



**CITY OF MATTAWA**  
**COUNCIL MEETING AGENDA**  
**November 02, 2023**  
**5:30 P.M.**

Call to Order:

Roll Call: Mayor Maria Celaya, Sun Hwang, Brian Berghout, Silvia Barajas, Tony Acosta, Alex Heredia, Fabiola Hernandez, Wendy Lopez

**I. Additions/Approval of Agenda:**

**II. Public Comments**

**III. Presentations:**

- CAD Homes Update

**IV. Workshop:**

- Comprehensive Plan – Draft (SCJ Alliance)

**V. Public Hearings:**

- 2024 Preliminary Budget
- 2024 Revenue Sources (General Fund)
- 2024 Property Tax

**VI. Consent Agenda/Informational:**

- SCJ Alliance Project Update 11/02/23
- Minutes- Council Meeting 10/19/23 & 10/23/23
- 2023 Claims EFT & Checks Approval #20101-20115 - \$382,011.16
- 2023 Payroll EFT & Checks Approval #31898-31904 - \$108,845.35

**VII. Reports:**

Mayor Report

Council Report

Clerk's Department Report

Police Department Report

Public Works Department Report

**VIII. Council, Items for Motion (Old Business):**

1. **Council Rules & Procedures – Draft (2<sup>nd</sup> Revision)**

**IX. Council, Items for Motion (New Business):**

1. **City Hall Feasibility Study**
2. **SCJ Alliance – On-Call 2023 Budget Request**
3. **Grant County Health District Interlocal Agreement 2024**
4. **Legal Letter – GCHD**
5. **Resolution 23.11.16 Food Distributions from APOYO & Cascadia Produce**
6. **Progress Estimate 4 – WWTF Improvements**
7. **DWSRF Funding**
8. **Resolution 23.11.17 Property Tax Levy 2024**
9. **2024 Budget Subcommittee (Selection)**

**X. Executive Session: RCW 42.30.110**

- (b) To consider the selection of a site or the acquisition of real estate

**XI. Adjournment:**



## Staff Report

**To:** Mattawa City Council  
**From:** Rachelle Bradley, Contract Planner  
**Date:** 10/16/2023  
**Request:** Adoption of Grant County CAO by reference and Adherence to GMA Development Regulations

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## Adopting Grant County Critical Areas Ordinance by Reference

The City of Mattawa was recently notified that it is out of compliance with the Growth Management Act's (GMA) requirement to adopt critical areas regulations (RCW 36.70A.060). As of July 2023, Washington Senate Bill 5374 allows cities with a population under 25,000 to adopt the county's critical areas regulations by reference to satisfy the GMA requirements.

According to Mattawa's Comprehensive Plan and data, the City of Mattawa has very minimal critical areas. Of the five critical areas required to be designated GMA, Mattawa's Comprehensive Plan identifies the following designations within the city and its UGA:

- ◆ **Wetland Finding:** There are no mapped wetlands in the Mattawa UGA.
- ◆ **Critical Aquifer Recharge Area (CARA) Finding:** There are no identified critical aquifer recharge areas in the Mattawa UGA. There are three active wellhead protection areas in Mattawa and the UGA.
- ◆ **Frequently Flooded Areas Finding:** There are no frequently flooded areas within the Mattawa UGA.
- ◆ **Geologically Hazardous Areas Finding:** The City of Mattawa has a low level of geologic hazards associated with erosion. There are seismic hazards in all of Grant County.
- ◆ **Fish and Wildlife Habitat Area Finding:** There are no priority habitat species within all of Mattawa's UGA. However, there is shrubsteppe present which is threatened but not endangered throughout the city and UGA. Additionally, the general lack of data does not limit Mattawa in designating areas of protection based on local data and scientific research.

Due to the minimal presence of critical areas in Mattawa, staff are proposing that the City take advantage of SB 5374 and adopt the Grant County critical areas regulations by reference (see Exhibit A). In doing so, the City of Mattawa will not be required to develop and adopt its own Critical Areas Ordinance.

### SB 5374 states:

(4)(a) A city with a population fewer than 25,000 may adopt the county's critical areas regulations by reference to satisfy the requirements under this section to designate and protect critical areas; provided,

that the county's critical areas regulations are not subject to any outstanding administrative or judicial appeals at the time of the city's adoption. **Nothing in this subsection prohibits a city from adopting its own critical areas regulations.**

(b) The city legislative action adopting the county regulations by reference must incorporate future amendments to the critical areas policies and development regulations of the county.

(c) A city that adopts the county's critical areas regulations by reference is not required to take legislative action to review and update development regulations protecting critical areas under RCW 36.70A.130.

(d) If grant funding is available for a local jurisdiction's periodic comprehensive planning updates as required in RCW 36.70A.070, and a city has adopted by reference the county's critical areas regulations as allowed in (a) through (c) of this subsection, the county in which the city is located shall be entitled to the portion of the city's grant funding that would otherwise have been utilized for updating the city's critical areas regulations. The department is authorized to determine what portion of the available grant funding the city would have received for the critical areas regulations update the county is entitled to receive.

The draft ordinance states that the City will comply with the current and any future amendments to the County's critical areas regulations. However, nothing in the bill prohibits the City from developing and adopting its own critical areas regulations at any time in the future. The city will continue to administer and enforce the critical areas regulations within the city limits consistent with Titles 14, 15, 16, and 17.

The Mattawa Planning Agency will hold a public hearing on November 15, 2023, regarding the proposal to adopt the Grant County critical areas regulations by reference.

*The City Council will be asked to adopt an ordinance to adopt Grant County's CAOs by reference.* This will ensure that the city provides official documentation to the Department of Commerce that the city complies with state law.

## Adherence to GMA Development Regulations

The City of Mattawa was recently notified that it is out of compliance with the Growth Management Act's (GMA) requirement to review, and if needed, revise its development regulations, to be consistent with state law (RCW 36.70A.130).

The City of Mattawa is undergoing a delayed periodic update of the Comprehensive Plan, which requires updates to development regulations. Therefore, the city is out of compliance as notified by the Department of Commerce.

To bring the city into compliance, a full review of the development regulation needs that would have been required at the 2018 update has been completed, utilizing the Dept. of Commerce's 2023 Periodic Update Checklist (see Exhibit B).

The checklist exercise found that Mattawa's development regulations do not meet all the requirements as of the 2018 periodic update and that **multiple amendments are needed at this time to comply with the Growth Management Act as proposed in Exhibit C.**

*The City Council will be asked to adopt an ordinance amending the development regulations as proposed to meet the needs of the GMA.* This will ensure that the city provides official documentation to the Department of Commerce that the City complies with state law.

## Development Regulations Amendments Overview

- 17.10 Definitions
  - Update accessory dwelling, daycare center, daycare provider, and manufactured home to meet state requirements. Add permanent supporting housing and emergency housing to definitions to meet state requirements
- 17.40 District Use Chart
  - Permit accessory dwelling units, daycare providers, manufactured homes, permanent supportive housing, and emergency shelters in zoning designations to meet state requirements
- 15.08 Off-Street Parking Requirements
  - Remove 15.08 off-street parking and keep 17.46 Off-Street Parking
- 17.46 Off-Street Parking
  - Incorporate disabled parking requirement from 15.08
  - Exclude accessory dwelling unit off-street parking requirements to meet state law
- 17.44.025 Accessory dwelling units
  - Update accessory dwelling unit regulations to meet state requirements
- 17.44.075 Site development standards – Mobile/manufactured homes parks
  - Update regulations to meet state requirements
- 16.11 Short Subdivisions and 16.17 Major Subdivisions
  - Add adequate provisions and language to preliminary requirements to meet state requirements
- 18.12 Critical Areas
  - Replace the critical areas chapter with County CAO regulations

## Exhibits

Exhibit A: Grant County Critical Areas Ordinance

Exhibit B: 2023 GMA Development Regulations Checklist

Exhibit C: 2023 Development Regulations Amendment

## ORDINANCE NO.

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MATTAWA, WASHINGTON ADOPTING THE MATTAWA GROWTH MANAGEMENT ACT PERIODIC UPDATE, INCLUDING AN UPDATED COMPREHENSIVE PLAN, DEVELOPMENT REGULATIONS, AND ADOPTING GRANT COUNTY CRITICAL AREAS ORDINANCE BY REFERENCE PER WASHINGTON STATE BILL 5374**

**WHEREAS**, in compliance with the Washington State Growth Management Act (GMA), the City of Mattawa adopted a Comprehensive Plan in 2006; and

**WHEREAS**, in compliance with the Washington State GMA, the City of Mattawa adopted a development regulations update in 2007; and

**WHEREAS**, in compliance with the Washington State GMA, the City of Mattawa adopted a critical area update in 2006; and

**WHEREAS**, in accordance with RCW 36.70A.130, an adopted Comprehensive Plan shall be subject to continuing evaluation and review, and amendments to the Comprehensive Plan shall be considered no more frequently than once every year; and

**WHEREAS**, the schedule established by the GMA in RCW 36.70A.130(4) mandates each fully planning city in Washington to take action to review and, if necessary, revise its comprehensive plan, development regulations, and critical areas ordinance to ensure compliance with the GMA; and

**WHEREAS**, the City has updated the Comprehensive Plan and development regulations to ensure compliance with any changes to the GMA; to ensure compliance with the Grant County Countywide Planning Policies; to fully reflect the issues and opportunities facing the City of Mattawa; to insure internal and regional consistency; and to revise policies and other language in the plan to update information, improve readability, and eliminate redundancy; and

**WHEREAS**, under the authority of Washington State Senate Bill 5374, amending RCW 36.70A.060, the City of Mattawa may adopt the county's critical areas regulations by reference to satisfy the requirements of the Growth Management Act; and

**WHEREAS**, the City of Mattawa has minimal designated critical areas; and

**WHEREAS**, the City of Mattawa chooses to adopt Grant County's Critical Areas Ordinance by reference; and

**WHEREAS**, the City of Mattawa accepts that future amendments to the Grant County Critical Areas Ordinance will apply to the City; and

**WHEREAS**, the City of Mattawa does not adopt by reference any portion of Grant County Code (GCC) outside of Chapter 24.08, specifically excluding Titles 14, 22, 23, and 25 and also excluding Chapters 24.04, 24.12, and 24.16, all of which are cited by reference in GCC Chapter 24.08. In place of these referenced sections, the relevant chapters of the Mattawa Municipal Code (Titles 15, 16, 17, and 18) shall be referenced for such matters as administrative, development, and other environmental regulations; and

**WHEREAS**, the Mattawa City Council has reviewed the updated Comprehensive Plan, development regulations, and Grant County Critical Areas Ordinance, as required by the GMA; and

**WHEREAS**, the GMA periodic update establishes the community's desirable character and physical pattern of growth and preservation over the next 20 years; and

**WHEREAS**, the GMA periodic update provides guidance in balancing the development of resources with the preservation of environmental values; and

**WHEREAS**, the Comprehensive Plan sets goals and policies for growth that will be implemented through the development regulations and County critical areas ordinance contained in the Mattawa Municipal Code, including the zoning ordinance and official zoning map, in a fiscally and environmentally responsible fashion, and

**WHEREAS**, the recommended revisions incorporate changes in state law, Countywide Planning Policies, demographics and land use resources; and

**WHEREAS**, the intent of the adoption by reference of Grant County's Critical Areas Ordinance is to regulate critical areas within the City of Mattawa, and not to conflict or adopt by reference any other portions of Grant County's development regulations; and

**NOW THEREFORE**, the City Council of the City of Mattawa, Washington, do ordain as follows:

**Section 1. Findings and Conclusion.** The City Council bases its findings and conclusions on the entire record of testimony and exhibits, including all written and oral testimony before the City Council. The Mattawa City Council hereby adopts the following findings and conclusions:

- 1) The City Council adopts and incorporates the foregoing recitals as fully set forth herein.
- 2) *Compliance with the Required Elements of the Comprehensive plan.* The 20-year Comprehensive Plan adopted herein includes all of the following elements: Land Use, Housing, Capital Facilities, Utilities, Transportation, and Implementation.
- 3) *Compliance with Resource and Critical Area Designation and Regulation.* Potential resource and critical areas are identified in the Land Use Element, including critical aquifer recharging areas, wetlands, geologically hazardous

areas, and floodplains, using Best Available Science.

- 4) *Compliance with Countywide Policies.* As required by GMA, the Comprehensive Plan incorporates and is consistent with the Grant County Countywide Planning Policies.
- 5) *Internal Consistency.* The Comprehensive plan is internally consistent. The policies within and among elements are complementary, not contradictory. Both together and separately, they further the goals of the GMA. The Comprehensive Plan contains policies, implementation measures, and procedures which provide for its review and adjustment if internal conflicts are identified.
- 6) *Public Participation.* The public review process for the Comprehensive Plan update included a participation plan, public hearing before the Mattawa City Council on December XX, 2023, and consideration during public meetings on June 23, 2023, October 4, 2023, November XX, 2023, and December XX, 2023. Notices of public hearings and the nature of the proposed changes were given by publication in the official newspaper of the City at least 14 days prior to the date of the hearing.
- 7) *State Environmental Policy Act.* A Notice of Application and Environmental Review was circulated to SEPA reviewing agencies on November XX, 2023. Comments were received and considered. At the end of the 14-day comment period, a Determination of Nonsignificance was issued on November XX, 2023. [Additional comments received language]
- 8) *Department of Commerce 60-Day Review.* The draft Comprehensive Plan was submitted and received by Commerce on October 20, 2023 for the mandatory 60-day review. The 60-day review period expired on December 19, 2023. Comments were received and considered, related to: [comments].
- 9) *Adoption Constitutes Completion of the GMA Periodic Update Requirements.* Adoption of the City of Mattawa GMA Periodic Update will constitute fulfillment of all requirements on the part of the City of Mattawa to comply with the 2018 Growth Management Act update cycle, for which compliance was required by June 30, 2018 for all jurisdictions in Grant County.
- 10) The public use and interest will be served.

**Section 2. Adoption of the City of Mattawa GMA Periodic Update.** The City of Mattawa hereby adopts the City of Mattawa GMA Periodic Update, a copy of which is attached to this ordinance.

**Section 3. Adoption of Grant County CAO by Reference.** The City hereby adopts by reference the Grant County Critical Areas Ordinance and shall comply with all requirements and future amendments to said document unless the City chooses to adopt its own Critical Areas regulations at a future date.

**Section 4. Transmittal to the State.** This ordinance shall be submitted to the Washington Department of Commerce for their record within 10 days of adoption.

**Section 5. Severability.** If any section, sentence, clause, or phrase of this ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction,

such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

**Section 6. Correction of Errors.** The City Clerk and codifiers of the ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 7. Effective Date. This ordinance shall be in full force and effect five days after its passage and publication as required by law.

**PASSED** by the **CITY COUNCIL** and **APPROVED** by the **MAYOR** at its regular meeting on December XX, 2023.



City of Mattawa

# Comprehensive Plan

October 2023

## Project Information

Project: City of Mattawa Comprehensive Plan

Prepared for: City of Mattawa  
521 Government Road  
Mattawa, WA 99349  
509.932.4037

[cityofmattawa.com](http://cityofmattawa.com)

## Project Representative

Prepared by: SCJ Alliance  
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Contact: Rachelle Bradley

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# Introduction

The City of Mattawa (City) is at a critical point in its growth and development. The City is taking a proactive role in its future by updating this plan. The City will continue to examine ways to improve and increase the capacity of its infrastructure to accommodate the projected growth while maintaining and enhancing the quality of life for all of its citizens. The City of Mattawa prepared the Mattawa Comprehensive Plan in accordance with the Growth Management Act (GMA) of Washington State (RCW [36.70A](#)), as amended. This plan represents the community's policies and plan for growth through 2044.

## Purpose

The City of Mattawa's Comprehensive Plan will be used to identify potential growth for Mattawa over the twenty-year planning period, and how to address and accommodate various development impacts. The comprehensive plan text includes goals and policies for the long-term development of the City. The Goals and Policies in the comprehensive plan offer direction guidance in the decision-making process of the City when the plan is formally adopted by its legislative body, the City Council.

Mattawa plans to:

- ◆ Make sure the tax dollars invested in public roads, water and wastewater lines, fire stations, parks and other public services are spent wisely.
- ◆ Introduce long-range considerations into decisions on short-range actions. These include promoting the interests of the public and the community at large, rather than the interests of individuals or special groups within the community.
- ◆ Improve the physical environment of the community as a setting for human activities to make it more functional, efficient, beautiful, healthful, decent, and interesting.
- ◆ Utilize the goals and policies of each comprehensive plan element for the long-term development of the community.

## Elements

The plan includes the five required elements of Comprehensive Plan as established in the GMA:

- ◆ Land Use
- ◆ Housing
- ◆ Capital Facilities
- ◆ Utilities
- ◆ Transportation

The Capital Facilities and Utilities have been combined into one chapter. Additionally, the City has developed two additional elements: Parks and Recreation, and Economic Development.

## Public Engagement

Public engagement was an important piece of this plan update. Community priorities and preferences were identified during the public engagement process, and those results were used to guide the final priorities and direction of the Comprehensive Plan. The public engagement efforts are discussed in Chapter 2 in greater detail.

## Coordination and Consistency

The City of Mattawa ensured consistency with the Grant County Comprehensive Plan and Grant County Countywide Planning Policies. State and regional agencies were consulted to ensure the plan is consistent with regional plans, such as the Quad County (QUADCO) Regional Transportation Plan, and consistent with Washington State's transportation plans, environmental regulations, and growth management requirements. The plan was found to be consistent with county, regional, and statewide plans and policies. The plan is also internally consistent, ensured by multiple rounds of quality control.

## City of Mattawa Community Vision Statement

The following statements serve to guide the comprehensive plan. This vision was developed following community input at community meetings held as an element of the public participation plan for this document update.

- ◆ The City of Mattawa is a community that respects and preserves its natural, historical, and cultural resources.
- ◆ The City of Mattawa is a community that desires to improve the appearance of public property and to encourage improvements and investment on private property within the City.
- ◆ The City of Mattawa is a community that promotes the development of recreational facilities and activities and encourages broad based community participation of such facilities and activities.
- ◆ The City of Mattawa is a community that encourages a balanced, cohesive, and diverse population that makes room to accommodate differences as we grow.
- ◆ The City of Mattawa is a community that strives to improve and increase the tax base to provide a high level of service to its residents and visitors and to improve and increase employment opportunities by encouraging new businesses to join the community.
- ◆ The City of Mattawa encourages local involvement in community actions and enhancement of community pride.

These vision elements will serve as a guide in setting Goals for the City of Mattawa and in the development of policies and implementation strategies associated with the Mattawa Comprehensive Plan.

# Baseline Report

The baseline report provides an analysis of existing conditions in Mattawa. In order to make planning recommendations that will work for Mattawa, it is important to understand the baseline conditions of the City, including population, demographics, housing conditions, and existing policies.

## History of Mattawa

The City of Mattawa is located in central Washington, within Grant County. Mattawa sits on the east side of the Columbia River, approximately 20 miles south of Vantage. The current City limits constitute an area of approximately 480 acres.

The township of Mattawa was first platted in 1909. The land was owned by Mr. E. Campbell and Eva L. Campbell, who maintained a residence in Spokane. The actual subdivision plat maps were created by C.O. Adams, a civil engineer. The grid system and streets that were designated have remained relatively unchanged. The area location in which the community of Mattawa exists was relatively uninhabited before the creation of the township.

Due to the remoteness of the area and distance from the Columbia River, approximately 2.5 miles west, Mattawa was relatively unvisited by Native tribes and early trappers. However, the Wanapum band of the Yakama Nation has inhabited this section of the Columbia River, known as the Wahluke slope, for centuries. "Mattawa" means "Where is it?" in the Sahaptin dialect, a name which suits the location, since the City is not visible from the Columbia River or State Highway 243.

There was no substantial development in the town until 1955. At that time, the Priest Rapid City Development Company, Inc. purchased a site and adjoining lands, and drilled one well approximately 765 feet deep. When the water system was completed, lots were sold and the town as we now know it was established.

In 1958, the Town of Mattawa was incorporated with ongoing improvements to the streets, street lighting system, water system, and fire protection. On December 8, 2009, Mattawa became the City of Mattawa by Council Ordinance. This change increased the number of City Council positions from five to seven, and expanded funding eligibility.

Mattawa is a farming town, with a population that is 96.6 percent Hispanic/Latino (2020 ACS 5-Year Estimates, S1601). Mattawa has seen significant growth over the past few decades; the Washington State Office of Financial Management (OFM) estimates that the City's population is approximately 3,575 (OFM 2023). The City provides forms and applications in both English and Spanish.

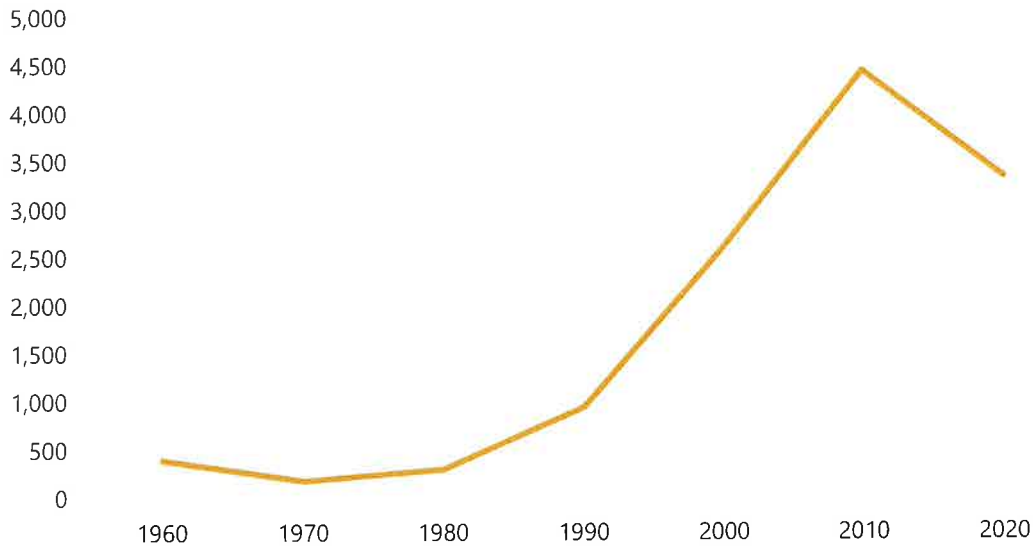
## Population Trends

Upon Mattawa’s incorporation in 1958, the 1960 Census showed a population of 394 people. The population remained below 1,000 until the 1990s, when it began to grow rapidly, as shown in Figure 1. Mattawa experienced an annual growth rate of eight percent between 1999 and 2010, a 372 percent increase. The 2020 Census count showed a decrease in the population since 2010, a decline that was not supported by either on-the-ground observations, extremely low residential vacancy rates, or county and state projections. The Census count likely results from the large share of seasonal farm workers who are habitually undercounted in Census data. The American Statistical Association found that the 1990 Census missed as many as 50 percent of farm workers in the U.S. and recent research in California suggests that between 11 to 38 percent of farmworkers were not counted in the 2020 Census due to mistrust, unconventional housing arrangements, language, and literacy barriers, and because many farmworkers move frequently.<sup>1</sup>

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<sup>1</sup> University of North Carolina at Chapel Hill. "Counting farmworkers in the 2020 Census."  
<https://www.ncdemography.org/2020/04/16/counting-farmworkers-in-the-2020-census/>

Figure 1. Mattawa Historic Population (1960-2020)



Source: Washington Office of Financial Management (OFM), ESRI

Grant County also grew rapidly starting in the 1990s, with an 80 percent increase in population countywide between 1990 and 2020, or a two percent annual growth rate, as seen in Figure 2.

## Count Discrepancies

The American Statistical Association found that the 1990 Census missed as many as 50% of farm workers in the U.S., and recent research in California suggests that between 11 to 38 percent of farmworkers were not counted in the 2020 Census due to mistrust, unconventional housing arrangements, language, and literacy barriers, and because many farmworkers move frequently. Depending upon the data source, the population in Mattawa varies from 3,575 based on the OFM estimate projected from the 2020 Census count to 5,077 based on ESRI and American Community Survey estimates.

## Population Densities

Population density is the average number of people per unit of land area (OFM). The data from the OFM provides persons per square mile and excludes water bodies from land area measurements. The Revised Code of Washington (RCW) defines a rural county as one with a population density of "fewer than one hundred persons per square mile," which includes Grant County (38.55). The City of Mattawa's estimated population for 2023 is 3,575 within 2.27 square miles, which is a population density of 1,574.

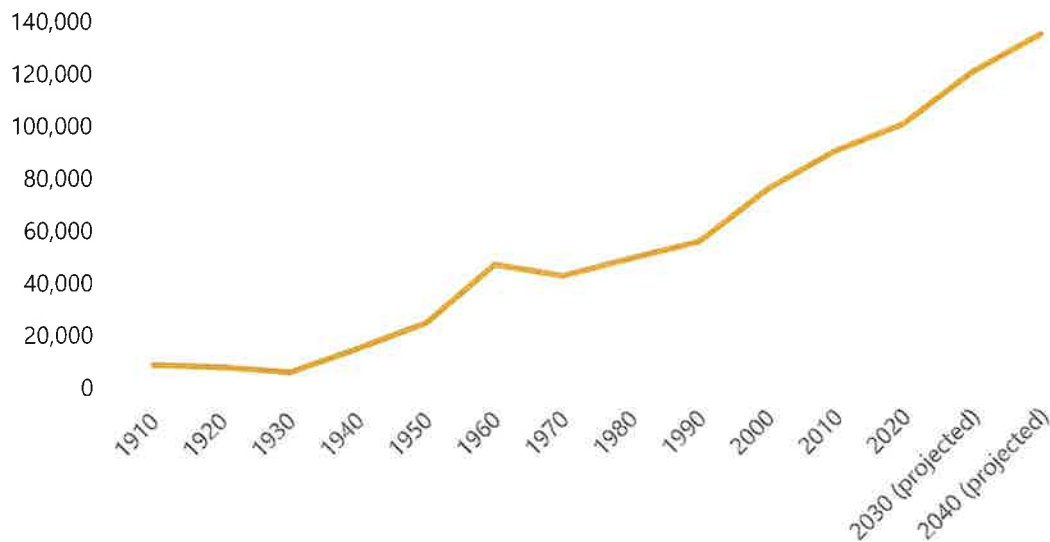
## Population Forecast

This section provides an in-depth analysis of these aspects and establishes a population forecast for Mattawa in 2044. This target population forecast will be used throughout the plan as the number of people that Mattawa needs to plan for over the next twenty years.

## Future Growth

The Washington State Office of Financial Management (OFM) projects a continuing increase in the county’s population over the next 20 years. The county projects that Mattawa will reach a population of 8,494 by 2044, a five percent annual growth rate, rising from three percent to six percent of Grant County’s population by that time.<sup>2</sup>

Figure 2. Grant County Population (1910-2040)



Source: Washington Office of Financial Management (OFM), ESRI

## Demographics

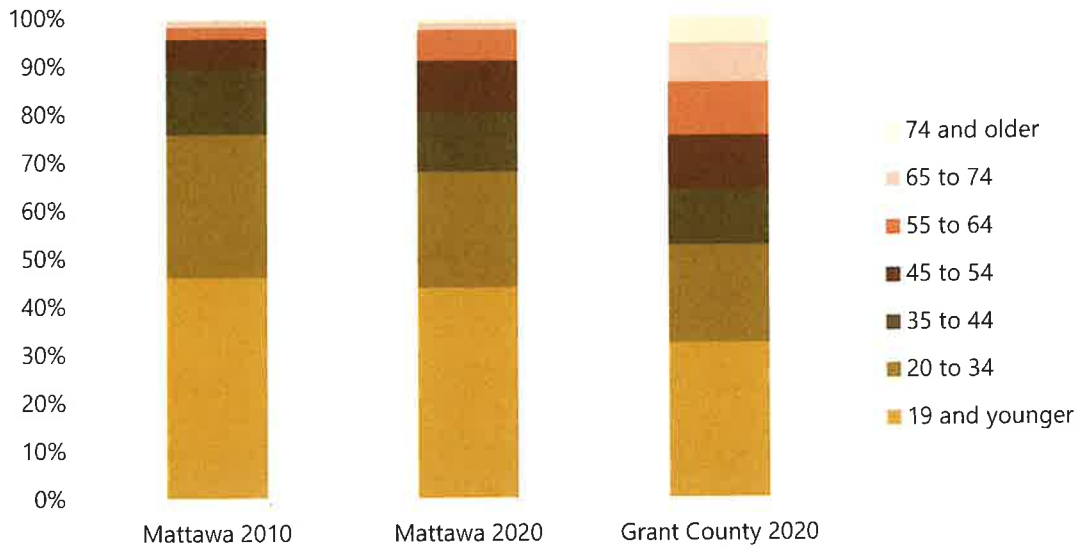
### Age and Gender

The population of Mattawa is significantly younger than that of Grant County as a whole, with over 40 percent of residents under the age of 20 (compared with 31 percent in Grant County) and eight percent of Mattawa residents over the age of 55 (compared with 25 percent in the county). Mattawa’s population has aged slightly since the 2010 Census, as shown in Figure 3, but the prevalence of farm workers, the high number of families, and large family sizes combine for a statistically young population.

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<sup>2</sup> June 2018 Grant County Comprehensive Plan Update

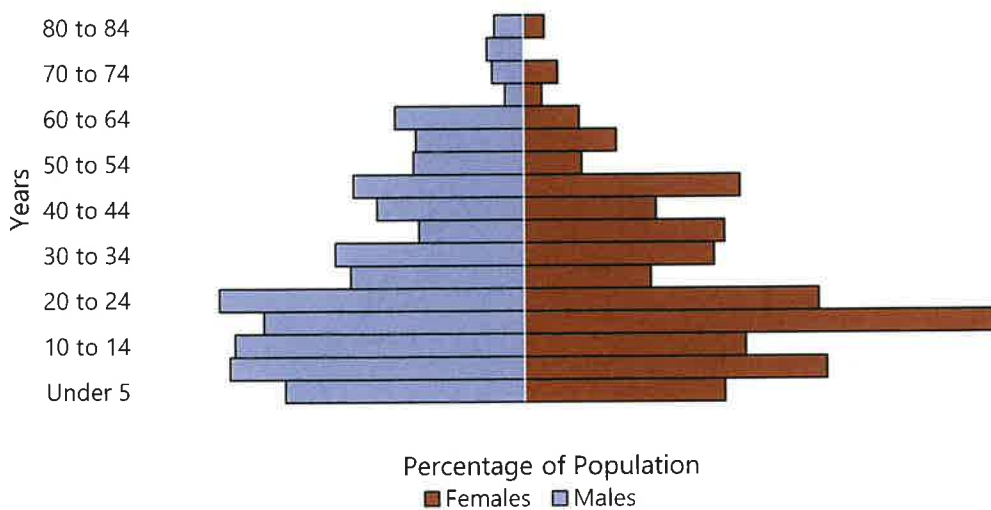
Figure 3. Age Distribution in Mattawa (2010-2020)



Source: 2020 American Community Survey (ACS) 5-Year Estimates, Table DP05, 2010 U.S. Census, Table P12

The large share of young adults has created a demand for larger housing units, and a younger population has historically had higher birth rates due to more women currently of child-bearing age or who will soon grow into child-bearing age. This also shows the need to plan for larger housing units and adequate school infrastructure and capacity in the coming decades. The population pyramid in Figure 4 shows age categories by binary gender designations.

Figure 4. Mattawa Population Pyramid



Source: 2020 American Community Survey (ACS) 5-Year Estimates, Table DP05, 2010 U.S. Census, Table P12

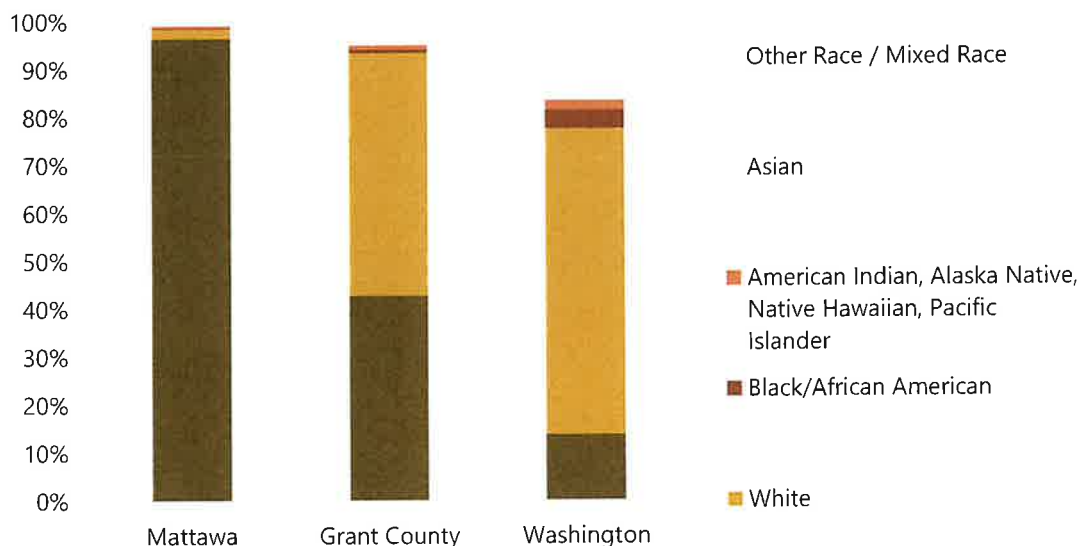
The City of Mattawa has a slightly higher percentage of residents who identify as male versus those who identify as female. It is noteworthy that the American Community Survey (ACS) provides gender data using binary designations, though the U.S. Census Bureau included

questions regarding gender identity beginning in July 2021. The 2021 ACS 5-year estimates show the age categories with the highest populations in Mattawa are 15-19 (13.8 percent), 20-24 (11.4 percent), and 5-9 (11.3 percent). Approximately 36.5 percent of the reported population is under the age of 18, and 3.5 percent is over the age of 65.

## Race and Ethnicity

As shown in Figure 5, Mattawa’s population is 96.6 percent Hispanic/Latino, according to the 2020 Census. Two percent of the City’s population is non-Hispanic White, 0.5 percent are American Indian or Alaska Native, another 0.5 percent are mixed-race, and 0.1 percent are Asian, Black, and Native Hawaiian/Pacific Islander (between 3 and 5 residents each). Grant County has a high share of Hispanic/Latino residents due to the prevalence of agricultural work in the county, though the overall percentage is lower than in Mattawa. Statewide, Hispanic/Latino residents make up about 12 percent of the population.

Figure 5. Race and Ethnicity in Mattawa (2020)



Source: 2020 US Census, Table P2

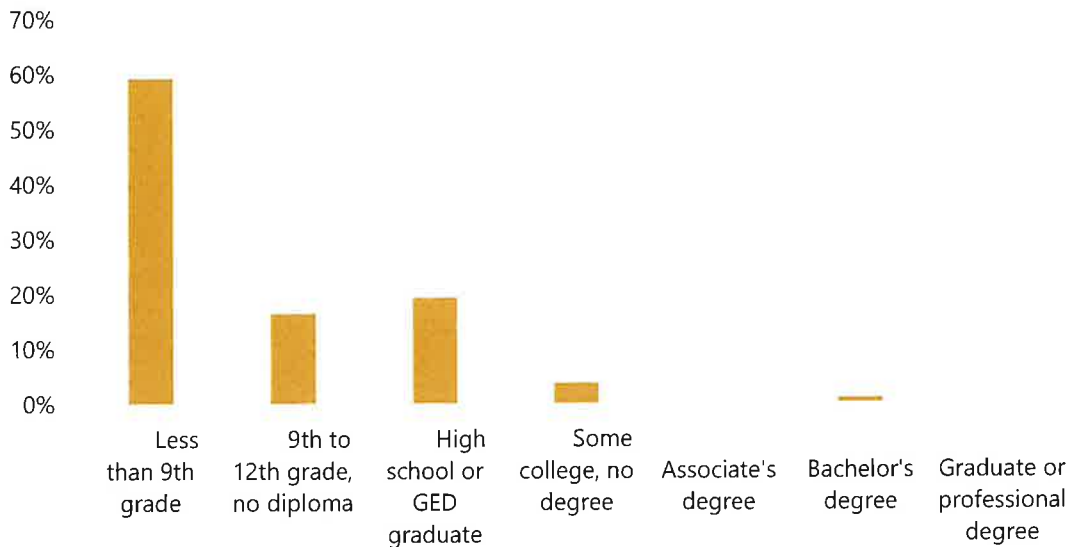
In Mattawa, 96.7 percent of the population speak Spanish at home and 2.5 percent speak English. Many of Mattawa’s Spanish-speaking population have limited English proficiency – 2,357 residents, or 54 percent of the City’s Spanish speakers, do not speak English well or at all. The City has taken steps to improve safety for non-English speaking residents in recent years, including an agreement with the Department of Justice to provide interpreters for police officers, the first agreement of its kind in Washington.<sup>3</sup>

## Education

<sup>3</sup> The Associated Press. “Justice Department reaches agreement with Mattawa on interpreters.” *Seattle PI*. March 19, 2008. <https://www.seattlepi.com/local/article/Justice-Department-reaches-agreement-with-Mattawa-1267711.php>

Approximately more than half of City residents have not graduated high school with a diploma or equivalent. About one-fifth of the population of Mattawa holds a high-school diploma or equivalent, and 1 percent of residents hold more advanced degrees.

Figure 6. Educational Attainment for 25 Years and over Population



Source: 2020 US Census, Table P2

## Employment

Jobs in Mattawa pay less than jobs in Grant County as a whole; 21 percent of jobs pay \$1,250 a month or less in the City, compared with 15 percent in Grant County, as shown in Table 1. Most Mattawa residents work on farms outside of the City, with the exception of restaurant workers and entry-level jobs at businesses, such as the Mattawa Clinic and Dollar General. Mattawa residents tend to earn slightly more than those who work in Mattawa, but there are still a significant number of residents and employees in Mattawa who earn less than \$3,333 per month, which would put sole earners at these salary levels at risk of being housing cost-burdened based on the rent estimates. In addition, this data does not capture many farm workers who live in the City temporarily, or in farm worker housing outside the City limits, which would generally lower the average incomes of residents.

Table 1. Mattawa and Grant County Job Earnings (2019)

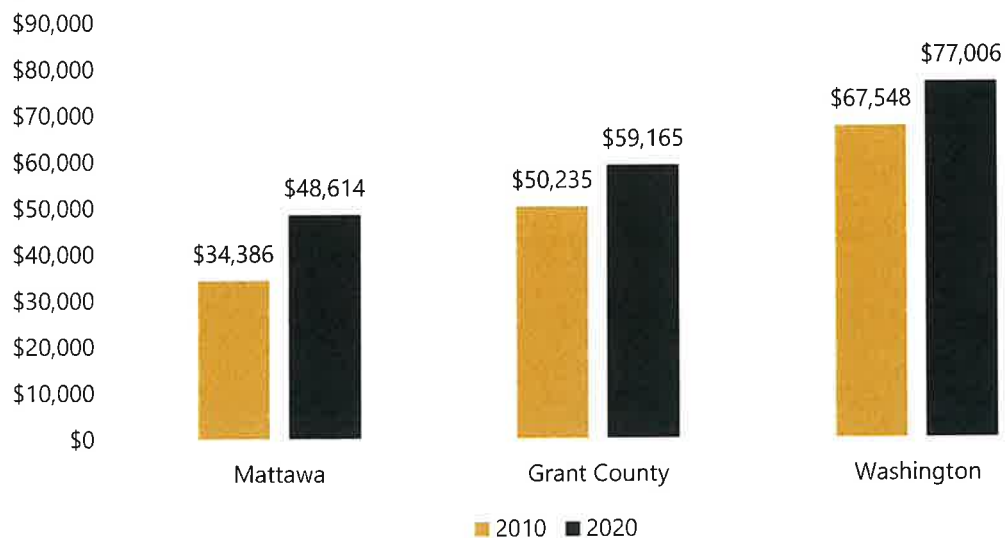
Earnings	Jobs in Mattawa	Jobs Worked by Mattawa Residents	Jobs in Grant County
<b>\$1,250 per month or less</b>	21.0%	18.9%	15.5%
<b>\$1,251 to \$3,333 per month</b>	51.5%	44.0%	34.7%
<b>More than \$3,333 per month</b>	27.5%	37.1%	49.9%

Source: Census OnTheMap

## Household Income

In Mattawa, the Median Household Income (MHI) increased 41 percent between 2010 and 2020, to \$48,614, when adjusted for inflation. This is a more rapid growth than incomes in the county and the state, both of which saw an 18 percent rise in the same period. However, Mattawa’s MHI is still significantly below the Grant County and statewide averages, at around 82 percent of the Grant County MHI and 63 percent of the Washington state MHI.

Figure 7. Inflation-Adjusted Mattawa Household Income with Regional Comparison (2010-2020)

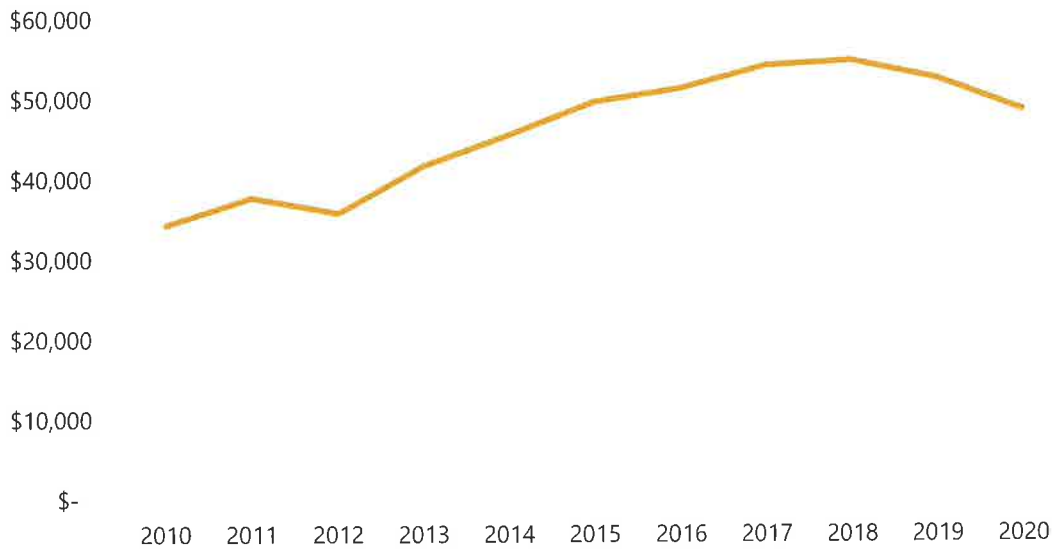


Source: 2010, 2020 American Community Survey (ACS) 5-Year Estimates, Table S2503

Renters earn significantly less than homeowners in Mattawa. On average, the median household income for renters in 2020 was \$33,125, which is about half as much compared to homeowners (\$64,583). Two-thirds of Mattawa residents are renters, which means that the majority of households in the city likely face significantly more housing-related challenges, including housing security risks, high upfront housing costs (such as deposits), and the risk of losing housing if confronted with a sudden loss of income.

Despite the overall income increases over the past decade, Mattawa’s household incomes actually decreased 11 percent, from \$54,825 in 2018 to their 2020 level of \$48,614, as shown below. The Washington Employment Security Department’s (ESD) Agricultural Employment and Wages data suggests that although agricultural earnings per capita increased across Grant County in 2018, the number of agricultural jobs decreased over the same period. This decline may be related to changes in agricultural employment or could be another side effect of the difficulties in collecting Census data in an area with many non-citizens and temporary workers. It remains to be seen whether these income trends will change in the 2021 and 2022 data following the COVID-19 pandemic, or if the pandemic will have exacerbated this drop in income in Mattawa.

Figure 8. Inflation-Adjusted Mattawa Household Income (2010-2020)



Source: 2010-2020 American Community Survey 5-Year Estimates, Table S2503

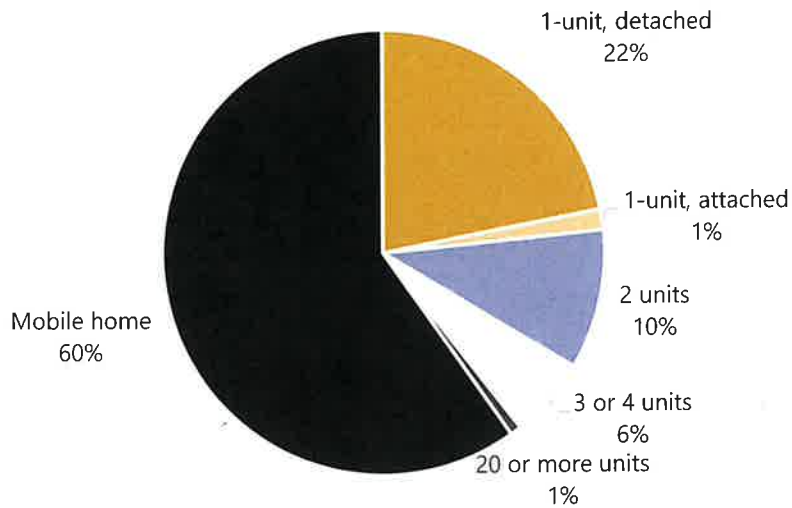
## Housing Conditions

Housing in Mattawa continues to be unaffordable and unattainable with a rapidly growing population. Mattawa has two different housing needs groups: temporary residents (farm workers) and full-time residents. There is not enough housing available for the needs of either group; as a result, the costs of housing continue to increase. Housing strategies need to be created that address the temporary and permanent housing gaps in Mattawa.

### Type, Size, and Age of Units

Mattawa's housing stock is comprised primarily of mobile and manufactured homes, as shown in Figure 9. Most of these are "single-wide" or "double-wide" manufactured homes on single lots rather than in mobile home parks, though there are some mobile home parks in the City.

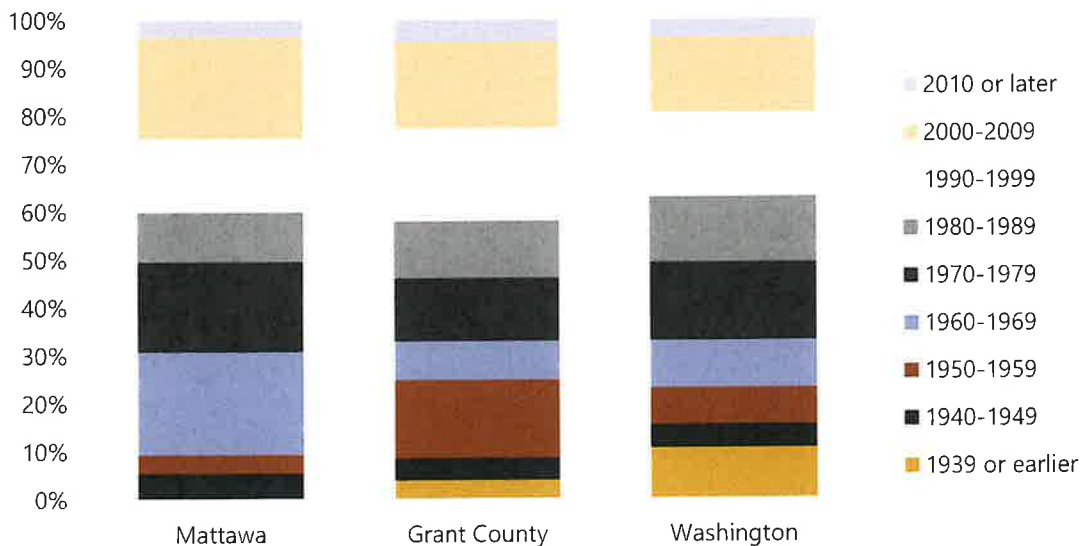
Figure 9. Units by Structure, Mattawa (2020)



Source: 2020 American Community Survey (ACS), Table DP04

About a quarter of Mattawa’s homes are traditional “stick-built” single-unit detached homes, with a smaller share of duplexes, triplexes, and quadplexes. This housing variety reflects the rapid growth of the City as an agricultural center in the 1980s and 90s, when manufactured dwellings were used as an affordable option for homebuilding and ownership.

Figure 10. Age of Housing in Mattawa (2020)



Source: 2020 American Community Survey (ACS), Table DP04

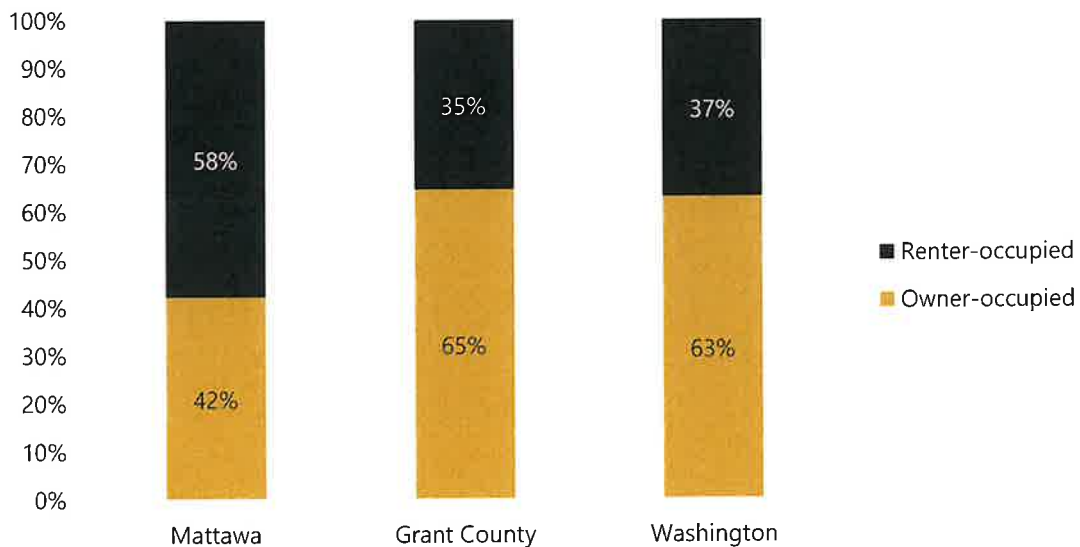
The housing in Mattawa is relatively evenly distributed between older and newer structures, as shown in Figure 10. Although Mattawa’s incorporation in 1958 has resulted in a smaller share of

pre-war buildings than in the county and state, about half of the housing units were built between the City’s incorporation and 1980. These older buildings may contain lead paint and often present ongoing maintenance problems, though older housing stock can provide a source of naturally occurring affordable housing units. There is a larger share of buildings that were constructed after 2000 than regional averages, which follows Mattawa’s rapid population increase during that period.

## Housing Tenure

In Mattawa, over half of households (58 percent) are renters. This is nearly the opposite of county and statewide trends, as shown in Figure 11. Renters often lack the housing security of homeowners and can be subject to rent increases or evictions. In addition, renters tend to have lower incomes and more difficulty paying for housing costs.

Figure 11. Tenure in Mattawa (2020)



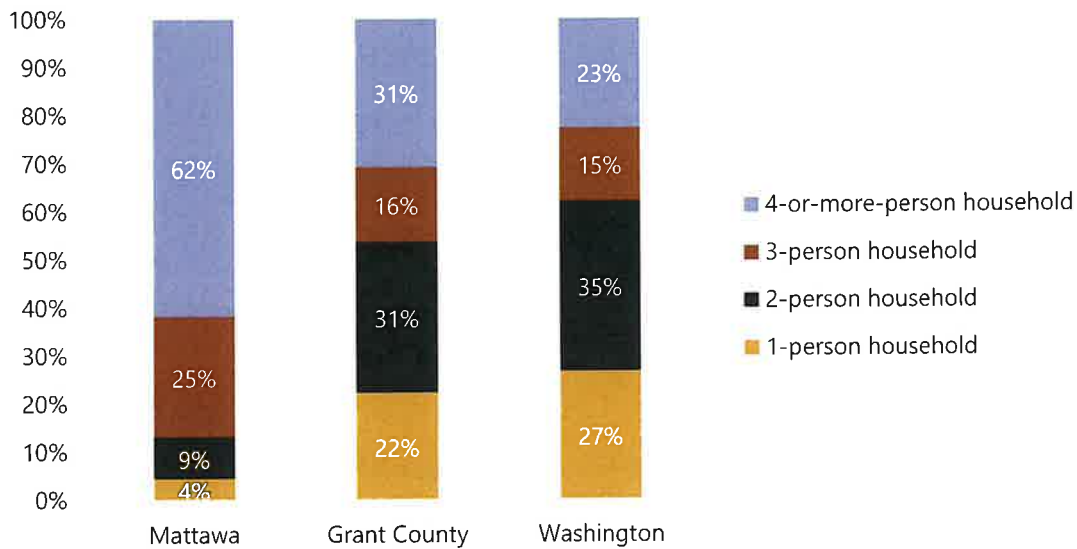
Source: 2020 American Community Survey (ACS) 5-Year Estimates, Table DP04

## Average Household Size

Mattawa’s household sizes are significantly larger than that of the county and state, as shown in Figure 12. Only 14 percent of households are comprised of one or two people, compared to 53 percent in Grant County and 62 percent in Washington. Conversely, 62 percent of Mattawa households have four or more people. Interviews conducted by the Leland Consulting Group (LCG) and SCJ Alliance (SCJ) in June 2022 confirmed that many Mattawa households are comprised of two or three families in one house, with at least four people in each family. These tend to be extended families living together or families who knew each other in the same region of Mexico before moving to the U.S. These large household sizes influence other dimensions of planning as well. Mattawa stakeholders and residents explained serious problems with parking availability since each family sharing a household typically has two cars – in some cases, up to

six cars for one rental unit. Since many of the agricultural workers are employed on dispersed farm locations, carpooling is rare. As a result, many cars are needed to ensure stable work, which creates overcrowding on the City's streets.

Figure 12. Mattawa Household Size (2020)



Source: Source: 2020 American Community Survey (ACS) 5-Year Estimates, Table S2501

## Household Types

The U.S. Census Bureau defines a household as “all the people who occupy a housing unit.” Households can be comprised of any combination of related family members, unrelated people, or individuals.<sup>4</sup> The 2020 American Community Survey (ACS) estimated 1,261 households in Mattawa.

As shown in Table 2, the majority of households in Mattawa (94 percent) are family households. The high percentage of residents under the age of 30 as illustrated previously supports the strong presence of family households in Mattawa. However, county and statewide shares of family households are considerably smaller. In Grant County, 72 percent of households are family households, and only 65 percent are family households statewide. Of Mattawa’s family households, half are “other family,” which could include intergenerational households, extended families living together, farmworkers from the same town or region, or single parents. Mattawa has a very small share of nonfamily households, with about 78 residents living alone. In addition, about 9.4 percent of Mattawa households have more than one person per room, compared to 5.8 percent in Grant County and 3.4 percent statewide.<sup>5</sup> This statistic is higher than average due to both crowded households as well as some of the dedicated farmworker housing in the City, which can house up to 12 people per room in some cases.<sup>6</sup>

<sup>4</sup> U.S. Census Bureau: Subject Definitions.

<sup>5</sup> 2020 American Community Survey 5-Year Estimates, Table S2501

<sup>6</sup> SCJ Alliance interviews with Mattawa residents, June 2022



Table 2: Household Type in Mattawa (2020)

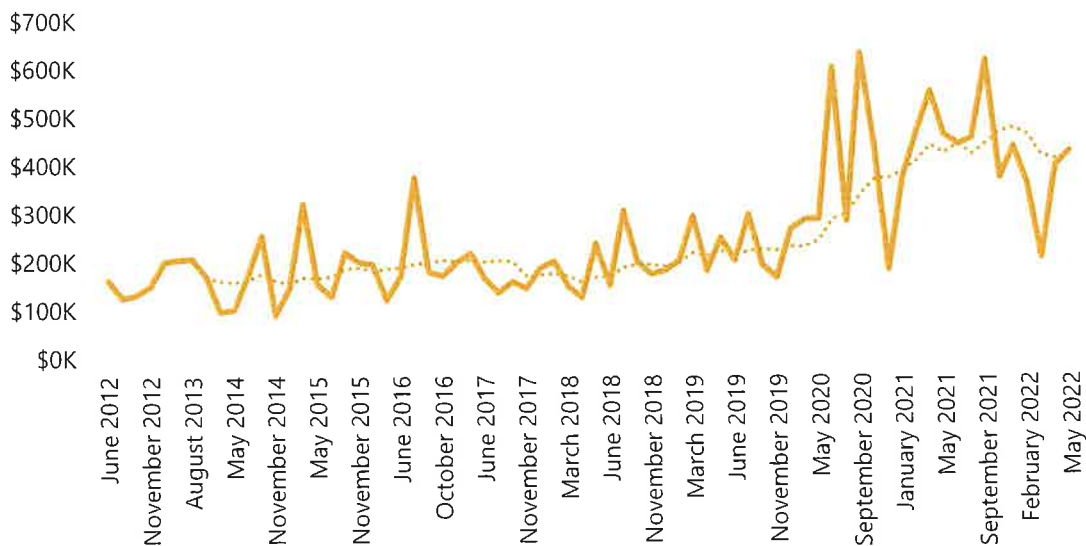
Household Type	Total	Percent
<b>Total Households</b>	<b>1,261</b>	<b>100%</b>
Family households	1,181	94%
Married-couple family	553	44%
Other family	628	50%
Nonfamily households	80	6%
Householder living alone	56	4%
Householder 65 years and over	22	2%

Source: 2020 American Community Survey (ACS) 5-Year Estimates, Table S2501.

## Housing Costs

The costs for renting and purchasing homes in Mattawa have increased over the past decade, and sales prices have increased particularly rapidly since the onset of the COVID-19 pandemic. Figure 13 shows Mattawa’s median sales prices over the past ten years. The small number of sales results in dramatic spikes in the data, but the trendline is clearly increasing, with a notable upward trend that accelerated at the onset of the COVID-19 pandemic in 2020. This may reflect larger trends of movement towards more rural areas around the same time. Prices seem to have stabilized somewhat since the beginning of 2021 and are currently around \$425,000 in May 2022, according to Redfin, a national real estate brokerage corporation. However, as the chart below shows, some sales in 2020 were upwards of \$600,000. Zillow’s Home Value Index, which estimates the typical home value for a region, currently estimates the cost to purchase a home in Mattawa at \$417,020 as of May 2022.

Figure 13. Median Sales Price in Mattawa (2012-2022)

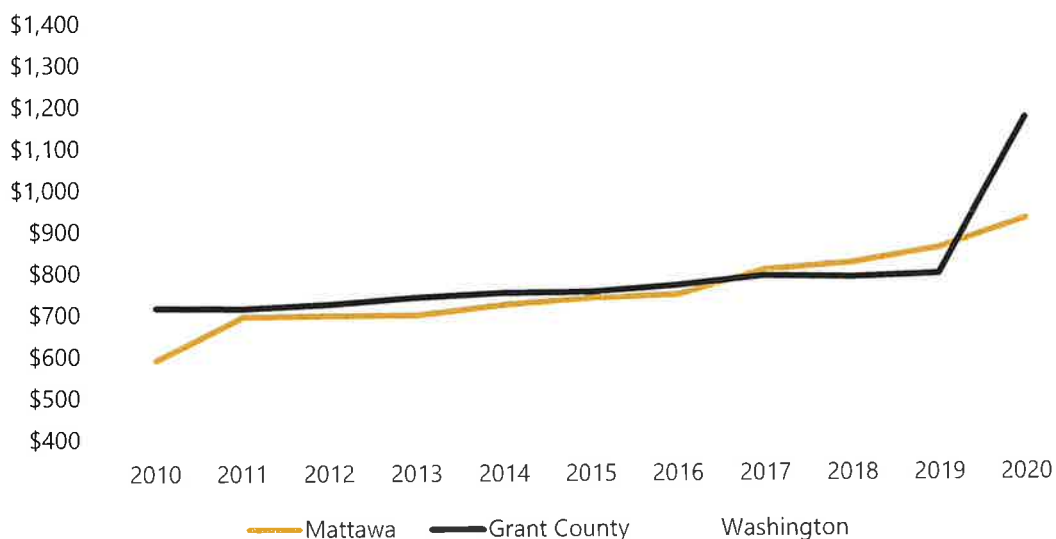


Source: Redfin

Rental prices are significantly more difficult to track, particularly for smaller geographies. Census data on rental costs is both delayed and self-reported, and large real estate websites do not track rental data at a granular level for smaller communities. However, the Census data can provide a window into larger trends. In Mattawa, the costs to rent are broadly similar to Grant County as a whole and have been increasing at a similar rate to statewide trends, as shown in Figure 14. The 2020 ACS reports the median gross rent in Mattawa to be \$925, an increase of 57 percent since 2010, or about five percent growth annually.

Mobile homes can offer a more affordable alternative to apartments for Mattawa residents. Interviews suggested that a whole mobile home in the City can be rented for about \$1,500 per month, or a space in a mobile home park can cost about \$400-\$500 per month, including utilities, for those who already own a mobile home.

Figure 14. Inflation-Adjusted Median Gross Rent in Mattawa with Comparison (2010-2020)

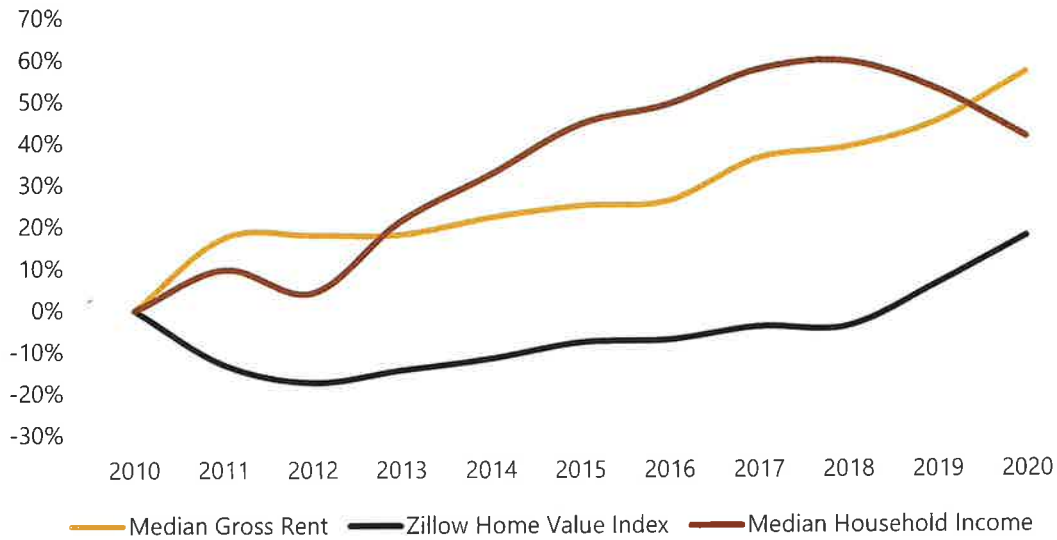


Source: 2010-2020 American Community Survey 5-Year Estimates, Table DP04

Comparing rent prices, home prices, and incomes can provide a window into housing affordability. Figure 15 takes 2010 as a baseline year and shows the change in each indicator over a 10-year period. After a brief dip in home values and income between 2010 and 2012, incomes rose faster than both rents and home values until 2018. Since then, Mattawa residents have been faced with falling incomes and rising home prices, which have compounded the existing lack of housing stock and exacerbated the housing difficulties in the community. Issues experienced in recent years include overcrowded housing, a decrease in workers due to low housing availability, and sheds and garages unsuitable for dwelling being rented out, which Mattawa Police reports as increasingly common in recent years. These issues are affecting

communities across Grant County, as the University of Washington Center for Real Estate Research demonstrates the falling countywide Housing Affordability Index.

Figure 15. Change in Rent, Home Prices, and Income in Mattawa (2010-2020)



Source: 2020 American Community Survey 5-Year Estimates, Tables S2503,DP04, Zillow

The City of Mattawa faces parallel housing challenges for different population groups in the City – temporary workers and permanent residents. Much, though not all, of the City’s large Hispanic/Latino farmworker population are temporary workers, and the Housing Authority of Grant County and individual farm owners have created numerous multifamily developments to serve this transient population. However, for full-time residents – both agricultural workers and others – there is a severe lack of housing availability of all types, evidenced by low vacancy rates and extremely high household sizes indicative of overcrowding, as well as anecdotal evidence collected through interviews.

In addition, forecast population growth will further increase the pressure on the housing market. This points to a strong need for housing construction of all types, such as lower cost manufactured homes and more farmworker housing, including the several developments currently in progress. However, the housing type with the lowest availability and highest demand is single-family homes for middle-income earners, most of whom are commuting very long distances at present. As the Port of Mattawa continues to attract more diverse businesses to the region and land within the UGA is annexed, the development of a mix of housing types, including single-family, would help open up more housing for all income levels. At present, Mattawa households are remaining in the City regardless of changes in employment, family size, or income due to the severe lack of housing options. Creating more housing choices in the coming decades is important to better serve all Mattawa residents and allow for improvements in quality of life, income, and economic opportunities in the City and region.

## Existing Plans and Policies

### Grant County Comprehensive Plan

The Grant County Comprehensive Plan provides relevant context for Mattawa and the greater area. It is useful to understand Mattawa’s role in the county, especially as one of the fastest growing jurisdictions in the County. It is important that Mattawa plans jointly with the other municipalities within Grant County to maintain the balance of urban and rural character that Grant County communities are seeking.

The County’s Plan projects Mattawa’s population to be 8,494 in 2038, which accounts for 6.39 percent of Grant County’s total growth. There are 1,515 acres in the unincorporated UGA of these 814 acres are vacant or undeveloped. The UGA can accommodate 5,884 additional housing units based on current zoning designations.

## **QUADCO Regional Transportation Plan**

The QUADCO Regional Transportation Plan (RTP), adopted in 2016, provides information for the larger region, including Adams, Grant, Kittitas, and Lincoln counties. This plan identifies transportation priorities for this region, and how Mattawa’s goals may fit in the greater context.

In this plan, Mattawa’s population is projected to be 6,461 by 2035, which is lower than the Grant County Comprehensive Plan projects for 2038, but is within a similar range. There are two cities in QUADCO that have populations higher than 15,000, which are considered urban centers. There are five smaller urban areas, which have populations between 5,000 and 10,000, and Mattawa is one of these. There are no transportation projects planned for Mattawa in the RTP.

## **QUADCO Coordinated Public Transit – Human Services Transportation Plan**

The QUADCO CPT-HSTP, amended in 2016, provides further information for transportation in Adams, Grant, Kittitas, and Lincoln counties. It differs from the QUADCO Regional Transportation Plan by taking an in-depth look specifically at the transportation needs of individuals with disabilities, older adults, youth, veterans, and people with low incomes. It provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation.

One of the senior centers in Grant County is located in Mattawa. Seniors provided feedback about the need for transportation services in order to attend social activities and meals at the senior center – especially in the winter months. Individuals with special needs also require transportation from rural locations to access health care services that are available in Mattawa at the Wahluke Clinic.

## **Mattawa Housing Action Plan**

The Mattawa Housing Action Plan was adopted in 2023 and provides a variety of community-led initiatives that encourage the provision of housing at prices attainable to all residents, now and in the future. The plan identifies Mattawa’s most immediate housing needs and associated tools to address those needs. There are seven strategies in the plan to meet housing needs and objectives for Mattawa.

# Public Engagement

## Community Pop-Up

On June 23, 2023, City staff and consultants attended Mattawa’s annual movie night in the park to engage with the public on a range of the Goals and Policies for the new Comprehensive Plan. SCJ staff provided a range of poster boards with visuals detailing anticipated population projection to 2050, a table showing the lack of available zoning for future residential development, Mattawa’s needs for more parkland, a SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis of the community, a table showing miles of street infrastructure, etc. The examples shown below were used as the platform of community engagement. The community event was well attended with live music, food, and entertainment.

Parks Need & Gap  
Necesidad y Brecha de Parques

LEGEND	 500 people 500 personas	 5 acres of space 5 acres de espacio
	<b>Recommended Parks &amp; Open Spaces</b>	
<b>Neighborhood Park</b>	 per 	
<b>Community Park</b>	 per 	
<b>Regional Park</b>	    per 	
<b>Open Space</b>	5% of the city's total	
<b>Actual Parks &amp; Open Spaces in Mattawa</b>		
<b>Lund Park</b>	 for    	

Mattawa SWOT Analysis  
Análisis SWOT de Mattawa

<p><b>Strengths:</b></p> <ul style="list-style-type: none"> <li>• Significant cost advantages in doing business.</li> <li>• Quality of life factors and relative low cost of living.</li> <li>• H-2A and other temporary farm worker housing and labor supply</li> <li>• Reasonably well-positioned for expansion within growing industries.</li> <li>• A growing reputation for local cooperation in economic development.</li> </ul>	<p><b>Weaknesses:</b></p> <ul style="list-style-type: none"> <li>• Limited capacity for wastewater treatment and water distribution facilities in certain areas</li> <li>• Limited retail growth in many communities</li> <li>• Lack of adequate skilled labor</li> <li>• Weakness in developed tourism and recreational facilities</li> <li>• Dependent on finite groundwater resource.</li> </ul>
<p><b>Opportunities:</b></p> <ul style="list-style-type: none"> <li>• Trained labor force</li> <li>• Value-added agricultural products</li> <li>• Increased cost for development in Puget Sound</li> <li>• Increased orientation toward leisure and recreation</li> <li>• Growth in retirees</li> <li>• Columbia Basin project</li> </ul>	<p><b>Threats:</b></p> <ul style="list-style-type: none"> <li>• Farm and manufacturing labor supply</li> <li>• Removal of dams on Columbia-Snake River System</li> <li>• PUD dams and transmission/distribution infrastructure</li> <li>• Agricultural production in age of climate change</li> </ul>

The event was culturally unique as the City of Mattawa hired a local Mariachi group to perform and discussed the representation of their Mexican heritage in music, clothing, and cultural spirit. The performers’ style of clothing is called charro (masculine outfit) or chara (female outfit) and is a style of dress originating in Mexico and based on the clothing of a type of horseman would wear. The outfits consist of tight, decorated pants or a long skirt, short jackets, silk ties, and are often worn with a wide-brimmed sombrero and other accessories as appropriate. The coats are known as bolero jackets or chaquetillas. Coats that are embroidered often depict pant life, Aztec motifs, or other themes. Charo outfits also consist of long brimmed hats (sombrero) and silk tie. The clothing is often associated with charreada participants, mariachi music performers, Mexican History, and celebration in festivals. There are 32 buttons on both male and female clothing attire, which is representative of each of the states that comprise Mexico. Many attendees were very interested learning new facts about the history.



The consultant team engaged the community in both English and Spanish to gather community insight. This public engagement helped provide SCJ staff with direction and momentum to continue to develop and refine the Goals and Policies for the community. SCJ staff spoke with approximately 35 to 45 community members, with ages of participants ranging from 5 years to 65 years old.

Not all members of the public wished to mark on the board to indicate their opinion, but some participants provided verbal feedback such as needing more park space, safer streets for kids crossing Government Road, more jobs in Mattawa, and more housing is needed to be constructed. The boards also detailed housing concerns, zoning in the City, SWOT analysis of Mattawa, highways and road infrastructure, and park needs of the community.

## Online Survey

The city launched an online survey available in English and Spanish in late September 2023 to mid-October 2023. It was advertised on the city's website, social media, and through TextMyGov notification. The city also hosted an open house related to the survey and its importance on October 4, 2023 that was well-advertised. The survey received 159 total response with 121 considered complete and 38 partial. Partial surveys that completed at least the first question were kept in the results. Survey responses that were blank or tests were excluded. The results are compiled in the Engagement Summary.

Questions were geared towards updating the community vision statement and policies. The results informed policies to support planning for and accommodating growth in Mattawa. Responses to the survey showed support for growth in Mattawa with less support for maintaining a small community. Notably, 60% of respondents identified as under 18 years old, 77% lived in Mattawa, and 84% indicated they are students in elementary, middle, or high school.

# Policy Framework

The following goals and policies provide guidance for the city and its decisions makers as the city grows and changes over the next 20 years.

## Overall Planning and Processes

**Goal 1.1: Active citizen participation in community goals and government.**

**Goal 1.2: Civic pride in the community.**

**Goal 1.3: Encourage citizen participation in community activities and government.**

**Goal 1.4: Develop a continuous planning process that is clear.**

**Goal 1.5: Preservation of the small city, and friendly atmosphere of Mattawa.**

**Goal 1.6: Encourage inclusion and participation in community activities by all members of the Mattawa Community.**

**Goal 1.7: Increase planning coordination with the other jurisdictions of Grant County.**

**Goal 1.8: New land use actions proposed new developments, and capital facilities improvements will be needed to meet the goals and policies Comprehensive Plan.**

**Goal 1.9: Provide frequent review of the city's comprehensive plan and development regulations, by council review at least every seven years.**

**Goal 1.10: Encourage economic growth and the creation of new industries and services.**

**Goal 1.11: Private property will not be taken for public use without just compensation having been given. The property rights of landowners will be protected from arbitrary and discriminatory actions.**

**Goal 1.12: Applications for development approval are processed by the city in a timely and fair manner.**

## Land Use

**Goal LU 1: Balance the utilization of land to provide for viable uses that do not unduly interfere with adjacent land uses.**

**Policy LU 1.1:** The following land use categories are to be implemented through the zoning ordinance and other implementing regulations, as necessary:

- R-1 RESIDENTIAL DISTRICT
- R-2 RESIDENTIAL DISTRICT
- C-1 COMMERCIAL

- C-2 COMMERCIAL

**Policy LU 1.2:** Encourage new development to provide land for parks, links to parks through the development of trails, and tourist recreational opportunities throughout the city.

## *Residential*

**Goal LU 2: Maintain a sufficient number and variety of safe, aesthetically pleasing housing units by encouraging new and by enhancing/refurbishing existing housing in a variety of neighborhoods that are served by adequate public facilities and utilities for people of all income levels.**

**Policy LU 2.1:** The community will continue its primary role in the conservation of housing by publicly investing in the infrastructure servicing the area, such as storm drainage, street paving, and recreation, and will provide zoning to help prevent incompatible land uses and depreciation of property values.

*Rationale:* Preservation of property values can be maintained by providing predictability in what is going to happen in surrounding areas. Zoning is one tool that addresses that issue. The city has a program to improve infrastructure that is continued within the Capital Facilities Plan.

**Policy LU 2.2:** Encourage residential development within the urban growth area, consistent with the comprehensive plan.

*Rationale:* Within Urban Growth Areas there will be sufficient urban-type services either already available, or planned for, which can handle urban densities.

**Policy LU 2.3:** Encourage residential growth to occur in areas where public utilities exist or may be provided at reasonable costs.

*Rationale:* Development in areas where services can be easily provided will keep the costs down, making housing more affordable and keeping public expenditures to a minimum.

**Policy LU 2.4:** The City of Mattawa will encourage development proposals and public projects within the Urban Growth Area to be jointly reviewed by the county and the city, with final approvals continuing to reside with the county for areas outside of corporate limits.

**Policy LU 2.5:** Before the annexation of new areas for residential purposes, encourage redevelopment and in-fill of existing corporate boundaries.

**Policy LU 2.6:** Encourage the construction of housing on vacant property within the city and the redevelopment of underdeveloped property within residential areas to minimize urban sprawl and associated public service costs.

*Rationale:* Redevelopment and in-fill of existing areas help to lower the cost of development and provide more efficient use of existing public utilities by cutting down on the cost of providing these services. In-fill also eliminates a significant number of vacant lots that may cause fire hazards or collect junk materials that may be a detriment to surrounding property values.

**Policy LU 2.7:** Within the single-family residential districts, allow only residential development, except home occupations, subject to the appropriate land use review procedures.

*Rationale:* To help preserve and enhance the quality of life in Mattawa, it is important to take all possible steps to avoid incompatible uses within residential districts. By prohibiting higher intensity uses, such as commercial or industrial, in residential areas, numerous conflicts are avoided.

**Policy LU 2.8:** Provide for multi-family uses near business centers that are adequately serviced by multi-modal transportation systems and utilities.

*Rationale:* Multi-family developments should serve as a buffer between business centers and residential neighborhoods where the largest number of residents are closest to shopping and transit to decrease motorized traffic and encourage other modes of transportation.

**Policy LU 2.9:** Encourage manufactured home parks to require that urban services/facilities be located within urban growth areas.

*Rationale:* Manufactured home parks generally maintain densities that are more characteristic of urban areas than rural. Consequently, they need to be serviced by urban facilities and services, which are to be provided only within Urban Growth Areas.

**Policy LU 2.10: Provide a simplified path to developing accessory dwelling units (ADUs) in residential zones through design standards to establish appropriate residential character.**

*Rationale:* Auxiliary apartments can increase density without having a high impact on a neighborhood. ADUs allow for the owner to either supplement their income or to house a relative, such as an elderly parent.

**Policy LU 2.11:** Allow for daycare facilities throughout residential and commercial areas in a manner consistent with state law.

*Rationale:* It is increasingly necessary for households to have two incomes to maintain their standard of living, thereby creating a need for adequate daycare facilities. Depending on the density of an area, daycare facilities are appropriate in residential areas and provide convenience to working families, and are allowed accordingly.

**Policy LU 2.12:** Require the construction of sound, safe, and sanitary dwelling units.

*Rationale:* To ensure the public health, safety, and welfare are served by requiring that all dwelling units will at a minimum meet all building codes adopted and amended by Washington State.

**Policy LU 2.13:** Maintain high standards for residential development, construction, and maintenance. Such standards will include a diverse choice of housing types, quantities, and designs.

**Policy LU 2.14:** Provide innovative and flexible development and design opportunities by establishing a process for and encouraging planned developments.

*Rationale:* High standards for all development will help provide long-term stability to the community by ensuring the continuance of durable housing stock. However, such standards are not meant to preclude the development of housing units to serve all income levels and special needs populations because of higher costs. Planned developments can provide flexibility which allows the municipality to encourage the maximum use of new concepts in land development that might otherwise be inhibited by the strict application of the zoning ordinance. It can also encourage the enhancement of the natural characteristics of the land, help create permanent open space, and help utilize the public facilities required for residential developments more efficiently.

**Policy LU 2.15:** Establish criteria for housing and home sites that enhance the compatibility of residential developments.

**Policy LU 2.16:** Multi-family residential housing is subject to design criteria that relate to density, structure bulk, size and design, landscaping, and neighborhood compatibility.

*Rationale:* Criteria help assure that the uses and/or types of development that may have the potential to be inconsistent with residential neighborhoods are either precluded from a zoning district or are conducted in such a way as to be compatible. Construction and lot maintenance standards within the different zoning categories will reduce the chance of incompatible adjacent development or vacant lot neglect.

**Policy LU 2.17:** Promote the retrofitting and weatherization of existing housing for improved energy efficiency.

**Policy LU 2.18:** Develop incentives that work to preserve and protect historic sites and buildings.

*Rationale:* Part of the quality of life of the area is expressed and promoted in the history of the community. By preserving historic sites and buildings not only is this quality maintained, but the long-term viability of the community is also enhanced.

**Policy LU 2.19:** Encourage owners of vacant parcels and/or vacant buildings or structures to maintain said parcels, buildings, and/or structures in a manner that does not promote or create fire hazards, and that does not detract from the quality of the surrounding area.

*Rationale:* Because of the arid climate, vacant lots that are overgrown with weeds and brush, and buildings that are left in a dangerous state of disrepair, cause a significant fire hazard and dangerous potential accident situations, and may be a detriment to surrounding property values.

## Commercial

**Goal LU 3: Preserve and maintain a commercial area that will provide the goods and services needed in the community.**

**Policy LU 3.1:** Promote the image of the Central Business District as a location for family-oriented businesses, and cultural and recreational activities.

*Rationale:* By promoting the downtown as a center for community needs and services, a strong sense of community will evolve, encouraging local shopping and serving to strengthen the high quality of life enjoyed by Mattawa residents.

**Policy LU 3.2:** Promote continued use, development, revitalization, and historic preservation within established commercial areas, particularly the downtown business area.

*Rationale:* Existing commercial areas represent a substantial public and private investment in buildings and infrastructure support. Maintaining and enhancing the vitality of these areas would serve to reduce the costs associated with the development of new commercial areas. Additionally, the downtown core is a major financial and professional center with historic significance that has a major role in promoting a sense of community. This character is retained. To promote the efficient use of utilities, existing traffic patterns, and continuity of the commercial area incentives are provided to upgrade and expand existing commercial areas. Commercial identity is encouraged to be maintained and the character of the area is revitalized to keep the existing commercial areas vibrant.

**Policy LU 3.3:** Promote improvement of the area economy through diversification of commercial and tourist-oriented business.

**Policy LU 3.4:** Encourage business districts to scale with the needs of the population throughout the city and region.

*Rationale:* The stability of a community can be directly tied to the viability of its commercial areas. By encouraging an inviting aesthetically pleasing commercial

environment through design criteria, that stability is strengthened. The future of Mattawa and the quality of life its residents enjoy can be enhanced and expressed through a quality and vibrant commercial district.

**Policy LU 3.5:** The expansion of commercial uses will occur adjacent to existing similarly developed areas in conformance with the comprehensive plan and in a manner sensitive to less intensive land uses, such as residential neighborhoods.

*Rationale:* Additional commercial development will be necessary to support population growth and accommodate economic diversification. This development should occur within and adjacent to existing commercial activities where infrastructure support is available or can be conveniently and efficiently extended and should mitigate potential adverse impacts on adjoining uses of differing intensity.

**Policy LU 3.6:** Encourage businesses that will, through the excellence of design and the nature of the use, provide long-term benefits to residents and visitors.

**Policy LU 3.7:** Commercial land will be developed in a manner that is complimentary and compatible with adjacent land uses and the surrounding environment.

*Rationale:* By making adjacent land uses complimentary and compatible, the continuation of commercial uses is ensured, less resistance to additional growth will be expressed, and both land uses can co-exist without undue hardship to either.

**Policy LU 3.8:** Support commercial areas with adequate streets, parking utilities, and access to public transit.

**Policy LU 3.9:** Require commercial development to provide adequate off-street parking, appropriate landscaping, and setbacks.

**Policy LU 3.10:** Promote development in the Central Business District that is compatible with the existing characteristics. This may include common-wall construction, zero-lot lines, and off-street parking located behind structures.

**Policy LU 3.11:** Encourage adequate circulation patterns in commercial areas and provide linkages to other land use activities where practical.

**Policy LU 3.12:** Recognize pedestrian needs in commercial areas by promoting a more pleasant and comfortable environment through drought-tolerant landscaping, buffering vehicular traffic, and pedestrian amenities.

**Policy LU 3.13:** Maintain existing zoning for commercial uses and protect it from conversion to other uses.

**Policy LU 3.14:** Encourage the co-use of existing commercial structures with upper-story residential uses. Maintain commercial uses at street level.

## Industrial

**Goal LU 4: Promote industrial and light industrial development that contributes to; the creation of an employment base, economic diversification, growth, and stability of the community without degrading its natural systems or residential living environment.**

**Policy LU 4.1:** Identify lands best suited for industrial and light industrial activity through the development and application of location and design criteria.

*Rationale:* To facilitate industrial and light industrial development, lands must be designated as appropriate for intensive activities including but not limited to manufacturing, wholesaling, and repair. As with any use, not all areas are suitable for industrial development. This Policy recognizes that some areas not now designated for industrial use may be more appropriate than those presently designated, and an inventory and evaluation are undertaken to determine needs and suitability. Criteria for the location of such lands should consider present uses of the land as well as existing and developing uses of surrounding lands, the availability and suitability of land in the immediate vicinity beyond the study area boundary, the adequacy of the transportation network and supporting utilities, physical constraints, ownership patterns, and community appearance.

**Policy LU 4.2:** Promote and enhance community characteristics to assist in planning industrial and light industrial development.

*Rationale:* In the process of industrial site selection, a major emphasis is placed on the characteristics of the community including appearance, environmental quality, and opportunities for housing, recreation, and education. Maintaining a high standard for each of these factors will enhance the ability of the area to attract new industries.

**Policy LU 4.3:** Encourage clean industrial and light industrial development which is compatible with the quality of the city and natural environment (air, water, noise, views).

**Policy LU 4.4:** Encourage small, light industries to locate in Mattawa.

**Policy LU 4.5:** Encourage industrial and light industrial development to be located in industrial/ business park areas adjacent to major street arterials, preferably on lands not well suited for residential uses.

**Policy LU 4.6:** Encourage, whenever possible, the extension of support facilities, infrastructure, and services for industrial and light industrial activity.

**Policy LU 4.7:** Encourage variety and innovative design in industrial site development and encourage an attractive and high-quality environment for industrial activities through good landscaping, parking, and building design where land uses of distinct character or intensity adjoin.

**Policy LU 4.8:** Actively support economic development measures that serve to revitalize and promote the growth of existing sites.

**Policy LU 4.9:** Work closely with the Port of Mattawa in the development and recruitment of the job-creating industry.

### *Mixed Use Development*

**Goal LU 5: Encourage attractive mixed-use development in support of local and regional needs.**

**Policy LU 5.1:** Develop design standards that provide flexible land use options while supporting the need for enhanced community character.

**Policy LU 5.2:** Promote, through streets, sidewalks, streetscape, bike lanes, and other design concepts that promote traffic flows to the Central Business District.

**Policy LU 5.3:** Support tourist uses and stays by allowing service and tourist destination activities and land uses.

**Policy LU 5.4:** Allow light industrial uses provided that the impacts can be sufficiently mitigated to minimize the effect on surrounding properties.

**Policy LU 5.5:** Ensure adequate drainage facilities to protect property and the environment from flooding and declines in water quality.

**Policy LU 5.6:** Support the development of new industries, such as computer campuses and research and development centers.

**Policy LU 5.7:** Support mixed-use development, including a variety of retail, commercial, and service businesses.

### *Critical Areas*

**Goal CA 1: Preserve and protect the functions and values of the area's natural features and maintain a harmonious relationship between the man-made community and the natural environment.**

**Policy CA 1.1:** Protect environmentally sensitive natural areas and the functions they perform by the careful and considerate regulation of development.

**Policy CA 1.2:** Coordinate conservation strategies and efforts with appropriate state and federal agencies and private organizations to take advantage of both technical and financial assistance and to avoid duplication of efforts.

**Policy CA 1.3:** Encourage the development of an education program that promotes conservation areas and private stewardship of these lands.

**Policy CA 1.4:** Promote the recycling of all usable materials and alternative disposal methods.

**Policy CA 1.5:** Use the best available science when determining the critical area's location and qualified specialists for site-specific development.

**Policy CA 1.6:** Promote fertilizer and pesticide best management practices of schools, parks, and other non-residential facilities that maintain large, landscaped areas, to protect against groundwater contamination, as recommended by the Cooperative Extension Service, or a licensed chemical applicator.

**Policy CA 1.7:** Adopt the County's Critical Areas Ordinance by reference, which provides for appropriate regulation of:

- A. Frequently flooded areas,
- B. Areas with critical recharging effect on aquifers used for potable water,
- C. Geologically hazardous areas,
- D. Fish and wildlife habitat conservation areas and,
- E. Wetlands.

## Housing

**Goal H 1: Promote the development and maintenance of housing, together with adequate services, that meets the needs and income levels of the citizens of the city of Mattawa.**

**Policy H 1.1:** Coordinate its actions with countywide planning policies on housing.

**Policy H 1.2:** A wide range of housing development types and densities will be encouraged and promoted. This will include multiple-family and special needs housing to provide affordable housing choices for all.

**Policy H 1.3:** Manufactured housing, meeting specific requirements, is a viable housing option and will be allowed in all residential zones.

**Policy H 1.4:** The inclusion of all types of housing for individuals with special needs is encouraged.

**Policy H 1.5:** Multi-family housing that meets the needs of all income levels is encouraged where appropriately zoned.

**Policy H 1.6:** Consider economic techniques and strategies for providing affordable housing.

**Policy H 1.7:** Consider creating a means to survey housing and housing problems in the future.

**Policy H 1.8:** Promote quality residential growth; more specifically by involving the citizens of the city early in the planning process.

**Policy H 1.9:** Promote and enforce city codes that maintain building safety, property maintenance, and public participation in neighborhood clean-ups and improvement programs.

**Policy H 1.10:** Seek funding and develop programs to ensure affordable housing programs and a range of new residential units.

**Policy H 1.11:** Partner with Affordable Housing Providers – partner with local affordable housing providers and services who have additional knowledge and resources that are not available to the city.

**Policy H 1.12:** Engage with communities disproportionately impacted by housing challenges in developing, implementing and monitoring policies that reduce and undo harm to these communities. Prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.

## Utilities

**Goal U 1: Coordinate the timing, location, and extension of utilities with other improvements necessary for development in a safe, efficient, and cost-effective manner.**

**Policy U 1.1:** Ensure that development considers the timely provision of adequate and efficient utility systems.

**Policy U 1.2:** Encourage the development of vacant properties adjacent to established utility systems, where feasible, according to the appropriate zoning classification and/or land use designation.

**Policy U 1.3:** Encourage the coordinated development, review, update, and implementation of city and county public utility and capital facilities programs, consistent with the Comprehensive Plan(s).

**Policy U 1.4:** Promote the planned development and phasing of utility construction consistent with the Comprehensive Plan.

**Policy U 1.5:** The costs of onsite utility improvements or site preparation for developments are the responsibility of private enterprises whenever possible.

**Policy U 1.6:** Ensure the adequate sizing of utility trunk lines and main lines, consistent with the Comprehensive Plan.

**Policy U 1.7:** Utilities installed within or adjacent to existing utility or transportation corridors/easements whenever possible.

**Policy U 1.8:** Promote continued use, maintenance, development, and revitalization of existing utilities whenever possible.

**Policy U 1.9:** Ensure that utility planning and programs are consistent with the goals and policies of the Comprehensive Plan.

**Policy U 1.10:** Encourage utility purveyors to keep pace with updated technology and the demand for new and/or expanding services.

**Policy U1.11:** Whenever utilities are placed in city rights-of-way, the city shall encourage the placement of additional conduit that can be utilized by the city or other utilities to minimize the need for further disruption of existing improvements.

## Capital Facilities

**Goal CF 1: Ensure that adequate public facilities and services are planned for, located, designed, and maintained to accommodate the changing needs of all residents within the city of Mattawa urban area.**

**Policy CF 1.1:** Develop and maintain annually the Capital Facilities Element, including the Capital Improvement Plan and budget analysis, based on existing and future growth and development that will provide a guide for phased and orderly development of public services and facilities within the urban growth area.

**Policy CF 1.2:** Use the schedule for public facilities and services defined in the Capital Facilities Element as a basis for land use, development approval, and annexation decisions.

**Policy CF 1.3:** Ensure a coordinated timely process for development and review of the capital facilities, current and planned, with participation from all city departments. Capital Facility planning is integrated into the yearly budget process.

**Policy CF 1.4:** Establish adequate water rights for the community and a process for expanding water rights with new growth.

**Policy CF 1.5:** Provide needed public facilities in a manner that protects investments in and maximizes the use of existing facilities and promotes orderly compact urban growth.

**Policy CF 1.6:** Require developments to provide safe access to schools.

**Policy CF 1.7:** Encourage compatible, multiple uses of public facilities such as schools and parks, thereby increasing their usefulness and cost-effectiveness.

**Policy CF 1.8:** Coordinate land use, public works activities, development actions, and development needs with planning activities to conserve fiscal resources.

**Policy CF 1.9:** Evaluate capital improvement projects through the comprehensive planning process to ensure consistency with the other elements of the plan.

**Policy CF 1.10:** Encourage the coordination and joint development of capital facilities, utilities, and land use plans within the Urban Growth Area.

**Policy CF 1.11:** Improvement standards for new development proposed within the Urban Growth Area are jointly developed by the County and the city of Mattawa. Standards should address such improvements as street alignment and grade, public road access, right-of-way widths, street improvements, sanitary sewer, stormwater improvements, and park and recreation facilities.

**Policy CF 1.12:** New development requiring and/or requesting the extension of the city's public water and sewer systems will be required to pay for those extensions as well as provide a fair-share investment in the existing systems.

**Policy CF 1.13:** Support community awareness of Capital Facilities issues through public participation, newsletters, and postings.

**Policy CF 1.14:** Maintain updated city Water Plan, Transportation Plan, and other capital facilities plans.

**Policy CF 1.15:** Reassess the Land Use element of the Comprehensive Plan if probable funding falls short of meeting existing capital improvements.

**Goal CF 2: Maintain a level of service that protects public health, safety, and welfare.**

**Policy CF 2.1:** The policy-adopted Level of Service standard for potable water is 408 gallons per capita per day raw water source, including a 10% contingency; 189 gallons per capita per day treatment and piping capacity, plus 15 million gallons per day fire reserve; or as defined in the Water Plan.

**Policy CF 2.2:** The Level of Service standard for sanitary sewer is 100 gallons per capita per day, or as defined in the Wastewater Plan.

**Policy CF 2.3:** The following are recommended standards for a level of service (LOS) the city should provide for recreation:

- Neighborhood parks: 1.5 acres per 1,000 residents
- Community parks: 2.6 acres per 1,000 residents
- Regional parks: 20 acres per 1,000 residents
- Open space: 5% of the total 598.4 acres of the city area (includes public rights-of-way), thus, 149.6 acres

**Policy CF 2.4:** Review and adjust Level of Service standards for police and fire to ensure adequate support and volunteer staffing are provided.

**Goal CF 3:** Establish criteria for the evaluation and prioritization of capital facility development.

**Policy CF 3.1:** Proposed capital facility projects shall be evaluated and prioritized using the following criteria:

- A. Whether the project is needed to correct existing deficiencies, replace needed facilities, or provide facilities for future growth.
- B. Elimination of public hazards.
- C. Elimination of capacity deficits.
- D. Financial feasibility.
- E. Site needs are based on projected growth patterns.
- F. New development and redevelopment needs.
- G. Implement plans of State agencies or other jurisdictions or public entities.
- H. Location and effect upon natural and cultural resources.

## Transportation

**Goal T1: Maintain efficient, safe, and reliable transportation and services at a minimal cost to residents.**

**Policy T1.1:** Coordinate actions with neighboring jurisdictions, regional transportation planning organizations, and the State of Washington.

**Policy T1.2:** Provide a complete and consistent circulation system, including sidewalks, bike lanes, and disability access to ensure maximum efficiency and safety.

**Policy T1.3:** Identify future street connections to promote the historical grid pattern of development.

**Policy T1.4:** Provide for the transportation needs of all residents, including children, disabled, low-income, and senior citizens.

**Policy T1.5:** Promote developments that ensure safe access to school.

**Policy T1.6:** Require new developments to meet or mitigate street system impacts to maintain acceptable levels of service for capacity and quality.

**Policy T1.7:** Promote and support the maintenance of existing street and sidewalk systems.

**Policy T1.8:** Within the Urban Growth Area, classify streets according to the following system that is consistent with federal, state, regional, and local guidelines to maximize the funding available.

**Goal T2: Consider land use and budgeting options to minimize short- and long-range costs of transportation facilities.**

**Policy T2.1:** Coordination with comprehensive water plan and other appropriate planning documents to ensure consistent planning and budgeting for services.

**Policy T2.2:** Future capital facilities maintenance plans and corresponding budgets should consider the expected expansion of all facilities and funding sources.

**Policy T2.3:** Fund Street development projects through identified funding options, including the creation of local improvement districts.

**Goal T 3:** Develop a plan to provide avenues for pedestrians, bicyclists, and other non-motorized travel.

**Policy T 3.1:** Bicyclists and pedestrians are considered in street and subdivision standards, parking standards, parking lot design (allowing protected access to storefronts), and other related standards.

**Policy T 3.2:** Support a pedestrian-friendly community by seeking funding for sidewalks and encouraging development to include pedestrian-friendly design, such as lighting, trees, and low shrubs.

**Policy T 3.3:** Encourage development to increase connections within the community by adding trails and sidewalks.

**Policy T 3.4:** Promote current trail use and the development of new trails within the city and neighboring jurisdictions.

**Policy T 3.5:** Coordinate trail development with neighboring jurisdictions and interested parties to support regional trails.

## Economic Development

**Goal ED 1: The city of Mattawa will ensure that there is infrastructure in place to accommodate orderly growth during the planning period.**

**Policy ED 1.1:** Maintain the sewer system at a level of capacity at which it will serve the existing needs and be prepared to serve additional users as projected in the comprehensive plan. Continue to pursue funding mechanisms to expand the sewer system.

**Policy ED 1.2:** Maintain a capital facilities improvement program and a long-range public facilities and services plan that will allow for the provision of appropriate public facilities and services to commercial, industrial, and residential lands beyond the immediate planning period.

**Policy ED 1.3:** Protect or acquire water rights and maintain the ability to provide water to meet all projected residential, commercial, and industrial needs.

**Policy ED 1.4:** Establish funding priorities for future infrastructure projects to further economic development.

**Policy ED 1.5:** Prioritize public infrastructure expenditures in geographical areas that can support economic development, and dense populations, while limiting the city's need for infrastructure systems upgrades.

**Policy ED 1.6:** Identify new funding mechanisms and spread infrastructure costs over time to minimize up-front costs.

**Goal ED 2: Improve communication between different interests in the community by participating in a variety of efforts to guide a downtown revitalization program and address issues related to economic growth and development.**

**Policy ED 2.1:** Support the development of a low-interest program for downtown improvements that would reinvest in downtown buildings, enhance the appearance of the downtown area, and create a cohesive image for downtown.

**Policy ED 2.2:** Encourage the development of plans for the beautification of the business district.

**Policy ED 2.3:** Support the development of publications such as a Community Business Guide or Tourist Brochure.

**Policy ED 2.4:** Support the recruitment of new business development.

**Policy ED 2.5:** Support the regional effort to develop and promote Tourism in Grant County

**Policy ED 2.6:** Support the development of a "Main Street" program.

**Policy ED 2.7:** Encourage the development of vacant parcels and the redevelopment of underutilized and poorly maintained development in the downtown area.

**Policy ED 2.8:** Support community events and activities and encourage events and activities throughout the year that focus on attracting people from outside the Mattawa area.

**Policy ED 2.9:** Support the development of a tourism program that establishes long-range goals.

**Policy ED 2.10:** Support efforts to actively work with the State of Washington to promote tourism and economic development in the city of Mattawa and the surrounding region.

**Goal ED 3: The City of Mattawa will encourage public and private sector endeavors that will foster the expansion of the tourism industry.**

**Policy ED 3.1:** Maintain working relationships with business groups, The Port of Mattawa, Grant County Tourism, and local and regional economic development agencies to market the city and attract new business development.

**Policy ED 3.2:** Explore opportunities to support the development of a community center.

**Policy ED 3.3:** Acquire property as funding is available to accommodate recreational and tourism needs.

**Policy ED 3.4** Develop ordinances to define maintenance standards for street, water, sewer, and sidewalk systems.

**Policy ED 3.5** Consider strategies to support and expand recreational vehicles.

## Parks and Recreation

**Goal PR 1: To preserve and enhance the quality of life, implement a recreation, open space, and design plan that preserves open space, provides diverse park and recreation facilities, promotes the proper management of recreation resources, and encourages diverse recreational opportunities. The Open Space, Recreation, and Design Element will address:**

- Community Character. Maintain and, where appropriate, improve the general appearance and aesthetic quality of the community.
- Recreation Areas. Seek to preserve, acquire, and enhance open space areas to provide a variety of recreational opportunities.
- Geological Features. Preserve geological features and vistas that are dominant in the landscape and aesthetically pleasing. Open space areas will also be designated to protect critical areas and resource lands.
- Incompatible Land Uses. Use open space and buffer areas to separate incompatible land uses.
- Open Space Links. Develop links between open space areas that provide a variety of functional recreational areas and other uses such as schools and commercial areas to encourage pedestrian-oriented transportation.

- Recreational Opportunities. Encourage public and private endeavors that provide a full range of easily accessible recreational opportunities to all persons including the physically disabled, elderly, youth, and economically disadvantaged.

**Goal PR 2: Seek to improve the existing character of the community which projects an open and agricultural economic ambiance in a safe environment.**

**Policy PR 2.1:** Develop a system of pedestrian corridors and bicycle paths to encourage pedestrian orientation and discourage noise, pollution, and traffic congestion.

**Policy PR 2.2:** Develop buffer areas and sidewalks along the pedestrian corridors to provide the safety of pedestrians.

**Goal PR 3: Seek mechanisms to fund the enhancement and expansion of existing parks and recreation facilities.**

**Policy PR 3.1:** Continue to maintain and improve the existing park facilities.

**Policy PR 3.2:** Support the development of a Parks Master Plan to identify future city projects.

**Policy PR 3.3:** Actively support commercial development and improvements surrounding the downtown park which will provide a focal point in the business district.

**Policy PR 3.4:** Actively pursue grant funding opportunities to provide park enhancements or park expansion.

**Policy PR 3.5:** Pursue the development of bike routes that will support connectivity.

**Policy PR 3.6:** Require open space park areas in newly developing residential zones sufficient to serve the new population.

**Goal PR 4: Ensure the separation of incompatible land uses through the development of buffer areas and standards.**

**Policy PR 4.1:** Identify existing land areas that will benefit from the development of vegetated or natural buffer areas.

**Policy PR 4.2:** Develop buffer standards for new commercial, industrial, and multi-family residential development.

**Goal PR 5: develop an integrated open space system that offers residents many opportunities for physically active and/or passive recreation in the surroundings of the natural environment.**

**Policy PR 5.1:** Connect all the existing city parks, neighborhoods, schools, and recreation facilities through walking and bicycle routes.

**Policy PR 5.2:** Require new development to participate in the linked system and provide a land area where appropriate.

**Goal PR 6: Determine what role the City’s parks should play in the future revitalization/economic development of the city, then identify available funding opportunities to accomplish capital improvements.**

**Policy PR 6.1:** Adopt a regular maintenance/improvement schedule for the parks and equipment which prioritizes needed projects through a timeline for implementing and completing them.

**Policy PR 6.2:** Make the parks a showcase for promoting tourism and recreational activities that contribute to economic growth.

**Policy PR 6.3:** Update the parks and recreation plan every three years and make it a readily used management tool for future improvements.

**Policy PR 6.4:** Encourage programs that promote varied recreational activities, skill development, and participation opportunities.

**Policy PR 6.5:** Cooperate with Mattawa School District to maximize the use of community recreation and open space resources.

**Goal PR 7: Support efforts to improve the appearance of the city and revitalize the downtown area.**

**Policy PR 7.1:** Support service group efforts to improve the community by landscaping, tree planting, and other activities to improve the appearance of the city.

**Policy PR 7.2:** Participate in efforts to develop a "Downtown Revitalization" Plan that maintains open space, promotes art projects, and provides pedestrian and bicycle facilities.

**Policy PR 7.3:** Develop commercial design standards for the city.

**Policy PR 7.4:** Incorporate prominent aesthetic design into the entrance of the city.

**Policy PR 7.5:** Seek assistance through the Department of Natural Resources Urban Forestry Program to provide streetscapes with aesthetic trees.

# Land Use

The purpose of the land use element is to designate a plan for how Mattawa will accommodate future growth. This element provides a discussion on the following:

- ◆ existing land uses and zoning
- ◆ critical areas and their designations (how they impact land use)
- ◆ future land uses, including designation of a Future Land Use Map
- ◆ needs for the Urban Growth Area (UGA)

The land use element utilizes assumptions for future growth based on current local and regional trends and anticipated development. The City recognizes that these projections can change at any time, and further analysis of land use will be conducted if the need is determined.

# Zoning

Mattawa’s Municipal Code Title 17 outlines the zoning code, and that title should be referred to for the most recent and detailed zoning regulations. Mattawa recognizes the following zoning designations as adopted in the City’s code:

Zone Classification	Abbreviation	Purpose
<b>Residential Districts</b>		
<b>Residential Single Family</b>	R-1	The R-1 district is intended to preserve residential neighborhoods, promote efficient use of land within such neighborhoods, protect the community water system and to encourage development of land areas in accordance with the comprehensive plan and any subsequent sub-area plans.
<b>Residential Multifamily</b>	R-2	The purpose of the multifamily zoning district is to provide an area for moderate-density residential uses such as duplex and apartment units, as well as single-family residences, consistent with the goals and policies of the Mattawa comprehensive plan. In compliance with the multifamily land use category in the comprehensive plan, the maximum density allowed in the R-2 multifamily zoning district is ten units per acre.
<b>Commercial Districts</b>		
<b>Community Business District</b>	C-1	The purpose of the community business commercial district is to encourage the

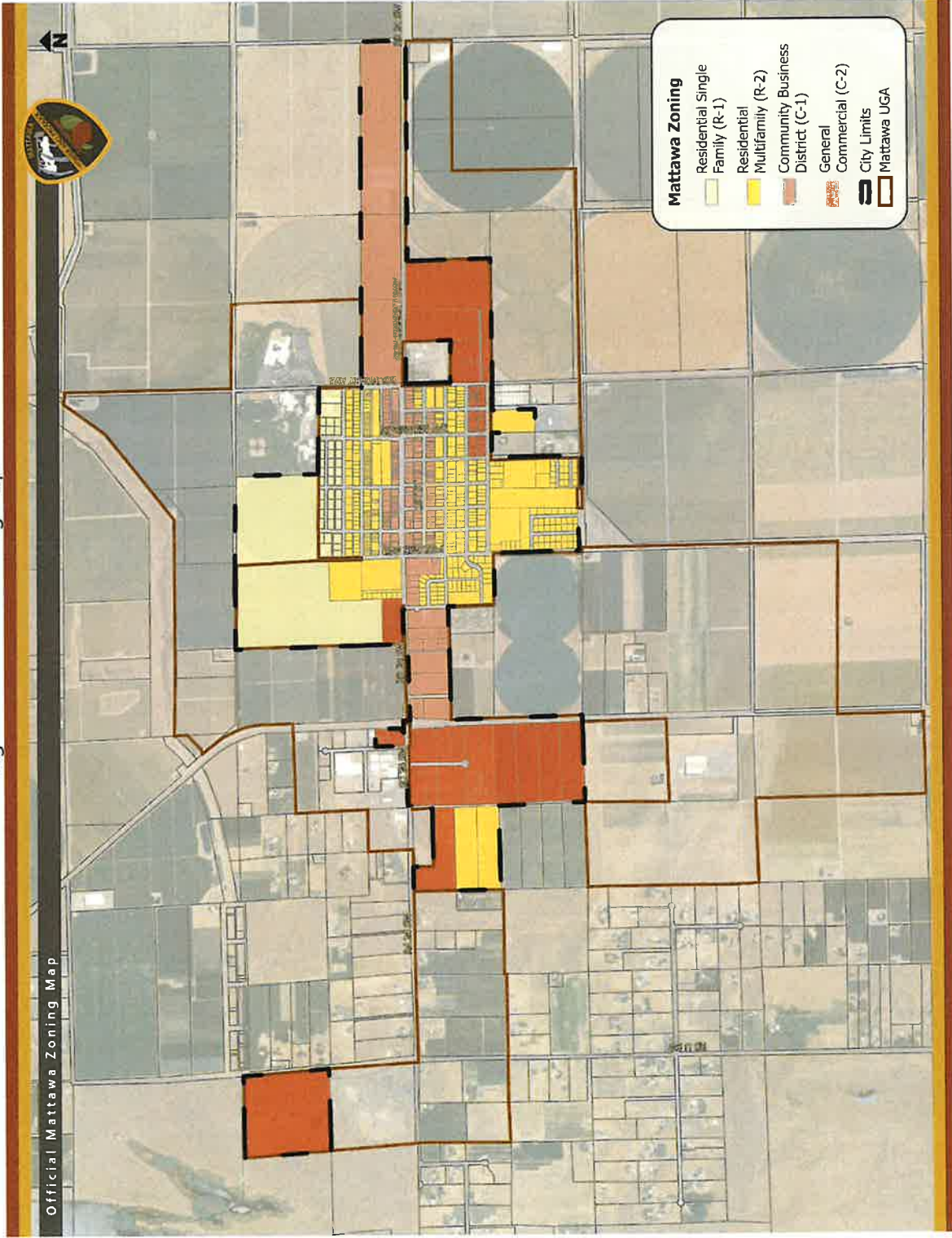
		development of commercial facilities in well-defined and integrated centers. This district is designed to implement the commercial element of the comprehensive plan.
<b>General Commercial</b>	C-2	The C-2 classification is for areas that are or will become suited for general commerce and to provide a district suitable for light manufacturing and light industrial uses. Uses shall be limited to the sale of goods and services and other uses that can be integrated into this designation without being unduly detrimental to its commercial character.

The size of Mattawa’s current City limits is about 1,455 acres, or 2.27 square miles.

Table 3. Inventory of Existing Zoning

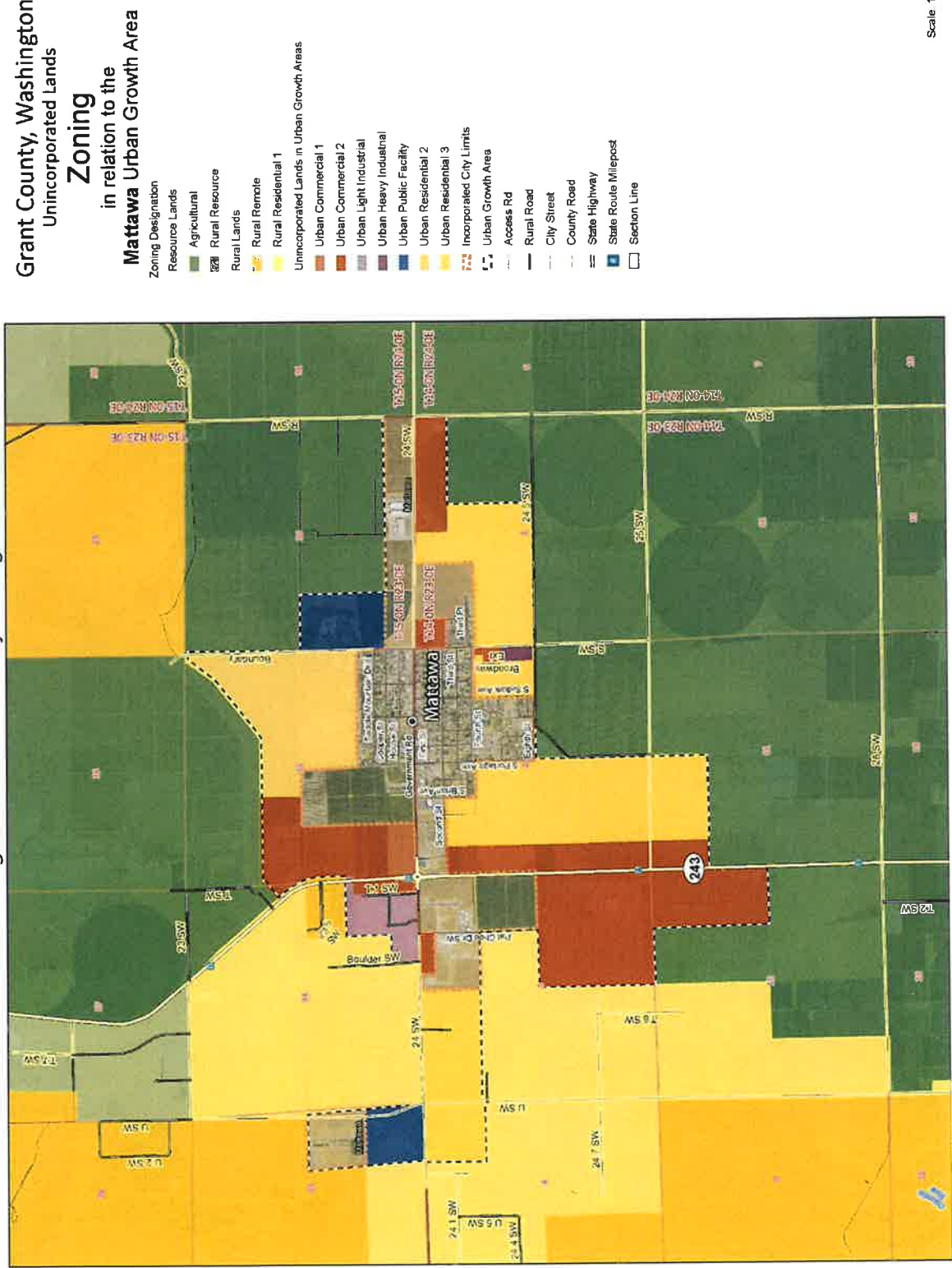
<b>Zoning Designation</b>	<b>Acres</b>	<b>Percent</b>
<b>Residential Single Family – Medium Density (R-1)</b>	115.1	18%
<b>Residential Multifamily – High Density (R-2)</b>	150.6	23%
<b>Community Business District (C-1)</b>	133.6	21%
<b>General Commercial (C-2)</b>	187.1	29%
<b>Open Space</b>	57.2	9%
<b>Total</b>	643.6	100%

Figure 16. Mattawa Zoning Map



Source: City of Mattawa, SCJ Alliance

Figure 17. Grant County Zoning in Mattawa UGA



Scale: 1/24.1

Source: Grant County, 2022

# Critical Areas

The state Growth Management Act (GMA) requires the adoption of development regulations that protect the functions and values of critical areas, including wetland, fish and wildlife habitat conservation areas, critical groundwater recharge areas, frequently flooded areas, and geologically hazardous areas. The Mattawa Policy Framework (Chapter 3) provides policies relevant to the regulation of critical areas.

RCW [36.70A.172](#) requires local governments to include the best available science (BAS) in developing policies and development regulations to protect the functions and values of critical areas, and to give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

The GMA requires all local governments to designate and protect resource lands, including agriculture lands and mineral resource lands. The City of Mattawa uses a combination of regulatory and non-regulatory approaches to protect the functions and values of critical areas.

Regulatory approaches include low-density zoning in significantly environmentally constrained areas, limits on total impervious surface and storm water control regulations.

It is the purpose of the Comprehensive Plan to protect the public, health, safety, and general welfare in areas associated with specific resource lands and critical areas. It is further intended to promote the conservation of resource lands and promote the enhancement and preservation of critical areas by avoiding or minimizing adverse environmental impacts from construction and development. This plan is intent upon implementing the goals and policies of GMA through the classification and designation of resource lands and critical areas and the development and implementation of regulations to conserve resource lands and protect critical areas in the public's interest and welfare. It is not the intent of this plan to deny a reasonable use of private property, but to assure that development on or near resource lands or critical areas is accomplished in a manner that is sensitive to the environment and resources of the community.

The City is adopting Grant County's Critical Areas Ordinance by reference consistent with Senate Bill 5374, which permits cities of fewer than 25,000 to adopt county Growth Management Act critical areas regulations by reference.

## Frequently Flooded Areas

The Federal Emergency Management Administration (FEMA) identifies frequently flooded areas as areas that are subject to a one percent or greater chance of flooding in any given year.

### Designation

Grant County defines frequently flooded areas shall as floodways and associated floodplains designated by the Federal Emergency Management Agency (FEMA) flood hazard classifications as delineated on the most current available Flood Insurance Rate Maps for Grant County, or as

subsequently revised by FEMA, as being within the 100-year flood plain, or those floodways and associated floodplains delineated by a comprehensive flood hazard management plan adopted by Grant County Board of Commissioners, as being within the 100-year floodplain or having experienced historic flooding. For the purpose of this ordinance, in case of conflict between FEMA flood hazard maps and the comprehensive flood hazard management plan designations, the more restrictive designation shall apply.

## Findings

The City of Mattawa is located in flood map 53025C1825C for the selected area, effective on 2/18/2009. The area is not considered a frequently flooded area.

## Rainfall

Historically, mean annual precipitation is approximately 7.4 inches per year, with August being the driest month (0.24 inches) and December being the wettest month (1.11 inches). The mean annual high and low temperatures for the City are 65.3 and 45.6, respectively. Table 4 provides a graph of the City’s historical average monthly precipitation and temperatures.

Table 4. Historical Average Monthly Rainfall and Evaporation<sup>7</sup>

Parameter	Month											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Precipitation (inch)</b>	3.02	1.42	0.79	0.59	0.70	0.64	0.29	0.24	0.40	0.64	1.32	2.21
<b>Evaporation (inch)</b>	0.0	0.0	0.0	5.4	7.6	9.0	10.77	9.14	6.12	2.92	0.0	0.0
<b>Net Loss/ Gain (gpd)<sup>8</sup></b>	- 820	- 413	- 208	1,306	1,813	2,270	2,754	2,339	1,503	600	-358	581

Source: Mattawa Water System Plan

## Fish and Wildlife Habitat Conservation Areas

### Designation

Fish and Wildlife Habitat Conservation Areas (HCA) shall include:

- (1) Areas within which State and Federal endangered and threatened species exist, or State sensitive, candidate and monitor species have a primary association;
- (2) Priority Habitat and Species Areas identified by the Washington State Department of Fish and Wildlife;

<sup>7</sup> Western Regional Climate Center data in inches from Othello 6 ESE. Period of Record 1941-2002.

<sup>8</sup> Net Loss/Gain calculated using an equation in the Water System Plan

- (3) Habitats and species of local importance that have been designated by the County at the time of application.
- (4) Naturally occurring ponds under twenty (20) acres and their submerged aquatic beds that provide fish or wildlife habitat. These do not include ponds deliberately designed and created from dry sites such as canals, detention facilities, wastewater treatment facilities, farm ponds, temporary construction ponds of less than three (3) years' duration and landscape amenities. Naturally occurring ponds may include those artificial ponds intentionally created from dry areas in order to mitigate conversion of ponds, if permitted by a regulatory authority;
- (5) Waters of the state as defined by WAC 222-16;
- (6) Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity;
- (7) Areas with which anadromous fish species have a primary association; and
- (8) State natural area preserves and natural resources conservation areas.

## Findings

There are a lot of shrubsteppe in Mattawa, which is a diverse, arid ecosystem that provides habitat for species unique to the state. This includes at-risk species, such as greater sage-grouse, sagebrush sparrow, and burrowing owl. Shrubsteppe is designated as a "priority habitat," and the Washington Department of Fish and Wildlife estimates that 80 percent of historic shrubsteppe has been lost or degraded as a result of development and agriculture since the arrival of non-native settlers. As a result, conservation efforts are needed, especially as climate change creates shifts in precipitation, drought, and wildfires. Invasive species, especially cheatgrass, need to be managed, and damaged shrubsteppe habitats should be restored with native plant species.

## Wetlands

### Designation

Wetlands shall be identified and designated based on the definitions, methods and standards set forth in the currently approved Federal Wetland Delineation Manual and supplements.

### Findings

According to the National Wetland Inventory and available mapping, there are no wetlands inventoried in the City of Mattawa or UGA.

## Aquifer Recharge Areas

## Designation

Critical aquifer recharge areas are defined as those areas having a critical recharging effect on aquifer use for potable water in community systems. Critical aquifer recharge areas are classified and designated as follows:

- (1) Those areas designated as “Wellhead Protection Areas” pursuant to WAC 246-290-135(4) and the groundwater contribution area in WAC 246-291-100 (2)(e). Wellhead protection areas shall, for the purpose of this regulation, include the identified recharge areas associated with either Group A public water supply wells and those Group B wells with a wellhead protection plan filed with the Grant County Health District; and
- (2) Any land identified in the Soil Survey of Grant County as having high potential for aquifer recharge, as determined by the Administrative Official.

## Findings

There are three active wellhead protection areas in the City of Mattawa limits. Two are owned by the City of Mattawa known as Well #3 and Well #4. They are ground water source wells for the city municipal services. A third protection well area for the city for Well #2 is also mapped, however, this well has been decommissioned. The final active wellhead protection area is for the Port of Mattawa’s well source. They are all categorized as Group A public water supply wells.

# Geologically Hazardous Areas

## Designation

Geologically Hazardous Areas shall be designated consistent with the definitions provided in WAC 365-190-080(4). Geologically Hazardous Areas as defined in GCC § 25.02 and shall include:

- (1) Erosion Hazards;
- (2) Landslide Hazards;
- (3) Mine Hazards; and
- (4) Seismic Hazards.

Erosion Hazard Areas are identified as having high or very high water erosion hazard by the U.S. Department of Agriculture Natural Resources Conservation Service as designated by the Natural Resources Conservation Service local office. Landslide Hazard Areas are areas potentially subject to landslides based upon a combination of geologic, topographic and hydrologic factors. Mine Hazard Areas are areas that fall within or 100 horizontal feet of a mine opening at the surface or an area designated as a mine hazard area by the Washington State Department of Natural Resources. Seismic Hazard Areas are areas subject to severe risk of damage as a result of earthquake-induced ground shaking, slope failure, settlement, soil liquefaction or surface faulting.

## Findings

All of Grant County, including Mattawa lies within a Seismic Risk Zone. There are no known or mapped erosion, landslide, or mine hazardous areas in Mattawa.

## Soils and Topography

The topography of the City and its Urban Growth Area (UGA) varies. Most of the City is relatively flat with a consistent slope to the west of approximately 1.0 percent. The westward slope increases to approximately 8 to 10 percent to the Columbia River on the western side of the City. The environment in and around the City, as well as the growth anticipated for the City.

The area within the City limits is almost exclusively Burbank Loamy Fine Sand. This soil typically has slopes of 0 to 5 percent. Other soil types found in the proximity of the study area include Quincy Loamy Fine Sand at 0 to 15 percent slopes and Burbank Loamy Fine Sand at 5 to 15 percent slopes. Burbank soils are found on terraces and terrace escarpments at elevations of 300 to 1,300 ft. with slopes ranging between 0 and 60 percent. Soil types and properties were obtained from Natural Resources Conservation Service data. Table 5. Burbank Loamy Fine Sand Characteristics summarizes information on Burbank Loamy Fine Sand.

Table 5. Burbank Loamy Fine Sand Characteristics

Soil characteristic	Spanaway gravelly sandy loam
<b>Drainage</b>	Excessively Drained
<b>Available water capacity</b>	Very Low
<b>AASHTO class</b>	A
<b>Permeability class</b>	Rapid
<b>Depth to water table</b>	>80 inches

Source: Mattawa Water System Plan

## Seismic Hazard Areas

Seismic hazard areas are those with low-density soils that are more likely to experience greater damage due to seismic-induced subsidence, liquefaction, or landslides. Seismic hazard areas are regulated mainly concerning public safety, and except for a severe earthquake, these hazard areas do not normally impact wastewater facilities. Mattawa is located in the Yakima Fold and Thrust Belt. Faults near the area include the Saddle Mountains Fault located to the north of the City. The wastewater service area is rated as having a very low susceptibility to liquefaction. Areas with high liquefaction susceptibility are at greater risk of structures sinking into the ground, water rising from the ground, and the formation of fissures in pavement during earthquakes. Historic earthquakes in the region have ranged from magnitudes of two and three.

## Shorelines

Per state law, the goals and policies of the shoreline master program (SMP) approved under RCW [90.58](#) shall be considered an element of the comprehensive plan. Since the City of Mattawa does not have a currently adopted SMP, the goals and policies of the Grant County Shoreline

Master Program will apply unless the City of Mattawa adopts a separate SMP at a future date. However, since Mattawa has no designated shorelines of statewide significance, the City has no plans and no identified need to adopt an SMP at this time.

## Future Land Use

Mattawa has designated the following future land use types to guide future development and land use decisions. Figure 18 shows these designations in the Future Land Use Map.

### Low Density Residential

The Low Density Residential designation is intended to preserve and limit larger multifamily developments in low-density residential neighborhoods. These areas largely align with the County's Urban Residential 2 zoning, which allows for single family homes, duplexes, and some ADUs. Implementing zones: Single Family Residential and Urban Residential 2.

### Medium Density Residential

The Medium Density Residential designation is intended to encourage more mid-level densities within the City's core neighborhoods, including middle housing types. Many neighborhoods are expected to maintain their character, but the medium density residential designation provides potential for middle housing type development such as townhomes, condominiums, and mixed-use buildings if the underlying zoning allows for it. The medium density residential designation provides additional flexibility for housing development as housing demand continues to rise and affordability continues to be a challenge in Mattawa. Implementing zones: Single Family Residential, Multifamily Residential, and Urban Residential 3.

### High Density Residential

High Density Residential is intended to encourage high-density development such as multifamily, apartments, and mixed-use buildings if the underlying zoning allows for it. Implementing zones: Multifamily Residential, Urban Residential 3, and Urban Residential 4.

### Commercial

The Commercial designation is intended to provide general commercial uses along high-use corridors and centers. Commercial designation allows for development of office, retail, and dining establishments of various sizes and scales. Implementing zones: General Commercial, Community Business District, Urban Commercial 1, and Urban Commercial 2.

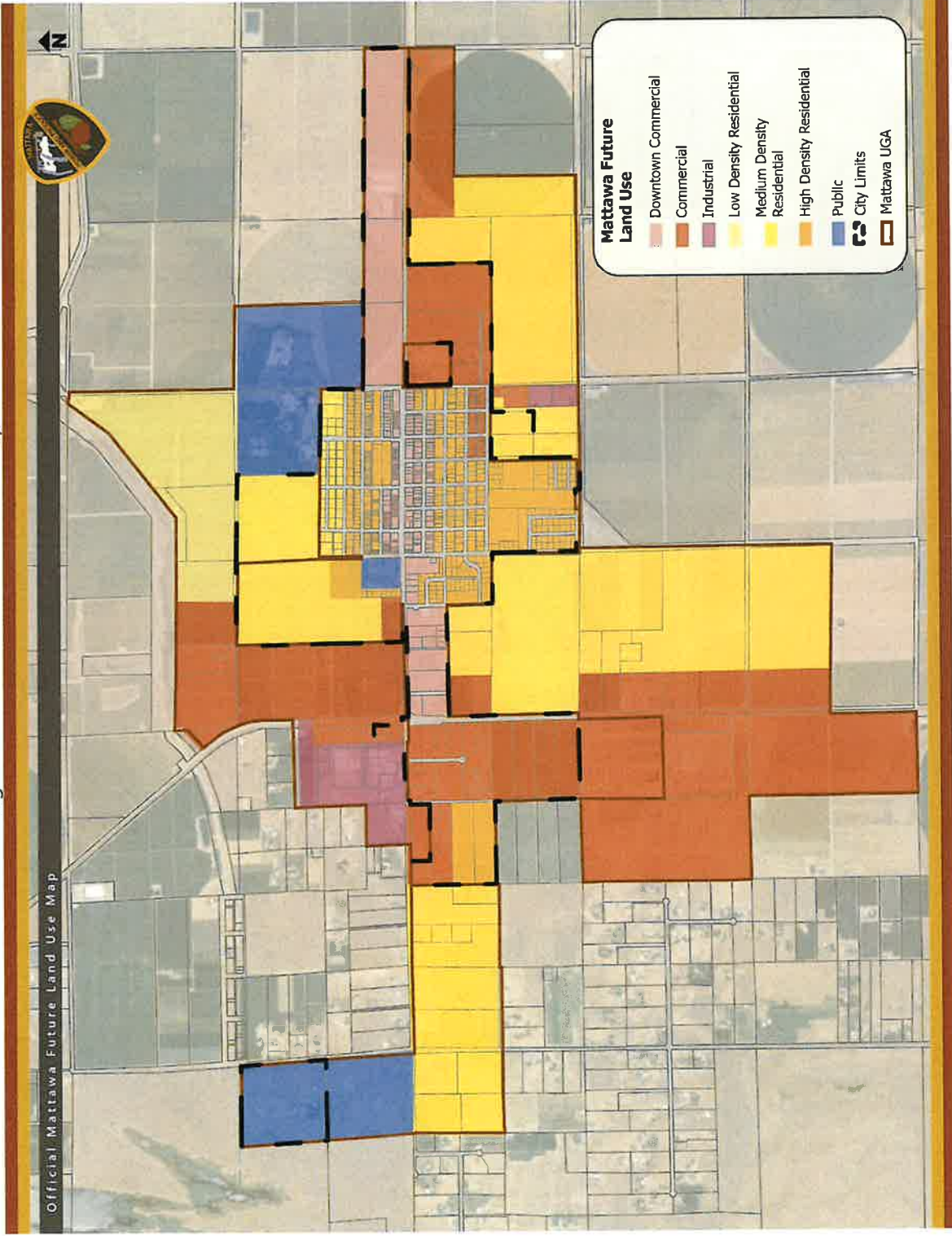
### Public

The Public designation is intended to reserve land for public uses such as schools, parks, recreation, open space, libraries, cemeteries, and utilities. Implementing zones: Single Family Residential, Multifamily Residential, and Urban Public Facilities.

### Industrial

The Industrial designation is intended to provide designated areas for light industrial and manufacturing uses within the City's UGA. The primary owner of industrial uses is the Port of Mattawa within the City's UGA. Industrial uses require significant buffers and conditional use permits consistent with Mattawa Municipal Code. Implementing zones: General Commercial and Urban Light Industrial.

Figure 18. Mattawa Future Land Use Map



Source: City of Mattawa, SCJ Alliance

# Housing

Mattawa is a predominantly Hispanic/Latino farming community of 3,335 people with unique housing needs and challenges that stem from its agricultural economy and unique demographics. Mattawa faces an aging housing stock comprised primarily of manufactured homes, a severe shortage of available housing at all price levels, and a high demand for farm worker and transitional housing. The baseline report discussed in Chapter 1 outlines many of the existing conditions for housing in the City of Mattawa.

## Housing Takeaways

- Over half of households are renters at 58 percent. This is nearly the opposite of county and statewide trends. Renters often lack the housing security of homeowners and can be subject to rent increases or evictions. In addition, renters in Mattawa earn about half as much as homeowners and experience more difficulty paying for housing costs.
- Mattawa's population is nearly entirely Hispanic/Latino, at 96.6 percent. The majority of the population (96.7 percent) speak Spanish at home and 2.5 percent speak English. The high Hispanic population is an important consideration when planning for housing as well as developing easy-to-understand code regulations.
- Mattawa's workforce faces long commute times and geographic challenges related to employment opportunities. The majority of residents in Mattawa do not work in the City and vice versa. The shortage of available housing results in many middle-income workers such as police officers and teachers being unable to find local housing.
- Mattawa has a rapidly growing population with an annual 8 percent growth rate, but only 139 housing units have been built since 2010, which accounts for 10 percent of the total housing stock. The production of housing units has not matched needs, particularly for market-rate housing.
- Providing services to housing in Mattawa and the surrounding area is challenging. There are multiple constraints to the City's water, wastewater, environmental, and transportation infrastructure that severely limit development potential. In particular, there are only 300 water connections available and one main thoroughfare.
- Nearly 10 percent of Mattawa's households are severely cost burdened, spending over half their income on housing costs. Almost two-thirds of extremely low-income households earning 30-50 percent AMI are also cost-burdened. These households can face difficult choices between prioritizing spending on housing and other household needs such as food and health care, and the number of cost-burdened households is compounded by the scant availability of low-cost housing in the City.
- Mattawa's housing stock is comprised of 60 percent mobile and manufactured homes. Manufactured and mobile homes have a life expectancy of 30-55 years compared to stick-built housing which can last over 100 years. About half of the housing units were

built or installed before 1980, over 40 years ago, and in the next 15 years, many manufactured homes will need to be replaced.

## Residential Capacity

This section analyzes existing and potential capacity for housing production based on Mattawa's current zoning code and correlates the results with the number of housing units the City will need based on population and household forecasts. This section also discusses other opportunities and constraints to development, including the availability of water, wastewater, and other municipal services, environmental constraints, zoning, and other factors.

Mattawa's zoning code contains two commercial and two residential districts, totaling 1,409 acres, as shown in Figure 27. About half of the City (54 percent) is zoned Community Business District (C-1), designed to "encourage the development of commercial facilities in a well-defined and integrated center." In this zone, multifamily development is allowed by right. Nineteen percent of the City is zoned General Commercial (C-2), designed to "provide a district suitable for light manufacturing and light industrial uses." This zone also allows multifamily dwellings by right. Mattawa also contains two residential zones. Fifteen percent of the City's area is zoned Residential Multifamily – High Density (R-2), which allows "moderate-density residential uses such as duplex and apartment units, as well as single-family residences." This zone allows 10 dwelling units per acre. Additionally, five percent is zoned Residential Single-Family – Medium Density (R-1), which is intended to "preserve residential neighborhoods, promote efficient use of the land within such neighborhoods, and protect the community water system." In this zone, four dwelling units per acre are allowed. ADUs are also permitted in single-family zones. In addition, the City has recently annexed a 70-acre parcel (approximately five percent of the total area) currently shown as "Other" on the zoning map. This parcel is split-zoned, with seven acres of R-2, 5 acres of C-1, and the remainder set aside for agriculture. Overall, Mattawa's zoning code is very simple and does not provide significant barriers to housing development. However, a more nuanced code could incentivize or shape development in the area more carefully.

In order to plan for future housing needs, it is important to analyze the existing vacant, undeveloped, and underutilized land in both Mattawa City and the Mattawa UGA and compare the number of potential units with those forecasted by population projections. Table 6 shows the results of an analysis of potential housing development within Mattawa itself and within the land within the UGA. This analysis used GIS data from Grant County to create a subset of parcels that were either currently vacant or underdeveloped, defined by an improvement-to-land value

ratio<sup>9</sup> of 1.0 or lower. These parcels were then analyzed, and some parcels were eliminated, including those City-owned, those currently in use as single-family dwelling units in residential areas, and others with assessor discrepancies. The remaining parcels, shown below, were sorted by zone and the potential units were calculated based on the maximum allowed number of dwelling units per zone.

## Vacant and Undeveloped Land

In order to plan for future housing needs, it is important to analyze the existing vacant, undeveloped, and underutilized land in both Mattawa City and the Mattawa UGA and compare the number of potential units with those forecasted by population projections. Table 6 shows the results of an analysis of potential housing development within Mattawa itself and within the land within the UGA. This analysis used GIS data from Grant County to create a subset of parcels that were either currently vacant or underdeveloped, defined by an improvement-to-land value ratio of 1.0 or lower. These parcels were then analyzed, and some parcels were eliminated, including those city-owned, those currently in use as single-family dwelling units in residential areas, and others with assessor discrepancies. The remaining parcels, shown below, were sorted by zone and the potential units were calculated based on the maximum allowed number of dwelling units per zone.

Table 6. Potential Housing Unit Development in Mattawa and UGA

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<sup>9</sup> Improvement-to-land value ratio compares the value of the building (called the "improvement") to the value of the underlying land. Higher values indicate valuable structures which are unlikely to redevelop, and lower values indicate a higher possibility of redevelopment.

	Vacant or Underdeveloped Acres	Allowed Dwelling Units per Acre	Potential Housing Units
Mattawa City	235		2,466
C-1	139	10	1,436
C-2	91	10	910
R-1	1	4	4
R-2	5	10	116
Mattawa UGA (excluding City)	814		5,884
UR-2	157	4	627
UR-3	657	8	5,256
<b>Grand Total</b>	<b>1,049</b>		<b>8,350</b>
<i>Total Potential Units in Mattawa Residential Zones</i>			120
<i>Total Potential Units in Mattawa UGA Residential Zones</i>			6,003
Additional Housing Units Needed by 2040 (high household size)			912
Additional Housing Units Needed by 2040 (low household size)			1,672

*Sources: ESRI, American Community Survey (ACS) Table DP04, Grant County Comprehensive Plan, Washington Office of Financial Management, Grant County, City of Mattawa, Leland Consulting Group*

As shown above, the Mattawa UGA has the potential to add 8,350 housing units within its current zoning laws. However, it is extremely unlikely that such a large number of units would be built for a number of reasons. The 10 allowed dwelling units per acre in commercial zones assume that no commercial activity is taking place in those zones. Perhaps a more accurate picture is provided by analyzing only the residential districts. In Mattawa itself, there is space for 120 additional dwelling units in the residential zones, and in the areas within the UGA which could be potentially annexed, there is space for an additional 6,003 units, most of which are currently used as farmland. However, this large quantity of housing is unlikely to be built due to infrastructure and environmental constraints discussed below.

When compared with the analysis of housing units needed to accommodate population growth, this analysis points to several potential courses of action to create the space for the needed 912-1,672 units. Initially, within the existing residential zones, 120 of these units could potentially be built. Mattawa’s existing commercial zoning allows for enough multifamily housing density for the remaining needed units to be built in those zones without annexing more farmland. However, if that area were prioritized for commercial or industrial development, the annexation of a small portion of the Urban Residentially zoned areas in the portion of Grant County between the City and the UGA boundary would also provide for a sufficient quantity of land to develop single or multifamily units to meet forthcoming population demands. Notably, the highest demand in the area is for single-family housing with at least three or four bedrooms, and this housing type has been the most difficult to find in recent years. A great deal of multifamily development has occurred in the context of farmworker housing, but single-family

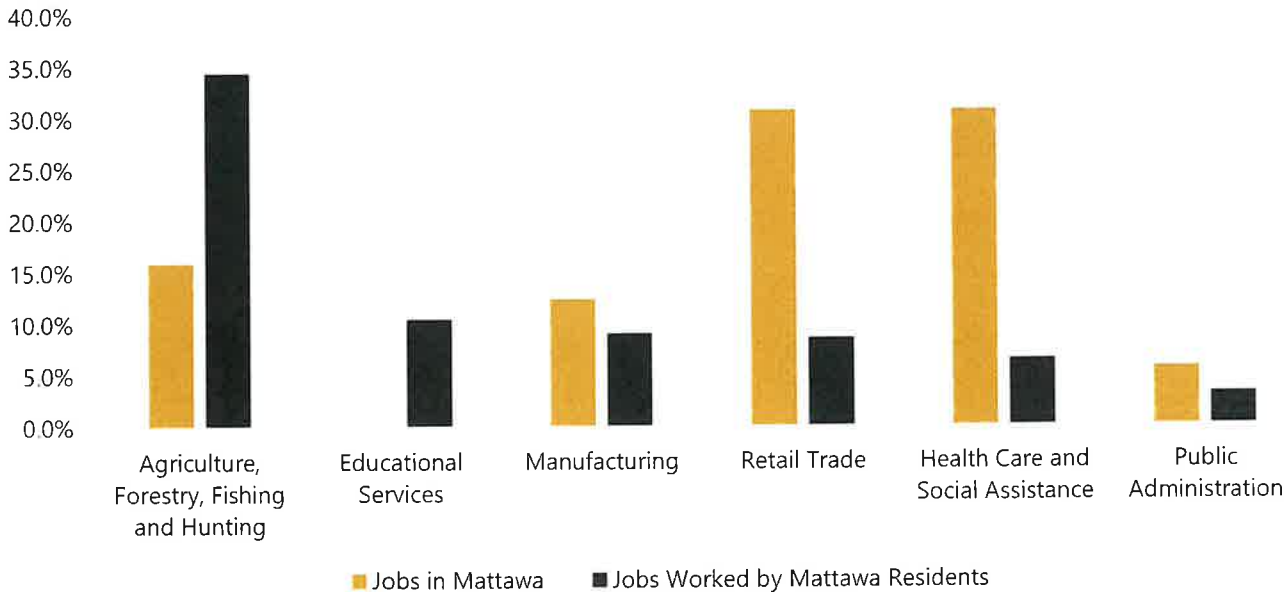
homes have been the most difficult to find in Mattawa in recent years and experienced the highest demand from both farmworkers and those working in other industries.

## Workforce Profile

Understanding workforce and employment trends are essential for housing planning. Mattawa’s agricultural economy, remote location, and housing shortage have negative impacts on its economic health, and understanding the relationship between the city’s economy and housing challenges can provide better opportunities for economic development and access to jobs in the future.

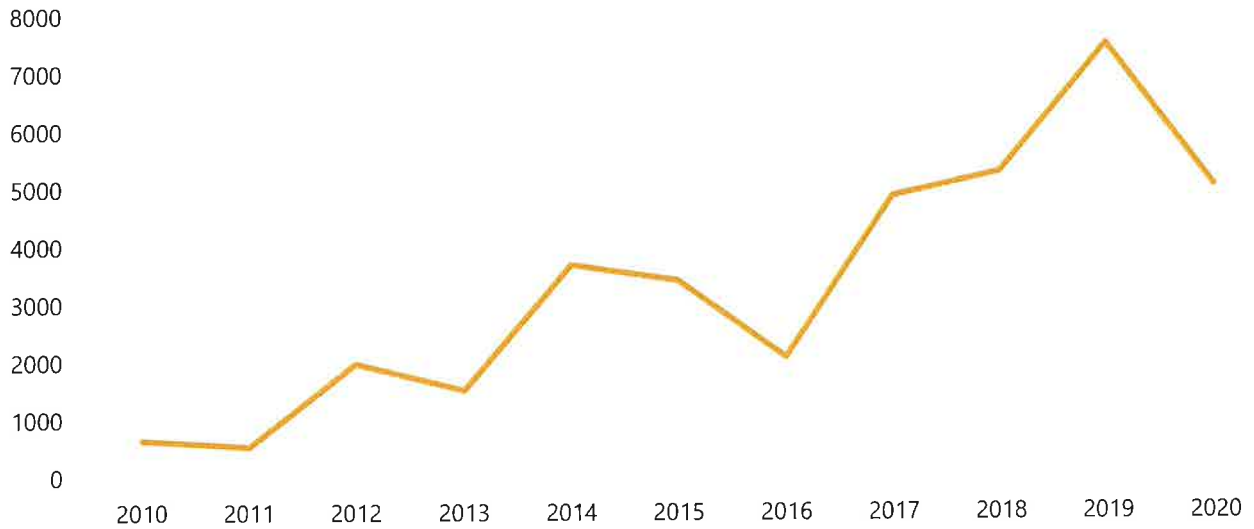
Within Mattawa itself, the retail, healthcare, and manufacturing industries account for a large share of the jobs, as shown in Figure 19. By contrast, the residents of Mattawa work primarily in the agricultural sector, with smaller numbers working in education, manufacturing, retail, healthcare, and public administration. The Census data used for this analysis does not take into account the many seasonal agricultural workers in the city, so the true share of agricultural jobs in Mattawa is likely much higher than shown. The Washington State Employment Security Department estimated 9,612 agricultural jobs in Grant County overall in 2020, and 5,059 applications for H2A visas in the county in the same year. H2A visa applications have increased substantially since 2010, and interviews conducted by Leland Consulting Group in Mattawa in June 2022 indicated that the program was very popular among agricultural employers. As shown in Figure 20, there was a steep drop off in applications in 2020, likely due to the COVID-19 pandemic, but the ongoing demand for farm labor and anecdotal evidence on the ground suggests that this program will remain highly utilized in coming years.

Figure 19. Top Industries in Mattawa, 2019 .



Source: Census OnTheMap

Figure 20. H2A Applications in Grant County (2010-2020)



Source: Washington State Employment Security Department

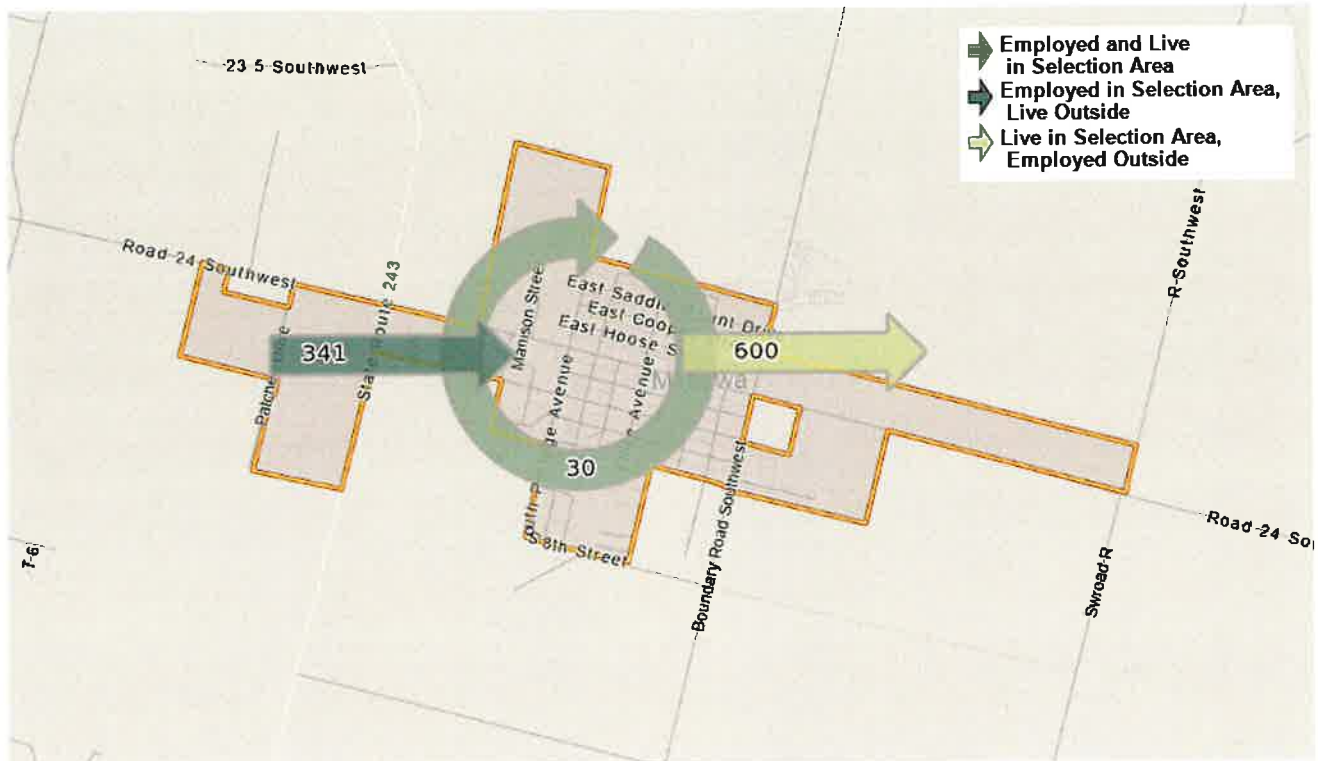
Jobs in Mattawa pay less than jobs in Grant County as a whole, with 21 percent of jobs paying \$1,250 a month or less in the city, compared with 15 percent in Grant County, as shown in Table 1. Most Mattawa residents work outside of the city on farms, with the exception of restaurant workers and entry-level jobs at businesses like the Mattawa Clinic and Dollar General. Mattawa residents tend to earn slightly more than those who work in Mattawa, but there are still a significant number of residents and employees in Mattawa earning less than \$3,333 per month, which would put sole earners at these salary levels at risk of being housing cost-burdened based on the rent estimates discussed earlier in this analysis. In addition, this data does not capture many farm workers living temporarily in the town or in farm worker housing outside the city limits, which would generally lower the average incomes of residents.

Table 7. Mattawa and Grant County Job Earnings (2019)

Earnings	Jobs in Mattawa	Jobs Worked by Mattawa Residents	Jobs in Grant County
\$1,250 per month or less	21.0%	18.9%	15.5%
\$1,251 to \$3,333 per month	51.5%	44.0%	34.7%
More than \$3,333 per month	27.5%	37.1%	49.9%

Source: Census OnTheMap

Figure 21. Commuting Patterns in Mattawa (2019)



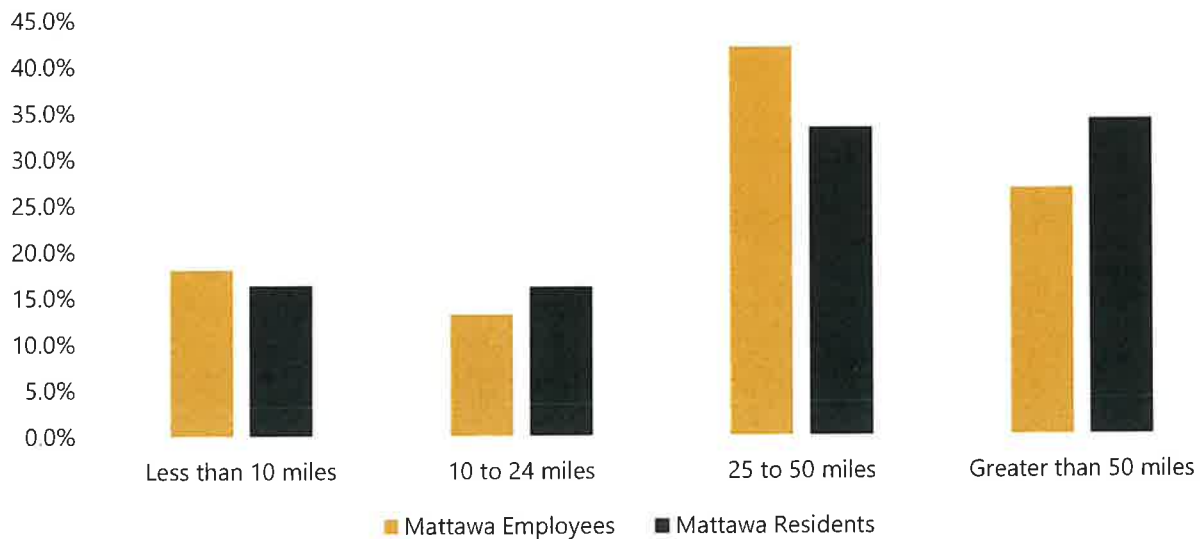
Source: Census OnTheMap

Mattawa’s workforce faces long commute times and geographic challenges related to employment opportunities. The majority of residents in Mattawa do not work in the city, and vice versa, as shown in Figure 23. Predictably, based on the surrounding agricultural lands, more Mattawa residents commute out of the city than into the city. However, the shortage of available housing also results in many middle-income workers such as police officers and teachers being unable to find housing in Mattawa. According to community members interviewed by Leland Consulting Group in June 2022, the school system has decreased its schedule to four days per week to accommodate numerous teachers who commute over an hour each way into the city, and most police officers live at least 45 minutes away from the city. In addition, State Route 24 (Government Road) is the only thoroughfare in Mattawa and does not have any stop lights or controlled intersections. The road regularly faces standstill traffic during school pick-up and drop-off hours when students and many other pedestrians need to cross the road in the northeast quadrant of the city to access the school and other services.

Figure 22 shows the large commute distances faced by both residents and employees in Mattawa, with nearly 70 percent of employees in the city commuting more than 25 miles. Only eight percent of the Mattawa workforce lives in the city, and another seven percent live in

nearby Desert Aire, but the next four most common home locations of Mattawa employees (Moses Lake, Kennewick, Pasco, and Yakima) are all more than an hour’s drive away.

Figure 22. Commuting Distances in Mattawa (2019)



Source: Census OnTheMap

These long commutes and lack of housing in Mattawa for its employees pose serious challenges for the future. As the population increases, these pressures will increase without a substantial increase in the quantity of housing in the city. Furthermore, this analysis points to a specific need for middle-income housing for Mattawa employees such as teachers, retail and healthcare workers, and public employees who cannot afford the increasing housing prices in the city nor benefit from the subsidized or special housing targeted toward farm workers. Business owners interviewed by Leland Consulting Group and SCJ Alliance in June 2022 described having mid-level positions open for years that have not been filled due to potential employees not being able to find a place to live, for example.

## Displacement Risk Analysis

Displacement refers to instances when a household is forced or pressured to move from their home against their will. Low-income populations are at high risk of displacement resulting from redevelopment. In particular, cost-burdened and severely cost-burdened households are at the highest risk of displacement when housing costs rise or life circumstances change due to already paying more than 30% of their income on housing. Nearly 10 percent of Mattawa’s

households are severely cost-burdened, spending over half of their income on housing costs. Many households in Mattawa are at risk of displacement regardless of location due to temporary farmworker housing limitations, a high number of renter households, and lower-than-average median income citywide.

Displacement risk analysis results identify most if not all of Mattawa with high vulnerability concerns. Social vulnerability refers to the potential negative effects on communities caused by external stresses on human health. Such stresses put these populations at high risk of displacement and more susceptible to suffering and economic loss. The social vulnerability is high at 0.91 for all of Mattawa and the surrounding urban growth area (CDC Social Vulnerability Index). Mattawa is also home to many persons of color (96% Hispanic/Latino) and non-English speaking residents who face disproportionate displacement risk. A comprehensive displacement risk analysis and approach is provided in the city's Housing Action Plan.

## Housing Needs by Income

Based on the 2021 median household income estimate of \$49,463, the average Mattawa household could afford to purchase a home priced around \$206,652 or rent a house for around \$828/month. Assuming no large increase in median incomes in the area, homes in the range of \$150,000 to \$250,000 and rental rates between \$800 and \$1200 per month are needed more than any other price level. The majority of households in Mattawa are considered very low-income (37 percent) to low-income (44 percent), which indicates the need for affordable, market-rate rate housing that minimizes the cost-burdened status of households.

The 2018 Grant County Comprehensive Plan estimated that Mattawa would account for 6.39 percent of the county's population by 2038. Using this same share of the county population with the OFM population forecast for 2040 results in a projection of 8,498 people. This population projection can be used to estimate the number of housing units that will be needed in Mattawa by that time. This estimation provides two scenarios based on different household sizes. Current estimates show about four people per household in Mattawa. This is significantly higher than regional and statewide averages due to large family sizes, doubling up, and overcrowding among the farmworker population as discussed in "Household Size, Type, and Tenure" previously. The "high-household size" projection assumes a continuation of 4.14 persons per household and indicates that Mattawa would need 912 more housing units by 2040. The "low-household size" projection assumes that an increase in housing stock would shift average household sizes down to three people per household, the benchmark used in the 2018 Grant County Comprehensive Plan forecasts for needed households. This projection, therefore, produces a significantly higher number of needed units at 1,672 units required by 2040.

Based on the total housing unit need by high and low-household sizes respectively and using the Department of Commerce’s Housing for All Planning Tool to calculate housing unit distribution by income bracket based on the 2040 allocation of need, Table 8 illustrates the new units needed under a medium growth scenario in 2040.

The very low-income bracket (>30-50 percent AMI) will need 126 additional units in the high household size scenario and 230 in the low household size scenario. The low-income bracket (50-80 percent AMI) will need 163 housing units in the low-household size scenario and 297 in the high-household size scenario. About half of these housing units should be rentals, consistent with the findings in the Low-Income and Cost-Burdened Households findings in this Housing Needs Assessment. The projected need for extremely low-income housing units, which fit HUD income-restricted housing requirements is 125 additional units in the high household size scenario and 229 in the low household size scenario. Over two-thirds of these units should be rentals and 8 units should be dedicated to emergency or temporary housing needs. For moderate-income households or greater, the majority of these units should be ownership households.

Table 8. 2040 New Units Needed under Future "Medium Growth" Scenario by Income Bracket

<b>Income Level (% of Area Median Income)</b>	<b>Distribution of Units, Based on Allocation of Need</b>	<b>New Units Needed at Household Size: 4.14 (Mattawa)</b>	<b>New Units Needed at Household Size: 3 (Grant County)</b>
Extremely Low-Income (0-30%)	11%	125	229
Very Low-Income (>30-50%)	24%	126	230
Low-Income (>50-80%)	29%	162	297
Moderate Income (>80-100%)	8%	79	145
Above Moderate Income (>100-120%)	6%	76	138
Greatly Above Median Income (120%+)	22%	344	633
<b>TOTAL</b>	<b>100%</b>	<b>912</b>	<b>1,672</b>

*Sources: ESRI, American Community Survey (ACS), Table DP04, Grant County Comprehensive Plan (2018), Washington Office of Financial Management, Grant County, City of Mattawa, Leland Consulting Group, and WA State Commerce Draft Housing for All Planning Tool (2022)*

Notably, the income bracket with the highest number of projected new units needed is the greatly above median income bracket (120 percent AMI). The primary reason for this may be the low existing housing stock for this income bracket, which the Department of Commerce estimates at only 25 units. This reflects a lack of diversity in the housing options available to local households and a mismatch between available housing units and income levels. Most housing markets have some level of fluidity, as households sell and buy homes regularly to suit their needs at different stages of life. When there is no little-to-no fluidity in the housing market low-income populations are displaced as above moderate-income households occupy the limited available housing supply. Building market-rate housing that meets the housing needs of

the above moderate-income households will free up sorely needed affordable housing options for low- to moderate-income households.

## Capital Facilities and Utilities

This chapter outlines the City's public and private utility systems as well as the major public facilities located in Mattawa.

### Introduction

The City of Mattawa provides infrastructure and services for drinking water, wastewater, stormwater, fire and police services, library, transportation, parks, recreation, and open space, and municipal services.

This chapter describes City-owned facilities and identifies important facilities owned and operated by other government agencies and private utility purveyors. City-owned facilities include domestic water, wastewater, stormwater, police department, and the public library. Non-city owned facilities and utilities include public schools, electricity, and fire.

The City of Mattawa governs and manages the water and wastewater capital facility systems through dedicated functional plans and programs. These plans contain detailed inventories of existing facilities and infrastructure, as well as descriptions of planned improvements. The City's periodic review and approval process is used to update the six-year Capital Facilities Program (CFP) which programs project elements identified in the respective plans.

### Population Projection and Level of Service

Identifying the future capital facility needs requires estimating future population growth. These population projections are compared against the projected future needs of the level of service standard for each facility type where a functional plan or program is available. These projections in the City's functional plans and programs differ from the population projection used in this plan, although, the projected needs for capital facilities and utilities are expected to be very similar across all projections.

### Capital Facilities

Capital facilities are the durable goods portion of governmental service. They have a long-term usable life and can cost considerable amounts of tax dollars to purchase or construct. The process of obtaining capital facilities can require years of design, public involvement, budgeting, and construction. Once constructed, capital facilities tend to become permanent, requiring an ongoing operations/maintenance cost.

Planning future capital facilities involves estimating the future needs for a variety of facilities and services. Each year, as part of the City's budgeting process, the capital facilities projections

should be revised to recognize new needs or revised plans/costs. An annual review will assist in updating the highest priority projects.

The Capital Facilities Element (CFE) is intended to serve as an objectively derived guide for the orderly growth and maintenance of the community. It will serve as the framework for coordinating capital improvement projects that implement the vision of the community expressed in the other elements of this comprehensive plan. It is designed to be a valuable tool of the City Council and private citizens, which enables the community to:

- ◆ Gain a better understanding of their existing public works systems and capacities.
- ◆ Identify potential problems associated with limited revenues and increased public demand for additional and better services.
- ◆ Identify potential sources and programs that may be used to fund needed improvements; and
- ◆ Create a continuing process of setting priorities for needed capital improvements, based on consistent background information.

It is understood that some capital needs may go beyond the resources available through the general City revenues. Furthermore, future issues may develop quickly in response to citizens' desires or a change in community standards or circumstances. The CFE is designed to be flexible in response to these situations by identifying different possibilities for funding beyond the norm, as well as attempting to identify which foreseeable needs will require some future action in order to be completed.

While some departmental accounts are funded with fairly reliable and adaptable revenue sources such as utility fees and legislatively designated taxes, other reserve accounts should be created with regular City revenues when possible. Additionally, the availability of optional funding sources such as bond issues, levies, tax and/or rate increases, loan, or grant applications, etc., do exist. If the community is unable to contribute the full amount anticipated for the Capital Facilities Plan in any one year, the plan is reviewed and amended to reflect changing circumstances.

## Municipal Facilities

The city owns six capital facility structures to conduct municipal services including City Hall, the library, and park.

Table 9. Existing City Owned Facilities

Capital Facilities	Address	Built	Owner
<b>City Hall/Police Department</b>	521 Government Rd, Mattawa, WA 99349	1990	City of Mattawa
<b>Hund Memorial Park</b>	101 Government Rd, Mattawa, WA 99349	1980	City of Mattawa
<b>Library</b>	101 Manson Lane, Mattawa, WA 99349	2002	City of Mattawa

<b>Maintenance Building</b>	700 First St, Mattawa, WA 99349	1993	City of Mattawa
<b>Shop &amp; Water Tower</b>	724 First St, Mattawa, WA 99349	2015	City of Mattawa
<b>Wastewater Treatment Facility</b>	23780 U SW, Mattawa, WA 99349	1999	City of Mattawa

Source: City of Mattawa, September 2023

## Public Works

Mattawa has four full-time employees that provide system maintenance, meter reading and repair of the water system, streets, and City buildings. The City maintenance yard is the site of the public works building and repair shop. The building has 1,500 square feet of floor space and is standard wood-framed construction with concrete slab floor. Maintenance equipment includes a Kubota Lawn mower, two Hustler Lawn mowers, and general tools and equipment for daily maintenance and repair of City facilities. The maintenance crew is supplied with miscellaneous hand and power tools and yard implements. The City rents the necessary equipment or contracts the work-for major system maintenance or improvements.

Vehicle/Equipment	Year	Quantity
<b>Chevrolet Silverado 1500</b>	2023	1
<b>Ford F-150</b>	2020	2
<b>Ford Ranger</b>	2010	1
<b>Walden Street Sweep master</b>	2009	1
<b>Ford Ranger</b>	2008	1
<b>John Deer Backhoe 310</b>	1999	1
<b>IHC Dump truck</b>	1997	1
<b>Gusler -sewage maintenance</b>	1992	1
<b>Ford Dump truck</b>	1977	1

Source: City of Mattawa, September 2023

## City Hall and Police Department

The City Hall building is located downtown at 521 Government Road, and also houses the Police Department, City business offices, Public Works, and Council Chambers. In addition to the City Hall building, Mattawa owns a maintenance building, a shop building, water tower, wastewater treatment facility, public library, and other service structures.

## Parks and Recreation

The City's parks and recreation Level of Service (LOS) standards are defined in terms of acres per thousand people. Mattawa has established 1.5 acres per 1,000 residents as the LOS standard. There are 3,575 residents in Mattawa requiring 5.36 acres of recreational space. Mattawa has one park, Hund Memorial Park, located on a 6.89-acre parcel of land. The library, wellhouse, and parking lots are also located on this parcel, which leaves approximately 5-acres of dedicated recreational space. The City is below LOS standards for recreational space by about one-third of an acre. As such, plans for dedicated open space land was considered in a Bodrero Estates Annexation Development Agreement in 2022. The future subdivision will require 2.025 acres of parks land dedicated to the City. The City projects the need for 12.7 acres of recreational space

by 2043 to meet demands. The City collects parks and recreation impact fees to partially finance parks improvements and maintenance.

## Emergency Services

### Law Enforcement

The police department works out of City Hall and consists of six officers and one police chief. In addition to providing protection services the police department works with the school and community through education programs throughout the year. The police department’s actions are driven by its Core Values of Justice, Courage, Wisdom, and Temperance. The department understands policing is a local decision and should be community-driven. That is why the police department works in partnership with local stakeholders, public agencies, and the valued citizens of Mattawa. Its police department motto is “Anything is possible when positive and honest relationships exist.” Police LOS standards are defined in terms of number of officers per resident. The City's goal is to maintain its current ratio of four officers per 2,000 residents and an average response time of less than two minutes.

The police department provides several services beyond policing such as Citizen Ride-Along, Public records requests, Fingerprinting, History Check, and local background checks. Everyone who works for the Mattawa Police Department is bilingual and can speak Spanish. The department has specialized training such as EVOC (Emergency Vehicle Operation Course), Firearms, Defensive Tactics (DT) training, and Crisis Intervention.

Table 10. Mattawa Police Department Inventory

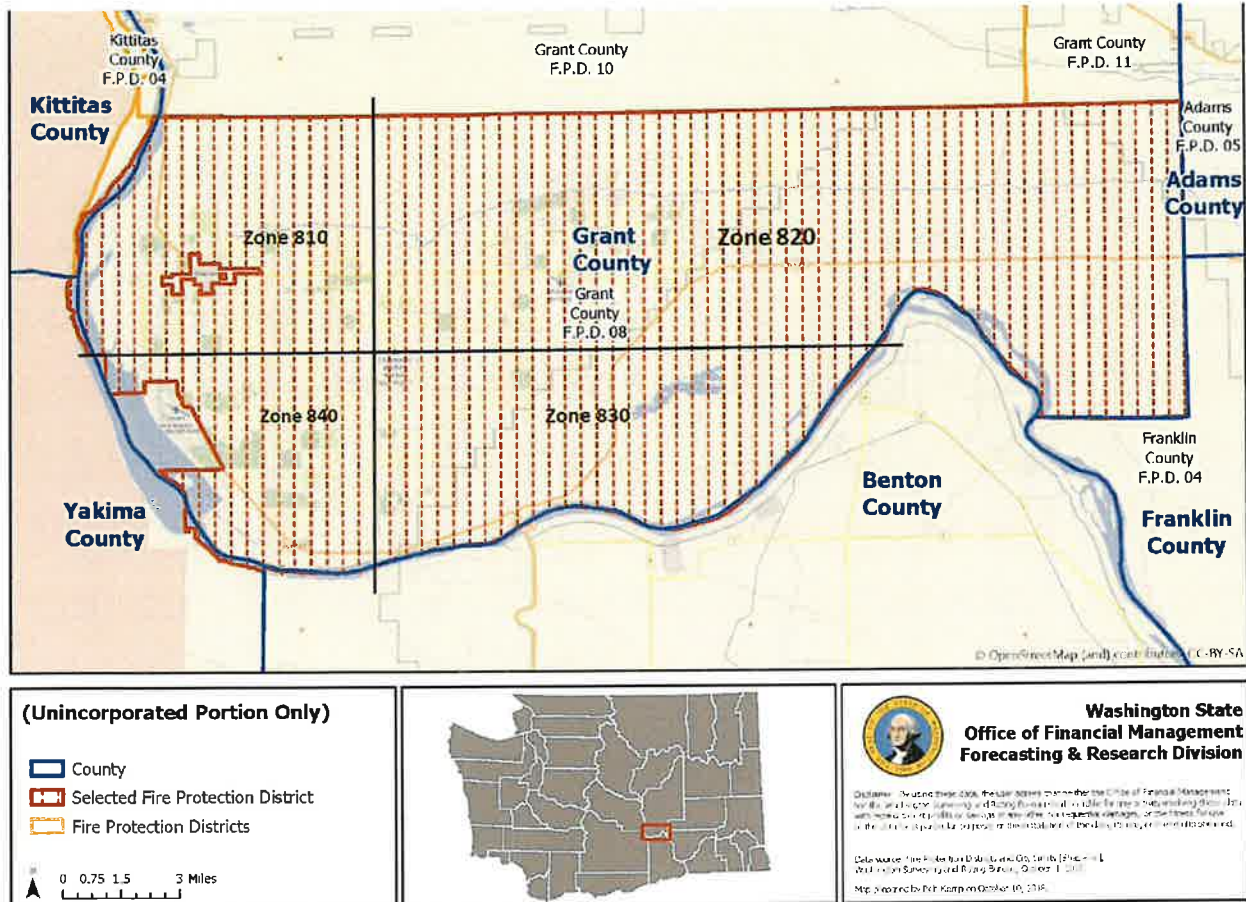
Vehicle	Year	Quantity
<b>Ford F-150</b>	2023	2
<b>Ford Interceptor</b>	2021	3
<b>Ford Interceptor</b>	2018	1
<b>Ford Interceptor</b>	2017	1
<b>Ford Interceptor</b>	2014	2
<b>Chevrolet Impala</b>	2012	1

Source: Mattawa Police Department, 2023

### Emergency Services

The City of Mattawa is in Grant County Fire District 8 in the northwest section known as Zone 810. Fire LOS standards are defined in terms of a response time of 5 minutes as a minimum.

Figure 23. Grant County Fire District #8 Northwest Section, Mattawa



Source: Grant County Fire District No. 8, September 2023

A vote of the City citizens approved annexation of the City into Grant County Fire District 8 in 2022 and the annexation process will be completed in 2024. Prior to annexation, fire and emergency medical services were provided by contract with Fire District 8. The District has 3 stations. Station 81 is the headquarters station and is manned 24/7. It is located at 20643 Rd 22.5 SW outside of the City. The satellite stations are located in Desert Aire (Station 82) and on Rd J SW (Station 83).

There are nine paid staff, including the Fire Chief, Business Manager, Office Assistant, and six firefighter/EMTs as well as 30 volunteers. The headquarters station houses two ambulances, one ladder truck, two engines, two brush trucks, one quick response brush truck, and one water tender. The District provides several educational events annually, including first aid/CPR training, fire prevention and safety, and emergency preparedness.

Table 11. Grant County Fire District 8 Inventory

Vehicle/Equipment	Quantity
<b>Ambulances</b>	2
<b>Ladder Truck</b>	1
<b>Fire engines</b>	2

<b>Brush Trucks</b>	2
<b>Quick Response Truck</b>	1
<b>One Water Tender</b>	1

Source: Grant County Fire District No. 8, 2023



In 2023, crews are training for all types of emergency calls. All eight EMT students passed their initial class, two passed the National test and are state-certified, and the rest are scheduled to take the National test in the summer of 2023. They have completed the wildland firefighting refresher and have planned training for high angle rescue, water rescue, hazardous materials awareness and operations, and structure firefighting refreshers.

According to the fire district, year-to-date (YTD) total call volume in 2023 through August is the same as during the same period in 2022. Medical calls are about 6 percent lower than 2022 and fire calls are about 10 percent higher with an average of 52 calls per month. In comparison, the district averaged 45 calls per month five years ago.

Table 12. Fire District Response Calls 2021-2023

	2021		2022		2023	
	Fire	EMS	Fire	EMS	Fire	EMS
<b>January</b>	5	37	6	45	5	35
<b>February</b>	0	48	5	28	10	39
<b>March</b>	7	29	14	46	9	44
<b>April</b>	7	35	5	40	5	40
<b>May</b>	7	52	3	39	12	44
<b>June</b>	10	46	14	41	25	39
<b>July</b>	12	40	14	56	25	39
<b>August</b>	21	47	19	63	7	36
<b>September</b>	6	43	16	55	-	-
<b>October</b>	15	42	8	55	-	-
<b>November</b>	12	39	8	45	-	-
<b>December</b>	6	46	14	66	-	-
<b>YTD Total</b>	108	504	126	576	88	324

<b>Yearly Total</b>	612	702	412
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Source: Grant County Fire District No. 8, September 2023

## Essential Public Facilities

As defined in Mattawa Municipal Code, essential public facilities means those facilities typically difficult to site such as, airports, state education facilities, state or regional transportation facilities, correctional facilities, solid waste handling facilities, substance abuse facilities, etc. The city follows the procedures in Policy 3 of Grant County’s countwide planning policies and County Comprehensive Plan for siting essential public facilities.

## Utilities

The City will utilize the City of Mattawa’s Comprehensive Water Systems Plan and Wastewater Plan as the functional programmatic plans for annual review and updates processes. The City’s capital improvement programs and financing are identified in these plans.

## Water System

The City of Mattawa owns and operates its Group-A public domestic water system meeting WAC 246-290. The existing water system was constructed in 1980. The ownership is municipal with a City Council decision making process. The City staff run the day-to-day operations of the City water system, and the Public Works Director works in conjunction with the Mayor and City Council to determine a course of action and methods of funding. The City’s Comprehensive Water System Plan update was completed and prepared by Gray & Osborne, Inc., Consulting Engineers, a third-party engineering consultant, and adopted by the City Council in 2022. The system has been in full service and continual use since the date of construction acceptance. The current water functional plan develops the framework for the City’s water service through 2042 and is periodically updated.

The City obtains its ground water supply from the Columbia River Basalts, specifically the Wanapum Basalt Formation, and associated Ellensburg Interbeds. Build out of the City’s domestic water system will be consistent with the Columbia River Management Plan. The City’s development standards and fire flow standards meet or exceed the standards set forth in the Water System Plan. The City’s water rights authorize a total instantaneous withdrawal of 3,100 gallons per minute (gpm) and a total annual withdrawal of 1,260 acre-feet.

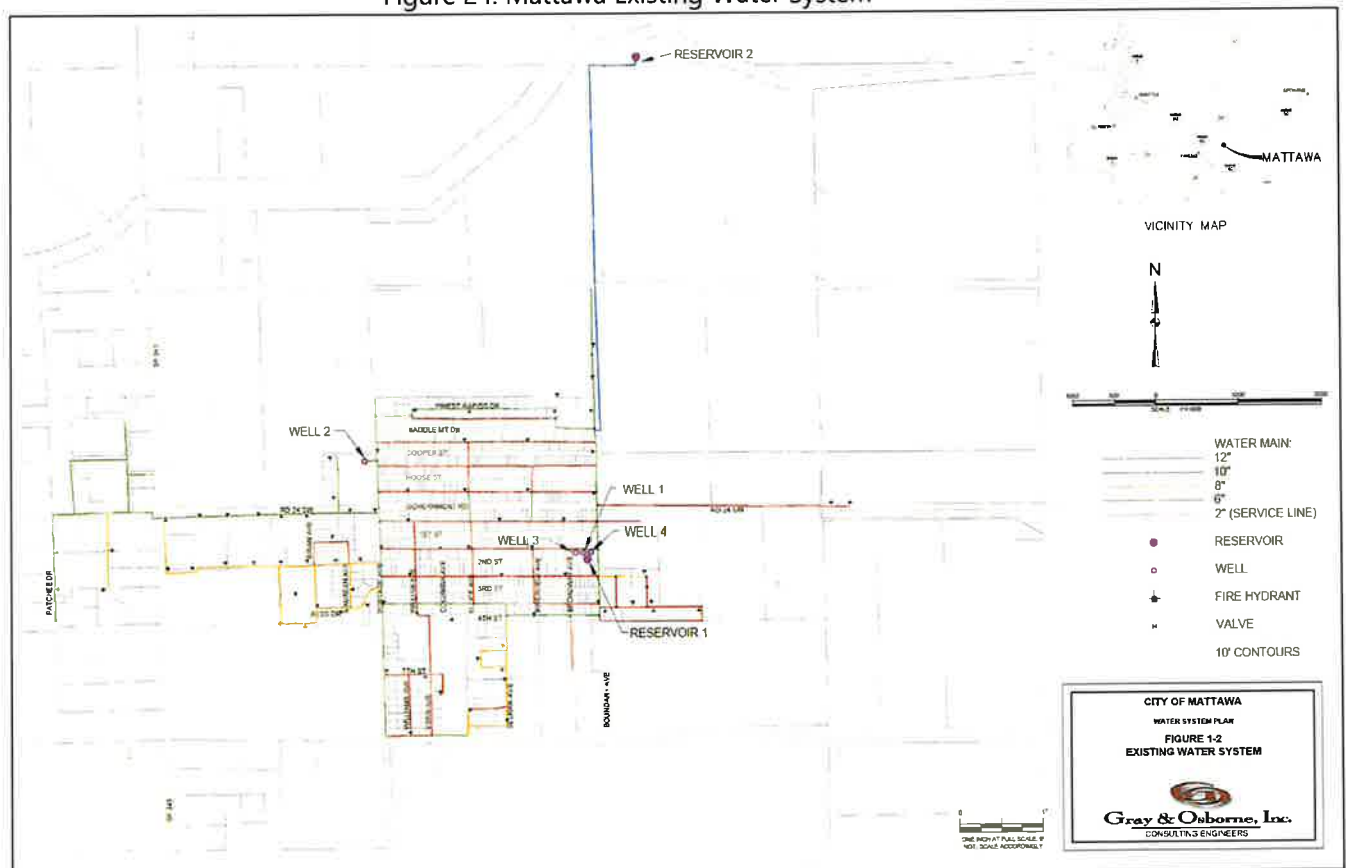
The Water System Plan sets the City’s service area as its UGA which was 1,515 acres at the time the Water System Plan was developed (it does not account for the changes in the UGA in this Comprehensive Plan). The City implements programmatic elements (such as water system report

updates), goals, and policies within the Comprehensive Plan to ensure concurrency with water supply and use requirements.

## Service Area and Inventory

The domestic potable water system for the City currently consists of three production wells. The system serves one pressure zone. The City's active wells have a combined total pumping capacity of 2,000 gpm, which is equivalent to 2.88 million gallons a day (mgd). The City has two storage reservoirs (5,300,000 gallons of capacity, controlled and managed using remote telemetry), approximately 60 miles of water distribution lines, one booster pump station, and a booster pump/PRV station. A full list of the water inventory of the water system can be found in the Water System Plan.

Figure 24. Mattawa Existing Water System



Source: Comprehensive Water System Plan, 2022

## Water System Planning

The Public Works Director consults the City's most recent planning documents to determine the number of connections the system can serve, and uses these documents to guide planning efforts for short-term project phasing. The Public Works Director coordinates with the City Engineer when large capital projects are necessary, when the City is pursuing funding, if the developer/development requires above average fire flow, or if Levels of Service are impacted.

## Water Leakage

Section 8 of WAC 246-290 requires municipal water suppliers with 500 or more connections to meet the State Distribution System Leakage (DSL) Standard of no more than 10-percent, averaged over the previous three years. As described in the Water System Plan, the City of Mattawa's DSL has not exceeded 5.1 percent in the last 10 years, which is below the 10 percent maximum.

## Future Water Needs

The City expects that its population will continue to increase at an annual growth of three to five percent during the next 20 years, estimating 8,494 people by 2044. The City's service area includes everything within the City's UGA boundary, so the UGA boundary thus defines the City's water rights place of use. The City's instantaneous water right is sufficient to accommodate the City's MDD through the 20-year planning period, and the City's annual water right is sufficient to accommodate the City's ADD through the 20-year planning period.

Mattawa has sufficient water for current and future land use and population increases. The City's Capital Improvement Program and Financing Plan for water improvements is in Chapters 8-9 in the Water System Plan.

## Wastewater

The City of Mattawa regulates wastewater services. The City's sewer system ordinance provides requirements for connections to sewer system, permits for sewer installation by developers, rates for sewer service, septic tank prohibition, payment of accounts, and service policies outside city limits.

The City has its own designated sewer service area (See Figure 25). All wastewater is treated at the Wastewater Treatment Facility (WWTF). The discharge is permitted through a Washington State Waste Discharge Permit. The collection system serves the residential, business, commercial, and public facility conveyance needs within the City limits. The City has no wastewater agreements or interties with surrounding communities. The WWTF is not designed for industrial waste, food waste, or agricultural waste.

The City's Wastewater Facility Plan update was completed and prepared by Gray & Osborne, Inc., Consulting Engineers, a third-party engineering consultant, and adopted by the City Council in 2017. The plan is the planning document for wastewater capital projects.

## Service Area and Inventory

The City of Mattawa's current sewer service area includes approximately 480 acres within its city limits. The City's service boundary coincides with its water service boundary and is primarily a conventional gravity sewer system with a lift station. The collection system consists of an estimated 42 miles of mainline gravity sewers and approximately 1,350 linear feet of force mains with one lift stations. The collection system flows to the Wastewater Treatment Facility,

groundwater monitoring wells, and infiltration basins. There are adjacent water/sewer systems to the Mattawa system owned and operated by the Port of Mattawa.

Before 1999 the City had no centralized wastewater collection or treatment infrastructure. All residences, businesses, and schools maintained private on-site sewage disposal systems. Rapid population growth in the mid-1990s, spurred by agricultural labor demand, led to the failure of septic tanks within the City due to the increased loading associated with the growing population. In 1997 the City completed a Wastewater Treatment Facility Plan prepared by Hammond, Collier & Wade-Livingston Associates. In 1998 an amendment to the plan was prepared by Wilson Engineering, and in 1999 an extended aeration-activated sludge wastewater treatment facility was constructed. Mattawa Wastewater Facility has had no major upgrades since its original construction.

In June 2013, the City of Mattawa retained the services of Gray & Osborne Inc., to complete a Wastewater Facility Plan (Plan) for the City's wastewater treatment facility (WWTF). The Plan addresses the City's comprehensive planning needs for wastewater treatment and disposal over a 20-year planning horizon (2017 to 2037). The Plan has been prepared by the provisions of the following regulations:

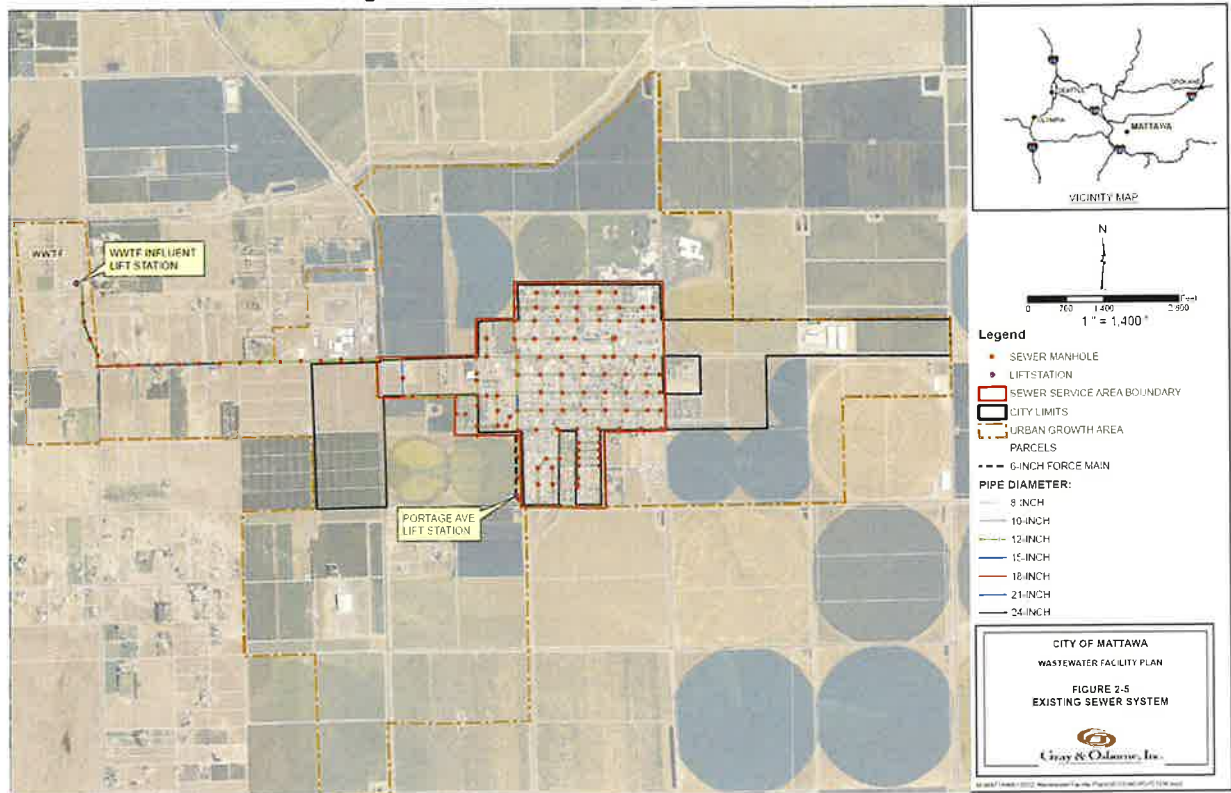
- ◆ Revised Code of Washington (RCW), Section 90.48, Water Pollution Control
- ◆ Washington Administrative Code (WAC), Section 173-240-060, Engineering Report
- ◆ United States Code of Federal Regulations (CFR), Section 40 CFR 35.917, Facilities Planning
- ◆ Washington State Department of Ecology, Criteria for Sewage Works Design (2008)

Development of the Plan has been coordinated with the City's development regulations, planning efforts Water System Plan, the Washington State Growth Management Act, and Grant County. This Plan has three major objectives. The first objective is to identify the future 2037 service area for the wastewater treatment facility and the extent of the customer base. The second objective is to quantify future customer base flows and loadings based on projections of infill and buildout within the service area. The third objective is to evaluate the existing wastewater treatment and disposal systems against the needs of the future customer base flows and loading and to provide an analysis of alternative improvements to the WWTF to provide for adequate treatment and disposal in the future. The Plan is intended to be feasible in terms of engineering, economic, regulatory, and political frameworks. The Plan includes conceptual designs and cost estimates for recommended facilities, as well as proposed construction schedules and financing plans.

The City of Mattawa owns and operates a secondary wastewater treatment facility that serves the wastewater service area. The liquid stream treatment facilities include an influent lift station, mechanical fine screen, extended aeration-activated sludge basin, secondary clarifiers, return/waste-activated sludge lift assembly, ultraviolet (UV) disinfection system, and infiltration basins for effluent disposal. The solids treatment facilities include a waste sludge lift assembly,

sludge storage lagoon, and sludge drying beds. The plant is also equipped with a plant drain lift station to return reed pond supernatant, scum, and plant drains to the aeration basin.

Figure 25. Mattawa Existing Wastewater System



Source: Wastewater Treatment Facility Plan, 2018

## Other Services and Facilities

### Electrical System

Grant County Public Utility is a public utility providing power and fiber service for Grant County. Grant PUD was founded in 1938 by local residents who envisioned the benefit of affordable electricity for the entire county. According to its website it has now realized that vision by generating more than 2,100 megawatts of clean, renewable, reliable energy at some of the most affordable rates in the country. It owns and operates the Priest Rapids Project on the Columbia River in central Washington. The District supplies electrical power to the City of Mattawa. The PUD has special rates for agricultural food processing, industrial service, general water heating service, swimming pool heating, irrigation systems and large general service. Table 13 lists its inventory of equipment, some of this inventory is located in Mattawa.

Table 13. Grant County PUD Utility Inventory

Inventory of Equipment	Quantity
<b>Total Active Meters</b>	53,213
<b>Miles of high-voltage transmission lines</b>	484
<b>Miles of Distribution Lines</b>	3,922
<b>Overhead Transformers</b>	24,705

Source: Grant County PUD, 2023

The current average cost per kilowatt hour depends on the purpose of use, Table 14 depicts details the utility rate for each utility use.

Table 14. Average Cost Per kw/h Overtime

Utility Use	Utility Rate (2006)	Utility Rate (2023)
<b>Residential</b>	4.211 cents	4.7 cents
<b>Irrigation</b>	3.177 cents	3.336 cents
<b>Industrial</b>	2.570 cents	2.85 cents
<b>Commercial</b>	3.415 cents	6.414 cents
<b>Large Commercial</b>	2.292 cents	4.48 cents
<b>Streetlights &amp; other</b>	16.506 cents	\$18.47 a month

Source: Grant County PUD, 2023

## Library

The Mattawa Library is located at 101 Manson Lane adjacent to Hund Memorial Park and is one of 30 libraries in the North Central Regional Library system. It is open for various hours from Tuesday through Saturday and hosts various reading programs in both English and Spanish. The library is a part of the North Central Regional Library system which services Chelan, Douglas, Ferry, and Okanogan Counties. Its service area comprises 14,497 square-mile which is roughly the size of Massachusetts and Connecticut combined – making it geographically the largest library district in Washington State. Each library rotates books, tapes, videos, and other supplies. The library’s LOS standards are determined by the North Central Regional Library.

The library’s current size is approximately 2,230 square feet and Mattawa’s population is approximately 3,575 according to Office of Financial Management (OFM) estimates, which is not supported by in person experiences and public testimony and may be underestimated by as much as 1,000 people. Given Mattawa’s OFM estimates, the current level of service would be approximately 1.6 square feet of library per person. If the population count is closer to 4,500 then the level of service would be 0.8 square feet per person. By comparison Quincy library is approximately 5,196 square feet and its population according OFM estimates of 8,065 a level of services, which means there is approximately 1.6 square feet of library per person.

As Mattawa’s population continues to grow and the services the library continues to provide increase, it has become apparent that the library has outgrown its current facility. If current OFM estimates are accurate then the size appears to be providing comparable service such as neighboring Quincy. However, if OFM estimates of Mattawa’s population is undercounted by 1,000 people which is supported according to public commentary stating the library space is beginning to feel crowded, then the size of the library will need to expand to provide a greater level of service. Mattawa’s library supports the community of Mattawa, Desert Aire, and surrounding area outside the City limits. Including Desert Aire’s population of 2,716 and the surrounding areas of MATAWA, the Mattawa Library is providing services above its current capacity. Due to its existing location inside the City park, its future needs are being evaluated in

the PROS plan. Potential options are being considered to provide the best level of service while not detracting further parkland.

## Educational Facilities

Mattawa is located in the Wahluke School District which recently added two new school facilities. Cooperation between the School District and the City will continue to support a strong and safe education and meet any future needs as forecasted by growth and development. School LOS standards are set by the school district. The 2043 enrollment projection was calculated based on the population percentage representation of enrollment in the 2022-23 school year projected to the 2043 estimated population of 8,494. The school district may see an annual enrollment increase of 5-6.8 percent over the next 20 years.

Table 15. Wahluke School District Historic and Projected Enrollment

Facility	Location	Historic Student Enrollment (2005-06)	Current Student Enrollment (2023-24)	Projected Student Enrollment (2043)
<b>Mattawa Elementary School</b>	400 N Boundary	500+	350	831
<b>Saddle Mountain Intermediate</b>	500 Riverview Drive	460+	407	967
<b>Morris Schott Middle School - North</b>	500 N Boundary	375+	241	572
<b>Morris Schott Middle School - South</b>	502 N Boundary	-	611	1,451
<b>Wahluke High School</b>	502 N Boundary	375+	782	1,857
<b>Sentinel Tech Alt School</b>	Rd 24 SW	30+	45	107
<b>Total Enrollment</b>		1,740+	2,436	5,785

Source: Wahluke School District, September 2023 and City of Mattawa

# Levels of Service

Level of Service (LOS) standards are numerical measures of service delivered. They will be different for each type of facility, for example, water service standards can be measured in terms of gallons available per person per day, while police protection standards might be in officers per hundred residents or in average minutes of response time. Development of such standards is required by the Growth Management Act as a means to set measurable targets which are clearly related to population and business growth. The following table presents LOS standards for the City's current services, utilities, and facilities.

		YEAR	
		2023	2044
Population		3,575	8,494
CFP Element	LOS Standard	Current Demand (Actual)	20-Year Projected Demand
<i>Fire</i>	5-minute response time  4 officers per 2,000 residents	6-9 minutes (45% of the time)  6 Firefighter/EMTs 30 Volunteers	5-minute response time  12 FTE Firefighters/EMTs
<i>Police</i>	2-minute response time  4 officers per 2,000 residents	Response time varies from 2-minutes if officer is on shift to 30 minutes if officers are on-call.  6 FTE officers, including police chief	2-minute response time  12 FTE officers, including police chief
<i>Parks, Recreation, and Open Space</i>	1.5 acres per 1,000 residents	1.41 acres per 1,000 residents (4.94 acres)	12.7 acres
<i>Water</i>	750,000 gpd  30 psi minimum	700,000 gpd  50 psi (average)  963 equivalent residential units	965,000 gpd  30 psi minimum  1,357 equivalent residential units
<i>Fire Flow</i>	1,500 gpm for 2 hours fire flow  20 psi concurrent flow	> 1,500 gpm for 2 hours fire flow  20 psi concurrent flow	1,500 gpm for 2 hours fire flow  20 psi concurrent flow
<i>Wastewater</i>	1.5mgd pumping capacity	1.191mgd pumping capacity	1.5mgd pumping capacity

<i>Streets</i>	Arterial: LOS B Collector: LOS C Local: LOS C	Arterial: LOS D Collector: LOS C Local: LOS C	Arterial: LOS B Collector: LOS B Local: LOS B
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Maintaining street LOS standards will be accomplished through improved traffic management, including possible rerouting, improved signing, parking patterns and pedestrian control. Street levels of service standards are defined at LOS C or better: The Growth Management Act requires that new development meet the adopted LOS concurrent with new development. While traffic levels are partially related to local population, the actual situation changes in the summer season. Farm labor traffic dramatically increases in the summer; unofficial estimates indicate traffic nearly doubles in summer. Street right-of-way widths are largely fixed.

## Capital Facility Program and Financing Plan

Most of the items needed to upgrade or expand the capital facilities and utilities described are too expensive to be purchased out of annual revenues and must be financed using other techniques. The 6-Year Capital Facilities Plan (CFP) is updated every six years and provides estimated costs and funding sources for the proposed projects. The next CFP update will be 2027 as part of the periodic update cycle. Current CFP projects are identified in the city's Comprehensive Water System Plan and Wastewater Treatment Plan, respectively. All of the information contained in the capital facilities plan is based on current costs and anticipated growth patterns.

This section summarizes the funding techniques that can help complete the projects in the CFP. The purpose is to demonstrate that the City of Mattawa has the financial capacity to fund the needed improvements. Growth may occur more slowly or rapidly than expected, necessitating changes in the timing of improvements. In addition, grant funding opportunities or availability of one-time revenue sources may alter the time that expenditures occur.

### General Fund

This is the basic operating fund for the City that comes from general tax and revenue resources. General fund money is often used to finance capital improvement projects. While the City's general fund increases with the annexation of land so does the costs of providing urban services to these new lands.

### Additional Voter-Approved Financing

Voter-approved financing is debt financing through voter-approved bonds and levies which are funded with property tax revenues. Bonds require a 60 percent voter approval; levies require a simple majority. Both bond and levy financing are described below.

## General Obligation Bonds

The City can raise revenues for major capital projects by selling tax-exempt municipal bonds and incurring debt. Bonds are basically loans from investors who are paid interest in return for their investment. The jurisdiction uses its property tax revenues to make its interest and principal payments on the bonds.

The State of Washington limits the amount of debt that jurisdictions can incur. It does so by limiting the amount of taxable property (measured by the property's assessed value) that can be committed to pay off debt. In the State of Washington, jurisdictions are authorized to incur, with a 60 percent majority of voter approval, 2.5 percent for utility (water, sewer, electrical service) related capital expenditures, and 2.5 percent for parks and open space acquisition. Of the 2.5 percent allowed for general purposes, a jurisdiction may commit 30 percent (or 0.75 percent of all taxable property) without a vote of the people. An additional 0.75 percent of taxable value can be incurred to pay for long-term leases.

## Property Taxes

Local jurisdictions can raise money for general or specific purposes by increasing property taxes through property tax levies. The State of Washington, under the direction of voter approved Initiative-747, limits an annual increase of property taxes to 1 percent. However, with a simple majority of voter approval, cities and counties can increase the lid and levy an additional tax on property for a specified length of time ranging from one to 10 years for a specified purpose (RCW 84.55.050).

## Intergovernmental Revenues

Local governments can receive grants and matching funds for major capital projects. These revenues come from the state and federal governments for specific projects. Some examples are listed in Table 16.

Table 16. Sources of Intergovernmental Revenue

Name	Description	Administrative Agency
Community Development Block Grant	Grant funds for public facilities, economic development, housing and infrastructure benefiting low and moderate income households.	Department of Community Development
Community Economic Revitalization Board	Low interest loans and grants to finance infrastructure projects for a specific private sector development or expansions in manufacturing and businesses that supports trading of goods outside state borders.	Department of Trade and Economic Development

Name	Description	Administrative Agency
Historic Preservation Grants	Grants to historic preservation programs for historic preservation planning, cultural resource surveys, nomination of properties to Nation Register of Historic Places and public education.	Office of Archaeology and Historic Preservation
Public Works Trust Fund	Low interest loans to finance capital facility construction, public works emergency planning and capital improvement planning.	Department of Community Development
State Parks and Recreation Commission Grants	Grants for parks capital facilities acquisition and construction.	Parks and Recreation Commission
Essential Rail Assistance and Essential Rail Assistance Banking Account	Loans to first class cities for projects to preserve essential freight rail service on economically viable light density lines.	Department of Transportation
Urban Arterial Trust Account	Revenue for projects to alleviate and prevent traffic congestion	Transportation Improvement Board
Intermodal Surface Transportation Efficiency Act	Grants for historic preservation, recreation, beautification and environmental protection of transportation facilities.	Department of Transportation and Regional Transportation Planning Organizations
Transportation Improvement Account	Revenue to alleviate and prevent traffic congestion caused by economic development or growth.	Transportation Improvement Board
Centennial Clean Water Fund	Grants and loans for water pollution control facilities and related actions to meet state and federal water pollution control requirements.	Department of Ecology
Water Pollution Control Revolving Fund	Low interest loans and loan guarantees for water pollution control projects.	Department of Ecology
Federal Aid Bridge Replacement Program	Funds for replacement of structurally deficient or obsolete bridges.	State Department of Transportation
Federal Aid Urban System	Revenue for improvements to arterial and collector roads, and for non-highway public mass transit.	State Department of Transportation

Name	Description	Administrative Agency
Federal Aid Safety Program	Revenue for improvements to dangerous locations (vehicles or pedestrians) as shown by frequency of accidents.	State Department of Transportation
Federal Aid Emergency Relief	Revenue for restoration of roads and bridges damaged by extraordinary natural disasters	State Department of Transportation
Rural Development Water Project Support	Grants, loans and loan guarantees for water projects serving rural residents	Federal Rural Development (formerly Farmers Home Administration)
Department of Health Water Systems Support	Grants for upgrading existing water systems	State Department of Health

## Fees and User Charges

The GMA provides cities and counties the authority to implement a variety of taxes for use in mitigating the impacts of growth on capital facilities. User charges and developer fees are designed to recoup the cost of providing public facilities or services by charging all or a portion of the fee to those who benefit from such services. As a tool for affecting the pace and pattern of development such fees may vary for the quantity and location of services provided. Examples include impact fees, utility taxes and special assessment fees.

## Lease Purchase

Local government can engage in lease purchase agreements for purchasing major equipment like fire trucks or 9-1-1 communication systems. With lease purchase, the capital facility is built by the private sector and leased back to local government. There are a number of reasons, besides current market conditions, which make lease purchase agreements attractive. Leasing a building with an option to buy eliminates the need for the jurisdiction to issue bonds to build a facility. The lease payments are not considered as debt service and thus are not deducted from debt capacity. Since there is no obligation to buy, the jurisdiction can proceed as growth occurs. A potential disadvantage is that the lease purchase payments can cost more than current rents. A lease purchase agreement does not require voter approval.

## Mandatory Dedications or Fees in Lieu of Dedication

The City Council may require, as a condition of plat approval, that subdivision developers dedicate a certain portion of the land in the development or an equivalent fee in lieu of dedication to be used for public purposes, such as roads, parks or schools. This action is authorized under RCW 82.02.020.

## Impact Fees

Many cities and counties in Washington impose fees on developers to finance parks and open space, schools and roads through the provision of RCW 82.02.50 in GMA. These impact fees are assessed on the construction of new homes and other buildings. The fees must reflect the costs of providing capital facilities needed to serve the new development. Some local school districts and jurisdictions also use impact fees to finance their capital facilities.

## Special Assessment Districts

Special assessment districts implement financing methods for capital facilities that require partial or complete financing by entities other than the jurisdiction. These financing alternatives include those that require financial participation by the existing property owner or developers. Special assessment bonds are restricted to uses related to the purpose for which the district was created. Most typical types of districts include Local Improvement Districts, Road Improvement Districts and Utility Local Improvement Districts. Special assessment district financing is appropriate when the needed improvements will benefit only a part of the city.

## Growth Induced Tax Revenues

This revenue raising technique would divert some of the incremental tax revenue generated by new growth into a capital fund so that it could be used to finance infrastructure improvements necessary to support growth. For example, a certain percentage of the increment in property tax revenue generated by new growth could be diverted for a specific number of years into a special capital projects fund. Money in that fund would be restricted to use for the growth-related capital project.

## System Development Charges

System Development Charges (SDCs) are becoming increasingly popular in funding public works infrastructure needed for new local development. Generally, the objective of systems development charges is to allocate portions of the costs associated with capital improvements upon the developments that increase demand on transportation, sewer, or other infrastructure systems.

Local governments have the legal authority to charge property owners and/or developers fees for improving the local public works infrastructure based on projected demand resulting from their development. The charges are most often targeted towards improving community water, sewer, or transportation systems. Cities and counties must have specific infrastructure plans in place that comply with state guidelines in order to collect SDCs. They are authorized under RCW 36.94.

## Stormwater Utility

These are operated just as a water system is -- primarily with fees paid by system users. Establishing a utility would require a basin plan to be adopted by Board of County Commissioners and City Council (RCW 36.89 and 36.94).

## Conservation Futures

The Conservation Futures levy is provided for in Chapter 84.34 of the Revised Code of Washington. Boards of County Commissioners may impose by resolution a property tax up to 6 and 1/4 cents per thousand dollars of assessed value for the purpose of acquiring interest in open space, farm and timber lands. Conservation Futures funds may be used for acquisition purposes only. Funds may be used to acquire mineral rights and leaseback agreements. The statute prohibits the use of eminent domain to acquire property.

## Real Estate Excise Tax

Chapter 84.46 of the Revised Code of Washington authorizes the governing bodies of counties and cities to impose excise taxes on the sale of real property within limits set by the statute. The original 1/2 percent was authorized as an option to the sales tax for general purposes. An additional 1/4 percent was authorized for capital facilities, and the Growth Management Act authorized another 1/4 percent for capital facilities (with voter approval). Revenues must be used solely to finance new capital facilities, or maintenance and operations at existing facilities, as specified in the Capital Facilities Plan. An additional amount (not to exceed 1 percent of the selling price) is available under RCW 82.46.070 for the acquisition and maintenance of local conservation areas if approved by a majority of the voters of the County.

# Transportation

The transportation chapter discusses the existing conditions of Mattawa’s transportation systems, including the street network, active transportation network, and freight network. The chapter includes a traffic forecast and provides recommendations to ensure all modes of transportation are safe, efficient, and have capacity to serve Mattawa over the next 20 years.

## Transportation in Mattawa

The City of Mattawa Transportation Plan is the Transportation Element of the Comprehensive Plan and is based on materials included in the 2015 Government Road subarea study. This element has been updated largely to reflect recent land use and transportation planning efforts within the City and the region. The major outcomes of the Transportation Plan update include the following changes which have been incorporated into this chapter:

- ◆ Extends the planning horizon to 2044
- ◆ Identifies transportation needs based on expected land use patterns and community growth over the next 20 years
- ◆ Identifies the most valuable transportation system improvements that can be reasonably funded over the next 20 to 25 years
- ◆ Identifies any changes needed to be responsive to the QUADCO Regional Transportation Plan (RTP)

It is anticipated that a more complete update to the Plan will be prepared within the next few years to accommodate an in-depth analysis to fully recognize the changing transportation system within the community. This plan largely focuses on assessing changes to the City’s Street Network Plan and Active Transportation Plan, including the development of a Complete Streets Policy, along with recommended improvements to address identified short- and long-term transportation needs. Minor changes are reflected in other plan elements, including Goals and Policies, Public Transportation, Travel Demand Management, Freight Mobility, and Aviation.

## Purpose of the Transportation Element

The purpose of the Transportation Element is to address the motorized and nonmotorized needs of the City of Mattawa and its surrounding Urban Growth Area (UGA) for the next 20 years. This plan has been developed in accordance with the County-Wide Planning Policies and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. The Transportation Plan specifically considers the location and condition of the existing traffic circulation system; the cause, scope, and nature of transportation problems; the projected transportation needs; and plans for addressing all transportation needs while maintaining established level of service (LOS) standards.

# Street System Plan

Mattawa's geographic location is isolated from other communities. The nearest communities with comparable population sizes that provide commercial stores and services not available in Mattawa are 39 miles north in Quincy, 41 miles east in Othello, 46 miles to the south in Sunnyside, and 47 miles to the west in Ellensburg. Major cities with big box stores and larger ranges of commercial, social, and public services are Richland, located 51 miles to the southeast, and Yakima, located 61 miles to the southwest.

Figure 26. QUADCO Region Lane Mileage by Classification

Lane Mileage by Federal Functional Classification							
Description	1 Inter- state	2 Other Freeways	3 Principal Arterials	4 Minor Arterials	5 Major Collectors	6 Minor Collectors	7 Local Access
<b>Adams County</b>							
County Roads				0.53	288.88	368.53	1,109
Hatton						0.87	5.11
Lind						1.54	9.55
Othello				7.57	3.50	0.49	26.17
Ritzville					2.99	1.43	30.23
Washtucna							4.95
National DFW							3.70
State Highways	46.5	114.48		0.94	85.27		
State DNR							54.95
State DFW							3.49
<b>Grant County</b>							
County Roads				14.64	401.10	493.49	1,604.42
Coulee City					0.74	1.71	4.81
Coulee Dam				0.22			5.32
Electric City						1.49	9.26
Ephrata				5.25	5.81	0.18	32.10
George					1.27	1.49	4.17
Grand Coulee				0.40	0.57	2.84	9.46
Hartline					0.49	0.63	6.09
Krupp					0.71	0.22	1.52
Mattawa					1.64	0.60	4.61
Moses Lake			2.65	18.74	16.58	3.02	98.57
Quincy				3.70	4.01	0.78	27.94
Royal City					0.76	2.99	7.87
Soap Lake					2.25	3.05	16.69
Warden					2.07	1.62	18.72
Wilson Creek					1.42	1.09	4.37
State Highways	54.32	69.70	40.58	149.53	50.89		
Bureau of Reclamation							3.00

Source: QUADCO Regional Transportation Plan, 2017

There is no public transit available for the residents of Mattawa. For that reason, mobility through personal motor vehicle is the only method of transportation. A private airport in Desert Aire serves small commercial and recreation planes, but these aerial vehicles of transportation

are not available to all. Commuting long distances from Mattawa to other areas can be a daily challenge that must be overcome on a regular basis by its residents to receive services or connect to employment opportunities not available in Mattawa.

Mattawa's street infrastructure is limited to 6.85 miles. By comparison, Ritzville's street network is nearly six times as large, with 34.65 miles. Ritzville had an estimated population of 1,785 in 2023, which is half of the size of Mattawa's population (3,575). The City of George (estimated population 885) has a street network of 6.93 miles. The above table shows that Mattawa's transportation system is less robust and will need its existing road infrastructure to be further developed to accommodate its growing population as a City.

Major State Routes (SR) that connect to the City of Mattawa are SR 26 that runs east to west and connects Othello. The highway intersects several major north-south highways, including SR 24, SR 17, US 395, and SR 261 before ending in Colfax. The route serves as a connector between Vantage, Royal City, Othello, Washtucna, La Crosse, and Colfax. State Route 243 travels through a predominantly rural and desert area, and serves two hydroelectric dams and the communities of Desert Aire, Mattawa, and Beverly. It travels north/south along the Columbia River for 28 miles, and connects to SR 24 at the Vernita Bridge, and to SR 26 near Vantage.

The City of Mattawa is a fast-growing City along the Columbia River. Government Road is the main road and a major highway that runs east-west connecting most of the residential streets to the agricultural land.

## Street Classifications

**Arterials:** Streets that are designed to carry a high proportion of the total urban area traffic, and usually either serve traffic going from the central business district to outlying residential areas, or traffic entering and leaving the urban area. They also provide a connection to collector streets and provide intra-community continuity while maintaining identifiable neighborhoods (These streets are classified by Washington State DOT and Federal Highways as Major Arterials and/or Major Collectors).

**Collectors:** Streets that are designed to provide access service and traffic circulation within residential neighborhoods and commercial/industrial areas. They differ from the above arterials in that they may penetrate residential neighborhoods, distributing traffic from arterials to the ultimate destination or vice-versa.

**Local Access:** Streets that have a primary function of providing access to abutting land and to collector and arterial streets. They offer the lowest level of mobility and traffic in residential neighborhoods is deliberately discouraged. Local Access Streets are further classified according to the primary intended use of the area, based on the comprehensive plan land use designations map.

**Local Access - Commercial/Industrial:** Streets that serve primarily commercial and industrial uses with adequate structural and design features to serve traffic typical for these areas, including larger trucks. Important features include but are not limited to, adequate sight distance, turning radius, travel lane widths, etc.

**Local Access - Residential:** Streets that primarily serve residential uses with design components to slow down traffic and to discourage through traffic.

## Government Road Study

The City of Mattawa plans to improve the conditions along the road such as creating a safe path for children walking to school, sidewalks, crosswalks, speed, and traffic control throughout the City. A step towards this was started in 2015 through a Government Road Design Study. The study was completed through a consulting team to develop an improved street plan with significant community engagement.

Government Road is the main thoroughfare through the City which connects to SR 26 and SR 243 which are major state highways that are vital for much of Mattawa's population as they commute to their employment, outside services, and other nearby communities in the vicinity. It connects most of the residential streets to the agricultural lands west and east. Currently, the road is 100 feet wide with mismatched sidewalks, gravel parking, and unclear lane divisions. There is considerable traffic congestion and pedestrian traffic with limited safe crossing areas.

The conceptual plan for redesigning Government Road is intended to be a flagship design for complete streets throughout the City. The design primarily considers:

- ❖ Attracting people from SR 243 and getting them to come to Mattawa's downtown.
- ❖ Safe travel for vehicles and pedestrians.
- ❖ Enhanced environment that becomes a community asset.

Figure 27. Government Road Design Concept



Sidewalks and bike lane, safety and accessible year round

Storm drains

Drought-resistant trees and plants

Centered-road landscape for traffic calming

Parking stripes angled parking connected to businesses

Turning lane avoids congestion

*Source: Government Road Design Study*

## Government Road Improvements

- Requiring underground utilities for practicality and desired aesthetic appearance.
- Study roundabout designs starting at Portage Avenue to Boundary Avenue for traffic control.
- Construct storm drains on Government Road.
- Welcome sign into Mattawa from SR 243.
- Review current Zoning to identify hinderances or impediments to development.
- Support agricultural workers housing.
- Attract national stores to Mattawa.
- Develop apartment complexes for housing.
- Facilitate more housing for new families and workers moving into Mattawa.
- Large vehicle passage into Mattawa.
- Consider requiring commercial trucks be rerouted to Road 25 to enter Mattawa instead of utilizing Government Road.

- Mattawa is considered an oasis for trucker drivers in the high desert plateau with limited areas for food, services, and refuge along SR 243 and SR26; consider supporting the development of a truck stop to meet the needs of this community.
- Consider a town plaza/city center to support commercial businesses and enhance community amenities.
- Support the creation of a community center.
- Support the construction of a downtown plaza to allow for outdoor community events, farmers market, and flea market.
- The redesign of Government Road can help support event space and commercial businesses.
- Establish angled street parking on Government Road to help residents stay connected to parks and businesses.
- Support public parking lots to mitigate the parking requirement for business currently limited for expansion due to parking requirements.
- Angled parking needed on Government Road with complimentary landscaping for traffic calming.
- Consider traffic lights to provide slow points along Government Road.
- Implement bike lanes on Government Way.

As Mattawa's population continues to grow and opportunities for existing and new businesses to expand into Mattawa's downtown, the issues that inhibit Government Road will continue to rise. Economic opportunities for redesigning Government Road that incorporate the ideas, proposed street designs, and amenities listed above would create a new environment that could see the needed revitalization of Mattawa's downtown. Street designs are vital to how safe pedestrians feel and interact with their environment, and further considerations are needed to better determine the final design of Government Road. The City will continue to seek opportunities as they arise in the future as the cost of the project would be high in cost and not a project the City can undertake alone. Businesses by themselves will not find it economically feasible without the City's role in helping spur redevelopment downtown. At present no plans are currently established for Government Roads redevelopment and therefore economic development may be slow and cumbersome for businesses unless further City action is taken to redevelop Government Road to enhance economic development.

The design feature reduces congestion related to school traffic and slowdown traffic. The angled parking stalls aid visibility, and the center or turning lane reduces congestion.

#### Conceptual Design of Government Road



# Active Transportation System

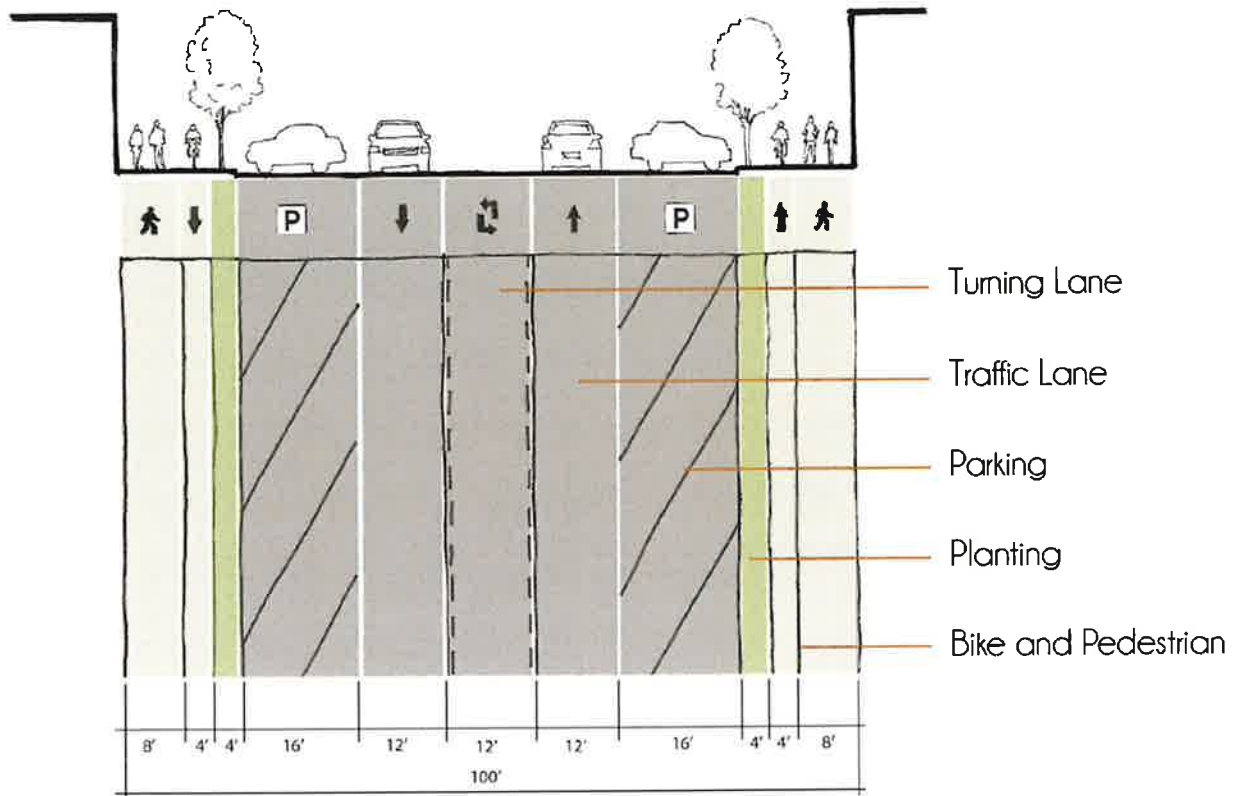
## Existing Street Conditions

A general physical condition survey of the street, road, and highway system of Mattawa and the UGA is shown in Figure x. The street conditions have been rated as GOOD, FAIR, and POOR, based upon physical appearance during a “windshield survey.” This assessment does not include any detailed evaluation of the physical characteristics or construction quality of facilities. Additional planning should be undertaken to provide the needed information.

As of 2023, there were 8.65 miles of City streets in Mattawa. The street view was used on Google Maps to conduct a “windshield survey,” which showed that many streets in Mattawa are in good or fair condition. There are some roads that could be rated as poor, given the number of potholes.

The City of Mattawa does not have any official bicycle facilities or dedicated bike paths. There is a shared-use path on Government Road. There is a need in the city for an active transportation plan to encourage residents to use alternative, non-motorized modes of transit.

Community Preferred Complete Street Design from Government Road Study



The Wahluke School District serves 2,592 students in Mattawa and Desert Aire, with grades PreK through 12. The elementary, middle, and high schools are situated on a 100-acre campus at the north end of Mattawa. There are 15 bus routes that serve the campus, and the location is in need of additional facilities to serve the congestion for incoming and outgoing vehicles, bicyclists, and pedestrians.

## Travel Demand Management

State Route 243 (SR 243) is a state highway in Grant County, Washington. It travels north-south along the Columbia River for 28 miles (45 km), connecting SR 24 at the Vernita Bridge to SR 26 near Vantage. The highway travels through a predominantly rural and desert area, serving two hydroelectric dams and the communities of Desert Aire, Mattawa, and Beverly. State Route 243 is a heavily used freight route that helps move agricultural goods and commerce and supports the rural communities of Grant and Adams County. Construction was completed in 1957 as the highway was established as a branch of Secondary State Highway 7C (SSH 7C). In the early 1960s, it was re-designated as SR 243 during the 1964 state highway renumbering. Since its construction a large presence of Freight traffic has been established as much of the region grows crops that utilize freight and heavy industrial vehicles to move produce and goods to processing plants, local markets, or centers of distribution to be shipped to their next destination.



Figure 28. Map of State Routes

SR 243 is a two-lane, undivided highway with occasional turn lanes and a roundabout. The annual average daily traffic on this corridor is highest around Vantage and Matawa and quite sparse on the remainder of the corridor. The Washington State Department of Transportation (WSDOT) maintains the highway and conducts an annual survey of traffic volume on state routes, expressed in terms of average annual daily traffic. The entire corridor is performing above WSDOT's congestion threshold. According to WSDOT analysis of SR 243, roughly 93 percent of surveyed pavements on the corridor are in fair or better condition. However, WSDOT's analysis also determined that there are no multimodal opportunities along the corridor. Edge breaking on corridor shoulders is present, as are multiple potholes, and the major increase in truck traffic on the corridor is making conditions worse and resurfacing less optimal. Average vehicle counts on SR 243 measured in 2016 ranged from a minimum of 2,800 vehicles near Beverly to a maximum of 4,600 vehicles between Desert Aire and Mattawa.

The rise in freight and trucks transporting agricultural goods has led to an increase in traffic on State Highway 243 for which the original construction of this highway may not have been anticipated. The rise in traffic directly impacted the rate of vehicle traffic collisions near Mattawa. Specifically, the intersection with Road 24 (known as Government Road inside the City limits of Mattawa), a county road that serves as the main entry to Mattawa, had been the site of several major and fatal collisions in the late 2000s, prompting WSDOT to propose construction of a

roundabout. The \$1.25 million roundabout was the first to be built in a rural area and was subject to much opposition from residents. After it was completed in 2014, the high rate of vehicle collisions substantially decreased. The local opposing residents have come to accept the change and have since apologized for their stance on the project.

Freight trucks passing through State Highway 243 frequently stop and rest in downtown Mattawa as it is the only City from Interstate I-90 to Vernita Bridge that has the amenities to service freight and truck drivers. There are known issues with Semi-trucks parking on Government Road as it hampers vehicle movement, creates blind spots for drivers seeking to access Government Road, and a stretch of Government Road functions as a de facto truck stop. Due to the semi-trucks causing hazardous conditions for both motorists and pedestrians downtown, the City of Mattawa is seeking options to address these issues.

## Traffic Forecast

According to the WSDOT SR 243 corridor sketch for the 28-mile highway stretch that includes Mattawa, the future function of this corridor is expected to remain the same based on the projected population, land use, and economic forecasts. Highway 243 operates at LOS C as a rural minor arterial in the city's UGA.

West of Mattawa, road SW 24 is expected to generate 2,770 additional vehicle trips by 2037. The total average daily traffic volume is still well below the road's daily vehicle capacity of 16,000 vehicles. Within city limits, traffic forecasts are projected to remain relatively similar.

## Aviation

The Desert Aire Owners Association privately owns Desert Aire Regional Airport and leases it to Grant County Airport District #1. Desert Aire Airport was completed in 2015. This local airport is located in the community of Desert Aire which is approximately 4.5 miles south of Mattawa off of State Route 243. The airport is open to the public for some limited commercial and recreational use. Privately owned airport homes adjoin the Desert Aire Airport runway on both the north and south sides. The runway measures 3,600 ft with a width of 60ft of mixed asphalt runway and it is rated for 18,000 lb. to accommodate aircraft and fixed-wing planes, ultralights, and helicopters. Plane tiedown parking is available at the airport. Transient parking is available at the southeast and southwest ends of the runway. Runway lighting is pilot controlled during night-time. Lights turn themselves off after 30 minutes. The restaurant serves flight crews and passengers located near the south entrance to Desert Aire from Highway 243. ICU-level fixed-wing air and EMS helicopter transport services to trauma centers in Tri-Cities, Yakima, and Seattle are provided to Desert Aire by MedStar Northwest, which joined Life Flight Network in April 2016. Residents must sign up for this service. The cost for a new membership is \$60/year to \$1,000 for a lifetime membership. The airport serves the regional farms of the area for crop dusting.

# Transportation Impact Fees

Impact fees are a financial tool to develop system improvements that support new development. They are one-time charges that must be balanced with other sources of public revenue to fund the expansion and improvement of public services, such as streets and roads. The state of Washington authorized the use of impact fees under RCW [82.02](#), however, the City of Mattawa does not currently collect transportation impact fees. In order to do so, the City would need to establish specific needs and system deficiencies within a capital facility plan (CFP).

Impact fees generally must only go to the infrastructure which serves the needs that have been outlined in the CFP, and must identify the demand that will be created and served by new development. There is uncertainty about the allowance of impact fees to fund multimodal improvements, but improvements within the public right-of-way (e.g., bus lanes, sidewalks, bike lanes, etc.) are likely acceptable as they are needed for transportation-related projects. However, impact fees are restricted to capital facilities, so they may not be used to fund transportation studies, or to pay for operations and maintenance costs.

There are not currently any cities within Grant County that collect impact fees. Carnation (2022 population: 2,160), La Center (2022 population: 3,835), Granite Falls (2022 population: 4,705), and Buckley (2022 population: 5,315) are examples of Washington cities that are similar in population size and do collect impact fees ([MRSC Rate Study, 2023](#)).

# Transportation Improvement Program

Mattawa is required under the GMA to prepare a plan for financing the transportation improvements included in this Transportation Element. The Six Year Transportation Improvement Program is the city's principal directive to carry out the adopted Transportation element in the near-term as it relates to the construction of new facilities and preservation of existing corridors. The Transportation Improvement Program is updated annually by the city with each update approved by the City Council, and incorporated by reference into the Comprehensive Plan. The purpose of the program is to correlate funding sources to needed improvements and identify projects for dedicated revenues. The TIP also identifies existing and future revenues, revenue sources, maintenance and operating costs, expenditure categories, and improvements for the transportation system.

The Transportation Improvement Program and this Transportation element is coordinated with the transportation planning of other jurisdictions through QUADCO. The four counties and jurisdictions within, cooperatively conduct traffic counts on the road network to record traffic volumes over time. The data from these recordings are factored into the annual update of the Six-year program, which identifies capital projects to be carried out in the near term.

The "condition" of roadways is also monitored to assess their surface and bed condition and to indicate where the condition of a road is not sufficient to carry existing and projected volumes,

as well as the volumes that would occur at the designated LOS. These data are also factored into the Transportation Improvement Program.

Funding Sources – Projects included within the program must have identified sources of funding. Under GMA, projects necessary to maintain designated LOS are a priority. A variety of local, state, and federal funding supports the program, with a primary revenue source being the Transportation Improvement Board.

## Probable Funding Shortfalls

If the City is faced with transportation funding shortfalls, any combination of the following strategies should be used to balance revenues and public facility needs:

- Increase revenues through use of bonds, new or increased user fees or rates, new or increased taxes, regional cost sharing, or voluntary developer funds.
- Decrease LOS standards if consistent with GMA Goals.
- Reprioritize projects to focus on those related to concurrency.
- Decrease the cost of the facility by changing project scope, or finding less expensive alternatives.
- Decrease the demand for the public service. This could involve instituting measures to slow or direct population growth or development, for example, developing only in areas served by facilities with available capacity until funding is available for other areas, or by changing project timing and phasing.
- Revise the comprehensive plan's land use and rural areas element to change types or intensities of land use as needed to match the amount of transportation facilities that can be provided.

## Transportation System Recommendations

- Develop a citywide transportation plan that includes multi-modal transportation
- Explore alternatives to transportation demand management
- Identify transportation improvement projects consistent with engagement input
- Adopt a truck route map for city streets.
- Establish a commercial freight route to insure the mobility of goods and services, as well as of people, and to improve the reliability of freight mobility.

## Economic Development

Economic development is not a required element of a GMA-compliant Comprehensive Plan, but Mattawa chooses to include this chapter to improve the local economy through diversification and integration with the regional economy.

Generating economic activity in Mattawa will increase employment opportunities, expand the tax base, increase disposable incomes, and provide additional tax revenues. Increased development will also have the potential to cause adverse impacts on the community, such as traffic congestion, increased demands for housing, and additional demands on the water supply and wastewater services. Therefore, it is crucial for the town to develop an economic strategy that facilitates improvements and maintenance of capital facilities, transportation needs, and coordinates land use and housing policies with the economic development policies.

The Policy Framework in Chapter 3 identifies Economic Development Policies that will guide Mattawa toward a successful and diverse economy.

## Economic Development Considerations

### City of Mattawa

The City of Mattawa is strategically along the Columbia River and located 15 miles south of the I-90 corridor, 152 miles from Seattle, 160 Miles from Spokane, and Portland, and 215 miles from Portland. The City overlooks the majestic Columbia River and almost uncountable acres of orchards and vineyards that stretch across the desert plateau.

Mattawa is in Grant County which is a rural and predominantly agricultural region. Mattawa is the most isolated in terms of distance between the other communities. However, the region is abundant in natural resources such as the Columbia River, it is sunny most days of the year, and windy days are common in this area, which make it an ideal location for harnessing water, solar, and wind energy resources into renewable power which allows residents and commercial industries to maintain a lower cost of energy prices. Grant County PUD is the sole provider of energy in the area and provides power and fiber service for Grant County. It operates the Priest Rapids Project on the Columbia River near Mattawa. The Priest Rapids Project, comprising Priest Rapids and Wanapum dams, has the capacity to produce more than 2,000 megawatts of clean, renewable, and reliable electricity. Control of these power resources has helped the county grow and prosper with its lower cost of energy prices. The low-cost power has allowed the county to attract new businesses and create more jobs to help drive our regional and state economies.

Mattawa experiences a semi-arid climate with warm, dry summers and mild winters. The average high temperature in the summer months is around 90 degrees, while the average low temperatures in the winter months average 30 degrees. The water resources in the area are derived from the Columbia River and the Wahluke aquifer. Despite the region experiencing sunshine throughout the year, solar power has not yet been heavily invested in as a potential energy resource in the region. Municipal wastewater is treated and maintained by City-owned facilities before discharging into the Columbia River.

Mattawa's surrounding area has gone through significant change in the past twenty years. Irrigation projects and the ongoing construction of the regional dams have had a large impact

on the development of Mattawa. Mattawa benefits and receives a stimulus to its economy and growth because of the proposed construction of area projects and the development of area farming. Housing is a major issue for those wishing to reside within the City limits of Mattawa due to the high demand for housing and stagnant housing stock. The City supplies its domestic water throughout the City. The domestic water is derived from wells that tap the Wahluke aquifer. The City's water infrastructure can maintain its current level of service demand, but services may be limited in certain areas of the City.

Mattawa's Community Business District is located along Government Road, specifically stretching from Portage Avenue to Boundary Avenue. A study conducted in 2015 by WSU's Rural Communities Design Initiative (RCDI) reviewed Government Road for potential redesign strategies and street work that when implemented traffic calming facilitating safer pedestrian environments, create pedestrian spaces, allow commercial businesses new opportunities for growth, and promote new opportunities for community events. Government Roads redesign holds much potential for spurring economic growth.

## Port of Mattawa

The Port of Mattawa is a port district in southern Grant County. On November 4, 1958, voters of Grant County approved the port. The City of Mattawa and Desert Aire are communities within the Port of Mattawa's district. The port currently retains three major properties: Wahluke Industrial Park, Sentinel Gap Industrial Park, and the Pat-Chee Industrial Park.

According to an article published in February 2021 by Grant County's Economic Development Council, the Port of Mattawa is working to expand and improve the infrastructure of its Wastewater Treatment System to accommodate the increasing growth of the wine grape crushing/bulk wine-making industry in central Washington as well as support other food processing in the Mattawa area.

Funding for Phase 4 of the Port of Mattawa's Infrastructure Improvement Project will go directly to the new wastewater infrastructure. Over 30 different organizations sent letters of support for Mattawa to allow the funding request's approval. In addition to accommodating the wineries locally, these improvements will also better enable the Port of Mattawa to safely water crops with a focus on an environmentally sustainable manner.

## Business Resources

The City can utilize the following local and regional resources to ensure the continued coordination of planning efforts for Mattawa's economic development:

- South Grant County Chamber of Commerce
- Port of Mattawa
- Grant County Economic Development Council
- WorkSource Central Basin

# Parks and Recreation

Parks and Recreation is not a required element of a GMA-compliant Comprehensive Plan, but Mattawa chooses to include this chapter to improve the local recreation opportunities through establishing policies and direction for the city's parks, recreation, and open space programs.

The City of Mattawa believes that Parks and Recreation are a key element in providing the highest quality of life possible for the citizens of our community. The Mattawa Parks and Recreation Department maintains a number of parks, facilities, and programs throughout the City to ensure the community has access to plentiful recreation opportunities.

The City of Mattawa is undergoing a Parks, Recreation, and Open Space Plan which will provide a detailed inventory, analysis, and direction for the City of Mattawa's parks over the next six years. The plan will be adopted in 2024. This plan, and its subsequent updates, will be considered the Parks and Recreation component of the Mattawa Comprehensive Plan, and shall be adopted by reference. The most recent Parks, Recreation, and Open Space Plan should be referenced to find updated inventories, goals, policies, and action items that will support the continued success of Mattawa's Parks.

The Policy Framework in Chapter 3 of this plan identifies a number of Parks and Recreation policies that shall guide future updates to the Parks and Recreation plan updates.

## Park Inventory

Mattawa has one 5-acre park; known as Hund Memorial Park that serves community members. Currently, the park has playground equipment, a gazebo, library, concession stand for community events, and new basketball courts underway. Through previous engagement efforts, there is community support for additional recreational space such as another park, community center, or water feature.

# Appendix A. Action Plan

*Will be included in the final plan.*