would actual construction, in the best sense, commence?

Kent McHenry – It would take about another two years to finish our design and get right-of-way completed, so at least three years out before we begin construction. That would be an earliest start.

Mike Leita - Have we had prior opportunity for public involvement on this?

Kent McHenry - Absolutely, we have had two public meetings for input on these specific alignments.

Mike Leita – Is there basis here, I guess Commissioners will decide if there is basis for future public meetings, or are there already on sleight future public meetings? I think this is the first meeting with a plan that has languished for nearly a decade, and the most recent initiative by this board to move this forward and to work conjunctively principally precipitated by Boise Cascade leaving, this has been moved to the forefront. I am not prepared based on this little bit of public input to make any kind of substantive decisions.

Kent McHenry – Right, certainly as we go through the environmental process there will be a couple other opportunities for public meetings to have their input brought into this. What we are really looking to do at this point in time is to narrow down the range of possibilities so we can have a focused engineering and environmental evaluation, as opposed to being all over the board.

Mike Leita - So, explain to me how the northerly option was removed from current consideration.

Kent McHenry – Looking at the relative impacts from all alternatives, other than impact to residence and housing, the northerly route had more impacts to the environment, had more risk involved in construction because of the unstable materials, construction as a relative standpoint was about twice as expensive to build. It had more impact from every level except impact to houses. Another big issue was archeological, the further you move up the hill off the bench from the river, the more likely it is that we are going to encounter burials. We did receive some information during the public hearing process that there is a possibility of some burials up on the hillside, and those actually have the potential to shut the project down if you encounter one. So the lower we are down on the hillside, the less likely we are to encounter those.

Mike Leita – Final question, if the northerly route was ultimately chosen, I think it is important to note, or let me ask you the question, how many connectors will stem from this main corridor to perhaps Terrace Heights?

Kent McHenry – That is to be determined at this time, clearly we will be looking at connections. Each route will have its unique set of connections, whichever we come up with. Butterfield right now, the new contract for moving forward with Butterfield is obviously connection; Keys Road will be a connection. We want to preserve a connection to get over to Rest Haven, what other connections might be there will be specific to the design as we move forward with this, with public input. I would also like to address a comment that was made in question to taking it into the city. It is a unique

opportunity, the city and county have linked arms, you're well aware, the county has taken the lead on this project to take it always to North 1st. We will be taking public input on alignments on how to get it from the mill site over to North 1st, and we look forward to having those in the near future.

Rand Elliott - We will have more opportunity for public comment in the future.

Mike Leita – What will be coming forward in the future? And what is being asked of the Commissioners to decide on at this meeting?

Kent McHenry – We were looking for an endorsement of a general area for us to proceed with our environmental effort, as opposed to taking all four primary routes through the environmental process, which will take time and money into the effort, we would like to have an endorsement of a likely route, because of the fewer impacts so we could focus our financial effort in that.

Mike Leita – So, your expertise is telling you that the northern route would be cost or project prohibitive if in fact in that process there were discoveries of geological difficulties or heritage difficulties, buriers, things of that nature.

Kent McHenry - Yes.

Mike Leita – I want to make it clear here, make no mistake, one of these corridors will be selected, this project is long overdue. I think you were giving some disclosure that there have been comments asking why we are doing this. Perhaps in today's context, those would merit some consideration, but we are looking past today, into 20-50 years from now and suffice it to say there is additional development that should occur in the Terrace Heights area that is not able to occur right now because of the marginal connectivity we have into Terrace Heights right now, mainly one corridor. Those future developments are being constrained and limited, those economic opportunities are being constrained and limited, so what we are balancing here is those opportunities vs. the cost with current residents in the area, and quite frankly I do look at this as if it were my home. In fact, I lived on 40th in my younger years before it connected with Washington, and that was one of the reasons why I moved. This is a difficult issue to be handling within our community, so the community needs to be aware that his process is moving forward, and they need to be engaged in this process.

Kent McHenry - Absolutely.

Rand Elliott – I assume that is an up-to-date overhead picture there, the photograph in the lower chart. And I am trying to match it up to the top chart. Are those white routes, the middle or lower routes?

Kent McHenry – On the lower graphic, that was where we started, in the report you'll find that as the braided-swath. On the upper one, we finally come down to four primary alignments. Each of them had the possibility of being adjusted one way or the other. So what we had is the upper route.

Rand Elliott - Which I assume matches up with the white line up here.

Kent McHenry - Right, which is basically up here. It may even be a little higher.

Rand Elliott - Close enough, I'm trying to determine where the lower route is up on the lower map.

Kent McHenry – The second one, the green one follows the natural bench, here kind of follows Rest Haven and four dips lower and kind of follows the railroad track. Four is not shown on here.

Mike Leita – I am just curious, I think I know the answer, but were the comments you received on option four, which goes down from the residents in that area?

Kent McHenry – There were some yes, they were just asking why we didn't look down there. There is already a road down there, why don't we just use the existing route? We are clearly looking for a larger road than what Hartford Road is

now; we are looking at a four or five lane facility. But that was one that came up as far as an already disturbed area. There were also comments of the Bureau of Reclamation about the possibility of getting the road out toward the middle of their compound, they are having security issues and would like to gate off their property, so that kind of came into being able to fence it off for security. Between the Bureau and why we don't use the existing roads we came up with this other alternative.

Public meeting was closed.	
Approved this 6 th day of December, 2011.	
EXCUSED Kevin J. Bouchey, Chairman	
J. Rand Elliott, Commissioner	Tions L. Lind
Michael D. Leita, Commissioner	Tiera L. Girard, Clerk of the Board

BOARD OF YAKIMA COUNTY COMMISSIONERS PUBLIC HEARING

Date:

October 25, 2011

Re:

Ordinance 9-2011 - Redistricting Commissioner Districts

Time:

10:30 A.M.

Location:

City Council Chambers, 129 North Second St, Yakima, Washington

Present:

Vice-Chairman J. Rand Elliott Commissioner Michael D. Leita Legal Counsel Terry Austin

Deputy Clerk of the Board Mandy K. Burkett

Record of Proceedings

Mike Martian, GIS Director - Before you is Ordinance 9-2011, in the ordinance it points out the R.C.W. that requires each county in the state to revisit their governing units using the most recent Census count. So, in 2010 the Bureau conducted its numeration. It takes about a year to process the numbers, so in April, Washington State's numbers were released. That begins an eight month time clock to do our redistricting effort. Yakima County GIS has software and expertise in redistricting, we assist school districts with their director district boundaries, port districts with their commission district boundaries, and we assisted the board to look at redistricting their governing units, using the 2010 census headcount. I can step up to the map and talk about what we have here. This map is using voting precincts as our building block with the census count by voting precinct. When we do adjustments to the district boundary, the R.C.W. gives us some guidelines in what we do. Keep it contiguous, don't break up communities, and follow natural features where you can. What the 2010 Census tells us is we saw an increase of about 20,000 persons in Yakima County. Where do they fit if they were split into thirds of each district, no adjustments would need to be made. That was true about district one, about a third of the increase was in district one. About half of that increase was in district three. So district two and three were out of balance, so an effort was undertaken to rebalance it using voting precincts, and a simple solution was to just deal with one precinct, the City of Union Gap, move it into district two, remove it from district three, moving the balance with in 1.5% for district three, .5% for district two. So, this is what we have prepared for the county auditor.

Rand Elliott – This is a public hearing; anyone wishing to come before the board and speak regarding this issue may do so at this time. Seeing and hearing none, we will now close the public hearing and invite questions or comments from the Commissioners. Commissioner, as Mike pointed out, this is a requirement following each Census. I think after study sessions, this is a relatively simple fix for rebalancing the districts.

Mike Leita – It is a straight forward, pragmatic solution here that has been proposed, and I believe the moving of one precinct puts all of Union Gap in district two, where it had previously been split between districts two and three, so this will now balance all districts within about 1,000 populations of the other districts.

Motion was made and seconded to approve Ordinance 9-2011. Commissioners vote to move forward to ordinance.

Approved this 6 th day of December, 2011.	
EXCUSED Kevin J. Bouchey, Chairman	
J. Rand Elliott, Commissioner	
Michael D. Leita. Commissioner	Tiera L. Girard, Clerk of the Board

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Comments noted. Residents of Terrace Hei	ghts will benefit from an additional route
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Transit routes on this or any other corridor are decision which would need to be mad
by the transit authorities. The project does provide a potential new route.
Bicycle facilities on H Street will be bike lanes on both sides of the road separated by
2-foot wide buffer from traffic which complies with the City of Yakima Bike Master



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Buffered bike lanes will be provided in both	th directions on H Street and Bravo Company
Boulevard to Fair Avenue. A connection w	rill also be provided to the Greenway via a
shared use path which parallels the remain	ing East-West corridor to Butterfield Road.
Further bike lanes to Terrace Heights Drive	e are beyond the scope of this project.



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oes this have anything to do to paving the ay for the ne vineyard ondo omple for the area
e hind est Haven oad Ho oul d that affet our ater supply to urrent private e
The project terminated on Butterfield Road which is being improved and will increase
capacity. Access will be maintained to the roads to the north. Traffic is anticipated to
increase on Butterfield Road and Commonwealth Road to the east as traffic is diverted from
Terrace Heights Boulevard.
The project has been designed as an alternative to Yakima Avenue/Terrace Heights, and
to allow for development in accordance with the City and County comprehensive plan,
not as a route for any particular development. The project will not impact water supply
to private wells.



Name:	hirle	y trade r				Orgar	nizatio	on (Opt	tional)	:		
Address:	10	. th ve										
City:	akima							State:	WA	_ Zip:	98908	
Email:	iophilig	raegmail.om										
Would yo	ou like to nare any	be added to be added to additional c	the pr	oject en	nail up	odate li about	the p	□ roject l		□ No		
		ersetion de										
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all user	s.											
ver	all Im ag	gainst the ont	tinue	d deve	elopme	ent ov	er hih	reuire	S	the g	o to star	ndard of
ar ultur	e.											
Commo	unta not	ad Daymde	houte	on II (Straat	t one n	at fa	og ibl o	rryi+h.	out ai	mifica	nt immonts
		ed. Rounda										
		properties. I										
						ot bu	iter i	rom tr	arric	wnici	n is con	sistent with
the City	of Yal	kima Bike l	Maste	r Plan.								



Name:	Pete oughe	ty Organization (Optional):		
Addres	s: 1 Chikadee	ane		
City:	akima	State: WA Zip: 98908		
Email:	pilotpeatlive.o	mPhone:Phone:		
Would	you like to be add	ded to the project mailing list? ✓ Yes ☐ No ded to the project email update list? ☐ Yes ☐ No		
Please	share any addition	onal comments you have about the project below.		
Positi	ve H street phys	ially separated ike lines ith urs gree n spae onnet ion to ree nay.		
ll n	e onstrution	must inlude safe iyle infrastruture. Physia I separation or arriers.		
pa	inted strip is not	safe		
Negat	ive Prope rties n	eed to e ompe nsated. The orner of Hartford and 1th is going to e		
too	o lose to the roa	d. Proet should pay for survey servies et. to ompensate property		
on	er more than pr	opertie s not on the orner.		
lso t	the property gett	ing the road through the middle farm la dy hy not put the road through		
the o	ommerial proper	ty The re is learly room.		
		ovided in both directions on H Street and Bravo Company Boulevard		
		eparated by a 2-foot wide buffer from traffic. The bike lanes will		
connec	ct to a shared u	se path which parallels the remaining corridor to Butterfield Road		
and co	nnect to the Gi	reenway.		
All pro	operty owners	will be compensated at fair market value for any property impacts in		
accord	lance with the	Uniform Relocation Assistance and Real Property Acquisition		
Policie	es Act. The pro	perty owner mentioned has been compensated and relocated as part		
of Pha	se 1 of the pro	ect. Use of the commercial property would require significant		
alterations to Butterfield Road to the east and would likely increase impacts to more				
reside	nts near the pro	posed roundabout.		



Name: a ve ranklund	Organization (Optional):			
Address: 11 oseood ane				
City: akima	State: <u>WA</u> Zip: <u>98901</u>			
Email: davetheore marhiteture.om				
Would you like to be added to the project mailing Would you like to be added to the project email up	odate list? □ Yes □ No			
Please share any additional comments you have about the project below.				
ridge design I ould like to e on the	design ommittee			
	_			
Comment noted.				