CITY OF CLE ELUM

2019-2037
COMPREHENSIVE PLAN

JUNE 2019

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CITY OF CLE ELUM

COMPREHENSIVE PLAN

EXECUTIVE SUMMARY

&

VISION STATEMENT

APRIL 2019

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Executive Summary

Introduction

This comprehensive plan was prepared by the City of Cle Elum in accordance with Section 36.70A.070 of the Growth Management Act (GMA). The plan serves as a guide to address future growth and development projects in the city while conserving Cle Elum's essential character within the city limits and Urban Growth Area (UGA). This plan embodies the community's goals and policies and aims to guide how the City will develop over the next 20 years.

Why the City of Cle Elum Plans

- To Implement the Growth Management Act (GMA)

  The Growth Management Act passed in 1990 in response to rapid population growth, concerns with suburban sprawl, environmental protection, and quality of life requires local governments to adopt Comprehensive Plans, establishes mandatory elements together with more detailed requirements that must be included in these Plans. The GMA also contains goals to guide the development of Comprehensive Plans and development regulations. Through the planning process local governments prepare goals and policies for these elements that are relevant and address the specific needs of the jurisdiction. Following adoption of the Comprehensive Plan the local government prepares and adopts development regulations and other strategies to implement the Plan.

- To Promote Desired Changes and Preserve Community Assets

  Planning is a technical, political and public process concerned with the development and use of land, planning permission, protection and use of the environment, public welfare, and the design of the urban environment, including its infrastructure. In order to preserve valuable community assets and promote desired changes, the city must actively plan and effectively implement those plans. The City plans in order to guide control its future for the benefit of the entire community and for future generations.

- To Involve the Citizens in the Decision-Making Process

  Planning is both a process and a product. The process component of planning requires active civic engagement to make good decisions, gain public support, and ultimately leads to faster implementation of local plans. The process aspect of planning should not be confused as an end, but rather a means to an end, which is the realization of local plans. This is why we plan.

This Executive Summary represents only a snapshot of the full Comprehensive Plan document. This document provides the essential components of the plan, to act as a quick reference guide for daily uses. The Comprehensive Plan is the guiding principal for the future development of the City. After public open houses, a thorough analysis of current and future trends, and assessment of the community's issues and opportunities, the "blue print" for the future was established.

The comprehensive plan has been developed to state the vision for the future and establishes the goals, guidelines, and policies needed to achieve sustainable growth over a twenty to thirty year period. The Comprehensive Plan is based on the required elements specified by the Planning Department with help of the community to address:

- Community Goals

- Community Work Program
- The following elements, or chapters, will be included:
    - Land Use
      The Land Use Element is the broadest element, containing information on how the City currently uses and will use the land in its jurisdiction. It also contains current and projected population, a land use map, and a current zoning map. The Land Use Element also provides a summary of other included elements.
    - Capital Facilities
      The Capital Facilities Element describes the location, inventory, capacity, and future needs of the City's capital facilities, such as the regional water and sewer programs.
    - Transportation
      The Transportation Element contains information on the City's forms of transportation, levels of service, and future needs.
    - Utilities
      The Utilities Element contains the general location, inventory, capacity and future utility needs.
    - Housing
      The Housing Element includes an analysis of the current housing stock and projections of the required amount of housing needed to facilitate the projected growth.
    - Parks & Recreation
      The Parks and Recreation Element contains estimates of recreation demands over the next 20 years. It also evaluates facilities, service needs, and opportunities for intergovernmental coordination to provide regional approaches for meeting park and recreation demands.

The Comprehensive Plan is a public driven document designed to accommodate future population growth and development while maintaining the City's vision. The Plan is a broad statement of the community's values and vision for its future. It is a policy road map that directs orderly and coordinated physical development of the City for the next 20 years. It anticipates change and provides guidance for action to address and manage that change. The City of Cle Elum's Comprehensive Plan is



specifically intended to sustain and enhance the City's character and identity as a unique and vibrant historic rural community.

Work Program

The GMA Periodic Update process for comprehensive plans requires jurisdictions to adopt a Work Program, containing a schedule and a public participation program. The Cle Elum City Council passed Resolution 2017-019 (Exhibit A), which formally adopted the County-Wide Planning Policies, as well as the City's Public Participation Program and draft schedule.

Schedule

The City requested a 24-month extension for Comprehensive Plan delivery (per RCW 36.70A.130(6)(d), moving the delivery date from June 30, 2017 to June 30, 2019 (Exhibit B). The projected schedule has changed over the course of the update process.

Throughout the City's Comprehensive Plan update process, staff have maintained a comprehensive plan webpage, which has been regularly updated (http://cityofcleelum.com/city-servicesplanningcomprehensive-plan-update/), staff has appraised City Council regularly, and the local Upper County Tribune weekly newspaper has printed several comprehensive plan related articles.

Open houses, hearings, and other related actions taken to date are as follows:

Open Houses

Community Focus Groups	
Parks & Recreation (RCO Plan)	11/7/2017
Land Use (discussion and map edits)	12/5/2017
Housing (intro Transportation)	4/16/2018
Transportation and Utilities (recap Housing, Parks & Recreation; and intro Land Use & Capital Facilities)	3/19/2019
Land Use and Capital Facilities	4/16/2019

Hearings

Park & Recreation, Housing Transportation, and Utilities	4/02/2019
Land Use and Capital Facilities	4/16/2019

Council Action

RES-2019-012 Work Plan (Schedule & Public Participation Plan) and Countywide Planning Policies	9/12/2017
RES-2018-008 Parks & Recreation (RCO Plan) Resolution No. 2018-008	2/13/2018

The current schedule includes submitting the draft Comprehensive Plan to the Washington State Department of Commerce (Commerce) on April 11, 2019. During this time, the required State Environmental Policy Act (SEPA) will be conducted, additional open houses or hearings may take place, and comments may be received.

The mandatory 60-day Commerce review period will end on June 10, 2019, allowing time for any additional edits, hearings, and final adoption by City Council prior to the June 30, 2019 deadline.

Public Participation Program

The purpose of this the Public Participation Program (Exhibit C) was to identify the City of Cle Elum's public participation objectives, approach, audiences, schedule, and opportunities for public participation.

Public participation for the Comprehensive Plan update kicked off with a series of community focus groups aimed to collect initial information from the community to develop a City Vision Statement (Exhibit D) that would inform the Comprehensive Plan and the conceptual design of the Downtown Revitalization Project to redesign the downtown commercial core.

The focus groups and Vision Statement were conducted and created following a collaborative process the City engaged in with Central Washington University's 2017 Advanced Land Use Planning class, under the direction of Dr. Donald Chance. Students conducted focus groups of community members and business owners and gained valuable education and experience for their future planning careers. Two of the students eventually became City interns, one of whom went on to work for the City as a Planning Technician. The future of Cle Elum will be shaped by the vision of current and future residents, and future employees, and the City's Vision Statement is a good representation of what shape that City's future may take.



Exhibit A. RES-2017-019

CITY OF CLE ELUM
WASHINGTON

RESOLUTION NO. 2017-019

A RESOLUTION OF THE CITY OF CLE ELUM, WASHINGTON, ADOPTING THE 2016 KITTITAS COUNTY COUNTYWIDE PLANNING POLICIES AND A WORK PLAN FOR UPDATING THE COMPREHENSIVE PLAN AND DEVELOPMENT REGULATIONS PER RCW 36.70A.130.

WHEREAS, the Growth Management Act (GMA) of 1990 establishes statewide goals, guidelines and procedural requirements to guide the development, coordination and implementation of long-range plans; and

WHEREAS, the Cities must complete comprehensive plans consistent with their County's Countywide Planning Policies to provide a general framework for the implementation of the GMA; and

WHEREAS, Cle Elum is required to review and revise as needed the city's Comprehensive Plan and development regulations by June 30, 2019, to ensure compliance with GMA requirements per RCW 36.70A.130; and

WHEREAS, a Public Participation Program has been developed to provide the public with an opportunity to comment on the review and suggest needed revisions to the Comprehensive Plan and development regulations; and

WHEREAS, a Schedule has been developed outlining the timelines necessary for completion of required elements of the Comprehensive Plan Update, including public participation, mandatory reviews, hearings, and State Environmental Policy Act compliance; and

WHEREAS, a Work Program consisting of a Public Participation Program and Schedule has been developed and approved by the Cle Elum Planning Commission and staff as required per RCW 36.70A.130.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLE ELUM, WASHINGTON, DOES RESOLVE AS FOLLOWS:

The 2016 Kittitas County Countywide Planning Policies, attached hereto as Appendix A; and the City of Cle Elum Work Program, consisting of a Public Participation Program and Schedule for the 2019 City of Cle Elum Comprehensive Plan Update, copies of which are attached hereto as Appendix B, are hereby approved as the basis for developing the required Comprehensive Plan Update.

PASSED BY THE CLE ELUM CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 12th DAY OF Sept., 2017.

CITY OF CLE ELUM

Jay McGowan, Mayor

ATTEST/AUTHENTICATED:

Kathi Swanson, City Clerk

Approved as to form:

Alexandra L. Kenyon, City Attorney

Filed with the City Clerk:
Passed by the City Council:
Resolution No.:
Date Posted:

APPENDIX A.

KITTITAS COUNTY

2016

COUNTYWIDE PLANNING POLICIES

BOARD OF COUNTY COMMISSIONERS
COUNTY OF KITTITAS
STATE OF WASHINGTON

ORDINANCE NO. 2016-013

An Ordinance revising Kittitas Countywide Planning Policies based on current conditions throughout the County and cities as well as for consistency with Washington State Growth Management Act's 14 required planning goals.

WHEREAS, As per RCW 36.70A.210(1), Countywide Planning Policies are written statements used solely for establishing a countywide framework for developing and adopting county and city comprehensive plans; and

WHEREAS, The role of the Countywide Planning Policies is to coordinate comprehensive plans for jurisdictions in the same county for regional issues affecting common borders and provide a countywide framework that ensures consistency between city and county comprehensive plans as required by RCW 36.70A.100; and

WHEREAS, Kittitas Countywide Planning Policies were last amended by Ordinance 2013-005 in April 2013 but have not been comprehensively updated since Ordinance 1998-020 in September 1998; and

WHEREAS, As per RCW 36.70A.130, Kittitas County and all cities/town shall take action to review and if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the Growth Management Act on or before June 30, 2017 ; and

WHEREAS, The Kittitas Conference of Governments have held regular monthly meetings that are open to the public from August 2015 through June 2016 to consider amendments to the Countywide Planning Policies; and

WHEREAS, In a public meeting held on June 22, 2016 the Kittitas Conference of Governments deliberated and adopted the amendments to the Countywide Planning Policies and recommended for approval by the Kittitas Board of County Commissioners the amendments shown in Attachment A to this Ordinance; and

WHEREAS, On June 14 and July 5, 2016 the Kittitas County Board of County Commissioners held continuations of the April 19, 2016 public hearing to consider the approval of proposed amendments to the Countywide Planning Policies as recommended by the Kittitas County Conference of Governments;

WHEREAS, Due notice and publication was placed upon the official County website and in the Ellensburg Daily Record on April 5 and April 14, and in the Northern Kittitas County Tribune on April 14, 2016; and

WHEREAS, After due public notice and publication, the Kittitas County Board of County Commissioners held an open public hearing on April 19, 2016 during which public testimony was taken from those persons wishing to be heard regarding amendments to the Countywide Planning Policies. The hearing was continued on June 14, 2016 giving the Conference of Governments time to address the Board of County Commissioners recommendations.

NOW, THEREFORE, BE IT ORDAINED, the Kittitas County Board of County Commissioners, after due deliberation, hereby approves amendments to the Countywide Planning Policies as recommended by the Kittitas County Conference of Governments. Attachment A of this Ordinance is the revised Countywide Planning Policies.

ADOPTED this 5th day of July, 2016

BOARD OF COUNTY COMMISSIONERS
KITTITAS COUNTY, WASHINGTON

Obie O'Brien, Chairman

Paul Jewell, Vice-Chairman

Laura Osiadacz, Commissioner

COUNTY COMMISSIONERS
SEAL
KITTITAS COUNTY WASHINGTON

ATTEST:
CLERK OF THE BOARD

Julie A. Kjorsvik

APPROVED AS TO FORM:

Neil Caulkins,
Deputy Prosecuting Attorney

Attachment A

Countywide Planning Policies as approved and recommended for Kittitas County Board of County Commissioner approval on June 22, 2016 by the Kittitas County Conference of Governments

Kittitas County

Countywide Planning Policies

Last amended on June 22, 2016

Ordinance Number 2016 - XXX

PREAMBLE TO THE COUNTY-WIDE PLANNING POLICIES

These Planning Policies are to be used solely to establish a framework from which the comprehensive plans of the County and cities within the county are developed and adopted, pursuant to RCW 36.70A, The Growth Management Act.

These policies are adopted to ensure consistency and coordination among the comprehensive plans of the County and the cities.

Nothing in these policies shall be construed to alter the land use powers of the cities or County.

VISION STATEMENT

This statement is a general vision of the future of our county, toward which this framework and these policies aim.

Kittitas County and the cities will value and protect and enhance the quality of life by protecting the visual and physical environment; fostering economic opportunity, diversity, and security; supporting a wide range of natural resource-based industries; ensuring access to recreational opportunities; promoting educational excellence; and providing for affordable housing and accessible transportation.

Discussion and Explanation

Planning for growth and change must be based on maintaining and enhancing the existing quality of life, the character of the County, and meeting the needs of the community as a whole.

Actualizing this vision requires a collaborative effort among public officials from all jurisdictions and active citizen participation. Public officials have decision making responsibility; however active citizen involvement through a variety of venues must be encouraged and valued.

The entire community must be willing to share the burden and the responsibility of achieving mutually identified planning goals.

The implementation of County-wide Planning Policies will promote more efficient growth patterns which may result in reduced cost of public services and facilities in the long term due to more logical distribution of governmental services.

ROLE OF THE KITTITAS COUNTY CONFERENCE OF GOVERNMENTS

i. The Kittitas County Conference of Governments (KCCOG) may serve as mediator in matters of conflict resolution regarding interpretations and issues of clarification related to this document.

ii. All jurisdictions of Kittitas County will jointly work to identify and address service areas and their impacts through the KCCOG.

iii. The process for engaging in conflict resolution mediation with regard to development impact fees shall be agreed upon by all parties involved, KCCOG shall serve as the first level of conflict resolution according to the agreed upon process.

1. INTERLOCAL AGREEMENTS

Objective: To encourage cooperation between Kittitas County and the cities and towns within the County on a basis of mutual advantage and to provide services and facilities in a manner that will be best suited to geographic, economic, population, and other factors that influence the needs and development of local communities.

Policy 1.1: Measures intended to implement countywide planning policies may include interlocal agreements, contracts, memorandums of understanding, and joint ordinances, or a combination thereof.

Policy 1.2 Cities and the County shall execute interlocal agreements to coordinate and manage growth in UGAs and should consult special districts as appropriate. Interlocal agreements shall acknowledge and implement the Countywide Planning Policies and shall incorporate uniform criteria for orderly annexation.

Policy 1.3 Joint funding arrangements through mechanisms such as interlocal agreements should be adopted for a period after annexations of developed properties to consider compensation for the County's loss of revenues and its capital facility expenditures prior to annexation, and any city obligations to provide capital facilities to the area annexed.

2. URBAN GROWTH AREAS

Objective: To cooperatively determine future Urban Growth Areas and provide opportunities for a broad range of needs and uses within such areas for the following twenty (20) years for each jurisdiction.

General Policies

Policy 2.1: The County, in cooperation with the cities, will designate Urban Growth Areas (UGAs) for each jurisdiction that is expected for the next twenty (20)

years as required by the Growth Management Act. Policies may consider potential growth anticipated for the subsequent fifty (50) years.

Policy2.2: The designation of UGAs beyond the existing limits of incorporation will be based on demonstration of necessity to meet population projections and a demonstration by the cities that municipal utilities and public services either already exist, or are planned for and can be effectively and economically provided by either public or private sources.

Policy 2.3: UGAs will be determined by projections of population growth in both rural and urban areas of the County. These projections shall be reached through negotiation at the KCCOG, taking into account current growth rates and the Office of Financial Management (OFM) anticipated population projections.

Policy 2.4 The subdivision, rezone, capital improvements, and governmental service decisions of all County governmental jurisdictions should be directed by their projected share of growth and should be in proportion to that projected share of growth. These projections will be reviewed on an annual basis as needed at a regularly scheduled KCCOG meeting.

Policy 2.5: Proposals for development, subdivisions, and public projects within the unincorporated UGAs shall be subject to joint review by the County and the affected incorporated jurisdictions according to the development standards and comprehensive plans. The County shall enforce these standards as agreed upon in the joint permit review process or interlocal agreements.

Policy 2.6: Subdivisions and development within the UGAs shall be orderly and coordinated between County and city governments and utility service purveyors.

Policy 2.7 Within UGAs, the forming of unincorporated areas of suburban density shall be planned and coordinated.

Policy 2.8: The County should consider the use of joint SEPA lead agency status with any incorporated area for projects within a UGA to ensure coordination of mitigation for potential environmental impacts.

Policy 2.9: Final development approval will continue to reside with the County for areas outside of City limits.

Policy 2.10: Consistent development regulations and development standards including but not limited to: street alignment and grade, public road access, right-of-way, street improvements, sanitary sewer, storm water improvements, power, communications, utilities, park and recreation facilities, and school facilities should be adopted for areas within the identified twenty (20) year UGA boundaries for each jurisdiction within Kittitas County.

Policy 2.11 To encourage logical expansions of municipal boundaries into UGAs and to enable the most cost-efficient expenditure of public funds for the provision of municipal services into newly annexed areas, the County and the respective cities shall jointly develop and implement development, subdivision and building standards, coordinated permit procedures, and innovative financing techniques including the possibility of development impact or other fees for the review and permitting of any new development within UGAs.

Policy 2.12: City services should not be extended outside 20-year UGAs; however municipal services may be extended to serve a Master Planned Resort approved pursuant to the Kittitas County Comprehensive Plan Master Planned Resort Policies and RCW 36.70A.360. Such services include, but are not limited to: central sewage collection and treatment, public water systems, urban street infrastructure, and storm water collection facilities.

Policy 2.13 County adoption of city standards for development within corresponding UGAs shall be negotiated. These may include the following:

1. Street locations, both major and secondary
2. Street right-of-way
3. Street widths
4. Curbs and gutters
5. Sidewalks
6. Road construction standards
7. Cul-de-sacs, location and dimensions
8. Storm drainage facilities, quantity, quality, and discharge locations
9. Street lights, conduit, fixtures, locations
10. Sewer, septic regulations, private sewer, dry sewer facilities
11. Water, pipe sizes, locations, construction standards
12. Electrical and natural gas distribution systems
13. Communication utilities, telephone, cable TV, etc.
14. Fire protection, station locations, fire flows, uniform codes
15. School facilities
16. All building requirements
17. Subdivision and platting requirements
18. Mobile homes and manufactured home regulations
19. Zoning ordinances: permitted uses in UGAs, setbacks, building heights, lot coverage, etc.
20. Libraries
21. Any other like services.

Policy 2.14: The availability of the full range of government services will be subject to the annexation policy of the adjacent municipality. Utility extensions into the UGA shall be consistent with the adopted comprehensive plan and capital facilities plan of the utility purveyor.

Policy 2.15: In rural unincorporated areas outside UGAs, the County may designate limited areas of more intensive rural development (LAMIRD), consistent with the provisions of RCW 36.70A.070(5).

Policy 2.16: All planning efforts within UGAs associated with an incorporated city shall be accomplished on a joint basis between the city and the County and include participation from residents of unincorporated areas to the satisfaction of the County.

Policy 2.17: Amendments or changes to the UGA designation may only be proposed once a year and must be reviewed by the KCCOG. Amendments may only be proposed by a city or the County.

Policy 2.18: Amendments to the UGA shall be mutually agreed upon between a city and the County. The KCCOG shall review and make recommendations regarding UGA amendments that have the potential to affect population allocations.

Policy 2.19: An amendment to a UGA shall only be approved once the city or the County has demonstrated that the UGA designation criteria listed in policies 2.1 through 2.4 have been met.

3. REDUCE SPRAWL

Objective: To reduce the inappropriate conversion of undeveloped land including farmland into sprawling, low-density development.

Policy 3.1: Commercial developments including retail, wholesale or service related activities having a gross floor area more than 4,000 square feet, with associated parking facilities, shall be located only within UGAs and Limited Areas of More Intense Rural Development (LAMIRDs). When commercial facilities are developed in conjunction with an approved Master Planned Resort, those portions of hotel/motel, short-term visitor accommodations, residential uses, conference and meeting rooms, and eating and drinking, and active recreation service facilities which are not devoted to retail sales shall not be subject to the 4,000 square foot limitation. All other retail, wholesale, or service related facilities included in the Master Planned Resort shall be subject to the 4,000 maximum square foot size.

Policy 3.2: New industrial development which is not resource-based and requires urban services and zoning permits shall be located only within UGAs or industrial zoned land. Temporary industrial uses may be allowed within Master Planned Resorts approved by the County pursuant to RCW 36.70A.360 and the County Comprehensive Plan Master Planned Resort policies; provided, however, that any such use shall be limited to master planned resort construction, development, maintenance, and operational purposes and shall be subject to annual review and approval by the County. Nothing in this section shall prohibit Master Planned Resorts approved by the County from continuous

maintenance and operational needs of such resorts.

Policy 3.3 Planned Unit Developments (PUDs) which include commercial and/or industrial uses in addition to residential uses shall be located in UGAs or Master Planned Resorts pursuant to RCW 36.70A.360 and .362, and the County's Comprehensive Plan Master Planned Resort Policies.

Policy 3.4 The location of all PUDs shall be established to foster the efficient expansion and management of infrastructure and utilities and demonstrate compatibility with resource land uses; impact fees may be assessed to compensate the cost of increased demands upon infrastructure, services, and utilities.

Policy 3.5 Only residential PUDs will be allowed outside of UGAs and LAMIRDs and are subject to the policies contained herein; densities of PUDs allowed outside UGAs and LAMIRDs shall be determined by the underlying zone classification.

Policy 3.6 The County may authorize master planned resorts in Kittitas County pursuant to RCW 36.70A.360 and .362, and the County's Comprehensive Plan Master Planned Resort Policies.

4. TRANSPORTATION

Objective: To provide for adequate and appropriate transportation systems within the County that are coordinated with county and city comprehensive plans.

Policy 4.1: Transportation plans (i.e., transportation elements of comprehensive plans) shall promote the development and implementation of a safe, efficient, and environmentally sound transportation system in accordance with federal and state requirements, including the State's Growth Management Act that is responsive to the community.

Policy 4.2: Transportation plans will support the planning goals for comprehensive plans set forth in RCW 36.70A.020 and 36.70A.070(6), including promotion of economic development consistent with available resources and public services and facilities.

Policy 4.3: Transportation plans will be consistent with their respective comprehensive plans and will be compatible with the applicable components of other local and regional transportation plans (e.g., QUADCO Regional Transportation Planning Organization, bordering counties, WSDOT and local agencies).

Policy 4.4: The County and cities shall cooperate in the analysis of, and response to, any proposed major regional industrial, retail/commercial, recreation, or residential development proposals that may impact the transportation system in Kittitas County.

Policy 4.5: Transportation plans and project prioritization shall be developed in active consultation with the public.

Policy 4.6: Inter-jurisdictional transportation plans shall promote a coordinated and efficient multi-modal transportation system, including alternative forms of transportation for the movement of goods and people.

Policy 4.7: The transportation plans will, to the maximum extent practical, provide a safe and environmentally sound system that meets community, elderly, disabled and low-income population needs.

Policy 4.8: Transportation improvements which are necessary to maintain the identified level of service standards shall be implemented concurrent with new development so that improvements are in place at the time of development, or that a financial commitment is provided to ensure completion of the improvements within six years.

5. HOUSING

Objective: To encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types typical of the character of Kittitas County, and preserve existing, useful housing stock.

Policy 5.1: Consistent with RCW 36.70A.070(2)(c) a wide range of housing development types and densities within the county will be encouraged and promoted; including multiple-family and special needs housing, to provide affordable housing choices for all.

Policy 5.2: All types of housing for individuals with special needs should be allowed by all jurisdictions.

Policy 5.3: Multi-family housing meeting the needs of all income levels should be encouraged by all jurisdictions within Urban Growth Areas.

Policy 5.4: Jurisdictions shall consider innovative economic techniques and strategies for providing affordable housing as part of their economic development strategy.

6. ECONOMIC DEVELOPMENT

Objective: To provide an environment encouraging economic growth within the County and its jurisdictions that is compatible with County character.

Policy 6.1: The jurisdictions in Kittitas County will work with local and regional economic development interest groups in preparing and implementing economic development plans.

Policy 6.2: Economic vitality and job development will be encouraged in all the jurisdictions consistent with all comprehensive plans developed in accordance

with the Growth Management Act.

Policy 6.3: Economic development activities will be implemented in a manner which supports our quality of life and is consistent with comprehensive plans. This can be achieved by:

1. Recognizing that education and training which produce a skilled work force are essential to the county's economic vitality.
2. Basing the level of economic development activity on our ability to manage the resulting growth.
3. Requiring urban non-resource based economic development activities to locate within designated UGAs or incorporated cities.
4. Requiring economic development proposals to show how increased services and infrastructure support will be provided.
5. Undertaking countywide and regional efforts to coordinate economic development activities.
6. Ensuring that the economic development element of local comprehensive plans and countywide and regional growth management plans are compatible.

7. PROPERTY RIGHTS

Objective: To ensure that private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Policy 7.1 The rights of property owners operating under current land use regulations shall be preserved unless a clear public health, safety, or welfare purpose is served by more restrictive regulation.

Policy 7.2 Surface water runoff and drainage facilities shall be designed and utilized in a manner which protects against the destruction of property and the degradation of water quality.

8. PERMITS

Objective: To ensure predictability by processing applications for both state and local government permits in a timely and fair manner.

Policy 8.1 Upon receipt of a complete application, land use proposals and permits shall be expeditiously reviewed and decisions made in a timely manner.

9. NATURAL-RESOURCE BASED INDUSTRIES

Objective: To maintain and enhance natural resource-based industries, including but not limited to: productive timber, agricultural, and fisheries industries. Encourage the conservation of

productive forest lands and productive agricultural lands, and discourage incompatible uses.

Policy 9.1: Industrial developments which are solely resource based may be permitted beyond UGAs.

Policy 9.2: Industries and commercial developments which provide for and/or compliment sales of agricultural production and agricultural tourism, or enhance recreational tourism within the County shall be encouraged within rural areas.

Policy 9.3: All economic development and population growth in the County shall be accommodated in a manner that minimizes impacts on agricultural land, forestry, mineral resources, shorelines, and critical areas.

10. OPEN SPACE AND RECREATION

Objective: To encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Policy 10.1 Preserve open space and create recreational opportunities through the use of innovative regulatory techniques and incentives such as but not limited to: purchase of development rights, transfer of development rights, conservation easements, Public Benefit Rating System, and level of service standards.

Policy 10.2 New park and recreational facility plans shall include natural features, topography, floodplains, relationship to population characteristics, types of facilities, various user group needs, and standards of access including travel time.

Policy 10.3 Indoor and outdoor recreation facilities shall be designed to provide a wide range of opportunities allowing for individual needs of those using these facilities.

Policy 10.4 Expansion and enhancement of parks, recreation, scenic areas, and viewing points shall be identified, planned for, and improved in shorelands and urban and rural designated areas.

11. ENVIRONMENT

Objective: To protect and enhance the County's quality of life and rural environment by safeguarding its environmental resources.

Policy 11.1: All jurisdictions shall protect critical areas through comprehensive plans and policies and develop regulations that are consistent with the adopted environmental ordinances.

Policy 11.2: Groundwater should be identified and protected, including appropriate protection of aquifer recharge areas. Supplies of potable domestic water, irrigation water, and firefighting water should be ensured in the rural, suburban, and urban areas.

Policy 11.3: Water rights are those rights defined in state law, including RCW 90.03.010 and 90.44.035, as well as those rights as defined by agreements between the State and the County.

12. CITIZEN PARTICIPATION

Objective: To encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Policy 12.1 The County and cities shall provide regular and ongoing opportunities for public review and comment throughout the Comprehensive Plan development process.

Policy 12.2 The County and cities shall continue to encourage public awareness of the Comprehensive Plan by providing public participation opportunities and public education programs designed to promote a widespread understanding of the Plan's purpose and intent.

Policy 12.3 The County and cities shall encourage citizen participation throughout the planning process as mandated by state statute and codes for environmental, land use, and development permits.

Policy 12.4 The County and cities shall utilize broad based Citizen Advisory Committees to participate and assist in the development of Comprehensive Plan Elements, sub-area plans, and functional plans as necessary.

13. PUBLIC FACILITIES AND SERVICES

Objective: To ensure that public facilities and services necessary to support development shall be adequate to serve the development at the time of occupancy and service levels are not decreased below minimum standards.

General Public Facilities and Services

Policy 13.1: Planning and financing for public facilities to serve potential business and industries except natural resource based should be limited to urban growth areas.

Policy 13.2 Siting requirements for County public facilities within UGAs shall be jointly and cooperatively established with the municipalities. Municipal services

should be extended by cities within unincorporated areas of UGAs.

Policy 13.3 The cities and the County shall develop a cooperative communication process through KCCOG, which includes public involvement at an early stage, to consider siting of city, countywide, and statewide public facilities, including but not limited to, solid waste disposal, correctional, transportation, education and human service facilities.

Policy 13.4 The siting of any public facility requires that the facility location be compatible with area land uses. Local comprehensive plans and regulations will establish standards to ensure such compatibility.

Policy 13.5 In determining a local government's fair share of siting of public facilities, the decision maker shall consider at least the following:

1. The location and effect of existing public facilities on the community.
2. The potential for re-shaping the economy, the environment, and the community character resulting from the siting of the facility.

Policy 13.6 The County and cities should jointly sponsor the formation of Local Improvement Districts for the construction or reconstruction of infrastructure to a common standard which are located in the city and the Urban Growth Areas

Policy 13.7 The levels of service for capital facilities shall be cooperatively defined, planned, and financed by all segments of the public and private sector involved in providing a particular service.

Policy 13.8 Financing methods for infrastructure serving residential needs should be mitigated for resource lands as designated by the County in keeping with anticipated levels of service impact.

Policy 13.9 All development should be evaluated so that it is assigned a fair and proportionate share of future infrastructure costs within UGAs and other designated service areas.

Policy 13.10 All jurisdictions shall participate in identifying needed regional services. All jurisdictions shall cooperate to identify adequate revenue sources and in creating financing mechanisms for regional services and infrastructure. Financing mechanisms may include increment financing or tax base sharing.

Policy 13.11 All jurisdictions shall coordinate bond elections for capital facility planning and financing.

Policy 13.12: Public facilities will not be located in Resource Lands or Critical Areas unless no feasible alternative site location exists, such as in the case of utility transmission facilities.

Essential Public Facilities

Policy 13.13: The comprehensive planning process in each jurisdiction shall identify land for all essential public facilities of city, countywide, or statewide significance, such as human service facilities, educational or solid waste handling facilities, transportation facilities, correctional facilities and in-patient care facilities.

Policy 13.14: Essential public facilities requiring siting outside cities or UGAs must be self-supporting and must not require the extension, construction, or maintenance of municipal services and facilities. Criteria shall be established that address the provision of services when siting an essential public facility. Essential public facilities should not be located outside cities or designated twenty-year urban growth areas unless the nature of their operations needs or dictates that they be sited in the rural area of the County.

Policy 13.15: Essential public facilities shall be sited in places that enhance the region's development strategy and that encourage their efficient use by the public.

Policy 13.16: All jurisdictions shall identify existing essential public facilities including but not limited to:

1. Utility corridors, sewer, water, power and communication facilities
2. All transportation facilities
3. Landfills, solid waste handling, and disposal facilities
4. Sewage treatment facilities
5. Recreational facilities
6. Schools
7. Municipal facilities (city halls, fire stations, police stations, libraries, and post offices)
8. Parks
9. State and local correctional facilities
10. In-patient facilities, including substance abuse facilities
11. Mental health facilities
12. Group homes
13. Secure community transition facilities
14. Any facility on the state ten-year capital plan maintained by the Office of Financial Management

Policy 13.17: All jurisdictions shall establish a countywide process for siting essential public facilities of region-wide significance. This process will include:

1. An inventory of needed facilities;
2. A method of fair share allocation of facilities;
3. Economic and other incentives to jurisdictions receiving such facilities;
4. A method of determining which jurisdiction is responsible for each facility;
5. A public involvement strategy; and
6. Assurance that the environment and public health and safety are protected.

Policy 13.18: Essential public facilities which are identified by the County, by regional agreement, or by State or Federal government shall require public involvement through meetings and hearings, and involve review and comment from citizens and local jurisdictions.

Policy 13.19: All jurisdictions shall strive to locate regional and essential public facilities so as to distribute them equitably countywide. No single community shall be required to absorb an undue share of the impacts of regional and essential facilities.

14. Historic Preservation

Objective: To identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Policy 14.1 The County and cities shall consult with local historic preservation groups to ensure coordination of plans and policies by the Department of Archaeology and Historic Preservation.

Policy 14.2 The County and cities shall consult with local historic preservation groups and/or advisory groups as appropriate.

GLOSSARY OF TERMS

Capital Facilities: Capital Facilities are those physical features or assets which provide a public service such as, but not limited to: fire stations, water towers, police stations, libraries, highways, sewage treatments plants, communication, and recreation facilities.

Development Impact Fees: Development impact fees mean a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development. Impact fee does not include a reasonable permit or application fee.

Development Regulations: Development regulations means any controls placed on development or land use activities by a county or a city, including but not limited to: zoning ordinances, official controls, planned unit development ordinances, subdivision ordinances, and binding site plans ordinances.

Development Standards: Development standards mean any required minimal functional standard which describes or defines how development is to occur. Development standards are intended to serve as an established level of expectation by which development is required to perform.

Essential Public Facilities: Essential public facilities include those facilities that are typically difficult to site, such as: airports; state education facilities; state or regional transportation facilities; state and local correctional facilities; solid waste handling and disposal facilities; and in-patient facilities including substance abuse facilities, mental health facilities, group homes and other health facilities.

Interlocal Agreements: Interlocal agreements mean any binding agreements, contracts, or other stipulations between two or more governing entities which implement the provisions of the County-wide Planning Policies.

LAMIRD: Limited Areas of More Intense Rural Development (LAMIRDs) are an optional designation available through the Growth Management Act to recognize areas of rural

	development that are more intensive than the balance of the rural area. The LAMIRD designation allows for redevelopment and infill in historical rural towns and communities, as well as intensification and new development of isolated small businesses and small-scale recreational uses. Specific guidance for designation and development in LAMIRDs is provided in RCW 36.70A.070(5).
Level of Service:	A level of service is an indicator of the extent or degree of service provided by, or proposed to be provided by a public facility, such as, but not limited to, fire protection, water supply, sewage treatment, library services, highways, and communication and recreational services.
Local historic preservation group:	Local historic preservation group means a committee, advisory board or other group that is designated by a local jurisdiction or recognized by the Washington State Department of Archaeology and Historic Preservation.
Local Improvement District:	Local improvement district means the legislative establishment of a special taxing district to pay for specific capital improvements.
Municipal Services:	Municipal services are those services in keeping with and/or required in incorporated cities such as, but not limited to, centralized sewage collection and treatment, public water systems, urban street infrastructure, power and storm water systems, emergency services, libraries, and government.
Planned Unit Development:	A planned unit development is the result of a site specific zone change, based on a binding site plan. The planned unit development zoning district is intended to encourage flexibility in design and development that will result in a more efficient and desirable use of land.
Policy:	A broad based statement of intent that gives management direction or guidance in the decision making process. The policy statement is used to select a primary course of action.
Resource Lands:	Resource lands mean those lands designated by the County which are to be protected from urban growth encroachments and incompatible land uses. Resource lands include all lands designated as Commercial Forest, Forest

and Range, Agricultural Lands of Long-Term Commercial Significance, and Mineral Resource Lands.

Transfer of Development Rights: Transfer of development rights are the conveyance of development rights to another parcel of land where restrictions places on development of the original parcel prevent its previously allowed development. Transfer of development rights are usually associated in a program which involves sending and receiving zones.

Urban Growth Areas: Urban growth areas are those areas designated by the County or an incorporated city and approved by the County, in which urban growth is encourages. Urban growth areas are suitable and desirable for urban densities as determined by the sponsoring jurisdiction's ability to provide urban services.

Utilities: Utilities mean the supply, treatment, and distribution, as appropriate, of domestic water, sewage, stormwater, natural gas, electricity, telephone, cable television, microwave transmissions, and streets. Such utilities consist of both the service activity along with the physical facilities necessary for the utilities to be supplied. Utilities are supplied by a combination of general purpose local governments as well as private and community based organizations.

APPENDIX B.

CITY OF CLE ELUM

2017-2019

COMPREHENSIVE PLAN UPDATE

WORK PROGRAM

City of Cle Elum
119 West First Street
Cle Elum, WA 98922

Telephone: (509)674-2262
Fax: (509)674-4097
www.cityofcleelum.com

Public Participation Program

Introduction

As required by the Washington State Growth Management Act (GMA), Cle Elum is in the process of a periodic review and update of the City's Comprehensive Plan. Public involvement throughout the Comprehensive Plan update process is vital in determining and maintaining the characteristics of Cle Elum that its citizens value most.

Goals of Public Participation

The goals of the public participation program are to keep the public informed of major updates and decisions, allow them to voice their opinions, and indicate how their feedback is being used throughout the process (RCW 36.70A.140).

Role of Planning Commission

The Planning Commission consists of 5 members and 1 citizen alternate appointed by the mayor. The Commission's job is to provide advice and recommendations to City Council and City Staff regarding planning decisions. The Planning Commission will be involved throughout the entirety of the Comprehensive Plan update including but not limited to developing goals and policies to ensure a consistent community vision.

Role of City Council

The City Council consists of 7 members and the Mayor. The Council's job is to provide effective City government representation for the citizens, determine policy, enact ordinances and resolutions, and approve contracts. Their role in the Comprehensive Plan update is to use the Planning Commission's recommendations to approve draft materials and adopt the final updated Comprehensive Plan.

Public Participation Resources

Information regarding public participation opportunities may be found at the following locations:

- Website http://cityofcleelum.com/city-servicesplanningcomprehensive-plan-update/
- City Facebook page
- City Hall
- Northern Kittitas County News Tribune

Cle Elum's Comprehensive Plan webpage is the key resource for current information including draft documents, maps, supplemental documents, contact information, important dates, and notices. Secondary sources, including the Northern Kittitas News Tribune, will have public involvement opportunities noticed no later than 2 weeks prior to meetings and workshops.

Public Participation Methods

Various methods to involve the public will be utilized throughout the Comprehensive Plan update. These methods include, but are not limited to, Planning Commission and City Council meetings, workshops, and electronic and hardcopy comment submission opportunities.

Public Hearings: When public hearings are required at City Council or Planning Commission meetings, they present opportunities for comments related to the review and adoption processes of the Comprehensive Plan to be voiced and recorded.

Workshops: The City of Cle Elum will host at least three workshops at a convenient location consisting of presentations of Elements, public comment and question periods. City Staff will be on hand to address questions and concerns related to the Comprehensive Plan.

Comment Submissions: Email submissions can be sent to compplan@cityofcleelum.com and hardcopy submissions will be accepted during normal City Hall business hours in the Comprehensive Plan dropbox.

Schedule for Public Participation

The schedule for the Comprehensive Plan Update is in progress and will be posted on the website once finalized.

Further Questions?

For more information or notifications regarding Comprehensive Plan processes and progress:

- Email the Planning Department
  - compplan@cityofcleelum.com
- Attend a Cle Elum Planning Commission Meeting
  - 6:00pm on the first and third Tuesdays of every month in the Cle Elum Council Chambers, 119 West First Street
- Attend a Cle Elum Comprehensive Plan Workshop
  - Dates and times coming soon!

2019 Comprehensive Plan & Development Updates

PROCESS STEPS & WORK ITEMS	RESPONSIBLE PARTIES	2017 Sept	Oct	Nov	Dec	2018 Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	2019 Jan	Feb	Mar	Apr	May	June
Overview																							
Work Plan																							
Research																							
Comprehensive Plan Updates																							
Review																							
Finalization																							
Background																							
WORK PLAN																							
a. Commerce Checklist																							
b. Research possible updates & identify similar updates																							
c. Draft work and participation plan																							
d. Draft Documents																							
Comprehensive Plan																							
DRAFT COMPREHENSIVE PLAN ELEMENTS																							
a. Consistency																							
1. Review proposed comprehensive plan with Kittitas County's County Wide Planning Policies																							
2. Review proposed comprehensive plan with adjacent jurisdictions																							
b. Land Use (LU)																							
1. Update the land use map	City/PCC																						
2. Update population projections	City																						
3. Review drainage, flooding, and storm water run-off	HLA																						
4. Review Shoreline provisions for consistency with Critical Areas	City/Person																						
5. Confirm Critical Area provisions are consistent with Shoreline Management Plan	City/Person																						
6. Review goals and policies for relevance and completion	PC/City																						
7. Review plan for physical activity opportunities	City/HLA																						
8. Review applicable development regulations																							
9. Format, internal consistency, and improve readability																							
10. Public Workshop and Incorporation of feedback																							
11. Completion of Land Use Element Draft																							
c. Housing (H)																							
1. Update housing stock and projections	City																						
2. Identify sufficient land for housing	City/PCC																						
3. Update types of housing (manufactured, affordable, single family, etc.)	City																						
4. Review goals and policies for relevance and completion	City/PCC																						
5. Review applicable development regulations																							
6. Format, internal consistency, and improve readability																							
7. Public Workshop and Incorporation of feedback																							
8. Completion of Housing Element Draft																							
d. Capital Facilities (CF)																							
1. Update Facility inventory, service levels, and future needs	HLA																						
2. Update 6 year plan	HLA																						
3. Add provisions for siting essential public facilities	HLA																						
4. Review goals and policies for relevance and completion	PC/City																						
5. Review applicable development regulations																							
6. Format, internal consistency, and improve readability																							
7. Public Workshop and Incorporation of feedback																							
8. Completion of Capital Facilities Element Draft																							
e. Utilities (U)																							
1. Add utilities section	HLA?																						
2. Include location, capacities, and future needs	HLA?																						
3. Review goals and policies for relevance and completion	PC/City																						
4. Review applicable development regulations																							
5. Format, internal consistency, and improve readability																							
6. Public Workshop and Incorporation of feedback																							
7. Completion of Utilities Element Draft																							
f. Parks and Recreation (P&R)																							
1. Update information	HLA/ARMS/FRD																						
2. Analysis on LOS of parks and trails	HLA/ARMS/FRD																						
3. Review needs of park and recreation facilities	PC/City																						
4. Review goals and policies for relevance and completion	PC/City																						
5. Review applicable development regulations																							
6. Format, internal consistency, and improve readability																							
7. Public Workshop and Incorporation of feedback																							
8. Completion of Parks and Recreation Element Draft																							
g. Transportation (T)																							
1. Update Facility inventory, service levels, and future needs	HLA/WSDOT																						
2. Update future traffic projections	HLA/WSDOT																						
3. Update bike and pedestrian plan	HLA																						
4. Update Funding plan	HLA?																						
5. Review goals and policies for relevance and completion	PC/City																						
6. Review applicable development regulations																							
7. Format, internal consistency, and improve readability																							
8. Public Workshop and Incorporation of feedback																							
9. Completion of Transportation Element Draft																							
Codes																							
DRAFT DEVELOPMENT REGULATIONS																							
1. Review needs	City--> PC																						
2. Draft changes																							
3. Revise and amend																							
Public Notice																							
PUBLIC NOTICE STEPS		2017 Sept	Oct	Nov	Dec	2018 Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	2019 Jan	Feb	Mar	Apr	May	June
1. Website	City	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update	Update
2. Newspaper (monthly ad)	City (3 weeks prior)																						
3. Workshops (notice 3 weeks prior)							H	PAR	BD	U	T	CF	LU										
4. SEPA (notice 3 weeks prior)																							
5. Planning Commission Hearing(s) (notice 3 weeks prior)																							
6. City Council Hearing(s) (notice 3 weeks prior)																							
Processing																							
PROCESSING STEPS																							
SEPA Checklist	City																						
SEPA Determination & Notice																							
Planning Commission Hearing(s)																		Incorporate Feedback	Review Final/Last Changes				
60-day Department of Commerce Review																	12/4/2018[1]			2/18/2019[2]			
Ordinance Drafts/Final																		Commerce 60 day Review [1]			Commerce 60 day Review [2]		
City Council Hearing(s)																	12/11/2018[1]			2/25/2019[2]		5/14/2019	

In Progress | Done | Work Time | Public Workshops | Potential Review without SEPA recommendations | Comp Plan Completion

SUBJECT TO CHANGE

Exhibit B. 24-Month Extension Request

From:	Lucy Temple
To:	reviewteam@commerce.wa.gov
Cc:	Mark McCaskill (mark.mccaskill@commerce.wa.gov); Scott Kuhta (scott.kuhta@commerce.wa.gov); Robert Omans; Jay McGowan
Subject:	2017 Periodic Update 24-Month Extension
Date:	Wednesday, October 26, 2016 10:54:59 AM
Attachments:	16-1026_CompPlan_24moExtension.pdf

To Whom it May Concern:

The attached letter is to inform the Washington State Department of Commerce that the City of Cle Elum, Washington would like to take the 24-month comprehensive plan periodic update extension, extending our completion date to June 30, 2019.

Please call me if you have questions or need additional information.

Thank you,

Lucy Temple, Planner
City of Cle Elum
119 West First Street
Cle Elum, WA 98922
(509) 674-2262
www.cityofcleelum.com

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October 26, 2016

Mark McCaskill
WA State Department of Commerce
Growth Management Services
1011 Plum Street SE
P.O. Box 42525
Olympia, WA 98504-2525

RE: 2017 Periodic Update 24-Month Extension

Dear Mr. McCaskill:

We received your October 10, 2016 letter regarding the 2017 Growth Management Act (GMA) periodic update process, and have since communicated with our assigned planner, Scott Kuhta, about options for updating our comprehensive plan.

As advised by Mr. Kuhta, this letter is to notify the Washington State Department of Commerce that the City of Cle Elum will be taking the 24-month GMA periodic update extension option, per RCW 36.70A.130(6)(e), moving our periodic update deadline to June 30, 2019.

We will continue to coordinate with Mr. Kuhta and the Department of Commerce on our periodic update requirements.

Thank you for your assistance with this process.

Regards,

Lucy Temple
City Planner

Cc: Scott Kuhta, Commerce Growth Management Services Senior Planner
Jay McGowan, Mayor
Rob Omans, City Administrator

Exhibit C. Public Participation Program

City of Cle Elum
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Exhibit D. Vision Statement

Designing the Future
Cle Elum Community Vision
2037



August 2017

Prepared by Central Washington University Community Planning Students in conjunction with the City of Cle Elum

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INTRODUCTION

The City of Cle Elum has begun a Washington State planning requirement known as the "Periodic Review" to update its Comprehensive Plan. Periodic Reviews are often time consuming and expensive processes due to state statutory requirements which can represent a particular burden for smaller cities, such as Cle Elum.

Since the decline of Cle Elum's historic role in mining, commercial forest management, and as a key transportation corridor pre-interstate, the City has had a particularly difficult time directing its transformation. If it cannot develop and implement proactive blueprints for its future, Cle Elum will continue to drift at the mercy of outside socioeconomic forces with little ability to direct its own outcomes. For Cle Elum's citizens, the real benefit of the Periodic Review is that it presents the best opportunity to revisit current circumstances and define a cohesive future vision - a public/private blueprint for community character and sustainability. If the community stumbles in this exercise, the next structured opportunity will likely not present itself for another decade when the Periodic Review process will be required again by the State.

At the heart of the Periodic Review process is a community vision. The generation of that vision is the first step in the planning process from which more detailed planning elements are devised. If the community can forge a strong vision, it will then be reflected in the City's Comprehensive Plan, private sector initiatives, economic development programs, housing objectives, codes and ordinances, and a variety of other community public policies and private investments. When truly successful, the process can set the course for the entire community for the next several decades – a constructive target that drives decision-making for years.

Visioning is a process by which a community envisions the future it wants with broad guidelines and strategies of how to achieve it. A visioning process brings people together to develop a shared image. It is a search for a community consensus. What do people want their community to be, what do they want to retain, and what do they want to change? From that vision, the city gains guidance for both short-term decisions and long-term planning.

The following document is a summary of a public involvement initiative that was conducted recently to explore what might be an appropriate vision for the City. Also included is a "draft vision" based on that process. This draft vision has been produced to provide a foundation upon which the greater community including the general public, Planning Commission, and City Council can react, discuss, and refine a final vision document for potential adoption. The final burden of judgment and potential decisions rests on the shoulders of elected officials. The gold standard being sought out is true social validity with the vast majority of area citizens. No community vision statement can satisfy everyone in the community, but it may be possible to forge a cohesive vision shared by a large majority of community members by working together constructively.

THE CLE ELUM VISIONING PROJECT

Finding, formulating, or forging by sheer political advocacy a vision that is truly shared community wide can be a timely, expensive, and challenging task. Cle Elum's limited resources and staffing along with its smaller scale both required and allowed for an alternative approach. That approach was the voluntary assistance of community planning students from Central Washington University in a process that used both individual interviews and a series of community focus groups to assess community sentiment.

The technique of focus groups is well established as a cost effective and accurate methodology for testing public sentiment. It is generally superior to many other public involvement techniques that run a higher risk of distorted outcomes and are far more costly. Focus group results are most telling when a broad representative and diverse sample of citizens engage in a series of discussions, and during those discussions, different groups yield the same strong and consistent responses. That is precisely what occurred in the Cle Elum visioning project. There clearly is a strong foundation for a consensus vision for the community. To reduce potential bias, different facilitators and recorders were used for different groups and each reported the same basic themes.

Four separate focus groups, including a youth group, business group, long-time residents group, and a broader community group represented by individuals who lived outside but near the city limits, were conducted involving 31 individuals. During two-hour sessions each focus group discussed a series of community visioning questions, downtown urban design issues, and three futures scenarios. The scenario descriptions presented to the groups are reprinted below. They were designed to present three alternative paths that could realistically occur and to tease-out from participant's preferences from the starkly different options. Participants were assured that their individual comments would not be attributed to them by name in the final reporting to insure candid discussion, but there was no concern expressed by participants in that capacity.



The results from the various focus groups and individual interviews yielded highly consistent preferences and comments, although the consistency was sometimes expressed in different words. Comments are reported in the next section as: "dominant themes" and "secondary themes." The three growth vision scenarios that provided a basis for a portion of the discussions were as follows:

Scenario Discussion

Below are three different 'futures scenarios' for the community that paint a picture of Cle Elum in twenty years. The scenarios reflect different evolving circumstances that may occur and the community's planning approach. Which, if any, of the scenarios would be your preference, and do you have an alternative scenario that you would like to introduce?

Scenario 1 – Steady State

The "Steady State" or "No Frills" scenario describes the future of Cle Elum based on past and existing trends without a strong proactive planning focus for the future. Maintenance and community improvements will be reactionary over several decades without a strong community strategic vision. The focus will be on basic utilities and responding to growth as it may occur without a long-term economic strategy. Opportunities for economic sustainability and enhancement, along with cultural preservation will almost certainly be lost under the reactive

planning outlook. Coordinated reinvestment strategies between the City and surrounding communities that would benefit Cle Elum and the region as a whole will be missed. To visualize this future think about any number of former timber and mining based towns in Washington, Oregon, and Montana that have failed to commit to a strategic strategy to transform themselves in the quest to maintain a vibrant and sustainable community.

Upper Kittitas County will continue to grow as a recreational destination, and Suncadia will continue to develop and expand. Higher-end real estate development will define future growth, attracting recreational renters and part-time residents who commute outside of the area for employment. Without proper development strategies, Cle Elum will be cut-off from potential revenue as tourists and visitors flock to amenities, services and events provided by Suncadia, Roslyn, and other communities. Unable to take advantage of the growth, the city will be unable to attract new retail businesses and industries that would support both younger and older permanent residents. Cle Elum residents will remain obligated to travel to Ellensburg, Yakima, or North Bend for many of their retail and employment needs.

As the I-90 corridor improvements near completion, Cle Elum can expect an influx of traffic, with First Street becoming more difficult to cross and navigate as a pedestrian. Without a coordinated visual theme and pedestrian focused development, visitors will remain unenthusiastic about exploring downtown businesses. Without a community endorsed pro-active development strategy, Cle Elum will continue its stagnation trend of the last four decades. In so doing, it will miss community improvement opportunities and the ability to preserve and celebrate its rich history, along with attracting tourists who wish to experience the recreational activities available in the heart of the cascades.

Scenario 2 – Rural Enhancement

This scenario would give Cle Elum a gradually transformed community without the loss of its small town rural character or historic heritage. It is pro-active rather than a reactive approach to community development. It would entail modest growth with large-scale improvements flowing from a central community vision. Planned development and coordinated investments within the community and among neighboring communities would make Cle Elum more sustainable, facilitating the future needs of its residents and visitors. The City would be better prepared for population growth, preventing a loss of cultural identity. Cle Elum's rich history would be celebrated and continue to be a defining characteristic of the community. Similar to cities such as Kalispell, Montana or Coeur d' Alene, Idaho, Cle Elum would take advantage of its location to become a recreational destination for a variety of outdoor activities.

The revitalized, rural Cle Elum could be home to 5,000 to 7,000 residents. This population size would ensure a large enough community for the expansion of light retail and the support of local economic activities that will provide attractive employment for younger community members, and services that will benefit visitors and residents. While larger than the current day Cle Elum, the community would retain most of its small town character with growth capped under the City's growth management tools at the projected target size. Cle Elum residents would determine adjustments to the downtown streets. First Street would aim to become a pleasant, walkable destination that recreation tourists and local residents can enjoy in their day-to-day activities, creating an environment that promotes community interaction, pedestrian interest, and retail vitality.

Scenario 3 - Unfettered Growth

This scenario foresees overwhelming and unanticipated population growth without the planning and preparations needed to protect the small town character of Cle Elum. Like Scenario One, it is a reactionary approach to community planning. While it is impossible to accurately project future growth pressures, it is not beyond the possibility that under certain assumptions explosive growth could occur with Cle Elum's population increasing to 12,000 or even 20,000 individuals over the next 20 years if growth is unmanaged and demand is high enough. With the completion of the I-90 corridor improvements, the introduction of regional public transportation and self-driving technology, and the pull of more affordable housing, commuting further from Seattle will become more likely, creating more demand for residential development in and around Cle Elum.

This type of growth would drastically change the dynamics of the city, altering the culture, economy and environment. The city would become significantly more urbanized over a short period, losing much of its rural character. The experience would be akin to that of a Puyallup or Issaquah, Washington with rapid urbanization. Puyallup lost its small town feel and with that loss came increased crime rates and a fragmented community.

Cle Elum's economy would expand to fit its urban characteristics. With a larger population, corporations found in bigger cities could be attracted. Manufacturing may also move into the suburbs of Cle Elum if it can draw proper investment. New jobs created by the population boost may not provide a higher quality of life for full-time residents but it would improve the potential standard-of-living. This scenario may have advantages, but will come with uncomfortable changes and challenges for some of the current residents.

FOCUS GROUP & INTERVIEW RESULTS

Dominant Themes:

- Each of the focus groups and interviewees emphasized retaining the small town atmosphere and culture of Cle Elum as it evolves to deal with current and future realities. When asked what elements they enjoyed about Cle Elum, repeated ideas and phrases included: small town atmosphere, safe environment, everyone knows everyone, kind people, friendliness, very centralized, slow pace, and family values. Participants consistently referred to Cle Elum as a place where they did not feel at risk and were comfortable letting their children have the freedom to roam.

- Every group cited the area's natural beauty, historic heritage, and outdoor recreation assets as the community's economic future. Some groups described the area as evolving to a current and future "resort community," while others describe it as a "recreation based" economy being the "obvious and only strategy for sustainability and vitality." People repeatedly discussed the surrounding natural environment and recreation opportunities as being a major factor for why they reside in the community. With the broad endorsement and recognition that the community is transitioning to a recreation/resort economic base, there was widespread frustration in focus group discussions that Cle Elum was missing obvious opportunities to transform itself into the commercial "base-camp" role that it is suited to play in the Upper County. Other mentions of missed opportunities included the lack of better communicating the multi-cultural historic heritage associated with both mining and timber. Expanded recreation development, particularly a regional trail system along with other public options, was discussed. Finally, the historic value and interest of Cle Elum as an authentic

remnant of an earlier and simpler time, an "Era Town," needed to be accented, preserved, and enhanced as not only its past but also the foundation of its future.

- All of the focus groups strongly endorsed the Vision Scenario Two (2) that described a proactive planning approach to small town enhancement along with a community that may climb to 5,000 to 7,000 residents. While still small, the new base of permanent residents would be large enough to support a sustainable, healthy community when combined with recreation weekend visitors and the other Upper County residents. Controlled transformation of the community to retain and enhance the historic character was viewed as either an acceptable change or a desirable improvement to ensure community survival. The scenario was viewed as more flexible, proactive, and the most desirable future. One particular concern with the growth was public safety and health with the desire for expanded medical service access. Equally, all focus groups strongly rejected Vision Scenario One (1), which suggested maintaining the current status quo approach and Vision Scenario Three (3) which was potential accommodation of explosive growth. Scenario One (1) was described as "scary," "a continuation of past trends that forced people to move away from town," "terrible for the business community," and "a trend that they desperately wanted to stop." While Vision Scenario Three (3) was often viewed as fundamentally unrealistic.
- Each of the focus groups stated their dissatisfaction with various elements of the community's decline and the lack of vitality as Cle Elum's historic economic base disappeared. Significant frustration surrounded the town's seeming inability to develop a cohesive plan to transform itself and realize its revitalized potential. The historic lack of leadership and continuity in follow through led to an overwhelming message of "we need a central theme or vision and the leadership for sustained and consistent implementation over an extended time" from all groups aside from the youth group. Terms such as: depressed, financially stressed, increased poverty levels, lack of homeowner or city pride, poor infrastructure, ugly commercial core, no color, little shopping, and few employment opportunities were repeated by nearly all participants. Some participants expressed a desire for a community that retained the vitality and pride of ownership it had in the past. While others voiced their frustrations regarding the lack of retail options, poor sidewalks, and a downtown atmosphere that was not inviting to either residents or visitors. These frustrations were repeated in several focus groups with a general agreement that there was little reason to "come downtown."

The focus groups desired enhancement of physical appearance, pedestrian friendliness, vibrancy, and diversity of retail businesses in the downtown commercial core. A common opinion was there is little to draw people downtown and basic shopping requires an out-of-town trip. Weekend residents and recreationalists utilize Roslyn or Suncadia for alternative entertainment, meals, or walk-and-shop experiences, instead of Cle Elum. The City is capturing very little of I-90's twenty-five thousand vehicle trips per day due to a lack of attraction although it is the obvious location to serve as Upper County's main service center. It was repeatedly stated that First Street was unfriendly to pedestrians and harbors an inappropriate mix of businesses better suited to secondary locations. First Street's current physical design was the single most complained about issue by the business group and regional residents group. It was also a common topic among the other groups and was the first or one of the first topics brought up in individual interviews. Issues of width, safety, power lines, lack of landscaping, and the absence of a pedestrian oriented "walkable" downtown dominated discussions. There was a strong

consensus that the downtown core was the key to recognizing Cle Elum's potential as a recreation community service center and that potential hinged upon a pedestrian oriented core. The issue was recognized as the single largest constraint holding the community's revival back because it constitutes a psychological as well as physical barrier preventing meaningful community redevelopment. A desire to establish diagonal parking was expressed in several of the focus groups along with elimination of the center turning lane.

Secondary Themes

- All focus groups expressed frustrations regarding traveling out of town to shop for a broad range of basic needs. The lack of a Big Box Store was cited in some focus groups as a fundamental inconvenience. Participants did not particularly like the idea of Big Box stores and were concerned about the impact on the town character, but missed the convenience that one would offer. The concept of a small, older style multi-story department store sized to the scale of Cle Elum that reflected the town's historic era was appealing to participants as an alternative to Big Box development. It was acknowledged that the development of a Big Box store was unrealistic given the community's size and demographics.

- The issue of the rising cost-of-living and decreasing housing affordability was brought up by many residents. People perceived housing affordability as an increasing issue, but recognized it was as much of a reflection of the limited local income potential as Westside influences. Some individuals commented that housing costs continued to represent good value in comparison to Westside circumstances and that was attracting long distance commuters forced out of Western Washington's housing market. Numerous comments were made regarding high rents in comparison to available incomes being a particular problem.

- Each group recognized the community was undergoing and would likely continue to undergo a shift in demographics, community structure, and economic base. Older residents mentioned the loss of the historically stable make-up of the neighborhoods and the higher percentage of part-time owners. Demographically, a significantly larger percentage of older residents - a characteristic commonly associated with former natural resource extraction dependent communities - was expected. However, that is not the case for Cle Elum where the demographic age profile is close to the state norm creating a mixed and conflicting picture. While the age profile does not reflect an overweighting toward older age cohorts, the school district has shown a slow shrinkage and stabilization in enrollment reflecting an out-migration of families with school age children and/or lack of growth in that demographic. This is contrary to trends elsewhere in Kittitas County and is likely a reflection of the weakness in family wage employment opportunities and the growth in Upper County's weekend/part-time residents. There was a common feeling that the level of poverty seemed to be increasing or was at least becoming more visually present in the community as well.

- There were observations from participants that the larger community or region is divided into separate interest groups – the older resident community and the evolving recreation-based community each with different socioeconomic characteristics. It is a sensitive issue that has been noticed repeatedly in communities undergoing a similar, slow transformation to their economic base. Participants' comments in the various focus groups strongly suggested in Cle Elum differences are as much a perception based on limited interactions as they are a real source of friction. While there are some differences in culture and socioeconomics (Westside-Eastside, Urban-Rural), appreciation and respect were observed coming from the

majority of individuals regardless of their background. New residents appreciated the rural, historic heritage of Cle Elum and the small town social interaction, which were named as reasons they chose to live in Cle Elum both full and part-time. Long-time residents recognized the importance of Suncadia doing well because of its effect on the entire community and although they had little social interaction with the residents of the resort community they appreciated the contributions of their presence. The business community felt their future and survival is largely dependent on the community's recreation base and resort transformation. Long-time residents also expressed feelings of part-time and "high-end" residents not participating or engaging enough in the community, while members of Suncadia and surrounding area mentioned the lack of Suncadia being viewed as part of the integrated community. Opportunities to work together as an evolving integrated community are not currently being taken advantage of and new residents feel left out and under-utilized in their interest to see Cle Elum become a more vibrant and sustainable community hub. Greater cooperation and coordination were indicated as necessities for being able to transform into a successful cohesive community.

- The community lacks both public facilities and private enterprises that cater to youth activities and interests. This concern was expressed not only in the youth group, but also other groups and individual interviews as a disincentive for families with school age children. Activities center, arcade, movie theater, public swimming pool, party barn, and/or other assorted youth related facilities were mentioned as both desirable and missing in the community.

VISION PRINCIPLES

The fundamental challenge and corresponding opportunity for Cle Elum is to blend the community's strong preference for rural, small town living with issues of improved community sustainability and economic base transformation. The consensus desire is a vision that is proactive whereby the community directs and controls its own future outcome, rather than passively reacting to market forces. Issues of community enhancement and sustainability relate to economic conditions, urban form, and related quality of life factors – all of which are interrelated. Translated, those issues must include a vision to:

- Improve the downtown's urban form and vitality.
- Develop a cohesive strategy for economic base transformation that combines retention of the community's cultural and historic heritage.
- Generate an economic agenda to enhance income levels.
- Increase quality local employment opportunities to reduce the need for commuting.
- Enhance facilities and employment designed to encourage the retention and attraction of younger age cohorts in balance with the growing retiree and recreation demographics of the city and region.
- Support the expansion of retail and service businesses.
- Encourage a larger population and business base to finance infrastructure improvements.
- Pursue the availability of basic and emergency health care services.

What follows are specific elements of an integrated community vision that includes: 1) an economic vision, 2) a land-use and urban form vision, and 3) a culture and demographic vision.

ECONOMIC VISION

The economic base options for any community must reflect the inherent strengths and weaknesses associated with its circumstances. In today's hyperactive, competitive economic development environment where individuals must take into account not only regional players but also global competitors, people play to their strengths and avoid unrealistic strategies. Before addressing the community's natural strengths, a brief history of the community is necessary.

Cle Elum was once a proud and relatively healthy community based on two commercial natural resource industries, timber harvesting and mining. It also had an important role as a transportation hub prior to the construction of I-90. The community's commercial district and housing stock was in balance with the economic base and population size. Appropriate age and income distributions existed reflecting a sustainable formula for the community. In the 1960s things began to change.

Basic demographic and economic trends have placed the community at a crossroads for more than four decades during which time it has been unable to aggressively grab the initiative to expedite the transition to a new economic base. It has been unable to recapture its former role as a vibrant transportation service center. Mining has long since played no meaningful role in the local economy, except in the context of the historic heritage left behind. Matters were further compounded for the community when it was caught in the restructuring of the commercial timber industry over the last 30 years. A combination of factors including globalization, industry over-capacity worldwide, and issues of tax policy and environmental activism combined to cause the closure of over 60 mills in the Pacific Northwest in the last two decades.

The Upper County's most significant weaknesses in an economic development capacity are its limited workforce and small population base, lack of basic urban services and amenities, high energy costs relative to other potential industrial locations in the region, limited power and water capacity for large users, and its limited land options causing higher land costs in comparison to other more competitive locations. The community also has a number of outstanding historic heritage resources that have not been developed or promoted for tourism. Cle Elum is fundamentally at a disadvantage to pursue a variety of economic strategies, including any significant manufacturing. Other disadvantages from manufacturing and transportation perspectives are winter weather, pass conditions, and not having access to particularly compelling transportation locations (i.e. the I-5 corridor, no water port access, and not at the junction of two central service interstates). While Interstate 90 provides easy access and has a current load of twenty-five thousand vehicular trips per day, Cle Elum's commercial district is not utilizing it.

The community's obvious advantages are those surrounding recreational development in a variety of forms. Cle Elum is the closest "good" location on the Eastside with improved weather and mountain access, it is within a 90-minute drive from the metropolitan center of the Puget Sound region, and is a particularly convenient location for weekend recreation trips. Suncadia Resort is developing into a destination magnet that offers strong advantages for Cle Elum's economic base transformation.

Another central advantage for Cle Elum outside those associated with recreation development is to play off of Western Washington's weaknesses. While the area's recreation potential is a "pull factor," growing housing affordability issues and congestion conditions on the Westside are a "push factor" advantage. Not everyone wants to live in a Seattle metropolitan area environment.

Recruiting start-ups and smaller firms where owners have a decided preference for rural living is a viable option. Recreation based communities offer excellent small business ownership opportunities in retail, services, and construction. However, they suffer from lower wages for employees. Small tech service firms, micro specialty manufacturing, and other niche businesses offer additional economic diversification for the area and professional wage scales to supplement the recreation base.

The following are elements of the economic vision for Cle Elum:

Destination Tourism



Further development of destination tourism is the single most effective strategy available to the community in order to accelerate the process toward a more balanced, sustainable economic base. Recreation development has been the natural market trend for some time in the Upper County, enhancing that trend is the cornerstone of the City's economic vision. To accomplish enhancement, various objective implementation strategies may be utilized including developing historic/heritage resources, establishing an "Era Town" theme, redeveloping the central business core based on design standards, strengthening synergistic relationships with Suncadia, creating and promoting a regional trail system, and using destination retail strategies.

An "Era Town'



Era or theme towns are small-scale communities that develop one or more of three basic options: 1) a concentration of specialty retail, crafts, or arts, 2) a concentration of specialty recreation, or 3) an architectural theme that reflects a history or location. While rarely employed, the theme town strategy has been highly successful in other communities around the world when they have specific traits.

Research on successful theme towns indicates several necessary elements: the town has to be small enough that a concentration of theme establishments creates a sense of major presence and visual density for visitors, there must be a sense of uniqueness and isolation, and the location needs to be within several hours of a major population center. Cle Elum possesses those core elements that should allow the successful creation and execution of a theme town strategy.



One of the City's strengths is that it is a "real place" with an interesting history, retained in an authentic architectural core reflective of Americana in the 1930s. Reflective communities and the values and cultures they represent are slowly being lost in America today. The community has expressed a desire to retain, restore, and enhance that authenticity as they transform to a new economic base. Cle Elum's retention of those

characteristics will increase in value over the decades if enhanced and maintained now. Moreover, an "Era Town" strategy combined with the technique of "Destination Retail" (described below) will enable Cle Elum to once again take full advantage of the I-90 resource sitting adjacent to the town's front door.

This strategy should be not be confused with the fake frontier, mining town, or other associated tourist façade towns that have developed in some locations. Maintaining Cle Elum's authenticity is a strongly supported element of the Community Vision. Existing authenticity, both enhanced and preserved, is a ready-made 1930s Era Town given the nature of Cle Elum.

Destination Retail





Certain retail establishments or theme clusters of establishments can serve as major destinations, in and of themselves. Food related businesses, currently existing in Cle Elum and the central core, would benefit from the attraction of other complimentary "destination" businesses. Under the Vision, Downtown and Chamber businesses would establish specific destination retail strategies to strive towards either recruitment or development of the necessary retail business attractions. Specific destination retail businesses that should be considered include, but are not limited to:

- Vintage Country Stores
- A Large Community Food Co-op (Boise and Dubuque Example)
- A Small Scale Multi-story Department Store
- Old Style Five and Dimes
- Outlet Stores
- Any unique artisan or specialty shops.

Some of the most successful attractions in this capacity, both nationally and internationally, are located in older warehouse buildings, existing historic structures, or redeveloped multi-story department stores. A destination retail strategy combined with an Era Town vision will place Cle Elum back where it belongs as a vibrant central service for the Upper County.

Renewal Initiatives

To an extent, possible private sector initiatives should be relied upon to achieve the economic development vision. The footprint of local government, both in terms of services provided and the regulatory climate, should be one of support and partnership. Tax increment financing should be investigated for central core redevelopment improvements normally taken outside of the sphere of the public sector. The creation of a "Cle Elum Community Investment Corporation," where private capital could be assembled for destination retail ventures such as a large community co-op or an old style multistory department store scaled to Cle Elum's situation are the types of projects that may be appropriate under a public/private partnership. Coordination by a Downtown Business Association or Chamber to facilitate rapid and

simultaneous initiatives would improve business outcomes as opposed to a drawn-out revitalization effort where momentum and synergy between business investments would be lacking.

Income Targets and Wage Scales

Living wage scales from the 1970s and 1980s are no longer sufficient to sustain a family in the current day due to the insidious creep of inflation. While many classifications of jobs should be welcomed in Cle Elum, the long-term focus should be on the development or attraction of positions that offer salaries at or above the national average with basic benefits. The City's economy has an imbalance between hourly wage positions and professional salaried opportunities. To attract youthful or mid-career professionals back to the community and reduce the need for commuting, emphasis should be placed on the development of professional service businesses, businesses ownership opportunities, as well as high-tech, small-scale niche manufacturing.

Build on the Strength of Existing Businesses

One of most effective but often overlooked economic development strategies in an environment such as Cle Elum is to support the expansion of existing businesses with the potential to grow outside of their immediate market. Cle Elum will always maintain a plethora of such businesses. The support and promotion of this growth potential under the City Vision lies specifically with the Chamber of Commerce and other non-profit business development organizations.

Micro-Specialty Manufacturers and Services

Attracting high wage, micro-manufactures and professional service businesses is a viable strategy for the community and consistent with current constraints. Under this vision the strategy would be aggressively pursued, but it should be understood that the greatest success in attracting such enterprises lies in affiliated strategies related to destination tourism, urban design, and housing. The more attractive the community's attributes, the more likely Cle Elum will be successful in bringing such enterprises to town.

Lone Eagle Attraction

Lone Eagles are a specific term employed by economic development specialists to describe unique entrepreneurial individuals who bring to a community certain talents and/or resources. These are people who generally are attracted to a community due to some aspect of community character – a particular form of outdoor recreation resource, quality of life consideration, natural beauty, or cultural attributes. Cle Elum is a candidate to pursue a "Lone Eagle" sub-strategy in economic development. These individuals often bring needed capital to a community, new business energy, and other important business attributes that can make a difference in economies the size of Cle Elum. The key to attracting Lone Eagles is the development of strategic attributes in the community and creative outreach.

Residential Strategies

Home building, directly and indirectly, generates a substantial amount of local economic activity and jobs. Housing construction as well as its supply and affordability characteristics in a market can be used as highly effective strategies to revitalize, stabilize, or rebalance local communities. A lack of higher quality housing options or a shortfall in diverse choices in the housing market can quickly turn away the prospective employers or residents needed to revitalize the community. The inverse is also true, attractive housing markets and exciting neighborhood designs can serve as the magnet in attracting new businesses. Housing strategies have never

been a major component for Cle Elum's economic development planning, however, Suncadia represents an obvious example of the benefits that such a strategy can offer. Three major "Development Agreements" including Bullfrog Flats, (an agreement between Suncadia and the City on a portion of the Urban Growth Area that was annexed into city limits in 2002), have the ability in coming years to serve as a major engine in the implementation of the larger community vision.

The construction of 100 new homes per year in a typical metropolitan area will generate $21.1 million in local income, $2.2 million in taxes and other revenue for local governments, and 324 local jobs. Additionally, the annually recurring positive impacts of building that same 100 homes includes the generation of $3.1 million in local income, $743,000 in taxes, and 53 local jobs.

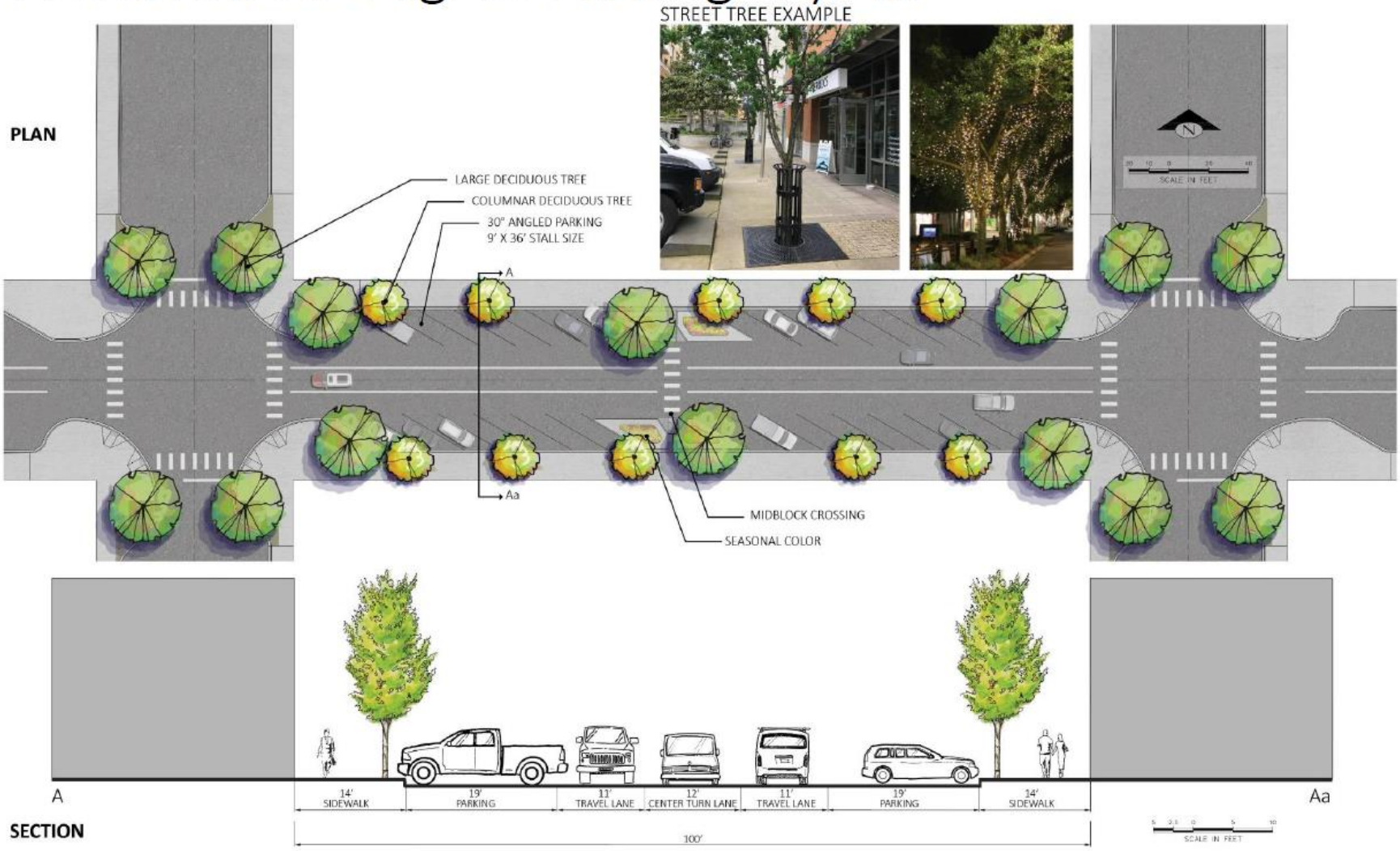
The ample provision of different affordable housing options in the community holds potential as an economic strategy in its own right. The Pacific Northwest on a regional basis is one of most expensive housing markets in America, exceeding even the Northeast. Quality and affordable housing options provide attraction for new residents and businesses.

LAND USE & URBAN DESIGN VISION

First Street / Main Street

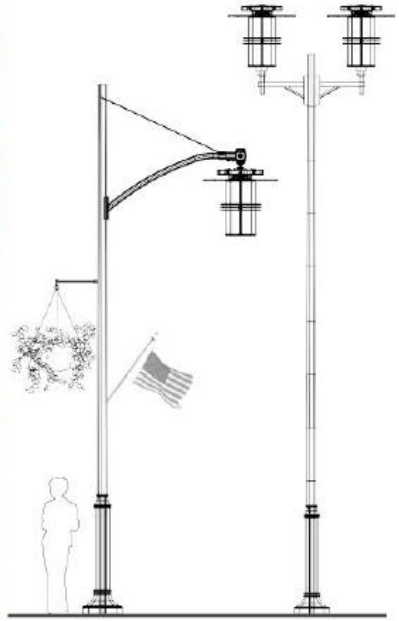
First Street, Cle Elum's "Main Street," constitutes the single most pressing urban design limitation that has hindered Cle Elum's transformation to a vibrant destination recreation service center. As currently configured, it effectively prevents a pedestrian oriented downtown core and the implementation of any Era Town concept. It is intimidating for pedestrians, unattractive, constitutes a poor configuration for parking, is merchant unfriendly, and the street network routes heavy truck traffic through the core of downtown. The City and community recognizes these issues and with the assistance of a landscape architecture firm has developed a design, the "Preferred Alternative," that was adopted by the City Council as part of a Downtown Revitalization Planning Project to plan for future street improvement projects to significantly improve the downtown and increase the potential for economic revitalization. Below is the Downtown Revitalization Plan's Preferred Alternative as adopted by Council. This Preferred Alternative is a high clip conceptual plan that sets the tone for design of the street level improvements to parking and street tree layouts, including sidewalk furnishings. Ultimately a critical part of the City's Vision would be the transformation of First Street, and later, potentially other side streets in the central business core.

Preferred 30 Degree Parking Layout



Preferred Site Furnishings





STERNBERG CHATEAU PEDESTRIAN LIGHT
Single head along street, double head at intersections



EXISTING COAL CART
At intersections



EXISTING STREET LIGHT
With banner



BANNER TO ANNOUNCE EVENTS



WESTPORT NO SCRATCH BIKE RACK



PUBLIC ART OPPORTUNITY EXAMPLE
Artist - Abraham Anghik Ruben



CONCRETE SIDEWALK PAVING PATTERN



LANDSCAPEFORMS PLAZA PLANTER



CANTEBURY DESIGNS RECEPTACLE



MAGLIN MLB700 WOOD BENCH

Design Guidelines / Standards

For the implementation of an Era Town vision, Cle Elum will need to develop and adopt design guidelines/standards for the central business core. This would be the most effective if the core area included is the same geographical area used for the Downtown Revitalization Plan (Preferred Alternative). Design guidelines/standards are required to provide general direction and guidance to architects and business owners creating consistency in the maintenance of the old historic character of the business district. The most effective design guidelines blend guidance with an element of designer flexibility to permit creative application. Guidance on color schemes, appropriate façade treatments, signage, and a broad range of visual examples is an effective format that can easily be seen already in existence across the nation. Design guidance can be done either as "voluntary guidelines" or as "design standards," which require formal review and City approval. Both approaches have advantages and potential disadvantages. It is recommended that the business community in collaboration with the City should perfect the guidelines and in the process answer one key administrative question: whether the City uses guidelines or standards.

Growth Management

The community focus groups illustrated the existence of a broad consensus to retain the City's small town feel and general scale while pursuing economic transformation and sustainability strategies. Although there is little likelihood of rapid growth overtaking the community due to a variety of factors, there is a perception among some that economic development initiatives constitute a potentially serious risk to stated preferences. To reemphasize an important consideration, existing neighborhood and central core decline are a greater concern for Cle Elum than over-stimulated growth.

The Vision calls for Cle Elum to retain a small city atmosphere and culture while growing at a managed pace to a new controlled population level that represents a more balanced and sustainable foundation for the community. It promotes population expansion within the City's existing Urban Growth Area (UGA) to allow a total population of 5,000 to 7,000 permanent residents. Under the Vision, it appears likely that the City currently has adequate acreage under both industrial and commercial zoning inside the UGA to meet possible future demands. The addition of substantial commercial zoned acreage would reduce the incentive to focus on central core improvements. It is also likely when further analysis is undertaken, existing residential zoning, when taking into account the three current Development Agreements, is sufficient to accomplish the Vision. Desirable large track residential acreage is currently available within the city's UGA enabling the implementation of various housing strategies.

Infrastructure Concurrency

The term "concurrency" in planning means utility and infrastructure capacities should be compatible with demands created by the development. Cities can only grow in areas where the necessary capacity is met or the capacity is planned and developed simultaneously with the overall development.

Cle Elum's Comprehensive Plan, when revised, should ensure that concurrency provisions are incorporated per state requirements, including the coordination of future growth with utility planning. Utility and infrastructure capacities act as a development magnet which can be used to direct growth.

Based on a preliminary review of existing studies, the City's municipal sewer system and water system have the needed capacities in place to accommodate the proposed population.

Pedestrian and Bike Greenway Networks

Cle Elum's historic development pattern, in conjunction with other Upper County towns, offers an outstanding foundation for local trails and bike path networks that could ultimately extend to Snoqualmie Pass and the Lower County requiring little new trail development. Suncadia's location and associated trail network incorporates an additional element of opportunity. Substantial potential exists to provide a regional asset that would be both a major quality-of-life feature for the community and a major pillar for destination tourism. Planning efforts are underway and should continue to be incorporated as part of the community's long-term vision. Parks and pathways are not just important lifestyle amenities for existing citizens; they are a tool for economic development attracting businesses and new residents.

CULTURE AND DEMOGRAPHIC VISION

Community Diversity

Cle Elum and the surrounding community are undergoing transformations of its socioeconomic composition. In a very real sense, diversity is increasing in the community as the area becomes a mixing zone of Westside-Eastside cultures, urban-rural cultures, and permanent residents with part-time residents. Diversity of culture and tolerance has always been an American strength and underlying principle in its society. Current neighborhood configurations in Cle Elum have been and should continue to be conducive to the promotion of the diversity transformation underway. To ease this transformation and reduce the potential friction associated with change, several concepts should be considered.

A structured small group forum over a rotating brunch or lunch is one format that has been found to be effective in the Ellensburg area to develop expanded social networks. Community working groups should make a concerted effort to recruit mixed memberships. All of the expanded community has expressed an interest in developing a greater public appreciation for the area's historic and cultural heritage. Improvements to these interests could be benefited by different backgrounds throughout the expanded community working together to further develop the resource and information base. Finally, a friendly and potentially humorous code of good neighbor conduct should be developed and routinely emphasized in an ongoing public information campaign. Effective examples include the UK's approach to deal with potential cultural misunderstandings on its 180,000-mile trail system across **private** lands, the approach is not resented and the nation's three billion annual walkers can proudly and happily quote the ten key bullet points.

CONCLUSION

An exceedingly strong foundation exists for a cohesive community vision for Cle Elum. The testing of public opinion through both individual interviews and focus groups yields a consistent picture of what the community desires to retain as well as change in the future. That vision includes a more cohesive, pro-active community-wide strategy based on two central pillars: retaining its basic historic character as a moderate scale, rural community while at the same time transforming to a more sustainable economic base. The economic base's main focus would be the development of a vibrant, pedestrian oriented recreation service center that captures Cle Elum's strategic location and the regional trends already underway. Included in the vision is the

retention and enhancement of Cle Elum's historic heritage as an "Era Town" along with strategies for destination tourism, downtown redevelopment, and the attraction of destination retail establishments. The transformation would also include other elements of economic diversification over time, including micro-specialty manufacturers and services, and expansion as a commuter base. It is anticipated under the vision that the community would eventually grow to resident base of 5,000 to 7,000 individuals within the City's Urban Growth Area.

ORDINANCES, CERTIFICATIONS, AND RESOLUTIONS

CITY of CLE ELUM WASHINGTON
EST. 1902

CITY OF CLE ELUM
WASHINGTON

ORDINANCE NO. 1559

AN ORDINANCE OF THE CITY OF CLE ELUM, WASHINGTON, REPEALING THE CLE ELUM COMPREHENSIVE PLAN; ADOPTING THE 2019 CLE ELUM COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, pursuant to the schedule provided in RCW 36.70A.130, each Washington city and county must periodically review and, if needed, revise its Comprehensive Plan and development regulations, including critical areas, to ensure that they comply with the Growth Management Act ("GMA"); and

WHEREAS, the Cle Elum City Council adopted the City's first Comprehensive Plan on July 8, 1997 and amended it cyclically thereafter, including the 2007 Comprehensive Plan periodic update and subsequent annual amendments; and

WHEREAS, the City's deadline to complete a periodic review of its Comprehensive Plan and development regulations, including critical areas, is June 30, 2019, because it accepted a 24-month optional extension from the 2017 GMA deadline, per RCW 36.70A.130(6)(e); and

WHEREAS, consistent with RCW 36.70A.035, RCW 36.70A.130(2), and RCW 36.70A.140, the City established and broadly disseminated a Work Plan to the public, including a completion schedule and public participation program for the review and revision of its Comprehensive Plan; and

WHEREAS, the Work Plan's Public Participation Program was posted on the City website (http://cityofcleelum.com/city-servicesplanningcomprehensive-plan-update/), which has been regularly updated since 2017 to maintain the most current Comprehensive Plan process information, announcements, and documents for review; and

WHEREAS, the Cle Elum City Council signed Resolution 2017-019 (RES-2017-019), to adopt the 2016 Kittitas Countywide Planning Policies and City of Cle Elum Comprehensive Plan Work Plan, which included a completion schedule and Public Participation Program;

WHEREAS, the local paper of record, the Northern Kittitas County Tribune, published articles covering the Comprehensive Plan process on the following dates: October 19, 2017, November 2, 2017, November 16, 2017, and April 13, 2018;

WHEREAS, the City conducted a public scoping process, to begin the Comprehensive Plan process with a series of community focus groups, on April 20, 2017; and

WHEREAS, the Planning Commission held an open house to review and collect comments on the Parks and Recreation Element on November 7, 2017; and

WHEREAS, the Planning Commission held an open house to review and collect comments on the Land Use Element on December 5, 2017; and

WHEREAS, the Planning Commission held an open house to review and collect comments on the Transportation and Utilities Elements on March 19, 2019; and

WHEREAS, the Planning Commission held a public hearing on April 2, 2019, wherein it heard testimony, deliberated, and voted unanimously to recommend adoption of the following proposed elements of the 2019 Comprehensive Plan to City Council: Transportation, Utilities, Parks and Recreation, and Housing; and

WHEREAS, the Planning Commission held an open house to review and collect comments on the Land Use Element and Capital Facilities Element on April 16, 2019; and

WHEREAS, in addition to the above-mentioned open houses and hearings, the Planning Commission also discussed and considered the proposed amendments at over 30 public meetings from December 2016 through May 2019; and

WHEREAS, in accordance with WAC 365-195-620, a notice of intent to adopt the proposed Comprehensive Plan amendments was sent to the State of Washington Department of Commerce ("Commerce") and submitted the entire Comprehensive Plan via the Commerce PlanView portal on April 11, 2019, to allow for a 60-day review and comment period; and

WHEREAS, the Planning Commission held a public hearing on April 16, 2019, wherein it heard testimony, deliberated, and voted unanimously to recommend adoption of the following proposed elements of the 2019 Comprehensive Plan to City Council: Capital Facilities and Land Use; and

WHEREAS, the City issued a State Environmental Policy Act (SEPA) Checklist and Determination of Nonsignificance (DNS) on April 18, 2019, and distributed to agencies with jurisdiction and posted in the local newspaper of record on April 18 and April 25, 2019, and included a 14-day comment period; and

WHEREAS, the Transportation Element was shared with the Quad County Transportation Planning Organization (QUADCO) on April 19, 2019, as part of the mandatory certification process; and

WHEREAS, during the Comprehensive Plan process, the City has worked to evaluate its development regulations to ensure consistency with the requirements of Chapter 36.70A RCW; and

WHEREAS, the City has demonstrated its intent to comply with Comprehensive Plan, including development regulation and critical area updates as required by Chapter 36.70A RCW, and the City has made substantial progress towards analyzing the City's Comprehensive Plan and development regulations to determine if any updates are required; and

WHEREAS, although the City has undertaken significant steps to analyze its development and critical area regulations, more time is needed for the City to complete this review and any necessary updates, including conducting the required public process; and

WHEREAS, on June 18, 2019, the Planning Commission considered the public comments received and other information presented at various public meetings and public hearings and voted to recommend the adoption of an amended Comprehensive Plan to the City Council; and

WHEREAS, on June 25, 2019, the City Council took public comment at a duly noticed public hearing; and

WHEREAS, on June 25, 2019 the City Council has considered the goals of the GMA as set forth in RCW 36.70A.020 and determined that the Comprehensive Plan amendments attached hereto reflect the City's balancing of the public interests under the planning goals of the GMA;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLE ELUM, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Cle Elum Comprehensive Plan Repealed. The Cle Elum Comprehensive Plan is hereby repealed in its entirety.

Section 2. 2019 Cle Elum Comprehensive Plan Adopted. The 2019 Cle Elum Comprehensive Plan dated June 25, 2019, which is attached hereto, is hereby adopted as if fully set forth herein.

Section 3. Severability. Should any portion of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, such decision shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4. Effective Date. This Ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE _____DAY OF _____ 2019.

CITY OF CLE ELUM

Jay McGowan, Mayor

ATTEST/AUTHENTICATED:

_____
Kathi Swanson, City Clerk

Approved as to form:

_____
Andrew Tsoming, Interim City Attorney

Filed with the City Clerk: _____
Passed by the City Council: _____
Date of Publication: _____
Effective Date: _____

City of Cle Elum
119 West First Street
Cle Elum, WA 98922

Phone: (509) 674-2262
Fax: (509) 674-4097
www.cityofcleelum.com

April 11, 2019

WA Dept. of Commerce
Comprehensive Plan Review Team

RE: City of Cle Elum 2019 Comprehensive Plan submittal

Dear Review Team:

The City of Cle Elum is pleased to submit the 2019 Comprehensive Plan update for 60-day review. This update includes:

- Notice of Intent to Adopt
- Executive Summary and Vision Statement, 2019
- Land Use Element, 2019
- Capital Facilities Element, 2019
- Transportation Element, 2019
- Utilities Element, 2019
- Housing Element, 2018
- Parks & Recreation Element, 2018
    - Bicycle & Pedestrian Plan, 2017

If you have any questions about our proposed Comprehensive Plan, please contact me at lucy@cityofcleelum.com or by phone at (509) 674-2262 ext. 102 or (509) 656-4577-cell.

Thank you for your time and we look forward to completing this periodic update process in June, 2019.

Kindest Regards,

Lucy Temple
City Planner

CC: Mayor Jay McGowan
Cle Elum City Council
Cle Elum Planning Commission

Department of Commerce

Notice of Intent to Adopt Amendment
60 Days Prior to Adoption

Indicate one (or both, if applicable):

☒ **Comprehensive Plan Amendment**
PROPOSED 2019 GMA PERIODIC UPDATE
☐ **Development Regulation Amendment**

Pursuant to RCW 36.70A.106, the following jurisdiction provides notice of intent to adopt a proposed comprehensive plan amendment and/or development regulation amendment under the Growth Management Act.

Jurisdiction:	City of Cle Elum
Mailing Address:	119 West First Street, Cle Elum, WA 98922
Date:	April 11, 2019

Contact Name:	Lucy Temple
Title/Position:	City Planner
Phone Number:	509-674-2262 xt. 102
E-mail Address:	lucy@cityofcleelum.com

Brief Description of the Proposed/Draft Amendment: *If this draft amendment is provided to supplement an existing 60-day notice already submitted, then please provide the date the original notice was submitted **and** the Commerce Material ID number located in your Commerce acknowledgement letter.*	The City presents the draft 2019 Comprehensive Plan Periodic Update.
Is this action part of the scheduled review and update? *GMA requires review every 8 years under RCW 36.70A.130(4)-(6).*	Yes: X No: ___
Public Hearing Date:	Planning Board/Commission:4/2/19 & 4/16/19 Council/County Commission: 6/25/19
Proposed Adoption Date:	6/25/19 (effective 7/3/19)

REQUIRED: Attach or include a copy of the proposed amendment text or document(s). **We do not accept a website hyperlink requiring us to retrieve external documents. Jurisdictions must submit the actual document(s) to Commerce.** If you experience difficulty, please contact reviewteam@commerce.wa.gov

STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • *PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000*
www.commerce.wa.gov

04/15/2019

Ms. Lucy Temple
Planner
City of Cle Elum
119 West 1st Street
Cle Elum, WA 98922

Sent Via Electronic Mail

Re: City of Cle Elum--2019-S-66--60-day Notice of Intent to Adopt Amendment

Dear Ms. Temple:

Thank you for sending the Washington State Department of Commerce (Commerce) the 60-day Notice of Intent to Adopt Amendment as required under RCW 36.70A.106. We received your submittal with the following description.

Proposed 2019 Comprehensive Plan amendment for the GMA Periodic Update.

We received your submittal on 04/11/2019 and processed with the Submittal ID 2019-S-66. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 06/10/2019.

We have forwarded a copy of this notice to other state agencies for comment.

Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Scott Kuhta, (509) 795-6884.

Sincerely,

Review Team
Growth Management Services

CHAIRMAN
Jeff Tincher, County Engineer/PW Director
Grant County
124 Enterprise Street SE
Ephrata, WA 98823
(509) 754 - 6082

LEAD AGENCY
Grant County
Public Works Department
124 Enterprise Street SE
Ephrata, WA 98823
(509) 754 - 6082

QUADCO RTPO
Quad County
Regional Transportation Planning Organization

Transportation Element
Consistency Certification Report
QUADCO RTPO

Date: June 12, 2019

Jurisdiction: Adams, Grant, Kittitas & Lincoln counties

The QUADCO RTPO staff has reviewed the City of Cle Elum's draft Transportation Element April 17, 2019, for consistency with the Washington State Growth Management Act (GMA), in accordance with RCW 36.70a.070. The draft plan is consistent with 12 out of 12 elements of the consistency review checklist (attached), and was approved at the June 6, 2019 QUADCO Council Meeting.

Sincerely,

Jeff Tincher, P.E.
QUADCO RTPO
Lead Agency Chair

cc: Shelly Clark, WSDOT HQ

CITY OF CLE ELUM
DETERMINATION OF NONSIGNIFICANCE (DNS)
April 18, 2019

DESCRIPTION OF PROPOSAL:

The City of Cle Elum is conducting a periodic review and evaluation of its comprehensive plan for 2017-2037, 20-year planning period pursuant to the Washington State Growth Management Act (GMA) RCW 36.70A.130(5). These periodic reviews are required every eight-ten years. This is the second full update, since the first Comprehensive Plan in 1997. This 2019 update modifies the 2007 update significantly, primarily by providing more thorough examination of the City's current state and future projections. The update had been completely reformatted and changes reflect an updated Vision Statement (found in the Executive Summary), land use and demographic data, transportation and housing need forecasts, public input, clarification and consistency within and between elements, annexations, and changes required to remain consistent with state law. This is a non-project action under SEPA. Specific environmental review will be required when subsequent site-specific development proposals are submitted and threshold determinations will be made on individual or cumulative bases as appropriate.

PROPONENT:	City of Cle Elum
LOCATION OF PROPOSAL:	Non-project action applicable to City municipal limits.
LEAD AGENCY:	City of Cle Elum

DETERMINATION:

The lead agency for this proposal has determined that the proposal (SEP-2019-001) does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c) and WAC 197-11. This decision was made after review of a completed SEPA environmental checklist and other information on file with the lead agency including multiple SEPA reviews associated with the 2007 and 1997 plans. The responsible official finds this information reasonably sufficient to evaluate the environmental impact of this proposal. This information is available to the public on the City's Comprehensive Plan Update website at: http://cityofcleelum.com/city-servicesplanningcomprehensive-plan-update/

ACTION:

This DNS is issued under WAC 197-11-340(2)(v) and CEMC 15.28; the lead agency will not typically act on this proposal for 14 days from the date the DNS is signed.

RESPONSIBLE OFFICIAL:	Lucy Temple
POSITION/TITLE:	City Planner
ADDRESS:	119 West First Street, Cle Elum, WA 98922
EMAIL:	planning@cityofcleelum.com
PHONE NUMBER:	(509) 674-2262

DATE: April 18, 2019 Signature: _____

Pursuant to CEMC 15.28.250 this DNS may be appealed by submitting specific factual objections in writing with a fee of $550.00 to the Cle Elum City Council, 119 West First Street, Cle Elum, WA 98922.

RECEIVED
APR 15 2019
By

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

Application Fees

$800.00 Cle Elum SEPA fee
$175.00 Cle Elum public notice/newspaper fee
$975.00 **Total fees due for this application** (one fee paid to the City of Cle Elum)

A. Background [HELP]

1. **Name of proposed project, if applicable:**
   2019 Comprehensive Plan periodic update.

2. **Name of applicant:**
   City of Cle Elum

3. **Address and phone number of applicant and contact person:**
   Lucy Temple, City Planner
   119 West First Street, Cle Elum, WA 98922
   509-674-2262

4. **Date checklist prepared:**
   April 18, 2019

5. **Agency requesting checklist:**
   City of Cle Elum, Planning

6. **Proposed timing or schedule (including phasing, if applicable):**
   The City of Cle Elum's Comprehensive Plan is currently undergoing public review. It is anticipated that the final Comprehensive Plan will be considered by the Cle Elum City Council before the end of June, 2019.

7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**
   This is a non-project action with no direct plans for future activities or physical projects. The Comprehensive Plan will be subject to regular review and public input, including the potential for optional annual amendments and required periodic updates.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**
   The City of Cle Elum Shoreline Master Program will be updated in 2019, as will the Critical Areas Ordinance (based upon WA Dept. of Ecology and GMA guidelines). These are separate from, but related to the Comprehensive Plan periodic update.

   This SEPA Checklist is prepared as an environmental review for the 2019 Comprehensive Plan update.

   Environmental documentation was completed for the 1997 comprehensive plan and 2007 periodic update, and for interim and subsequent annual amendments.

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**
   This is a non-project action which will lead to the adoption of several ordinance amendments as required during the Growth Management Act Periodic Update of the City of Cle Elum Comprehensive Plan. The Comprehensive Plan will be adopted by June 30, 2019. There are no known applications that are pending governmental approvals affecting this update.

10. **List any government approvals or permits that will be needed for your proposal, if known.**
    The final 2019 Comprehensive Plan update will be adopted by ordinance(s) by the Cle Elum City Council after appropriate open houses, public comment periods, and a series of duly noticed public hearings.

11. **Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those**

answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)
Pursuant to the Washington State Growth Management Act (GMA), the City of Cle Elum is revising the City's Comprehensive Plan for the 20-year planning period.

Changes to the Comprehensive Plan includes an updated vision statement, land use and demographic data, transportation and housing need forecasts, public input, internal clarification and consistency between elements, additional definitions and clarifying language, shifts in land use, and other changes required to remain consistent with state law.

The Comprehensive Plan is intended to provide general guidance across all areas located within City of Cle Elum jurisdiction.

Adoption of the comprehensive plan does not propose development of any type. Adoption of the comprehensive plan establishes policy that works to inform other land use regulations which work to guide future land use decisions and directions.

12. **Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**
This non-project action applies city-wide. Maps within the 2019 Comprehensive Plan apply to specific areas within the municipal limits.

B. Environmental Elements [HELP]

1. *Earth* [help]

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

This non-project action may result in subsequent projects or actions in the future, which will undergo appropriate environmental review and permitting.

b. What is the steepest slope on the site (approximate percent slope)?
This is a non-project action that will not directly affect slopes. However, slopes are considered within the Land Use Element.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.
This is a non-project action that will not directly impact soils. However, soils are considered within Land Use Element.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
This is a non-project action that will not directly impact unstable soils. However, soils are considered within Land Use Element.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

This is a non-project action that does not propose filling or grading. Future projects will undergo appropriate City permitting prior to project approvals.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
No erosion will result from this non-project action.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
No impervious surfacing will result from this non-project action. Future project or development proposals will be subject to SEPA and applicable permitting review.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
This non-project action reviews the Comprehensive Plan, which includes considerations for erosion prevention in the Land Use Element.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.
This non-project action applies city-wide. Future proposals will be reviewed alongside the 2019 Comprehensive Plan and the Cle Elum Municipal Code.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
This non-project action does not have applicable off-site air quality issues.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:
As a non-project action, this proposal will not result in impacts to air quality. Any future proposals will be reviewed alongside the 2019 Comprehensive Plan and the Cle Elum Municipal Code.

3. Water [help]

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
This non-project action applies city-wide. Within the City municipal limits, water bodies include: the Yakima and Cle Elum rivers, Crystal Creek, Town Ditch, as well as several irrigation channels, non-fish bearing streams, ponds, wetlands, and floodplain areas.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.
This non-project action does not include any work over, in, or adjacent to any water bodies described above. Future development proposals will be reviewed alongside the 2019 Comprehensive Plan and the Cle Elum Municipal Code.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
This non-project action does not include any work over, in, or adjacent to any water bodies described above. Future development proposals will be reviewed alongside the 2019 Comprehensive Plan and the Cle Elum Municipal Code.

4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**
This non-project action does not include any work over, in, or adjacent to any water bodies described above. Future development proposals will be reviewed alongside the 2019 Comprehensive Plan and the Cle Elum Municipal Code.

5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**
Floodplains exist within the City's municipal limits, with most occurring along the Yakima River corridor on either side of Interstate 90.

6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**
As a non-project action, the proposal does not include any work over, in, or adjacent to water bodies. Future project specific development proposals within the study area that may include work over, in, or adjacent to water bodies will be reviewed consistent with the provisions of the Comprehensive Plan and applicable provisions of the Cle Elum Municipal Code.

b. Ground Water: [help]

1) **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**
This non-project action is not expected to impact drinking water. Future proposals will undergo appropriate environmental review and permitting.

2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**
This non-project action is not expected to impact groundwater. Future proposals will undergo appropriate environmental review and permitting.

c. Water runoff (including stormwater):

1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**
This non-project action is not expected to impact runoff or stormwater. Future proposals will undergo appropriate environmental review and permitting.

2) **Could waste materials enter ground or surface waters? If so, generally describe.**
This non-project action is not expected to impact ground or surface waters. Future proposals will undergo appropriate environmental review and permitting.

3) **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**
This non-project action is not expected to impact drainage patterns. Future proposals will undergo appropriate environmental review and permitting.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:
This non-project action does not propose measures to reduce or control surface, ground, or runoff water or drainage patterns.

4. *Plants* [help]

a. Check the types of vegetation found on the site:

____deciduous tree: alder, maple, aspen, other
____evergreen tree: fir, cedar, pine, other
____shrubs
____grass
____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

This non-project action is not expected to impact plant species. Future proposals will undergo appropriate environmental review and permitting.

b. What kind and amount of vegetation will be removed or altered?

This non-project action does not proposal to alter or remove vegetation. Future proposals will undergo appropriate environmental review and permitting.

c. List threatened and endangered species known to be on or near the site.

The Comprehensive Plan does not propose activities that will affect any endangered plant species. The Comprehensive Plan promotes environmental protection and sustainability.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

This is a non-project action does not propose any activities directly relating to the impact of plant species.

e. List all noxious weeds and invasive species known to be on or near the site.

This non-project action does not directly impact potential noxious weed species. The county noxious weed list can be found at the following site: https://www.co.kittitas.wa.us/noxious-weeds/documents/weed-list.pdf

5. *Animals* [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:
birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

This non-project action is not expected to impact animal species. Future proposals will undergo appropriate environmental review and permitting, and will include appropriate consultation with applicable agencies with jurisdiction.

b. List any threatened and endangered species known to be on or near the site.

This non-project action does not proposal to impact animal species. Future proposals will undergo appropriate environmental review and permitting.

c. Is the site part of a migration route? If so, explain.

The City of Cle Elum area includes migration routes of species such as salmonids, ungulates, and avian species. However, this non-project action does not directly impact any migratory species or their habitats.

d. Proposed measures to preserve or enhance wildlife, if any:
As a non-project action, the proposal will not impact wildlife and therefore no measures are proposed to preserve or enhance wildlife at this time.

e. List any invasive animal species known to be on or near the site.
The 2019 Comprehensive Plan does not propose any specific activity that will affect any animal species at any specific site. Non-native aquatic species are listed in Washington Administrative Code (WAC-220-12-090).

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.
As a non-project action, the proposal will not directly result in any additional need for energy. Future site-specific developments may use electric, natural gas, oil, wood stove, wind or solar energy sources, among others.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
No solar energy use would be impacted as part of this non-project action. Future developments proposals would be subject to development permit reviews, and building and energy codes.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:
Energy conservation features are not applicable as part of this non-project action.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.
This non-project action is not expected to cause environmental health hazards. The use of any hazardous materials on a project-by-project basis will be subject to federal and state law and the Cle Elum Municipal Code.

1) **Describe any known or possible contamination at the site from present or past uses.**
The Washington State Department of Ecology maintains an online database of sites and facilities of environmental interest within Kittitas County. https://fortress.wa.gov/ecy/neighborhood/

These sites are generally located along the state highway corridor between First Street and Interstate 90 (primarily old gas/service stations), and in the vicinity of historic coal mines.

2) **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**
This non-project action is not expected to cause environmental health hazards. The use of any hazardous materials on a project-by-project basis will be subject to federal and state law and the Cle Elum Municipal Code.

3) **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**
This non-project action is not expected to cause environmental health hazards. The use of any hazardous materials on a project-by-project basis will be subject to federal and state law and the Cle Elum Municipal Code.

4) **Describe special emergency services that might be required.**
No special emergency services are anticipated for this non-project action.

5) **Proposed measures to reduce or control environmental health hazards, if any:**
No measures to reduce or control environmental health hazards are required as part of this non-project action. Future development proposals would be subject to SEPA individually as well as development permit review under Cle Elum Municipal Code, including a review of environmental health hazards and potential mitigation.

b. Noise

1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**
Existing noise levels in the City include typical urban, suburban, and rural noises, plus noise impacts from Interstate 90, the Burlington Northern Santa Fe railway corridor, and a municipal airport. This non-project action will not be impacted by these noise sources.

2) **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**
Existing noise levels in the City include typical urban, suburban, and rural noises, plus noise impacts from Interstate 90, the Burlington Northern Santa Fe railway corridor, and a municipal airport. This non-project action will not impact these noise sources.

3) **Proposed measures to reduce or control noise impacts, if any:**
Washington Administrative Code (WAC 173-60) establishes performance standards for all types of land uses and development and includes a maximum permissible environmental noise level and environmental designations for noise abatement. WAC 173-62 establishes noise standards for new motor vehicles and operation of motor vehicles on State Highways.

The City of Cle Elum has established zoning for various industrial uses and the 2019 Comprehensive Plan proposes development of a city-specific noise ordinance.

8. Land and Shoreline Use [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.
This non-project action does not propose any specific activity on any specific site. Identified land use designations dictate the types of uses permitted in specific areas of the City. More information on land use designations can be found in the City's proposed 2019 Land Use Element found on the City's Comprehensive Plan webpage: http://cityofcleelum.com/city-servicesplanningcomprehensive-plan-update/

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The City has a history of forestry and other resource extraction activities. The City municipal limits do not include agricultural lands. This non-project action does not propose changes to forest or agricultural lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:
No effects to surrounding working farms or forest lands will result from this non-project action.

c. Describe any structures on the site.
Not Applicable. This is a non-project action.

d. Will any structures be demolished? If so, what?
Not Applicable. This is a non-project action.

e. What is the current zoning classification of the site?
City of Cle Elum zoning classifications are included in Title 17 of the Cle Elum Municipal Code. Zoning may be impacted by the Comprehensive Plan's Land Use Map update. Current and proposed maps can be found on the City's Comprehensive Plan webpage at: http://cityofcleelum.com/city-servicesplanningcomprehensive-plan-update/

f. What is the current comprehensive plan designation of the site?
There is no particular land use designation for this non-project action. The Cle Elum Comprehensive Plan includes eight land use designations: Single Family Residential, Multi-Family Residential, Downtown Commercial, Entryway Commercial, General Commercial, Industrial, Planned Mixed Use, and Parks and Open Spaces.

g. If applicable, what is the current shoreline master program designation of the site?
This non-project action is not associated with a particular shoreline master program designation.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.
This is a non-project action does not propose any impacts to critical areas, although a number of critical areas do exist within city limits, including floodplains, streams, rivers, steep slopes, permeable soils, and wetlands.

i. Approximately how many people would reside or work in the completed project?
Over the 20-year planning period, the County population is anticipated to grow by approximately 23,297 people for a total of 65,967 residents by 2037 (based on Office of Financial Management estimates). Cle Elum is expected to grow to approximately 3,000 from the current 1900 residents.

j. Approximately how many people would the completed project displace?
This non-project action is not anticipated to displace any people.

k. Proposed measures to avoid or reduce displacement impacts, if any:
Not Applicable. This is a non-project action.

L. Proposed measures to ensure the proposal is compatible with existing and projected landuses and plans, if any:
The City of Cle Elum's proposed 2019 Land Use Element identifies the existing land use conditions, projects the land requirements to the year 2037 to meet projected population growth and determined how that growth should be accommodated. While not a project specific proposal, the comprehensive plan does contain policies that discourages the siting of incompatible uses.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:
The Kittitas County and Cle Elum Comprehensive Plans focus population and employment growth in the Urban Growth Areas and urban centers, respectively, and implement policies to reduce sprawl and

impacts to forest and agricultural lands. No forest or agricultural lands will be impacted by this non-project action.

9. Housing [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
This non-project action will not directly create or supply any housing. The City is expected to see a population increase over the next 20 years which will require adequate housing be developed. The City hired BERK Consulting in 2018 to conduct the City's Comprehensive Plan Housing Element. This Element contains the current data on housing required in Cle Elum in the next 20 years.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
The Comprehensive Plan update will not eliminate housing.

c. Proposed measures to reduce or control housing impacts, if any:
Future development proposals may be subject to SEPA rules, which would include a review of potential housing impacts. The City's 2018 Housing Element includes goals and policies to ensure a mix of housing, paying special attention to affordable housing.

10. Aesthetics [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
This non-project action may result in subsequent projects or actions in the future, which will undergo appropriate environmental review and permitting, including SEPA review as appropriate.

b. What views in the immediate vicinity would be altered or obstructed?
No views are anticipated to be altered by this non-project action. Future development proposals will review potential aesthetic impacts.

c. Proposed measures to reduce or control aesthetic impacts, if any:
Not Applicable. This is a non-project action.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
Not Applicable. This non-project action may result in subsequent projects or actions in the future, which will undergo appropriate environmental review and permitting.

b. Could light or glare from the finished project be a safety hazard or interfere with views?
Cle Elum's development regulations include requirements for down lighting, particularly reducing risks to the traveling public. Future development proposals will be reviewed according to these regulations, but no impacts to aesthetics are anticipated as a direct or indirect result of this non-project action.

c. What existing off-site sources of light or glare may affect your proposal?
Not Applicable. This is a non-project action.

d. Proposed measures to reduce or control light and glare impacts, if any:
Not Applicable. This is a non-project action.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity?

Cle Elum and the surrounding areas are a recreational tourism economy. Attractions include water sports, fishing, hiking, mountain biking, rock and mountain climbing, skiing and snowshoeing, snowmobiling, and other mountain and water related sports and activities.

b. Would the proposed project displace any existing recreational uses? If so, describe.

This is a non-project action will not reduce or displace any existing recreational uses, but more likely would provide additional recognition of and protections for these resource-based activities.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No measures to reduce or control impacts to recreational resources are proposed for this non-project action. The City's Parks and Recreation Element of the 2019 Comprehensive Plan establishes standards for recreational facilities to ensure future growth and development will not displace existing recreational uses.

13. Historic and cultural preservation [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

While there may be several listed or eligible properties within the City's municipal limits, this non-project action will not impact any historic properties or resources. The 2019 Land Use Element discusses cultural, archaeological, and historic resources, and provides goals and policies for their continued protection and preservation.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

No site-specific evidence of any landmarks, features, or other evidence of Indian or historic uses or occupations have been directly studied as part of this non-project action. However, future development proposals may be subject to SEPA, which would require an assessment of evidence, artifacts, or areas of cultural importance related to the development proposal.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Not Applicable. This is a non-project action.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

The City's 2019 Comprehensive Plan Land Use Element includes goals and policies to avoid impacts to cultural, archaeological, and historic resources. The City recognizes laws protecting and preserving these resources including: RCW 27.53 Archaeological Sites and Resources; RCW 27.44 Indian Graves and Records Act; and RCW 68.60 Historic Cemeteries and Historic Graves Act.

14. Transportation [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The City's 2019 Transportation Element effectively describes the City's transportation network, which is comprised of Interstate 90, SR 903, and SR 970, in addition to City streets and alleys.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Public transit within the City limits currently includes HopeSource dial-a-ride and other similar income- or ability-based services. However, the City is planning for future public transit projects.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

This non-project action will not create nor eliminate any parking spaces.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The 2019 Transportation Element includes a detailed analysis of transportation existing and projected infrastructure and projects. The Washington State Department of Transportation also conducts independent planning for state highways in Kittitas County, including those within City limits.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

This non-project action does not use water, rail, or air transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

As a non-project action, this proposal will not generate vehicular trips. However, the City carefully assessed current and projected future land uses and their accompanying generated vehicular trips to assess future levels of service on City and other roads within municipal limits. City roads currently generally maintain acceptable levels of service. State highway projects are planned by the Washington State Department of Transportation, with City coordination when within City limits.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No interference with or impacts to the movement of agricultural or forest products are anticipated from this non-project action.

h. Proposed measures to reduce or control transportation impacts, if any:

While the City of Cle Elum Comprehensive Plan is not required to include site-specific measures to reduce or control transportation impacts, it is intended to reduce traffic and related impacts through integrated land use and transportation planning, as demonstrated in the City's 2019 Transportation Element. Future development proposals may be subject to SEPA, which would require consideration of transportation impacts.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

This non-project action may result in subsequent projects or actions in the future, which will undergo appropriate environmental review and permitting. Anticipated growth and development within City limits will require additional public services, including utilities, transportation, waste management,

emergency services (including police), telecommunications, health care, court services, and education. These services are included in the 2019 Capital Facilities Element.

b. Proposed measures to reduce or control direct impacts on public services, if any.
While this non-project action will not directly result in, and therefore does not necessitate the reduction or control of impacts on public services, the primary purpose for the City's Comprehensive Plan is to consider the needs of the future population and identify public service gaps and plan to fill those gaps to meet the 20-year projected need.

16. Utilities [help]

a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____
All utilities listed above are available within the City's municipal limits and can be found described in the 2019 Utilities Element.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.
No utilities are proposed for this non-project action. However, future development will require additional utilities, which are considered within the City's 2019 Utilities Element.

C. Signature [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee Lucy Temple, City Planner

Position and Agency/Organization Planner, City of Cle Elum

Date Submitted: April 18, 2019

D. Supplemental sheet for nonproject actions [HELP]

1. **How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

   No groundwater will be withdrawn from wells or discharged into groundwater, no direct impacts to air quality are anticipated, no toxic or hazardous chemicals will be stored, used or produced, nor will any noise be created as part of this non-project action. However, there may be indirect impacts to traffic due to construction of public and private infrastructure and structures, which could generate localized emissions to air, as could additional wood burning homes or businesses. Noise may also be generated temporarily during construction, and long-term noise associated with additional businesses and residences could occur.

   Proposed measures to avoid or reduce such increases are:

   As a non-project action with no expected impacts to air, nose, water, or toxic or hazardous substances, no mitigation measures are proposed.

2. **How would the proposal be likely to affect plants, animals, fish, or marine life?**

   Indirect impacts to plants, animals, or fish may result from site-specific development planned for in the Comprehensive Plan. However, these impacts are not anticipated to be beyond standards and thresholds within current City and other jurisdictional regulations.

   Proposed measures to protect or conserve plants, animals, fish, or marine life are:

   Development proposals will be reviewed per the Cle Elum Municipal Code, and other local, state, and federal regulations, including SEPA and appropriate mitigation sequencing will be used. The City of Cle Elum regulations include plans and policies to manage and preserve critical areas and habitat, as well as floodplain and shoreline areas within municipal limits. The City is currently processing updates to the Critical Areas Ordinance and Shoreline Master Program, and will update the Flood Hazard ordinance after FEMA's Flood Insurance Rate Maps are finalized later in 2019. Future development proposals will be reviewed under these proposed regulation amendments once they are complete.

3. **How would the proposal be likely to deplete energy or natural resources?**

   This non-project action is not anticipated to deplete energy or natural resources. Planned growth and development will require energy for heating, lighting, commercial and industrial uses, and other activities.

   Proposed measures to protect or conserve energy and natural resources are:

   No protective measures are planned for energy or natural resources as this non-project action is unlikely to produce any direct impacts. Future development proposals would be reviewed per the Cle Elum Municipal Code, which require specific building and energy codes. The Comprehensive Plan includes provisions for increased energy efficiency and natural resource protection.

4. **How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

   This non-project action is not anticipated to impact the above mentioned resources or areas, nor does it propose any new uses or changes that would affect environmentally sensitive areas or those designated for governmental protection.

   Proposed measures to protect such resources or to avoid or reduce impacts are:

   The Cle Elum Municipal Code implements the Comprehensive Plan, and both include provisions for protections of sensitive areas and natural resources.

5. **How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

This non-project action is unlikely to directly affect land and shoreline uses or be incompatible with the same.

Proposed measures to avoid or reduce shoreline and land use impacts are:

While no measures are proposed to avoid or reduce shoreline impacts because this is a non-project action, the City will be updating the Shoreline Master Program (SMP) in 2019. The SMP serves as both guide and regulation for planning and shoreline protection.

6. **How would the proposal be likely to increase demands on transportation or public services and utilities?**

This non-project action is not anticipated to directly impact transportation, public services, or utilities. The City carefully assessed current and projected future land uses and their accompanying generated vehicular trips to assess future levels of service on City and other roads within municipal limits within the 2019 Comprehensive Plan. City roads currently generally maintain acceptable levels of service. State highway projects are planned by the Washington State Department of Transportation, with City coordination when within City limits.

Proposed measures to reduce or respond to such demand(s) are:

Future development proposals will be reviewed with the current development regulations in the Cle Elum Municipal Code and the Comprehensive Plan. Developments will continue to be reviewed with as many other planned developments to ensure cumulative impacts are identified to the extent possible. With future growth and development anticipated and reviewed in the Comprehensive Plan, increased requirements for transportation infrastructure and opportunities, public services, and unities are inevitable. Site specific development proposals are reviewed for their impacts on existing and need for future services and utilities, and their impacts on traffic and transportation.

Implementation of the Transportation, Utilities, and Capital Facilities plans, as well as the other elements will provide opportunities for the City to accommodate new growth and provide established levels of service for those services and facilities.

7. **Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

The proposed Comprehensive Plan Update does not conflict with local, state, or federal laws. The purpose of the proposed amendments are to comply with the Growth Management Act and effectively plan for future growth in the City of Cle Elum. The proposed Comprehensive Plan elements carefully consider the environmental impacts of growth and establish appropriate densities and uses in rural versus urban areas and will result in implementing development regulations that will be more effective in protecting the environment.

Future project-specific development proposals will be reviewed pursuant to SEPA and the Cle Elum Municipal Code to identity potential environmental impacts and applicable mitigating measures.

CITY OF CLE ELUM

119 W. First Street

Cle Elum WA 98926

In the matter of __City of Cle Elum SEPA-2019-001___) AFFIDAVIT OF MAILING

STATE OF WASHINGTON)

) ss.

County of Kittitas)

The undersigned being first duly sworn on oath states:

That on the __18th___day of __April__, 2019__, City Planner, Lucy Temple distributed via email to the email addresses attached, the Determination of Nonsignificance, and SEPA Checklist for the 2019 GMA Comprehensive Plan Periodic Update.

Signature: _____

SUBSCRIBED AND SWORN TO before me, this_18th_ day of _April_, 2019_.

_____

Notary Public in and for the State of Washington

My commission expires: 9/1/19

KATHLEEN S SWANSON NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES SEPTEMBER 01, 2019

2019 Comprehensive Plan SEPA Agency email list

jim@nkctribune.com; nolan@inlandnet.com; David.Hoffman@pse.com; sandy.leek@pse.com; rbeck@suncadia.com; director@wahorsepark.org; wargog@cersd.org; overtonr@cersd.org; skgrindle@hopesource.com; rholden@kvhealthcare.org; mayormcgowan@cityofcleelum.con; Firechief@cityofcleelum.com; sferguson@cityofcleelum.com; Historic Preservation Commission; Planning Commission; planner@ci.roslyn.wa.us; townofsouthcleelum@gmail.com; sce@inlandnet.com; sackettk@ci.ellensburg.wa.us; bocc@co.kittitas.wa.us; laura.osiadacz@co.kittitas.wa.us; cds@co.kittitas.wa.us; Lindsey.ozbolt@co.kittitas.wa.us; mark.cook@co.kittitas.wa.us; environmentalhealth@co.kittitas.wa.us; communityhealth@co.kittitas.wa.us; kprdpos1@gmail.com; sepa@dahp.wa.gov; sepadesk@dfw.wa.gov; Jennifer.Nelson@dfw.wa.gov; sepaunit@ecy.wa.gov; separegister@ecy.wa.gov; sepacenter@dnr.wa.gov; gary.berndt@dnr.wa.gov; reviewteam@commerce.wa.gov; scott.kuhta@commerce.wa.gov; SCPlanning@wsdot.wa.gov; GonsetP@wsdot.wa.gov; prilucj@wsdot.wa.gov; sauriow@wsdot.wa.gov; NelsonH@wsdot.wa.gov; johnson_meninick@yakama.com; prigdon@yakama.com;

COMMUNITY
Northern Kittitas County Tribune – Reporter, Jim Fossett
Inland Networks – Owner, Nolan Weis
Puget Sound Energy, David Hoffman & Sandy Leek
Suncadia – Managing Director, Roger Beck
WA State Horse Park Association – Director, Leslie Thurston
CERSD – Superintendent, Gary Wargo
CERSD – Transportation Manager, Rosa Overton
HopeSource – Susan Grindle
KVH – Rhonda Holden

LOCAL
Cle Elum
Mayor Jay McGowan
Cle Elum Fire Department
Cle Elum Police
Historic Preservation Commission, (Group Email)
Planning Commission, (Group Email)
City Council – *Hard copies distributed*

Other Cities
City of Roslyn – Planner, Michelle Geiger
Town of South Cle Elum – Staff, Dora Bannister
City of Ellensburg – Planning Director, Kirsten Sacket

COUNTY
Board of County Commissioners, General email
Commissioner; District #2 - Laura Osiadacz
Community Development Services, General email
SEPA & Planning Official, Lindsey Ozbolt

Public Works Director, Mark Cook
Public Health Department, Environmental Health & Community Health
Parks & Recreation District #1, John Storch

STATE
DAHP – SEPA Review
WDFW – SEPA Review
WDFW – Area Habitat Biologist, Jennifer Nelson
Ecology – SEPA Review
Ecology – SEPA Register
DNR SEPA Center
DNR – Gary Berndt
Commerce Review Team
Commerce, Scott Kuhta
WSDOT – Planning
WSDOT – Planning, Paul Gonseth
WSDOT – Planning, Jacob Prilucik
WSDOT – Environmental, Bill Sauriol
WSDOT – Maintenance, Harry Nelson
Yakama Nation – Cultural Resources Program, Johnson Meninick
Yakama Nation – Natural Resources Program, Phil Rigdon

From:	Lucy Temple
To:	Lucy Temple
Cc:	Cle Elum Planning
Bcc:	Jim Fossett (jim@nkctribune.com); "nolan@inlandnet.com"; David Hoffman (David.Hoffman@pse.com); Leek, Sandy; rbeck@suncadia.com; Leslie Thurston (director@wahorsepark.org); "wargog@cersd.org"; "overtonr@cersd.org"; "skgrindle@hopesource.com"; "rholden@kvhealthcare.org"; "mayormcgowan@cityofcleelum.con"; "Ed Mills - City Fire Chief (firechief@cityofcleelum.com)"; Scott Ferguson; Michelle Geiger (Planner@ci.roslyn.wa.us); "townofsouthcleelum@gmail.com"; "sce@inlandnet.com"; "sackettk@ci.ellensburg.wa.us"; "bocc@co.kittitas.wa.us"; "Laura Osiadacz"; "cds@co.kittitas.wa.us"; Lindsey Ozbolt (Lindsey.ozbolt@co.kittitas.wa.us); mark.cook@co.kittitas.wa.us; "environmentalhealth@co.kittitas.wa.us"; "communityhealth@co.kittitas.wa.us"; kprdpos1@gmail.com; "sepa@dahp.wa.gov"; "sepadesk@dfw.wa.gov"; Jennifer Nelson (Jennifer.Nelson@dfw.wa.gov); "sepaunit@ecy.wa.gov"; "separegister@ecy.wa.gov"; "sepacenter@dnr.wa.gov"; "gary.berndt@dnr.wa.gov"; "reviewteam@commerce.wa.gov"; Scott Kuhta (scott.kuhta@commerce.wa.gov); "SCPlanning@wsdot.wa.gov"; Gonseth, Paul; Prilucik, Jacob; "sauriow@wsdot.wa.gov"; "NelsonH@wsdot.wa.gov"; "johnson_meninick@yakama.com"; "prigdon@yakama.com"; dedavis1310@gmail.com; Devin Smith; Kerry Clark (swiftwaterbusinesspark@gmail.com); Marc Kirkpatrick; Matt Fluegge; Matthew Lundh; Pam Hawk; "Theo Leonard (TLeonard@encompasses.net)"; Travis Harris (zerospin2003@yahoo.com); Lucy; Mary Pittis; planning/GIS; Roberta Newland; sutherland.creative@gmail.com
Subject:	Cle Elum SEPA DNS for Review - 2019 Comp Plan
Date:	Thursday, April 18, 2019 7:04:00 AM
Attachments:	19-0418_DNS+SEPA-Checklist-PKG.PDF

Regulatory SEPA Reviewers:

The City of Cle Elum issued a SEPA DNS on a proposal for the City's 2019 GMA Comprehensive Plan Periodic Update (SEPA Checklist and DNS attached).

Thank you for your time.

Lucy Temple, Planner

119 West First Street
Cle Elum, WA 98922
(509) 674-2262 x102
www.cityofcleelum.com

From: COM GMU Review Team
To: Lucy Temple
Subject: Automatic reply: Cle Elum SEPA DNS for Review - 2019 Comp Plan
Date: Thursday, April 18, 2019 7:05:01 AM

Thank you for your submittal. This week, Commerce is migrating to a new review database called PlanView. We have received your submittal. During this process, your formal acknowledgement letter will be delayed.
When your acknowledgment letter arrives, it will reflect the correct date received. After we have migrated, you will receive a receipt email as well as an acknowledgement letter email.
As we deploy new system in the coming months, we will add new features that will allow you to create an account and to see your information in the system. If you have any questions about the new system, please contact our Plan Review Manager, Dave Andersen,
at (509) 434-4491.

CITY OF CLE ELUM
WASHINGTON

RESOLUTION NO. 2018-007

A RESOLUTION OF THE CITY OF CLE ELUM, WASHINGTON, ADOPTING A PARKS AND RECREATION PLAN.

WHEREAS, the City of Cle Elum plans under RCW 36.70A.040 which requires a comprehensive plan of a city to include mandatory elements; and

WHEREAS, a parks and recreation element is a mandatory element of a comprehensive plan and must include: (a) Estimates of park and recreation demand for at least a ten-year period; (b) an evaluation of facilities and service needs; and (c) an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand; and

WHEREAS, the Washington State Recreation and Conservation Office, as a Governor appointed agency, is a responsible steward of public funds, works with others to protect and improve the best of Washington's natural and outdoor recreational resources, enhancing the quality of life for current and future generations; and

WHEREAS, the City of Cle Elum recognizes that collaboration and relationships with others makes us successful; and

WHEREAS, the City of Cle Elum recognizes that establishing an evaluation process using data together with public input allows the City to make informed decisions for the community with community support; and

WHEREAS, the City of Cle Elum desires to encourage people of all ages and abilities to engage in healthy options and utilize the many parks and recreational opportunities in the City; and

WHEREAS, the City of Cle Elum desires to create a safely walkable downtown area, consistent with the City's Complete Streets Ordinance (Ord. 1455); and

WHEREAS, the City of Cle Elum has completed a Parks and Recreation Plan with the public, the Planning Commission, and the City Council, which resulted in a Prioritized List of Projects initiated in public participation and recommended from a sub-committee

consisting of Cle Elum Planning Commission, City Council, and City Staff presented to City Council on February 13, 2018;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLE ELUM, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. Adopted. The City of Cle Elum hereby adopts the Parks and Recreation Plan (attached hereto as Exhibit A) and establishes the illustrative plan the City will use to evaluate and select parks and recreational programs and projects, which will be used to secure additional funding to support maintaining and enhancing the parks and recreational systems of the City.

PASSED BY THE CLE ELUM CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 13th DAY OF Feb, 2018.

CITY OF CLE ELUM

Kenneth C. Ratliff

~~Jay McGowan~~, Mayor Pro-Tem

Kenneth C. Ratliff

ATTEST/AUTHENTICATED:

Kathi Swanson

Kathi Swanson, City Clerk

Approved as to form:

Alexandra L. Kenyon, City Attorney

Filed with the City Clerk: 2/13/18
Passed by the City Council: 2/13/18
Resolution No.: 2018-007
Date Posted: 2/15/18

RES-2017-019 is located within the Executive Summary

COMPREHENSIVE PLAN ELEMENTS

CITY of CLE ELUM WASHINGTON
EST. 1902

CITY OF CLE ELUM

LAND USE ELEMENT

Prepared by:

HLA Engineering and Land Surveying, Inc.

PROJECT NO. 17156E

APRIL 2019

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Land Use Element

Introduction

The Land Use Element describes current use and guides future use of land in the City of Cle Elum by evaluating development patterns early and consistently with criteria meant to support the City's vision for the future and encourage adherence to the City's goal of retaining a high quality of life for its citizens. This element includes goals and policies that promote community character, preserve and strengthen residential neighborhoods, foster downtown as a vibrant and mixed-use community place, describe land use designations, respect and protect the natural environment, local history, culture, and promote healthy living.

Purpose

The purpose of this chapter is to provide a framework for improving the health and livability of the City by accommodating careful planning to:

- Promote the efficient use of land through development of a strategic future land use map;
- Create safe and healthy neighborhoods with access to recreational opportunities, varied and affordable housing options, and multi-modal transportation choices;
- Stimulate a vibrant local economy supporting living wage jobs;
- Foster Cle Elum's sense of place by protecting and enhancing the character of existing neighborhoods, the natural environment, and important historic and cultural resources; and
- Build a community that is resilient to adverse events, including natural disasters and climate change.

Applicable Revised Code of Washington (RCW), Countywide Planning Policies (CWPPs), Regional Transportation Plan (RTP) policies, and Related Environmental Plans

When the State Legislature adopted the Growth Management Act (GMA), they found that "…a lack of common goals expressing the public's interest in the conservation and the wise use of our lands pose a threat to the environment, sustainable economic development, and the health, safety and high quality of life enjoyed by residents of this state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another on comprehensive land use planning." (RCW 36.70A.010). This finding, which summarizes the intent of GMA, emphasizes the central role of this Land Use Element.

The Act requires Cle Elum's Land Use Element to designate the general distribution, location, and extent of land for various uses, including resource lands, housing, commerce, industry, parks and open spaces, and public facilities. This element describes all of these land uses in a summary format. Capital facilities, transportation infrastructure and level of service, housing considerations, parks and open spaces, are each considered in greater detail in separate comprehensive plan elements.

Decisions made by neighboring jurisdictions have a measured impact upon the City of Cle Elum's infrastructure and services. In addition to following State of Washington requirements, planning efforts in the City of Cle Elum require consistency with Kittitas County's Countywide Planning Policies (CWPP) and Kittitas County's Comprehensive Plan. The CWPP recognizes cities as the

providers of urban governmental services as identified in the GMA and adopted urban growth management agreements.

Because Cle Elum provides regional services for neighboring jurisdictions, it is important for Cle Elum to be involved in the development and implementation of the County's Countywide Planning Policies and the County's Comprehensive Plan. The CWPP associated with Cle Elum's Land Use Element can be found in Appendix A.

The Land Use Element includes an inventory and analysis of natural systems for land in Cle Elum's Urban Growth Area (UGA). Such natural evaluations identify critical areas that may require co-management with other state and national environmental protection agencies and organizations. The natural systems covered in this Land Use Element include, but are not limited to: wetlands, groundwater sources, fish and wildlife conservation areas, frequently flooded areas, geologically hazardous areas, forest and agricultural lands, and air quality. The Land Use Element maintains consistency with associated environmental plans at the state and federal level.

Relationship to Other Elements

The GMA requires that other elements of the City of Cle Elum's Comprehensive Plan relate back to the Land Use Element. For example, the Act specifically requires both the Capital Facilities and Transportation Elements to be coordinated and consistent with the Land Use Element. The Act also states that the entire Comprehensive Plan shall be internally consistent, and that all elements shall be consistent with the Land Use Map presented in Figure 1A. Additionally, the GMA requires that planning efforts for regional growth centers, such as Urban Centers, be consistent with the Comprehensive Plan. Therefore, GMA places the Land Use Element in the central role of defining the direction of the Comprehensive Plan, and thereby defining the vision of the community. The Land Use Element concludes with land use goals and policies.

Urban Growth Area

The GMA mandates that each county designate an Urban Growth Area (UGA) within which urban growth is to be encouraged, and outside of which urban growth annexations may not occur. The UGA must contain enough land to accommodate twenty (20) years of projected residential growth, as determined for each county by the State Office of Financial Management. The entire city limits of each city must be included in the UGA, and unincorporated areas also may be included. However, the GMA states that an urban growth area may include land outside of a city only if this land is "…already characterized by urban growth or is adjacent to territory already characterized by urban growth…" (RCW 36.70A.110). City of Cle Elum's City Limits and UGA are displayed on Figure 2.

The Countywide Planning Policies (CWPP) adopted by Kittitas County include an urban growth boundary for Cle Elum and specify policy considerations for implementing urban growth areas. The Land Use Element will guide all decisions about when, where, and how development takes place including the scheduling of capital improvements and annexations. Annexation is a matter that will be determined by City Officials, the Public and appropriate government entities, based on public interest and the capacity of Cle Elum to adequately provide urban services to these areas upon annexation.

Figure 1.A. City of Cle Elum Land Use Map

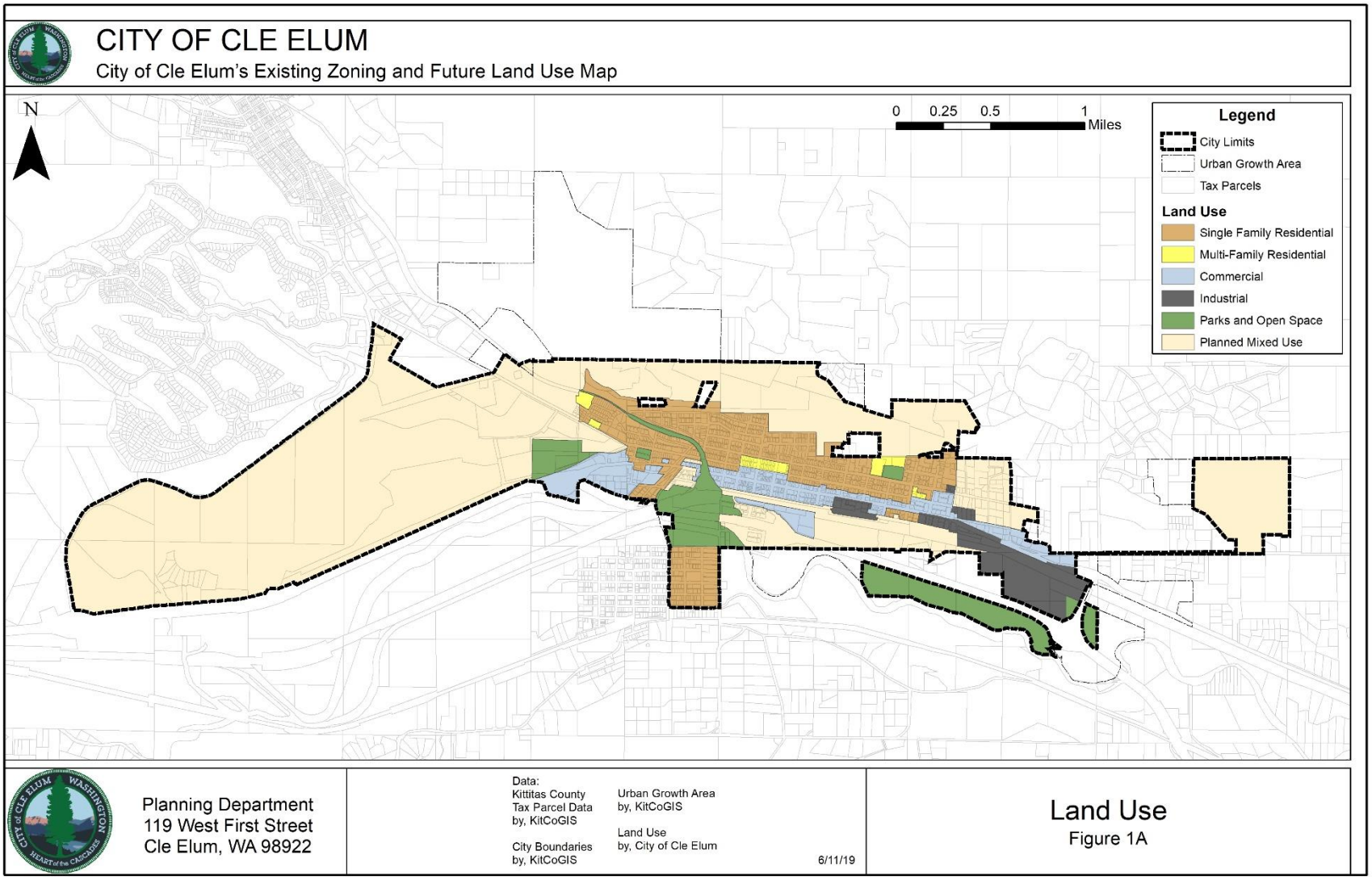
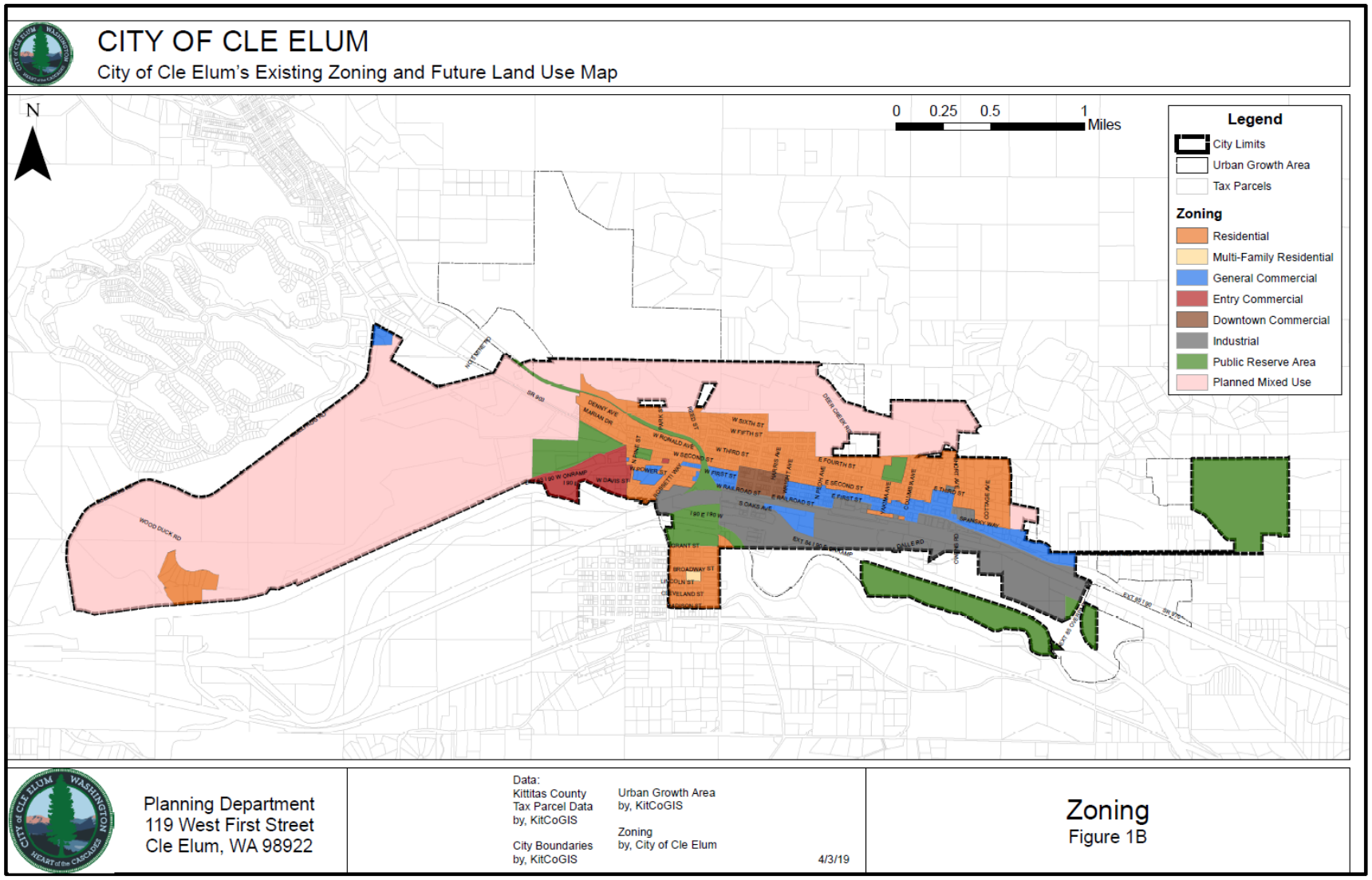


Figure 1.B. City of Cle Elum Zoning



History

Cle Elum's Prehistory

The first settlers of the Cle Elum area were the Kittitas or Upper Yakama peoples, whose villages are documented near Lake Cle Elum and other nearby locations as far back as 11,500 B.P. The Kittitas were closely related to the Lower Yakamas, regularly trading and marrying between the groups, and had similar relationships with other area tribes, such as the Snoqualmie Tribe. The seasonal subsistence and settlement pattern of the Kittitas people included resource collection activities, gatherings of various bands, and there is evidence of several winter gathering places in the Cle Elum area (Yakama Nation, 2017).

Downtown Cle Elum

Historically, Cle Elum developed because of the influences of coal mining, location of the trans-continental railroad, and opportunity for intense timber harvesting. The scouts locating the railroad were led through the area in 1853 by "Owhi… a chief of the Kittitas/Yakamas and who later was signatory to the Treaty of 1855" (Yakama Nation, 2017, p 6) and later by other members of the tribe.

The City grew in a very linear pattern north of the Northern Pacific Railroad (now the Burlington Northern Santa Fe Railroad) and the Yakima River. The original downtown area (which has been referenced as "Old Town") grew around the intersection of First Street and Pennsylvania Avenue. The two anchor properties were the original Railroad Depot and Cle Elum Hotel. Residential developments were located between Old Town and the base of Cle Elum Ridge, directly east and west of downtown, and in one twelve block area south of the Yakima River adjacent to the Town of South Cle Elum,

Cle Elum's 1918 Fire

In 1918, a major fire destroyed most of the original downtown. When rebuilt, the downtown was oriented in an east-west direction along an approximate five-block area of First Street, between Oakes Avenue and Peoh Avenue. First Street, paralleling the Railroad, then became the major commercial street.

The Rise of the Automobile

Over time, as ties to the Northern Pacific Railroad weakened and the importance of the automobile increased, First Street/SR903 became the major highway through the City.

Commercial (and some industrial) development spread, in strip fashion, along the full length of First Street. This strip development consists of both older residential uses converted to commercial uses and new construction. Construction of Interstate 90 (I-90), the associated interchanges at each end of the City, and the partial interchange at Oakes Avenue reinforced the existing linear development pattern.

Highway-oriented commercial uses developed around the interchanges at each end of the City. Industrially zoned land which is mostly vacant, occupies the area between the Railroad and I-90. However, development in this traditional area is constrained by limited access, lack of utilities, and designation as a critical area and floodplain.

Historic Platting

The older areas of Cle Elum are platted in a traditional grid pattern, with commercial lots generally fronting the east-west streets with dimensions of twenty-five (25) feet in width and one hundred twenty (120) feet long. Most residential lots were initially fifty (50) feet wide and one hundred and twenty (120) feet long. Ten (10) to twenty (20) foot-wide alleys bisect the blocks in an east-west direction. Streets within the original downtown are overly wide – First Street, Oakes Avenue, Pennsylvania Avenue, Harris Avenue, and Bullitt Avenue have one hundred (100) foot rights of way. Second Avenue, Billings Avenue, Wright Avenue, and Peoh Avenue have eighty (80) foot rights of way. Properties at the east and west ends of the City were later subdivided and include a mix of lot sizes with a less rigidly developed street pattern.

Cultural, Archaeological, and Historic Preservation

The City of Cle Elum encourages cultural, archaeological, and historic preservation. The Cle Elum area is within the historic range of the Kittitas and Yakama peoples who traveled through, settled, and gathered with other native peoples nearby. As such, it is important to consider the potential for tribal, cultural, archaeological, or historic properties when planning changes to or management of the landscape. The City aims to identify, protect, preserve, and restore sites that contain resources of cultural, archaeological, historic, educational, or scientific value or significance. Appropriate and meaningful tribal, state, federal, and local governmental collaboration is crucial to landscape-scale and project-level planning.

The City's Historic Preservation Commission was established in 2006, after Cle Elum officially received Certified Local Government Status from The National Park Service and the Washington State Department of Archaeology and Historic Preservation (DAHP). Preservation of Cle Elum's history and heritage helps Cle Elum maintain its unique aesthetic and cultural diversity and links the community of tomorrow with its foundations from the past. Historic Preservation Commission and staff identify and implement specific tasks that serve to protect the buildings, sites, structures, and neighborhoods that instill that connection with our heritage and our vision of the City of Cle Elum, we want to pass to future generations.

Many of the existing, older commercial, and older residential structures show signs of age and "historically inappropriate" techniques and materials have been widely used in maintenance and repair. Revitalizing the City's character and charm will require special attention to the rehabilitation and reconstruction of these existing structures in the Downtown Commercial district. A challenge of paramount importance to the City is how best to integrate the pressures of new development with our historic commercial and residential core areas.

Developing policies, plans, and implementing projects that preserve our heritage resources require ongoing conversations with all members of the community in identifying priorities as well as their commitment to help carry out those tasks. This includes, but is not limited to active heritage stakeholders such as the Mountains to Sound Greenway Trust, the Cle Elum Downtown Association, Historical Society, Heritage Club, Coal Mines Trail Commission, and other related groups and members of the community, creating a network of historically significant buildings, areas, interpretive cultural centers which inform and celebrate local history.

Existing Conditions and Future Needs

Natural Environment

The City of Cle Elum is located in the foothills of the eastern slopes of the central Cascade Mountains. At an elevation of approximately 1920 feet, but within eastern Washington, the climate is both more temperate than the eastern neighbors in the Shrub Steppe landscape, and more arid than the western Puget Sound region, resulting in a desirable location in the best of both worlds.

The natural setting of Cle Elum within the Yakima River Valley affords good opportunities for residential living, supportive services, and future employment. At the same time, the natural environment shapes local development into key areas within the City. The City of Cle Elum is set between the forested Cle Elum and South Cle Elum Ridges, with views of the Stuart Mountains and Kachess Ridge, approximately thirty (30) miles east of Snoqualmie Pass, and twenty-five (25) miles west of Ellensburg. The vistas and scenic views of the surrounding ridges and mountains provide a unique setting and identity for the community. They also represent a natural resource which is now subject to intense residential development pressure.

Relationships between these the environmental features, development, and natural processes impact Cle Elum's quality of life. These relationships are imperative to the continued success of this community and depends upon several factors, such as government, business, and individual community members working together to protect and enhance the area, history, and culture where we live, work, and play.

Environmental considerations within this element include specific goals and policies to support the City's role in protecting the natural environment and transitioning into a sustainable future as growth and development occurs, so we can create a more viable future for the next generations.

Open Space

The Growth Management Act requires cities to identify open space corridors within and between urban growth areas (RCW 36.70A.160). These corridors shall include lands that are useful for recreation, wildlife habitat, trails, and the connection of critical areas. Open space corridors provide important linkages of wildlife habitat as well as serving to knit the community tighter through a system of trails. Currently within the City limits informal open space exists as trails throughout residential neighborhoods, the Cle Elum Ridge (north of Cle Elum), and the Yakima River floodplain. Additionally, City designated open space exists as the Coal Mines Trail that links Cle Elum and Roslyn, Progress Path the Yakima River Levy Trail, and the Hanson Ponds Trail. Cle Elum plans to provide a designated open space corridor, through the City, that would connect the Coal Mines Trail with the Palouse to Cascades State Park Trail (formerly the John Wayne Trail) and provide linkages to the community parks system (See Figure 3 – Open Space). The City would like to see additional open space corridors along the Yakima River and its associated floodplain.

In addition to general open spaces and related policies, the Cle Elum community places great importance on trees. The natural environment of our community has always been a priority, but the more formal recognition of Arbor Day started in the mid-1990s with the local Rotary Club working in concert with the City to host a short annual celebration. Several projects were highlighted, such as planting Flowering Plum trees in Wye Park, that was named Pioneer Grove, and which were purchased by and dedicated to pioneer families. At some point the City moved these plum trees to the cemetery. Other tree-focused activities included planning

a row of conifer trees along the railroad right of way, planting trees at Centennial Park that were donated by Puget Sound Energy, and planting street trees along East First Street. Lastly, trees have been planted during many Arbor Day events over the years, including two celebrations that provided seedlings to the community, made possible through private and US Forest Service, Cle Elum Ranger District donations.

In 2001 the City was designated as a Tree City USA through the Arbor Day Foundation, which continued through 2004, and was brought back into good status in 2017. This status will continue by retaining significant trees, promoting private tree planting by community, and including street trees in the downtown revitalization efforts. To facilitate the Tree City USA status into the future, the City plans to update ordinances pertaining to City trees, establish a Tree Board, and continue annual mayoral Arbor Day proclamations.

Critical Areas

Cle Elum's critical areas provide a variety of functions and values that are important to the sustainability of the area's quality of life through the use of critical areas regulations which establish a regulatory framework for critical areas and their buffers. Cle Elum's critical areas regulations extend protection to the following: wetlands, frequently flooded areas, fish and habitat conservation areas, critical aquifer recharge areas, and geologic hazard areas, per GMA.

Critical areas provide valuable habitat, protect and enhance water quality, facilitate stormwater conveyance, enhance local aesthetics, and offer recreation, cultural resources, and education opportunities. Critical areas are highly valuable and it is extremely important to preserve and protect the functions and values of various environmental features. Once destroyed such critical area functions are difficult to replicate or replace.

Wetlands, streams, and other environmentally sensitive areas within shoreline jurisdiction are regulated by the City's Shoreline Master Program; those that are outside shoreline jurisdiction are regulated by the City's Critical Areas Ordinance regulations, which are periodically reviewed and updated in accordance with state mandates.

Wetlands

Wetlands are transitional areas between upland and aquatic environments where water is present long enough to form distinct soils where specialized plant communities can grow and are integral to the local hydrologic cycle. Wetlands are typified by three physical characteristics; Hydric soils, hydrology, and hydrophilic plants. The National Wetlands Inventory (NWI) map prepared by the U.S. Fish and Wildlife Service indicated that Cle Elum has a number of wetlands, which should be protected and enhanced wherever possible, and all development should consider avoiding impacts to sensitive areas for them to properly function to reduce floods, contribute to stream flows, and improve water quality. Each of these beneficial functions are important to the overall environmental health of Cle Elum's environmental systems. Figure 4 displays City of Cle Elum's Wetland Areas.

Frequently Flooded Areas

The Federal Emergency Management Agency/Department of Homeland Security (FEMA/DHS) has defined areas showing the extent of the 100-year floodplain to establish flood insurance rates and assist communities in efforts to promote sound floodplain management. Cle Elum was founded as a railroad and mining town. Consequently, all original platting and development was located in close, linear proximity to the railroad

mainline, which parallels Interstate 90 (I-90) and the Yakima River. In the mid 1960's, the Yakima River was moved to the south, away from Cle Elum to locate I-90, which bisected the river's floodplain and disrupted its natural functions. This resulted in a somewhat environmentally encumbered industrial zoning belt north of I-90 and south of the downtown core area (See Figure 1A). Although the Yakima River is now located on the south side of I-90, FEMA floodplain designations remain on both sides of the highway, which further complicates development within the previously primarily industrial area between the interstate and the downtown core. Residential development on the south side of the river is limited due to both floodplain and floodway constraints as well as geographic scope. Several other areas throughout the City are designated as FEMA floodplains or floodways, which are recognized to have the greatest risk of damage to property and to the loss of human life as displayed on Figure 5 – Frequently Flooded Areas. State law prohibits permanent structures from being constructed in the Floodway or to have zero rise (no displacement of floodwaters). Only seasonal uses or water dependent structures (such as bridges) should be allowed to be constructed in these areas. These lands are also key natural resource areas for enhancing water quality, providing important fish and wildlife habitat, and serve as water retention and flood storage areas, and should be allowed only the most limited and regulated future development.

Fish and wildlife habitat conservation areas

Fish and wildlife habitat conservation, including pollinator species habitat, is important for the sustainability of fish and wildlife populations into the future. The management of land for habitat conservation is paramount within natural geographic distributions. Habitats identified in Cle Elum include the Cle Elum and Yakima Rivers and their associated floodplains, streams and riparian areas, ponds, and mature forested landscapes.

Much of the remaining native habitat in Cle Elum is generally limited to streams, wetlands, forest lands and steep slopes as presented on Figure 6 – Fish and Wildlife Conservation Areas Map. The only river frontage areas within the City are found along the two river corridors. Most of this riverfront property is planned to remain undeveloped or with limited managed dry camping and park property. The Cle Elum and Yakima River floodplain areas provide habitat linkages with other riparian habitats beyond the City of Cle Elum.

Critical aquifer recharge areas

Critical aquifer recharge areas are those areas that have a critical recharge effect on underground aquifers that are used for potable water. Because of the permeability of the different soils within the City there are some areas that are more at risk of being contaminated. There have been no specific aquifers identified in the City, however, to protect the City's drinking water the City has categorized all areas that the Washington State Department of Health designates as a Type A and B wellhead protection area as a high risk of contamination (See Figure 7 – Critical Aquifer Recharge Areas). Also, because of the high permeability of soil within the City and its UGA, the rest of the City is categorized as a moderate risk for contamination. These factors are the best available science that can be used to protect critical aquifer recharge areas within the City and its UGA and the City's drinking water. These environmentally sensitive areas must be considered for continued maintenance and future development within City limits to reduce potential impacts on Cle Elum's clean water resources.

Geologically hazardous areas

The Growth Management Act defines geologically hazardous areas as land that is not suited for commercial, residential, or industrial development because the lands are susceptible to erosion, sliding, earthquakes, or other geologic events. These areas are regulated primarily to protect public safety, as well as to eliminate risk to property.

The Northern portion of the City and most of its UGA north of the city limits can be categorized as geologically hazardous (See Figure 8 – Geologically Hazardous Areas – Hazardous Slopes). The soil within the City and its UGA also have a chance of liquefaction which can result in a landslide if an earthquake occurs (See Figure 9 – Geologically Hazardous Areas – Liquefaction). However, no previous landslides have been identified within the City limits or its UGA (See Figure 10 – Geologically Hazardous Areas – Landslides). Also, because of the City's coal mining past, hazardous gasses and chemicals could be transmitted into the air and water near the decommissioned mines within the City and its UGA (See Figure 11 – Geologically Hazardous Areas – Coal Mine Locations). There is also a risk of mine infrastructure collapsing during an earthquake or other geologic hazard event.

The steep slopes, areas at risk of liquefaction, and decommissioned coal mines are all considered known geologically hazardous sites. There could be other sites within the City, but there is no available science to identify those areas.

In the 2017 cultural resources report prepared for the City's Coal Mines Trailhead Park, Yakama Nation Cultural Resources staff noted the following soil types:

> *Sediments range from bouldery till in upland areas to gravel and sand glacial outwash in valley floors. Alluvial and lacustrine deposits postdating Pleistocene glaciation and are primarily located within the floodplains of the Yakima River and Cle Elum River (Porter 1976). Early soil surveys defined soil types as consisting of the Cle Elum loam and Cle Elum fine sandy loam (Smith 1945). Recent surveys have refined types and identified the Patnish-Mippon-Myzel complex at the project location. This soil series consists of alluvium formed along stream terraces or floodplains and varies between ashy loam to cobbly loam to sandy clay loam (Natural Resource Conservation Service 2010).*

Air quality

Cle Elum experiences periods of air stagnation and pollution, particularly from wood stove emissions, during winter months. Other primary sources of air pollution occur during the dry summer months when wildfires both locally and from as far as northern Canada and California produce such far spreading smoke plumes that the Cle Elum area can suffer from the smoke for long periods. As newer developments are less likely to install wood sourced heat, and existing wood stoves are replaced with other cleaner burning sources such as pellet stoves or natural gas, the air quality issues related to wood burning are expected to decrease. However, as several factors such as climate change, environmental management, and development continue to affect forests around the country, the instances of uncontrollable wildfire smoke pollution are anticipated to increase, which will have yet unforeseen long-term consequences on the City of Cle Elum's overall air quality.

Noise

The City of Cle Elum is located adjacent to I-90 and a Burlington Northern Santa Fe (BNSF) railroad mainline, and the primary developed City footprint is between two mountain ridges,

Figure 2. City of Cle Elum City Limits and UGA

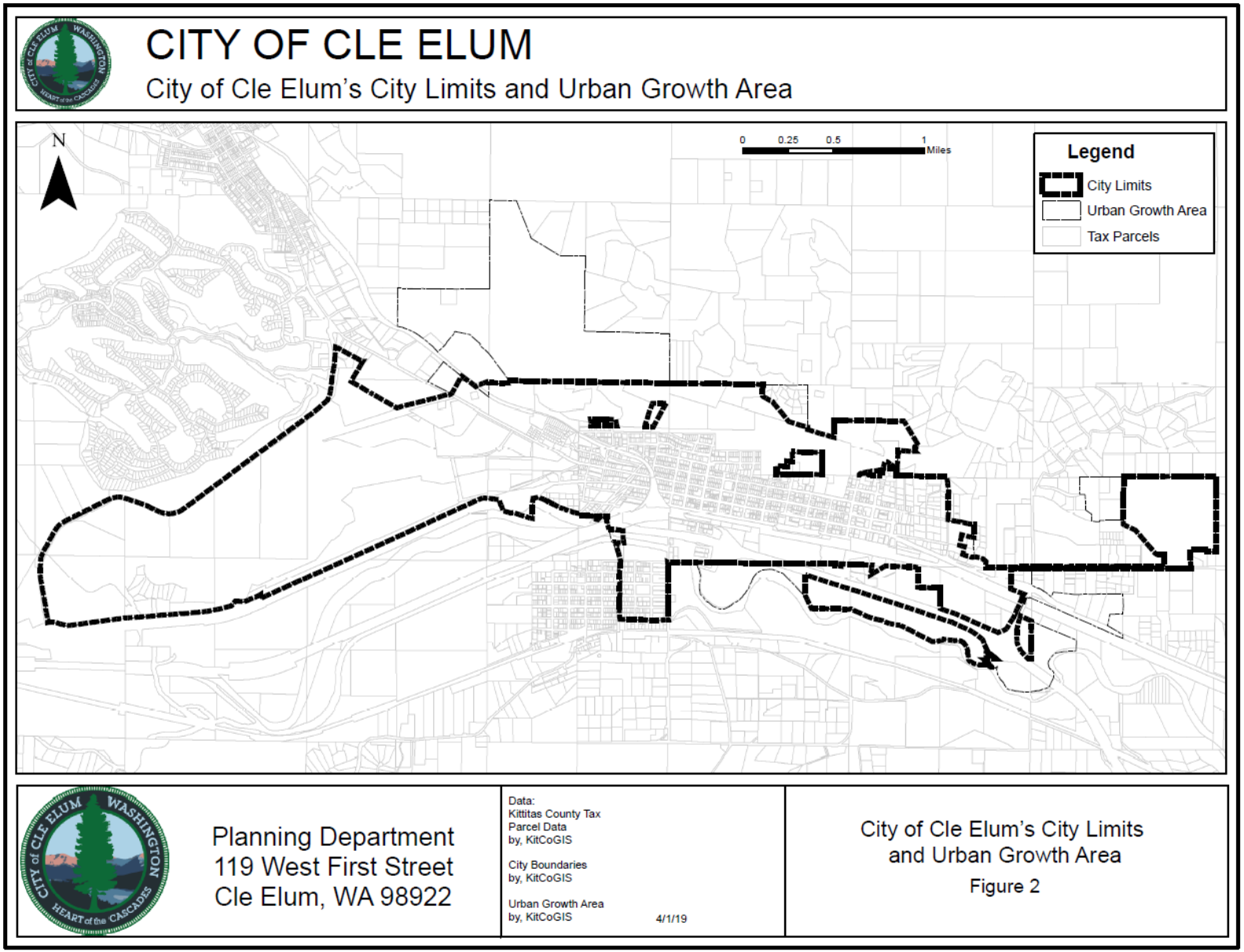


Figure 3. Open Space

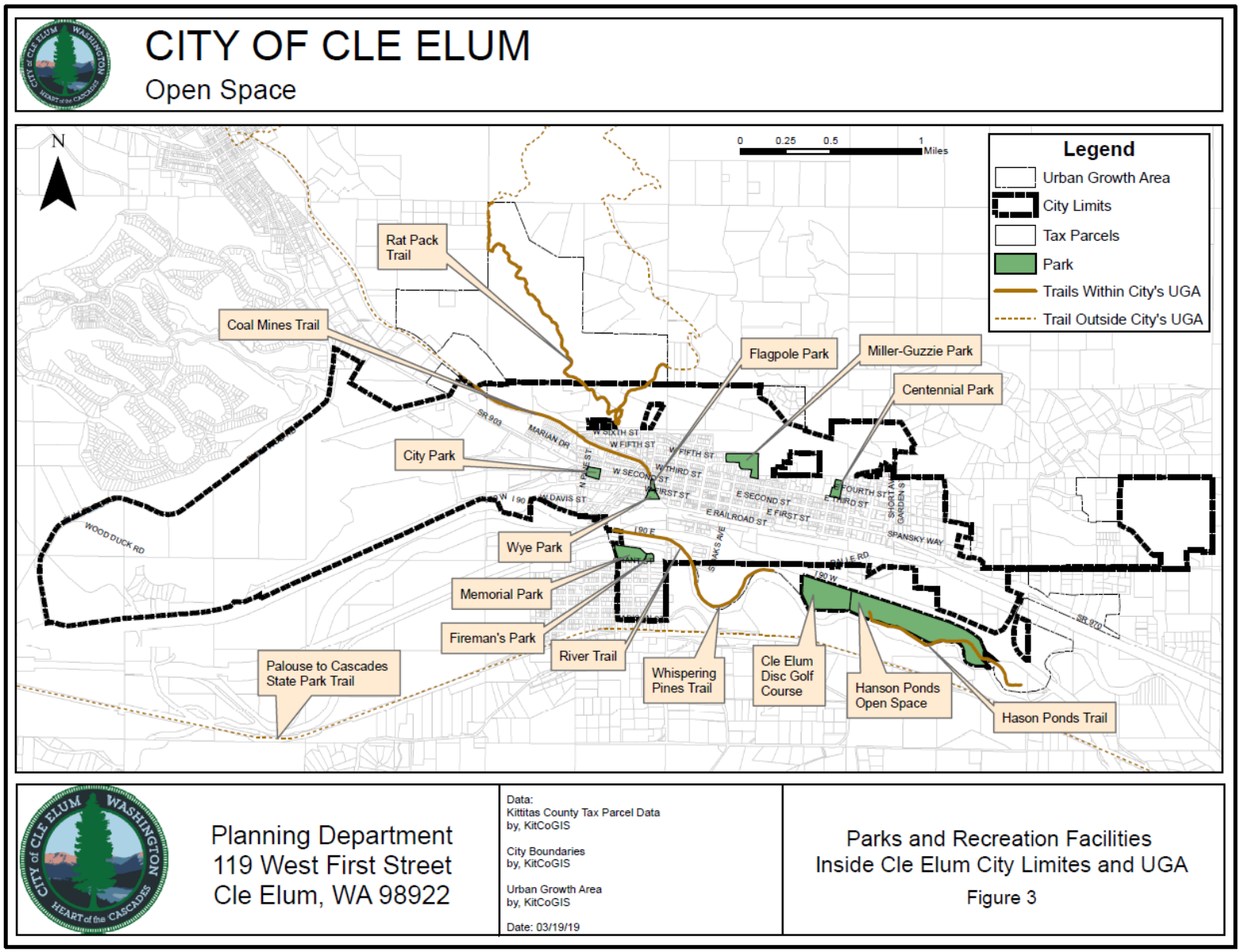


Figure 4. Wetlands

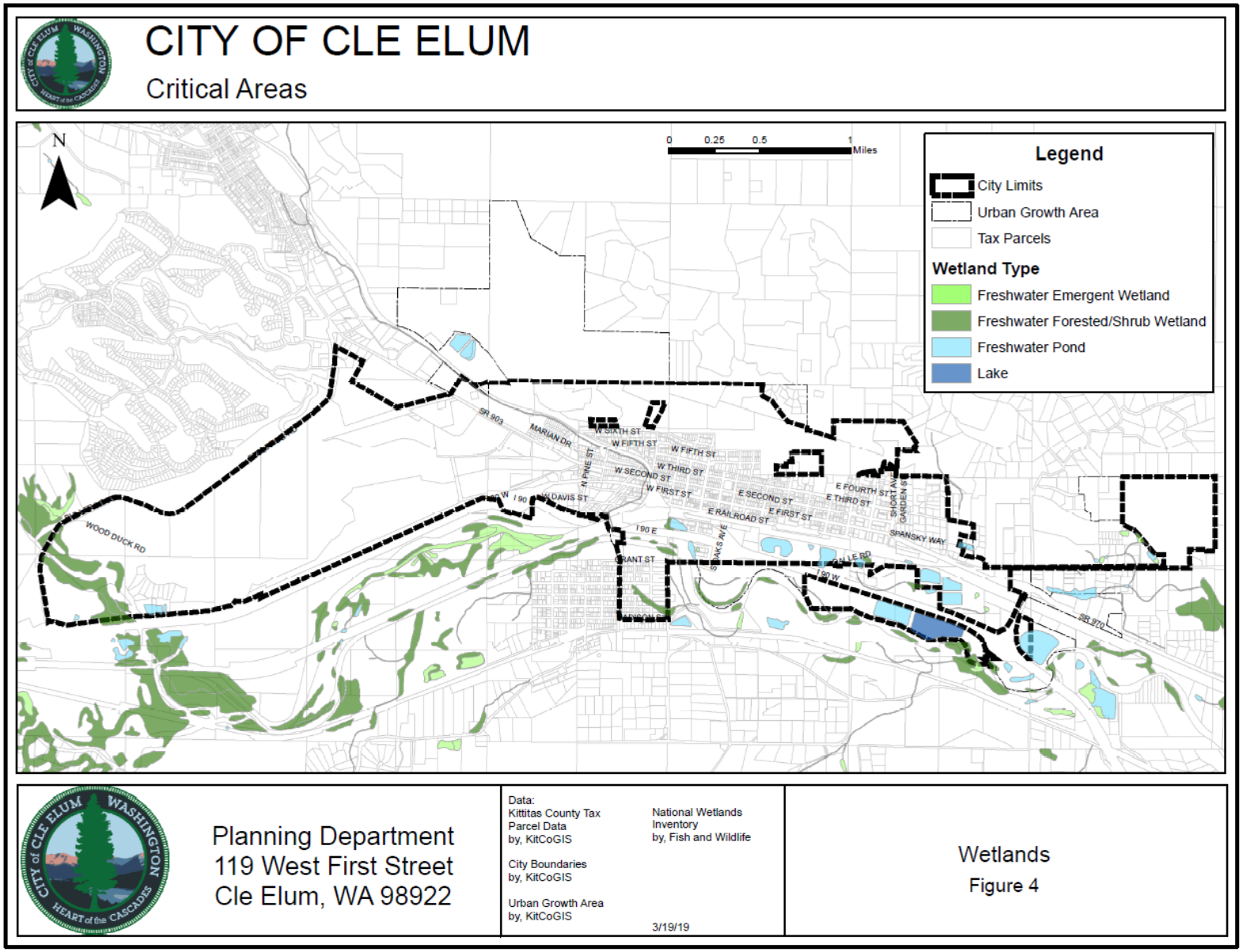


Figure 5. Frequently Flooded Areas

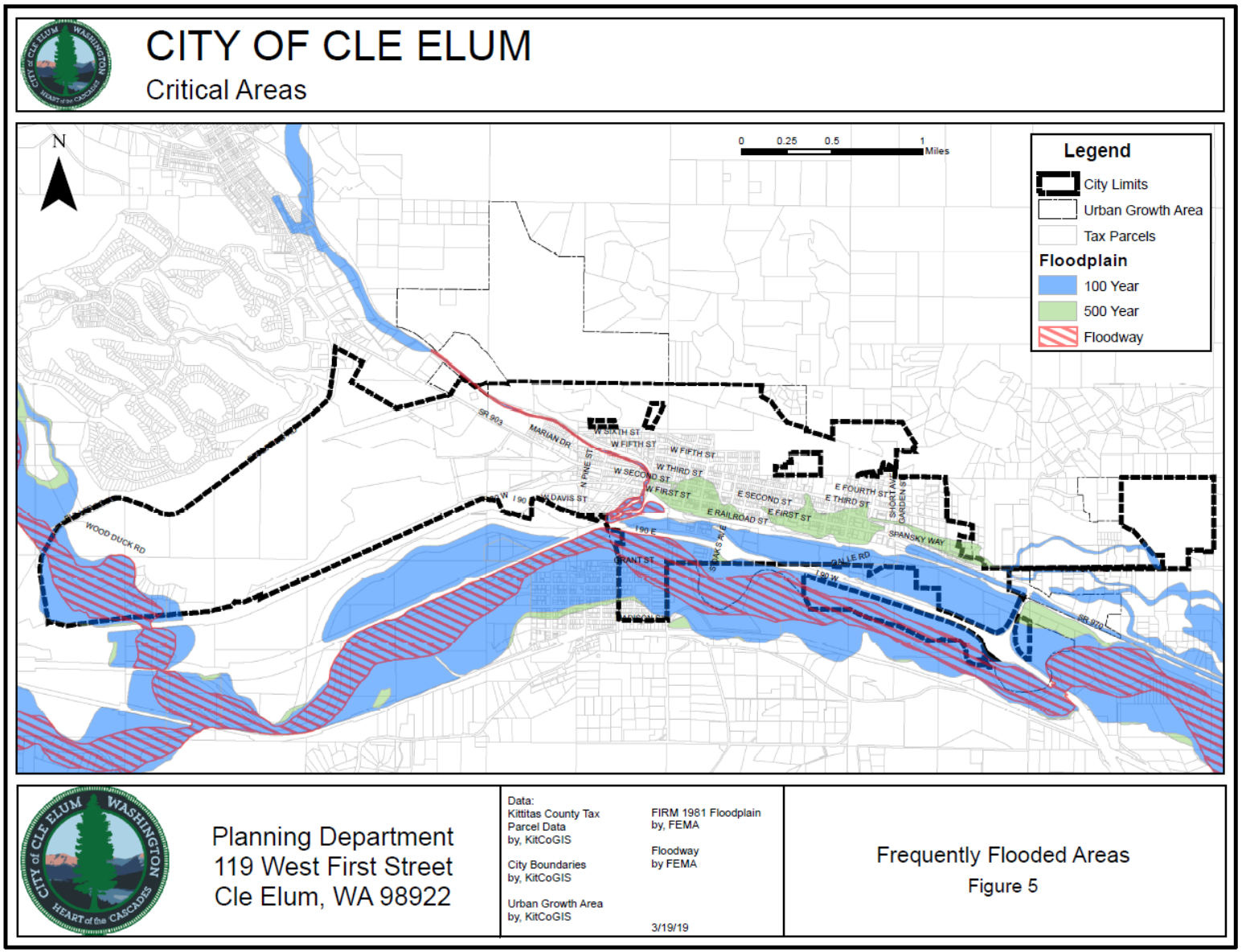


Figure 6. Fish and Wildlife Conservation Areas

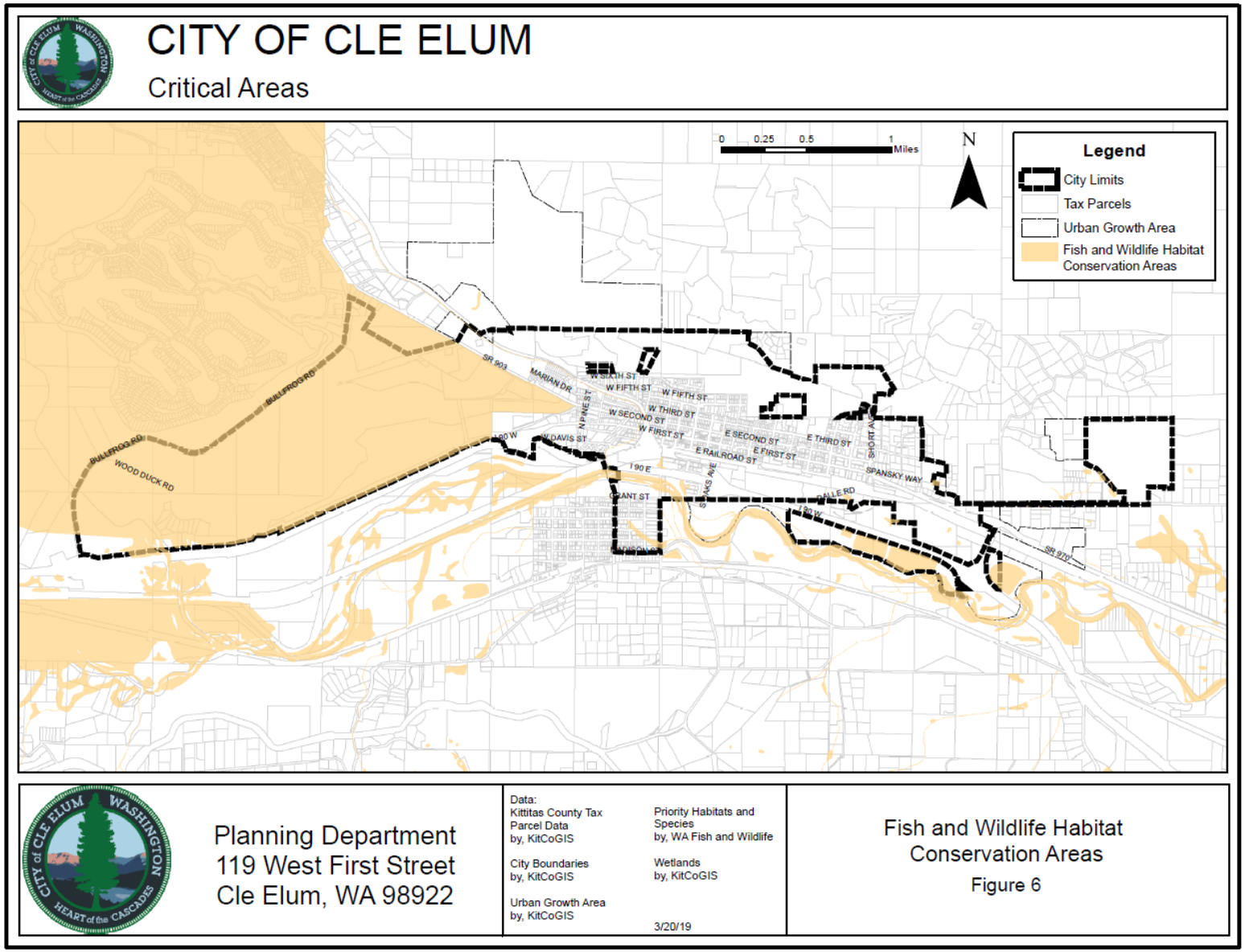


Figure 7. Critical Aquifer Recharge Areas

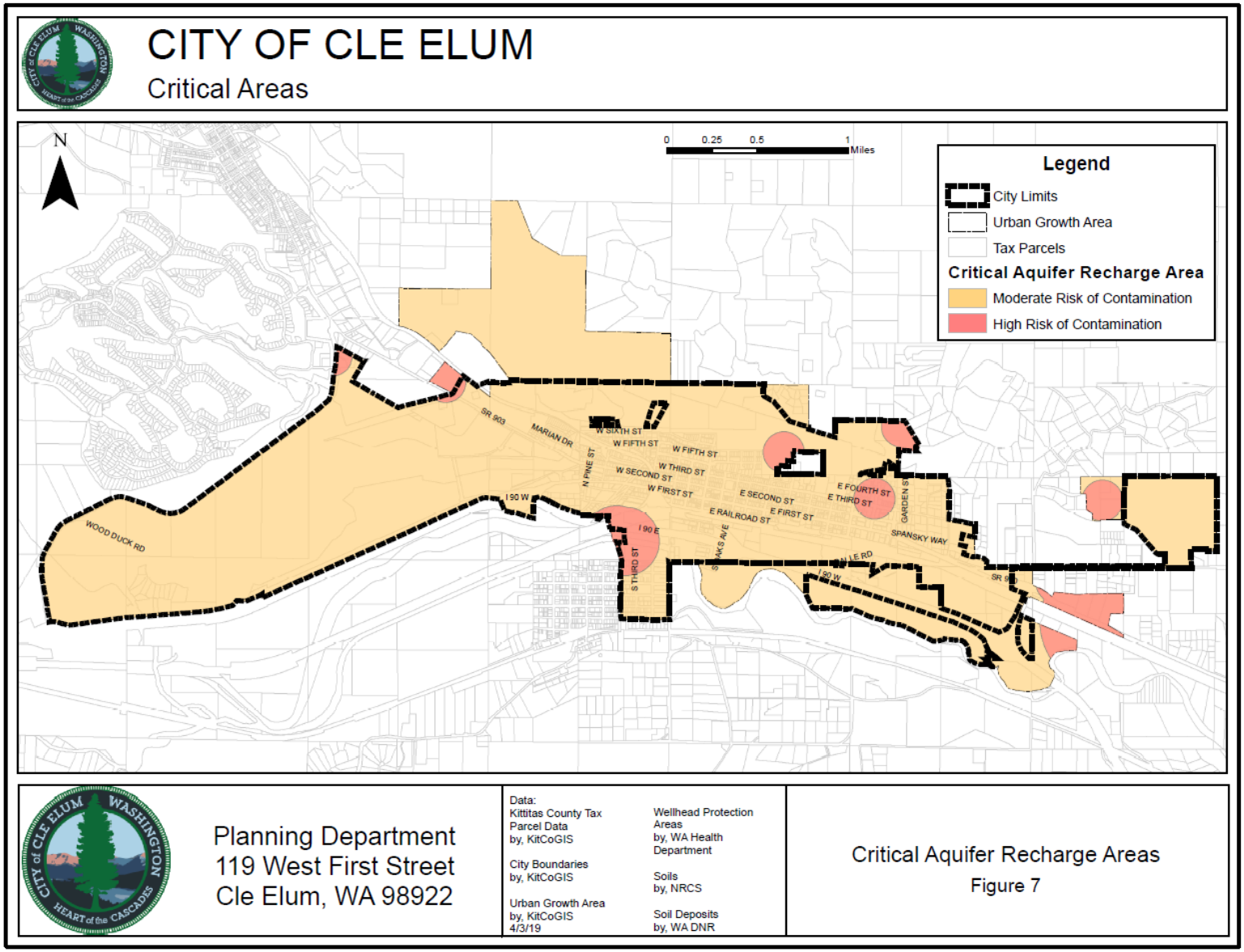


Figure 8. Hazardous Slopes

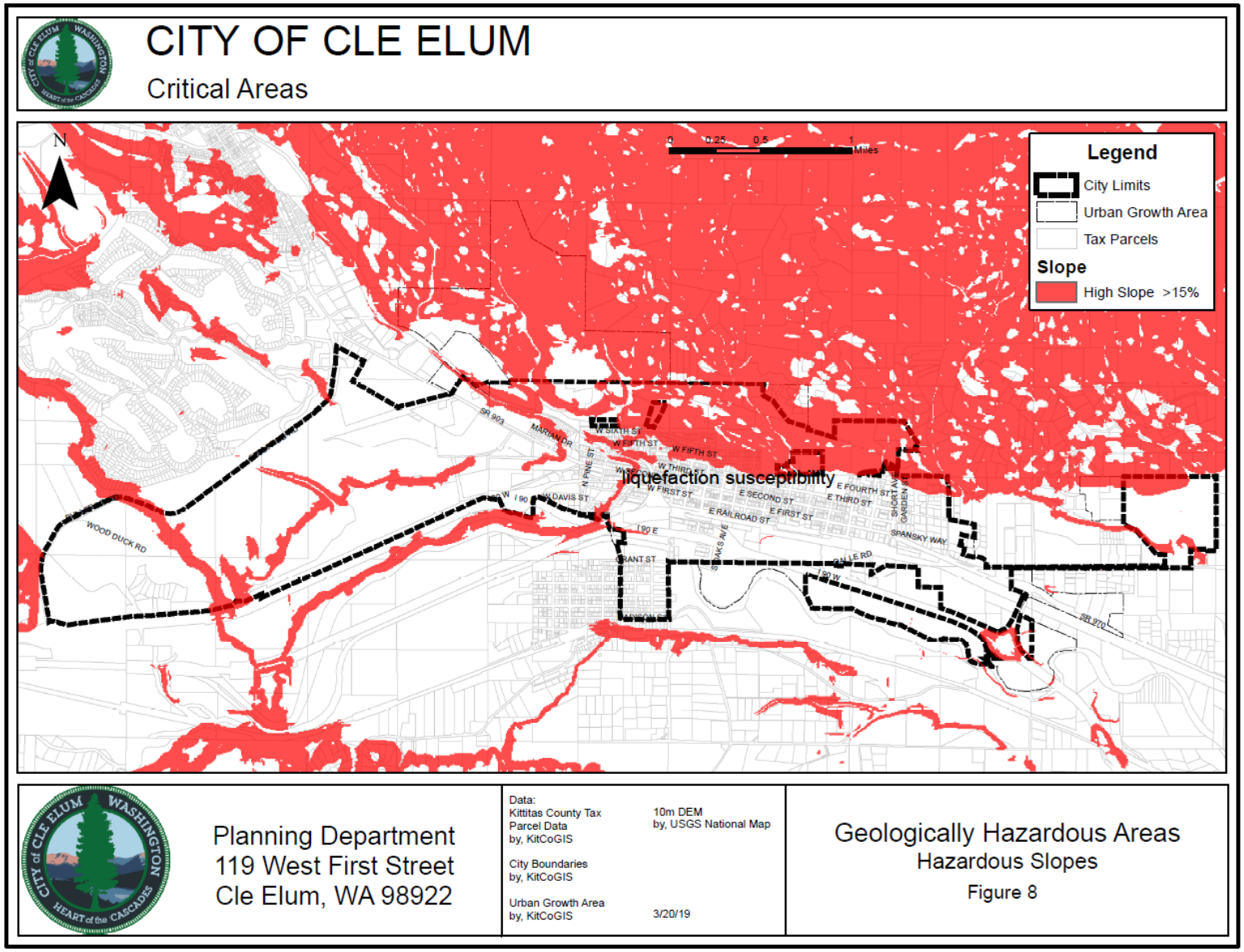


Figure 9. Landslides

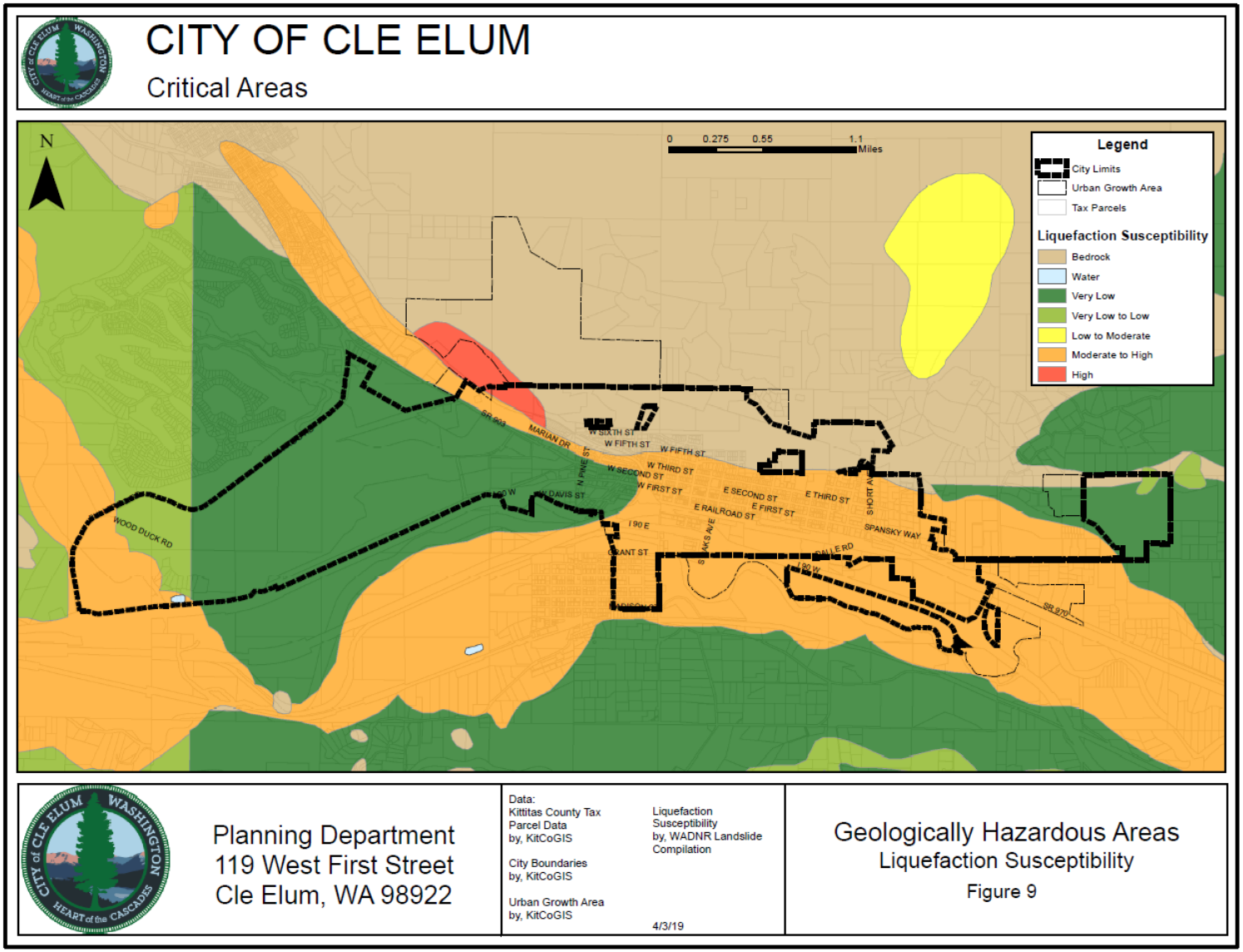


Figure 10. Liquefaction Susceptibility

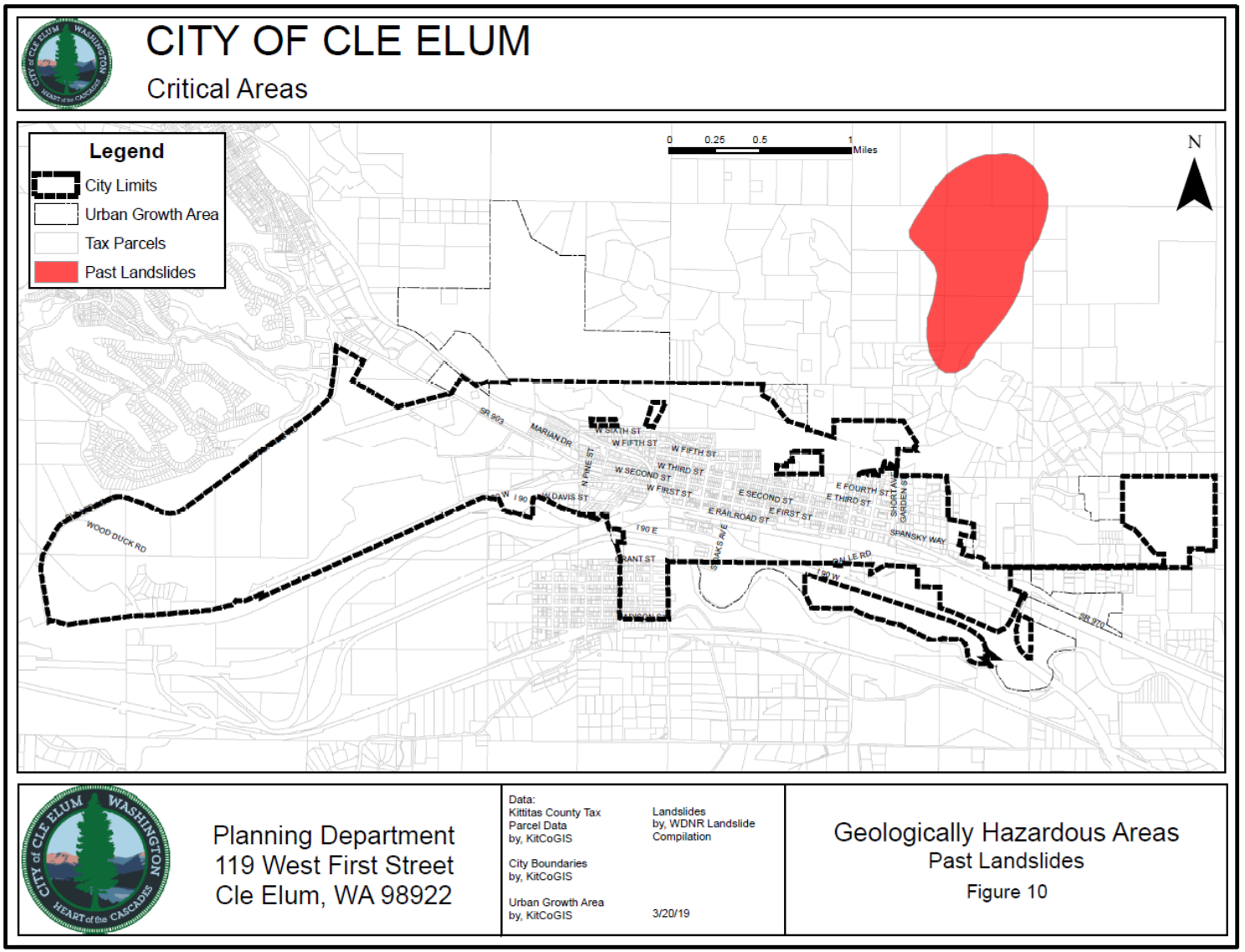
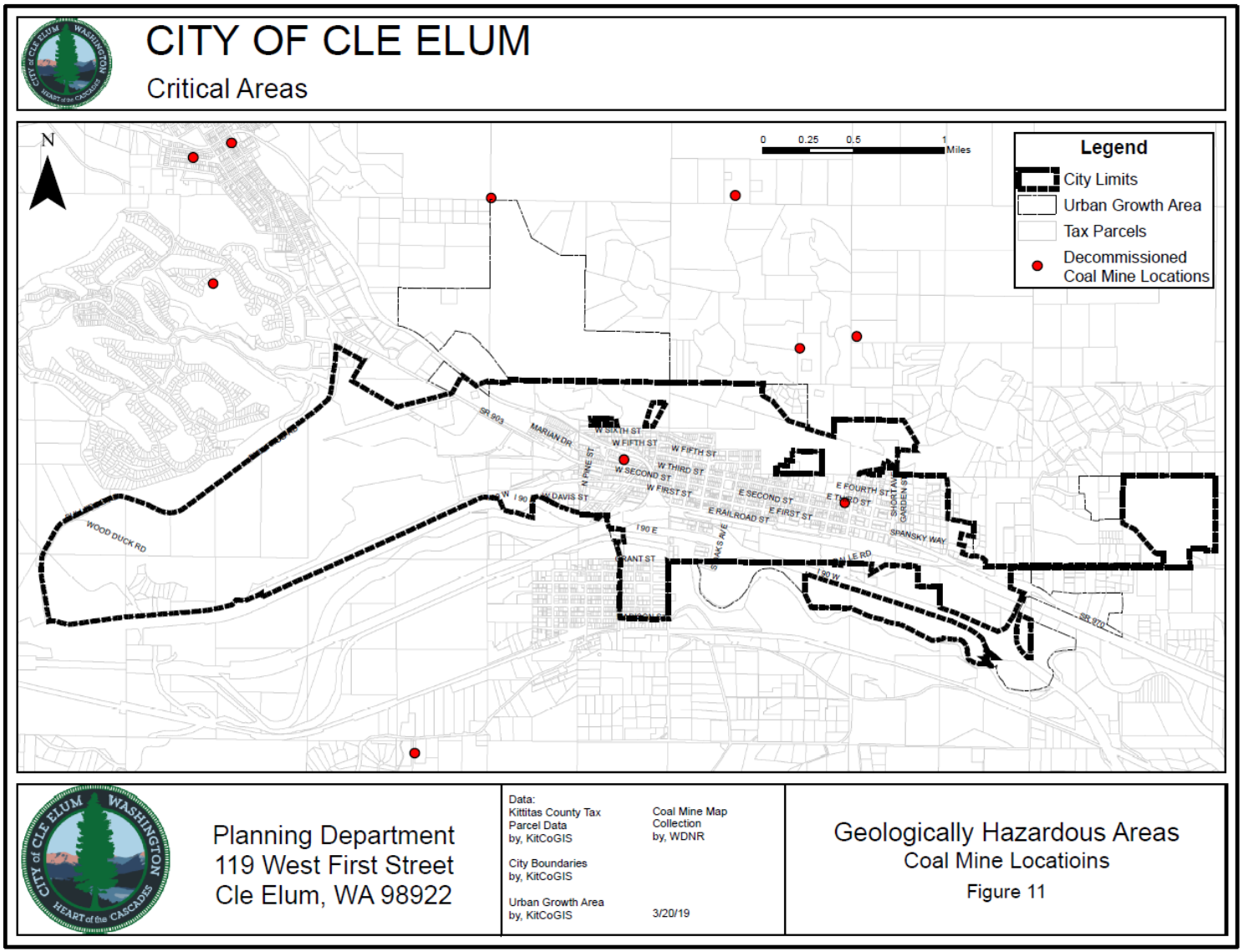


Figure 11. Coal Mine Locations



the Cle Elum Ridge and the Peoh Point ridge, which collectively act to retain noises within the Cle Elum area. Unscheduled trains emit loud whistle blasts at all hours of the day and night, and I-90 is a constant flow of vehicle noise, being the primary east-west travel and commerce corridor in Washington State. With limited room for noises to dissipate within the City, particularly within the primary footprint described above, additional commercial, industrial, and other noise should be considered during development and operation of existing and future buildout.

Shorelines of the state

The Washington State Shoreline Management Act was passed by the legislature in 1971 and adopted via a 1972 referendum (RCW 90.58). The goal of the Shoreline Management Act is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." The Act also recognizes that "shorelines are among the most valuable and fragile" of the state's resources.

The Act provides for the management and protection of the state's shoreline resources by requiring planning for their reasonable and appropriate use. The area regulated under the Act includes lands within two hundred (200) feet of designated shorelines as well as certain wetlands, river deltas, floodways and floodplains associated with such shorelines.

The SMA establishes a balance of authority between local and state governments. Cities and counties have the primary review responsibility for development along their shorelines, and the state (through the Washington State Department of Ecology) has authority to review local master programs and local shoreline development permit decisions.

Shorelines of the state include:

- All marine waters;
- Streams with greater than twenty cubic feet per second (20 cfs) mean annual flow;
- Lakes twenty (20) acres or larger; Upland areas called shorelands that extend two hundred (200) feet landward, in all directions on a horizontal plane, from the edge of the ordinary high watermark (OHWM) of these waters; and
- The following areas when they are associated with one of the above:
    - Wetlands and river deltas; and
    - Floodways and contiguous floodplain areas landward two hundred (200) feet from such floodways.

The Cle Elum Shoreline Master Program (SMP) regulates shoreline jurisdiction per the Act, which extend to the Cle Elum and Yakima River corridors within City municipal boundaries, adjacent to both South Cle Elum and Kittitas County shoreline jurisdictions. The 2016 Cle Elum SMP will be updated in 2019 to reflect improvements to tribal consultation policies, creating a comprehensive regulatory tool.

Climate and Sustainability

Cle Elum's temperate climate described above may change over time to see warmer, increasingly wet winters with increasing rainfall and rain intensity and increases in

extreme weather events. According to the City of Ellensburg's 2019 Comprehensive Plan, impacts may include declines in snowpack, increasing stream temperatures, and more frequent summer water shortages in basins such as the Yakima River basin and its tributaries.

Cle Elum is committed to encouraging sustainable development and infrastructure, including public transit, clean air, access to services, waste reduction, and energy efficiency.

Emergency Management & Disaster Preparedness

The City of Cle Elum places a high sense of urgency upon emergency management and disaster preparedness, including coordination with other Upper County communities, pre-disaster planning, community preparedness and forest health.

The City of Cle Elum participated in the development of the 2018 Upper Kittitas County Emergency Preparedness Plan along with Kittitas County, and the other Upper County communities of Suncadia, Roslyn, and South Cle Elum. This plan includes disaster response strategies, agency responsibilities, critical infrastructure inventory, and other key elements as well as a community specific Continuity of Operations Plan (COOP). The City will continue to update plan components and coordinate with other participating communities and agencies to maintain an effective and useful emergency management plan moving forward.

The City also participated in the Kittitas County's revision of their Hazard Mitigation Plan, including development of a City of Cle Elum Annex to the plan. This participation and annex documentation opened up City eligibility to FEMA and other emergency and pre-emergency funding sources.

The City participates in the Kittitas Fire Adapted Communities Coalition (KFACC) which is a coordinated movement to increase community resilience to wildfire by providing education, planning, and technical assistance for implementing activities.

Cle Elum is actively working to create a fire adapted landscape through fuels reduction on City owned property through collaboration with the Washington State Department of Natural Resources (DNR), tenants, and adjacent landowners. The City will continue to address wildlife susceptibility and develop mechanisms through which the community may become more "fire wise" through education and implementation of Firewise principles.

Hazardous Materials and Sites

It is no surprise that hazardous materials and sites are located within Cle Elum municipal limits due to the history of coal mining and the previous highway use along within our Downtown Commercial Core as the main east-west transportation corridor prior to Interstate 90. Coal mine tailings are located to the north of the developed city, and have been left largely undisturbed since their creation. However, planned development and potential annexation areas will need to mitigate these known Brownfield sites, which will be coordinated along with the Washington State Department of Ecology (Ecology), and other agencies with jurisdiction.

Other known Brownfield sites may include underground storage tanks, which may or may not be leaking or have leached into surrounding soils. Ecology and the City are working on a plan to identify these areas to potentially clear up future redevelopment issues to assist in a manner appropriate to the municipal functions of the City.

Current Land Use Inventory

Through an examination of its existing development patterns, a community can both glean a sense of its past and gain valuable insight into its potential future. The Growth Management Act requires the preparation of a Land Use Element that identifies the existing general distribution and location of various land uses, and the approximate acreage and density of existing land uses.

Table 1 provides the approximate acreage and percentage of each land use category inside the City of Cle Elum's city limit boundaries. Table 2 provides the abbreviations sometimes used in this chapter such as in other tables. Definitions of the land use categories begin on page 23.

Table 1. Percentage of Land Uses by Category Inside the City of Cle Elum's City Limits

Land Use	Total Acres by Category Inside Cle Elum City Limits	% of Total Acres by Category Inside City Limits
Residential	**480.03**	**17.05 %**
Single Family Residential	477.51	16.96%
Multi-family Residential	2.52	0.09%
Commercial	**187.45**	**6.66%**
Downtown Commercial	22.05	0.78%
Entry Commercial	51.23	1.82%
General Commercial	114.17	4.05%
Industrial	**294.36**	**10.45%**
Planned Mixed-use	**1,509.04**	**53.59%**
Public Reserve	**344.96**	**12.25%**

The City of Cle Elum Land Use Categories

Table 2. Abbreviations of the City of Cle Elum's Land Uses by Category

Land Use Category	Category Abbreviation
Residential	
Single Family Residential	SFR
Multiple family Residential	MFR
Commercial	
Commercial	C
Industrial	I
Planned Mixed-use	PMU
Public Reserve	
Parks and Open Space	P-O

Incompatible Land Uses

The City of Cle Elum's Comprehensive Plan and Development Regulations need to reduce incompatibility between residential uses of varying intensities, between industrial and commercial uses, and between residential land and commercial uses. Reducing and/or mitigating compatibility between land uses is fundamental to sound land use planning.

To improve compatibility, the following are proposed:

1. **Reducing/mitigating impacts between industrial and current proximity to I-90.** Future industrial zoned lands are proposed to be located away from the I-90 view shed
   and Mountains to Sound Greenway corridor.

2. **Reducing/mitigating impacts between residential and commercial.** As the First Street Commercial Corridor has developed, additional commercial pressures forced expansion of commercial zoning within one (1) block north and south of First Street. These adjunct commercial areas are often located immediately adjacent to existing residential uses. Further expansion of commercial zoning along areas adjacent to First Street (or in areas east or west of existing commercial boundaries on First Street) should be discouraged unless compatibility can be demonstrated.

3. **Reducing/mitigating impacts between residential uses of varying intensity.** Sensitivity must be exercised when re-zoning Residential (R) lands to higher residential densities. Provisions such as pedestrian connectivity, landscape buffers, site screening and shielded ingress/egress should be considered.

The City has developed a screening tool to use when considering annexations and building permits. Table 3 below is meant to assist City staff with discussions with each other and the public at large.

Table 3. Land Use and Zoning Compatibility Matrix

	Zoning*								
Land Use Designations	**SFR**	**MFR**	**DTC**	**EC**	**GC**	**BP**	**I**	**PR**	**PMU**
Residential									
SFR	**C**	**C**	**I**	**I**	**I**	**I**	**I**	**I**	**C[1]**
MFR	**C**	**C**	**I**	**I**	**I**	**I**	**I**	**I**	**C[1,4]**
Commercial									
C	**I**	**I**	**C[2]**	**C[1,3]**	**C[1]**	**I**	**I**	**I**	**C[5]**
Industrial									
I	**I**	**I**	**I**	**I**	**I**	**I**	**C**	**I**	**I**
Planned Mixed-use									
PMU	**C**	**C**	**I**	**C**	**C**	**C**	**C**	**C**	**C[4]**
Public Reserve									
P-O	**I**	**I**	**I**	**I**	**I**	**I**	**I**	**C**	**I**

For Rezone Purposes Table Keyed from Land Use Designation

I= Inconsistent, comprehensive plan amendment required

C= Consistent, no comprehensive plan amendment required

C[1] Excluding properties located inside, or within 5-blocks of a Local Historic District or the area delineated in the DTC area.

C[2] Must be immediately adjacent to or contiguous to DTC Zoning

C[3] Must be within 1000' of an access interchange or immediately adjacent to EC zoning

C[4] An RV Park may be allowed in the following zones for the City MFR, EC, GC, I, and PMU

C[5] Excluding property South of the Centerline of Second Street and North of the Centerline of Railroad Street from East of the Centerline of Billings Ave to West of the Centerline of Peoh Ave.

Zoning

A general description of the City of Cle Elum's zoning code classifications are presented in this section as part of the discussion of each of the land use designations. Zoning provides the necessary direction to fulfill the City's vision for greater choice and expanded opportunity for residents, businesses and industries. Zoning will also help Cle Elum efficiently and responsibly meet its population, employment, transportation and other targets as mandated by City Goals, Countywide Planning Policies and the GMA.

In order to comply with GMA, the City's zoning has attempted to achieve human scaled development, efficient use of land that discourages urban sprawl, and to encourage compatible land uses. Additionally, the City recognizes the need to offer a greater variety of housing options for City residents, promote affordability and develop a greater sense of local community while maintaining the existing small-town character that drew people to Cle Elum in the first place. In this light, new architectural and landscape design guidelines should be created as development standards to further the goals of the Comprehensive Plan.

The City of Cle Elum is divided into the zoning districts as follows:

Single-Family Residential (SFR)

The purpose and intent of the Residential district is to provide for and protect areas for single-family neighborhood homesite development which are designed to meet contemporary building and living standards, including the provision of municipal water and sewerage systems. Development is encouraged to occur in congruence with traditional settlement patterns. Neighborhood connectivity for multi-modal transportation is encouraged. Isolation of neighborhoods and dead ends do not serve to promote Cle Elum's goals and policies for the SFR district.

Multi-Family Residential (MFR)

The purpose and intent of the Multi-Family Residential district is to provide for and protect higher density urban residential areas where a mixture of multi-family development may occur. Multi-family residences may include any SFR approved dwellings, townhomes, zero-lot line, unit-lot line or apartment complexes, with a higher density per acre than single family residential. By permitting a range of densities and multi-family development types, the City will be able to achieve a greater variety of available housing for its residents, promote affordability, and retain existing single-family neighborhood character. Cle Elum is working toward solid strategies for affordable housing options within the MFR district.

Downtown Commercial (DTC)

The purpose and intent of the Downtown Commercial district is to create an active, vibrant, intense, pedestrian-orientated retail core which reflects the historic character

of the City and which is a nexus for civic and community functions. Existing Historic buildings should be preserved and serve as the benchmark for new construction and infill development in the historic City core. Additionally, this zoning district is well suited for traditional mixed-use development (i.e. dwelling units on the upper floors of buildings) which promotes patronage to local businesses and further diversifies housing options. Design review standards should be established that pay special attention to signs, view shed protection, ambient lighting and landscaping, historic characteristics, and architectural consistency.

Entry Commercial (EC)
The purpose and intent of the Entry Commercial district is to create a unified design of allowed commercial uses at freeway interchange areas of the City. These areas are intended to serve the traveling public, as well as larger scale commercial activities. Objectives for the district relate to a high standard of visual quality, maintenance of human scale development, architectural consistency, increased multi-modal circulation, creating entrance areas or "City Gateways", and providing reasonable buffers to I-90. Design review standards should be established for signs, screening, ambient lighting, and landscaping.

General Commercial (GC)
The purpose and intent of the General Commercial district is to provide for a broad range of balanced and mixed commercial uses which serve the community and to establish standards that assure that new uses are compatible with and enhance existing commercial uses and commercial areas.

Industrial (I)
The purpose and intent of the Industrial district is to provide for and protect areas where manufacturing and processing plants can thrive with their greater land use needs. These areas should be situated so that businesses creating noise, smoke, and dust would not conflict with neighboring landowners. Industrial sites should be located where they can be most aesthetically pleasing and environmentally mitigated. Traffic flow patterns and access to regional freight mobility corridors should be considered and not in critical areas.

Public Reserve (PR)
The purpose and intent of the Public Reserve district is to provide for and protect areas for government and civic functions. Such uses include parks, government buildings, hospitals, educational institutions, libraries and museums, recreational uses and schools.

Planned Mixed Use (PMU)
The Planned Mixed Use District provides a broad and balanced mix of land uses that including, recreation, employment, housing and education. Development is by imaginative site planning in a compatible mixture of land uses that will encourage multi-modal transportation, and encourage building design to retain the traditional rural, small town, mountain character of Cle Elum. The PMU is intended to elevate the DTC (downtown core) as the primary retail and activity nexus for Cle Elum.

Current Land Use Within the Unincorporated UGA

Table 4. below provides the approximate acreage of land uses outside of Cle Elum's city limits but within the Cle Elum UGA. This area consists of approximately 1,373 acres and the land use designations maintain the County's categories until the land is annexed into the City.

Table 4. Percentage of Land Uses by Category Outside the City of Cle Elum's City Limits but Inside the City's UGA.

Land Use	Total Acres by Category Outside Cle Elum's City Limits but Inside the UGA	% of Total Acres by Category Outside Cle Elum's City Limits but Inside the UGA
Residential R-3	**402.5**	**48.1%**
Forest and Range	**235.7**	**28.2%**
Highway Commercial	**33.0**	**3.9%**
Industrial	**132.05**	**15.8%**
Light Industrial	18.05	2.2%
General Commercial	114.0	13.6%
Agriculture AG-3	**33.6**	**4.0%**

Outside of the Cle Elum City limits, land use designations are maintained as Kittitas County designations. The Kittitas County land use designations are defined as follows:

Residential R-3
A rural zone to provide areas where residential development may occur on a low-density basis. R-3 zones are sited by the County to minimize adverse effects on adjacent natural resource lands.

Forest and Range
Forest and Range provides areas wherein natural resource management is the highest priority and where the subdivision and development of lands for uses and activities incompatible with resource management are discouraged. Forest and Range minimum lot sizes are twenty (20) acres with a few exceptions and have a limited list of allowed uses as identified in Kittitas County ordinances.

Highway Commercial
Highway Commercial provides for motorist-tourist dependent businesses having little interdependence and requiring convenient access to passing traffic. Each business should be situated on a lot of sufficient size to provide all off-street parking, loading and necessary driveways.

Light Industrial
Areas preserved for industrial and related uses of such a nature they do not create serious compatibility issues with other kinds of land uses and protect such zones from encroachment by conflicting land uses. Light Industrial minimum lot sizes are twenty (20) acres with a few exceptions and only under certain conditions.

General Commercial

This zone is intended to accommodate certain industrial structures and uses that could create serious problems of compatibility with other kinds of land uses and to protect such zones from encroachment by conflicting land uses.

Agriculture AG-3

A-3 zones provide for areas where various agricultural activities and low-density residential developments co-exist compatibly. A-3 lands are predominately agricultural-oriented lands with minimum lot sizes of three (3) acres. A-3 properties near Commercial Forest lands should not interfere with natural resource production.

Population Trends, Demographics and Projections

The City of Cle Elum and the Upper Kittitas County Region have experienced unprecedented changes over the past several years. This section analyzes the extent of existing land uses in the City, and outlines the growth, which is expected to occur within the City within the next ten (10) to twenty (20) years. This analysis sets the stage for the level of growth and development, which this plan will accommodate.

Growth in Cle Elum and Population Projections

Table 5 summarizes population trends for Cle Elum since 1940. Overall, the City of Cle Elum has seen little population growth in the last 70 years. The City and County anticipate a positive growth rate in the future because of recent developments just outside the city limits and planned developments in the City. Kittitas County

Table 5. City of Cle Elum Population Trends 1940-2015 and Projections for 2015-2040

Year	Cle Elum Census Population	Kittitas County Population Estimate	Total Change per Decade	Compound Annual Rate Change
1940[1]	2,230	20,230	---	---
1950[1]	2,206	22,235	-24	-0.1%
1960[1]	1,816	20,467	-390	-1.9%
1970[1]	1,725	25,039	-91	-0.5%
1980[1]	1,773	24,877	48	0.3%
1990[1]	1,778	26,725	5	0.0%
2000[1]	1,755	33,362	-23	-0.1%
2010[1]	1,872	40,915	117	0.7%
2015[2]	1,875	42,670	-7	-0.0%
2020[2]	2,186	47,111	311	3.12% (2.0% KC)
2030[2]	2,972	57,428	786	3.12% (2.0% KC)
2040[2]	4,041	70,004	711	3.12% (2.0% KC)

[1] https://www.ofm.wa.gov/washington-data-research/population-demographics/decennial-census

[2]Kittitas County 20-year estimate shows Cle Elum with 3.12% annual increase from 2015-2037 in *March 16, 2017 Kittitas County COG recommendation on employment projection and allocation* report. Kittitas County population growth stated as 2.0% annual increase over the same time.

anticipates the County to grow 2.0% per year and has allocated Cle Elum a 20-year population which equates to a 3.12% annual growth rate. These two growth rates are used in Table 5 to project Cle Elum and Kittitas County population projections for 2020, 2030, and 2040. Although Cle Elum is using Kittitas County population and land use estimates, there is a difference in population estimates between the Kittitas County numbers and the 2013-2017 American Community Survey 5-Year Estimates (ACS). For example, the ACS population estimate for 2015 is 2,544 persons and the Kittitas County population estimate was 1,875.

In most cases, this Comprehensive Plan shows the Kittitas County population and land use estimates to maintain consistency between the City's and the County's Comprehensive Plans. When Kittitas County estimates are not available the City will use ACS data. Sources will be shown below most tables if a mix of data is used.

Demographics

Based on 2010 Census population data, 92.1% of Cle Elum's population is white, while 5.8% is Hispanic or Latino (of any race). The remainder of the population consists of 0.7% American Indian, 1.0% Asian, and all other races are less than 0.4%.

Approximately 24.0% of the population is under the age of nineteen (19), while 17.5% of the population is over sixty-five (65). Approximately 40.3% of Cle Elum's population is between the ages of twenty-five (25) and fifty-four (54). These data suggest that Cle Elum, at the time of the 2010 Census, was a City of families raising children, with a small trend of empty nesters and retired seniors. The large population of those under nineteen (19) has implications for the potential future demand for educational and social services, as well as for the recreational needs of these age groups. Furthermore, data presented at the 2019 National Main Street Conference by Joe Borgstrom shows that by the year 2023, 72% of the national population will be from the Melinneal generation, which will primarily be without children.

Analysis of Economic Conditions

Economic Status of the Population

According to the 2013-2017 American Community Survey (ACS) 5-Year Estimates, 14.0% of the Cle Elum population was living below the poverty level. In comparison, 19.6% of all persons in Kittitas County and only 12.2% of all persons in the state of Washington lived below the poverty level. Also, according to the ACS, of all families living below the poverty level in Cle Elum, female-headed households with related children under seventeen (17) years old is the largest group at 42.9%. This has implications in terms of the potential future demand for medical and social services by this group.

Cle Elum's median household income according to the ACS was $47,425. In comparison, the median household income in Kittitas County was $53,163 and $66,174 for Washington State. The City's per capita income ($25,437) was slightly less than Kittitas County's per capita income of $26,698 for the 2013-2017 ACS.

Employment of Cle Elum Residents

According to the 2013-2017 American Community Survey (ACS) 5-Year Estimates, an estimated 2,226 of the persons in Cle Elum were sixteen (16) years and over, 65.4% (1,455) were employed in the civilian labor force, and 6.3%, were unemployed.

In 2017, the four largest occupations, each estimated at approximately 12%, included: management, business, and financial; food preparation and serving; office and administrative support; and construction and extraction occupations.

Private wage and salary workers made up 76.5% of employed Cle Elum residents, while local, state and government workers made up 17.6%. Approximately 5.6% of Cle Elum residents were self-employed.

Economic Forecasts

The Washington State Employment Security Department (ESD) performs economic forecasts for industries and occupations in Washington by region. The information summarized in Tables 6 and 7 can be found https://esd.wa.gov/labormarketinfo/projections.

Table 6 summarizes the ESD forecasted average annual growth rate in industries during two (2) forecast periods in the South-Central region. These estimates and forecasts were taken from the Industry Employment Projections data tables released by Employment Security Department (ESD) in June 2018. The table includes the short-term forecast growth rates for 2015-2020 and longer-range forecasts growth rates for those same occupations from 2020-2025.

Table 6. Forecasted Average Growth in Industries, South Central Region

Currently tracked occupations (ESD June 2018)	Average Annual Growth Rate, 2016-2021	Average Annual Growth Rate, 2021-2026
Natural Resources and Mining	-5.59%	0.0%
Construction	2.29%	1.05%
Manufacturing	1.48%	0.53%
Durable Goods	1.72%	0.80%
Non-Durable Goods	1.30%	0.31%
Wholesale Trade	1.47%	0.0%
Retail Trade	0.74%	0.43%
Transportation, Warehousing, and Utilities	1.42%	0.0%
Information	1.92%	-1.89%
Financial Activities	0.0%	0.0%
Professional and Business Services	1.85%	1.37%
Education and Health Services	2.15%	1.49%
Leisure and Hospitality	2.34%	1.66%
Other Services	1.15%	0.55%
Government	1.34%	0.98%

Table 7 summarizes the ESD forecasted average annual growth rate in occupations during two (2) forecast periods in the South-Central region. These estimates and forecasts were taken from the Occupational Employment Statistics data tables released by ESD in June 2018. The table includes the short-term forecast growth rates for 2015-2020 and longer-range forecasts growth rates for those same occupations from 2020-2025. Only the top eleven (11) occupations that have strong growth in both time periods are shown.

The ESD forecasts suggest the top occupation is in the wind turbine industry. For both time periods in Table 7, in the South Central region, healthcare and professional occupations employment will outpace construction-related skilled and trade occupations. High-growth occupations in Table 7 align well with the top two (2) categories of Leisure and Hospitality and Education and Health Services for industry growth in Table 6.

Developable Land Available for Economic Development

After the completion of each decennial Census, and prior to developing their next Comprehensive Plan, Kittitas County performs analyses to determine the City of Cle Elum's Population Allocation for the next twenty (20) years, and whether the City of Cle Elum has the appropriate amounts of developable land to accommodate the projected population growth for the planning period. Kittitas County shared this information in memo format to Cle Elum in two Memos, "Kittitas County Population Projection Review and Analysis July 22, 2016." The last time this process was completed was 2015 in preparation for the 2017 Comprehensive Plan updates throughout Kittitas County. Following the population estimate, Kittitas County performed a Kittitas County Land Capacity Analysis to assess the needed land by land use for each City in the County to accommodate their population allocation.

Table 7. Forecasted Average Growth in Occupations, South Central Region

Occupations forecasted for greatest growth during 2021-2026 forecast period	Avg. Annual Growth Rate, 2016-2021	Avg. Annual Growth Rate, 2021-2026
Landscape Architects	3.13%	2.71%
Physician Assistants	3.24%	3.20%
Ophthalmic Medical Technicians	4.10%	2.75%
Orthotists and Prosthetists	5.92%	3.50%
Athletic Trainers	3.71%	3.13%
Massage Therapists	4.83%	3.54%
Pest Control Workers	3.96%	3.30%
Tree Trimmers and Pruners	3.78%	2.90%
Gaming Change Persons and Booth Cashiers	5.57%	2.88%
Wind Turbine Service Technicians	5.81%	6.00%
Cleaning, Washing, and Metal Pickling Equipment Operators and Tenders	2.86%	2.98%

Currently within the City, there are approximately 888 acres of undeveloped land and after deductions of critical areas, rights of way, and Market Factor, a total net of 486 acres are available in Cle Elum as shown in Table 8. The term "undeveloped land" includes parcels designated by the County Assessor as "vacant," "residential land undeveloped," "current use agricultural," and "agricultural not current use." Land designated as undeveloped has the potential to develop to a residential, commercial, industrial, or public use within the twenty (20) year planning period.

The future land use designation indicates how land is planned to be used in the future, as indicated by the Future Land Use Map, illustrated in Figure 1.A.

Table 8. Total Acres and Percentage of Developable Land

Land Use	Total Acres of Developable Land Supply for Cle Elum's UGA by Category	% of Total Acres of Developable Land in Cle Elum's UGA by Category
Residential	**319**	**65.6%**
Commercial	**19**	**3.9%**
Industrial	**90**	**18.5%**
Planned Mixed-use	**19**	**3.9%**
Public Reserve	**39**	**8.0%**

Summaries of Supporting Services

Water System

The domestic water system in Cle Elum consists of a municipal water supply system on three (3) distribution pressure zones. Four (4) sources supply water to the reservoirs. Two (2) major water supply sources owned by the City of Cle Elum are surface water sources on the Yakima and Cle Elum Rivers. These two (2) river sources pump water to the Cle Elum water treatment plant for filtration and chlorination before entering the distribution system. The current capacity of the water treatment plant is 4,000,000 gallons a day (4.0 MGD) or 2,778 gallons per minute (2,778 GPM).

The City of South Cle Elum owns two (2) ground water sources (Well No. 1, and Well No. 7) which have a combined pumping capacity of 300 GPM.

The combined water supply of 3,078 GPM or 4.43 MGD currently serves a mix of 1,381 residential, commercial, and public users in Cle Elum and South Cle Elum. Private wells provide potable water to most of the County residents within the unincorporated UGA.

The City of Cle Elum Water System Plan, accepted in January 2016 by City Council, identified needed treatment plant capacity improvements, distribution improvements, water main upsizing improvements, and water main replacement improvements to be completed by the year 2036 to continue to meet water demands. The Water System Plan based population estimates on a range of assumptions of future growth from 3.4% in 2019, to 3.7% in 2023, and 2.9% by 2033. Both Kittitas County and the City believe that growth will be greater than historic levels.

The Water System Plan forecasts a 2033 total future water demand for Cle Elum as approximately 1,792 services and for South Cle Elum a 2033 total future water demand

of approximately 388. In 2033 the demands of 5.207 MGD daily and 551.704 MG annually are within the system's capacity. The next update to the Water System Plan is required on or before February 1, 2022.

See the Capital Facilities Element for a more complete discussion of water system facilities and capacities.

Sewer System and Wastewater Disposal Facilities

As part of an interlocal agreement between the City of Cle Elum, City of Roslyn, the unincorporated community of Ronald and the Pineloch Sun III development in the Ronald UGA, Town of South Cle Elum, and the private Trendwest Investment development known as Suncadia, Cle Elum's wastewater treatment plant underwent a major expansion in 2005. The interlocal agreement allocated capacities to each of the project sponsors. In July 2006, the Upper Kittitas County Regional Wastewater Treatment Plant (WWTP), owned and operated by the City of Cle Elum, began servicing Roslyn and Ronald. The City of Cle Elum has contracted with Veolia Water North America – West LLC (Veolia Water) to operate the WWTP. The rating of the WWTP current maximum month flow is not to exceed 3.6 million gallons per day (MGD) according to Cle Elum's National Pollutant Discharge Elimination System Waste Discharge Permit No. WA0021938.

In 2017, the City of Cle Elum completed a *Regional Sanitary Sewer Capacity Analysis* (Capacity Analysis*)* to evaluate the current connections and use from each partner. Since connections can be made for a mix of residential, commercial, and industrial purposes, each connection is evaluated in a measure called Equivalent Residential Units (ERUs). Based on typical flows per ERU, the WWTP capacity was calculated at 8,582 ERUs in 2005. The Capacity Analysis reported that 3,343 of the WWTP allocated 8,582 ERUs were connected by all partners at that time. Specifically, Cle Elum has an allocation of 3,390 ERUs which equates to approximately 46.8% of the flow capacity of the WWTP. In 2017, the numbers of ERUs connected by Cle Elum was 1,384.

The influent data is collected by Veolia Water and when the combined influent flows from 2007-2017 are graphed, the trends show the maximum month of yearly combined flows occur typically in March (maximum flow approximately sixty (60) million gallons in 2014 and 2017) and the minimum flows typically occur in October (consistently less than fifteen (15) million gallons). Veolia Water now monitors the influent data by each community as well. The completeness and length of data collected for each partner and included in the 2017 Capacity Analysis varied due to the timing of installed monitoring equipment. However, preliminary measurements of each partners' contribution of Infiltration and Inflow (I&I) were calculated in the Capacity Analysis.

I&I gives an indication of extraneous flow introduced to the sanitary sewer collection system through leaking pipes, manhole joints, basement sumps, and roof drains. If a City or Town has high I&I, then unanticipated water is entering the collection system and using unnecessary capacity at the wastewater treatment plant. Both the City of Cle Elum and the Roslyn/Ronald combined system had significantly higher I&I rates when compared to the Town of South Cle Elum and Suncadia. All partners of the interlocal agreement have been discussing the reduced number of future connections allowable to the regional WWTP if I&I is not reduced. The 2017 Capacity Analysis concludes with an analysis showing that without reductions in I&I, the WWTP partners

may need to adjust the original number of 8,582 potential ERUs to 6,014 ERUs, effectively reducing the number of ERUs by approximately 30%. Cle Elum is undertaking a thorough General Sewer Plan development in 2019 to further investigate how to reduce their I&I contribution to the wastewater system.

Treatment plant capacity improvements, a comprehensive inventory and assessment of the sanitary sewer collection system, sanitary sewer collection system improvements and replacements, and strategies for scheduling and funding all needed improvements will be identified as parts of Cle Elum's first General Sewer Plan in 2019. The General Sewer Plan will be based on population and land use estimates consistent with Cle Elum's Comprehensive Plan, Roslyn's Comprehensive Plan, and the Kittitas Comprehensive Plan (smaller rural community planning is included in Kittitas County Comprehensive Plan).

See the Capital Facilities Element for a more complete description of wastewater system facilities and capacities.

Stormwater Facilities

Cle Elum has been actively working on completely separating the treatment of stormwater from the City's sanitary sewer system. The City's passive treatment facilities include swales, infiltration trenches. The existing storm drain prior to 2018 consisted of twenty-four (24) inch storm drain that opened to an open wasteway. The City's downtown is being revitalized especially along First Street between Billings Avenue and Peoh Avenue. In 2017, the City prioritized stormwater improvements in the first phase of the Downtown Revitalization project included replacing undersized storm drains, connecting stormwater piping to effectively remove storm water from the sanitary sewer as I&I, and increase run-off collection points to remove sediment and debris. Phase 1 was completed in 2018. In 2018, the City further focused planning for and funding of stormwater projects through separate stormwater fees collected by the City. Although stormwater continues to be coordinated with the City's Transportation Improvement Program, a separate improvement program complete with a prioritized list will be developed in 2019.

See the Capital Facilities Element for a more complete description of stormwater system facilities.

Public Facilities and Services

Public services are an integral part of land use planning to accommodate future growth in the City of Cle Elum and can consume considerable land. Included within this category are public facilities and services, such as local and federal government facilities, public education uses, institutional uses, medical and emergency facilities, and parks and recreational facilities. Other uses include lands and facilities devoted to public and private utilities.

The City has approximately 345 acres, or 12.25% of the City's total land area inside the city limits devoted to public reserve which includes public facilities and services. The location of public services should be determined carefully due to important health, safety, environmental and aesthetic considerations associated with their location.

All public facilities and services are discussed in more detail in the Capital Facilities Element.

Police and Fire Protection/ Medical and Emergency Facilities
The City of Cle Elum is located centrally in Kittitas County Fire & Rescue District #7 and can be served by Kittitas County Fire District #7 and others in the Kittitas County Mutual Aid agreement. Cle Elum has its own all-volunteer City Fire Department. In 2005, a new fire station was constructed in Cle Elum at 301 Pennsylvania Avenue. The City of Cle Elum and the Town of South Cle Elum have a mutual fire response agreement in place, providing service for an area of five (5) square miles.

The City of Cle Elum has an interlocal agreement with the City of Roslyn and the Town of South Cle Elum for a combined police department. The police station is located at 807 W Second Street. Emergency dispatch service is provided through a contract with Kittcom, located in Ellensburg. The jail is also located in Ellensburg at the Kittitas County Sheriff's Office. The Kittitas County Sheriff's Office provides coverage for the unincorporated UGA. The City, County and State have a mutual aid agreement for protection services.

The nearest hospitals to the City are in Ellensburg, about twenty-seven (27) miles east of Cle Elum. Kittitas Valley Healthcare (KVH) in cooperation with Kittitas County Public Hospital District No. 2, operates both an urgent care center at 214 West First Street and a family medicine clinic at 201 Alpha Way in Cle Elum. The closest providers of all other medical or mental health services are located in each direction: Ellensburg, Yakima, Wenatchee, or the Seattle area and its suburbs.

See the Capital Facilities Element for a more complete description of Cle Elum's emergency services and facilities.

Public Education Facilities
The Cle Elum-Roslyn School District #404 includes students from the City of Cle Elum, the Town of South Cle Elum, the City of Roslyn, the unincorporated communities of Ronald and Liberty, and surrounding areas of Kittitas County. The Cle Elum-Roslyn School District has administrative offices located at 4244 Bullfrog Road. The District consists of four schools:

- Cle Elum-Roslyn Elementary located at 2696 SR 903,
- Walter Strom Middle School located at 2694 SR 903,
- Cle Elum-Roslyn High School located at 2692 SR 903, and
- Swiftwater Learning Center located at 4244 Bullfrog Road.

See the Capital Facilities Element for a more complete description of the City's public education facilities.

Government Facilities
Cle Elum-owned buildings in the city include:

- A 3,283 square-foot Cle Elum City Hall, which houses the administrative offices for the City, the building department, planning department, public works administration office, treasury and clerk department, cemetery administration, utility payment center, meeting spaces, and City Council chambers.

- The City Fire Station
- The Cle Elum-Roslyn-South Cle Elum Police Station
- The City of Cle Elum Cemetery
- The Cle Elum Airport

For a more complete description of government facilities, including other government agencies, please refer to the Capital Facilities Element.

Parks and Recreational Facilities

In preparation of the Comprehensive Plan update and to ensure alignment with Washington State Recreation and Conservation Office funding requirements, the City of Cle Elum developed and adopted (February 13, 2018) the *City of Cle Elum Parks and Recreation Plan.*

The Parks and Recreation Plan is being included in the Comprehensive Plan as the Parks and Recreation Element and discusses City-owned parks and trails inside the city limits, trails outside the Cle Elum's city limits but inside Cle Elum's urban growth area the City would like to make connections to, and recreational opportunities not owned by the City but nearby.

Parks and Trails inside the City limits and managed by the City include:

- Centennial Park
- City Park
- Cle Elum Disc Golf Course
- Coal Mines Trail
- Fireman's Park
- Flagpole Park
- Memorial Park
- Wye Park
- Progress Path
- Hanson Ponds Open Space

Hanson Ponds Trail

Please refer to the Parks and Recreation Plan for more information about the parks and recreation facilities.

Community Facilities

Community facilities in Cle Elum include:

- The Carpenter Memorial Library
- The Kittitas Valley Healthcare urgent care and medicine clinic

Please refer to Capital Facilities Element for more information about community facilities in Cle Elum.

Analysis of Future Land Use Needs

The City's UGA offers many opportunities to provide high quality City services to future residents and businesses. Over the twenty (20) year planning period, the City will entertain a variety of requests for annexation by property owners who value Cle Elum's services or recognize the need for municipal services in order to realize maximum

efficiency of land use. The purpose of annexation goals and policies included in this plan is to establish parameters which facilitate the smooth transition from Kittitas County to Cle Elum upon the commencement of annexation. Annexation of property within the UGA should benefit the City, its residents, and property owners. The City benefits by its increased ability to control new development with City standards, to extend its boundary in a logical manner, to expand its economic tax base, to provide opportunities for new residential development, and to gain revenues from areas that already enjoy City amenities but do not currently pay taxes or fees to the City. Specific annexation goals and policies seek to maximize timing and intent of annexations. The policies seek to guide annexation of appropriate lands at appropriate times and provide Kittitas County with Cle Elum's methodology for such.

Cle Elum's evolving character will depend in large part upon the type of community the citizens will support through its land use policies. Future land use patterns will strive to reflect the small town qualities, rich cultural history and natural beauty that current residents expect and desire to preserve. Cle Elum strives to function as a 21st century city while retaining its 19th century feel.

Residential Land Use Needs

Currently within the City, there are approximately 612 acres of undeveloped residential land and after deductions of critical areas, rights of way reductions, public use, and Market Factor, a total net of 319 acres are available in Cle Elum for residential development. There is currently a 3,195-house capacity in Cle Elum. During the 2015 Kittitas County Land Capacity Analysis (2015 Analysis), a building occupancy rate of 78% was used adjusting the household capacity to 2,407. A rate of 2.19 persons per household means the current household capacity accommodates 5,434 persons. Currently, 1,104 housing units are occupied in Cle Elum with a majority of them being single-family units (73%). Comparing the persons per household with the household types available, shows a need for diversity in housing choices. Looking purely at the County's 2037 population estimate, the population is accommodated with the housing capacity. Referring to Table 5, Cle Elum's twenty (20) year forecast results in an estimate of 4,041 which is also accommodated by Cle Elum's housing capacity. In the Housing Element, calculations show there are an additional 1,460 dwelling units needed by 2037 to accommodate the County's population projections and there is enough land in the City's UGA to construct the needed residential units. These calculations for assessing housing do not account for many housing stock considerations.

A large percentage (~36%) of the houses in Cle Elum were constructed prior to 1939 and close to 46% of the houses are over 60 years old. As the housing stock ages, the need will increase for rehabilitation of many structures.

Though the average cost of houses in Cle Elum was $103,000 during the 2000 Census, the average house cost in 2017 was $294,600 (a 186% increase). During a similar time, the median household income increased only 62% (from $28,144 to $45,655), greatly decreasing affordability of current housing.

Low vacancy rates in rental units has led to higher rental costs as well. In 2017, the median monthly rental rate was $1,564.

Cle Elum has developed strategies outlined in the Housing Element to address these housing challenges as well as how to diversify the housing stock in anticipation of changing population needs.

Commercial Land Use Needs

The 2015 Analysis identified that of the seventy-five (75) gross acres zoned for commercial purposes, the net acres available was thirty-eight (38) acres once adjustments were made for critical areas, rights of way, public use reduction, and Market Factor. Of the thirty-eight (38) acres of commercial designation, half were assumed to be for mixed-use in the calculations. These assumptions are shown in Table 8. The amount of commercial lands equates to a 2,637-employee capacity for commercial business.

Industrial/Manufacturing Land Use Needs

The location of the vast majority of Cle Elum's available industrial land places them squarely in conflict with the natural environment. Cle Elum was founded as a railroad and mining town, consequently all original platting and development was located in a close and linear proximity to the railroad mainline. The railroad parallels the Yakima River which is prone to flooding. This severely limits or even negates the use of Cle Elum's current industrial land use inventory because of FEMA floodway and floodplain designations. These vacant industrial lands also are key natural resource areas for enhancing water quality, providing important fish and wildlife habitat, and serve as water retention and flood storage areas.

The 2015 Analysis identified ninety (90) net acres of the industrial zoned 198 acres in the City were developable after adjustments were made for critical areas, rights of way, public use, and Market Factor. This amount of industrial lands equates to an 821-employee capacity for industrial business. The Analysis considers the commercial and industrial employment together, compares the capacity on the combined lands against a high growth historic trend of 2,190 employees, and concludes that Cle Elum has excess commercial and industrial employee capacity for the twenty (20) year planning period.

Public Facilities Land Use Needs

The 2015 Analysis identified thirty-nine (39) net acres set aside from the three categories of residential, commercial, and industrial as available for public use. The customary percentage used by Kittitas County was 5% of the three (3) categories (residential, commercial, and industrial) set aside for future development of facilities such as community centers, day cares, religious facilities, etc.

Agricultural Land Use Needs

This evaluation was not completed during the 2015 Land Analysis.

Transportation and Other Infrastructure Land Use Needs

Transportation infrastructure is one of several types of municipal infrastructure included in the rights of way calculations and adjustments to the residential, commercial, and industrial land uses. The customary percentage used by Kittitas County was 20% of the three (3) categories of residential, commercial, and industrial.

Market Factor

A reduction in developable lands based on whether the land was vacant or underutilized. The reduction values are 15% and 25% respectively. The underutilized

rate is higher than the factor applied to vacant lands because of costs associated with redevelopment.

Future Land Use Strategy

This element consists of two (2) major components:

1. A map that illustrates the general location of future land use designations, and
2. A set of goals and policies that guide future development.

The Future Land Use Map, found in (Figure 1A) reflects the community's twenty (20) year vision for their community. The Zoning Map (Figure 1B) implements the Comprehensive Plan's Land Use Map.

Land Use Elements Goals and Policies

The goals and policies of the Land Use Element provide guidelines and direction for accommodating redevelopment and new development within Cle Elum over the next twenty (20) years. They are intended to balance the community's desire to maintain Cle Elum's unique sense of place with the City's desire for sustained and balanced economic and residential vitality. Goals and policies also provide direction for future planning and implementation activities.

Goals and policies provide useful evaluation of new ideas as they emerge between comprehensive planning processes. The City can consider intentions of the plan as described in the goals and policy statements during problem-solving discussions. The goals and policies identified in this plan are derived largely from the Community Visioning Meetings guided by City Staff and the City Planning Commission and the 2007 Comprehensive Plan Update.

Land use goals and policy statements are guided by two principal themes: first, the desire of the City to maintain and enhance its rural character, cultural heritage, stunning natural beauty and its human-scaled small town development; second, the impetus of its residents to create an economically sustainable City respecting the contributions and foundations of the past while striving to meet the challenges of the future.

The GMA specifies planning topics for the comprehensive planning process. Land use goals cover topics such as reducing sprawl, encouraging affordable housing, encouraging open space and recreation, protecting the natural environment and historical resources, and ensuring consistency between elements of the Comprehensive Plan.

Finally, the goals and policies are intended to provide guidance to elected officials, staff, and the general public as to the disposition of land uses within the City and potential annexation areas. They provide framework for decision making and acknowledge areas and issues beyond the City's jurisdiction or immediate control. This element recognizes the City is an active and participating regional partner ensuring the intent of the GMA is met.

Goal LU-1: Management and Implementation

Policies:

LU – 1.1 To influence the character of the City of Cle Elum by managing land use and developing facilities and services in a manner that directs and controls land use patterns and intensities.

LU – 1.2 Land use changes should be guided by topography, soils conditions, adjacent land uses, and the ability of the City to provide facilities and services.

LU – 1.3 Ensure that new development does not outpace the City's ability to provide and maintain adequate public facilities and services by allowing new development to occur only when and where adequate facilities exist or can be provided.

LU – 1.4 Upon adoption of and/or changes to the Comprehensive Plan, the City Development Regulations shall be reviewed for consistency with the Comprehensive Plan and County Wide Planning Policies.

LU – 1.5 The City will coordinate concurrency management review. Developers shall provide information relating to impacts that the proposed development will have on public facilities and services.

LU – 1.6 The City will take a more active role in interagency planning and coordination among local jurisdictions, including: Kittitas County, South Cle Elum and Roslyn.

LU – 1.7 Annexation requests will only be considered within the UGA or planning area that make a positive contribution to Cle Elum and are consistent with this Comprehensive Plan.

LU – 1.8 Conditional Use Permits, street vacations, variances and other special applications shall only be permitted when there is an overriding permanent public benefit consistent with the goals and policies of this Comprehensive Plan.

LU – 1.9 Seek to provide adequate and appropriate lands for development for all necessary uses to accommodate the City of Cle Elum 2025 Population Projections.

Goal LU-2: Maintain residential quality and livability suitable for a rural town.

Policies:

LU – 2.1 Encourage the development of compact, human-scale neighborhoods planned to be focused around the Downtown Commercial core as the nexus for civic, cultural, historic and commercial activities.

LU – 2.2 Encourage the retention of existing open spaces, trails, mobility corridors and encourage the creation of a City-wide, linked open space and trail network in order to retain the existing rural character amongst residential areas of the City.

LU – 2.3 Develop a master park plan for all city-owned community park spaces to meaningfully plan for future upgrades, adjustments, and maintenance.

LU – 2.4 Collaborate with the community and stakeholder groups to promote right-sized park renovations that meet community and tourism needs and encourage outdoor gatherings and recreational activities.

LU - 2.5 Develop multi-family design guidelines and affordability incentives which promote high quality affordable residential development.

LU - 2.6 Protect neighborhoods from adverse impacts such as excessive traffic, junk vehicles or other nuisances by actively and consistently enforcing City codes.

LU – 2.7 Support transit opportunities linked to quality of life, access to resources, and residential growth.

LU – 2.8 Encourage housing rehabilitation to enhance neighborhood livability and aesthetic by seeking information [for residents] on appropriate rehabilitation strategies, grants or loan programs.

LU – 2.9 Promote the development and construction of pedestrian and bicycle facilities within, and linking, proposed and existing residential developments, commercial service areas and recreational opportunities.

LU – 2.10 Protect residential zoning districts from adverse impacts created by land uses permitted in adjoining commercial or industrial zoning districts. Where possible, relocate or create "transitional overlays" to those districts.

LU – 2.11 Preserve the "established" character in existing neighborhoods that are significantly built-out by zoning for infill development to occur at densities, and with similar standards, consistent with the existing development pattern.

LU – 2.12 Encourage the development of affordable housing that is "Fee Simple", either through development agreement [CEMC 17.140] or by code change.

LU – 2.13 Enact an "Affordable Housing" zoning provision that can be used to attain true affordability, directly tied to a percentage of Average Median Income for Kittitas County [AMI].

LU – 2.14 Create code provisions that require open space for new residential short plat, subdivisions and multi-family projects including condominiums or other shared property developments. Provide flexibility in the standards to coordinate with park and open space standards in the park element of the Comprehensive Plan, park impact fee requirements and City park maintenance objectives.

LU – 2.15 Identify and preserve historic districts, buildings, sites, structures, and objects of cultural and historic significance through designations, incentives, design guidelines, and other preservation tools where feasible given City staffing and funding availability.

Goal LU-3: Preserve Cle Elum's natural environment while allowing for growth and development.

Policies:

LU – 3.1 Give priority to the creation of guidelines and zoning amendments that encourage infill residential development within the existing incorporated area in an effort to reduce sprawl, more efficiently provide public services, create more housing options and integrate new development in existing residential areas and designated cultural and historic sites, districts, and buildings.

LU – 3.2 Encourage the retention of natural habitat in residential developments by providing zoning incentives that create density and setback bonuses in exchange for preservation of open space and significant tree retention.

LU – 3.3 Develop a long-range capital facilities program that requires the extension of public sewer to all residential areas of the City.

LU – 3.4 All planning area waterways and wetlands shall be preserved to the maximum extent practicable through the use of the Cle Elum Critical Areas Ordinance, SEPA, Shorelines Regulations, the Kittitas County Shorelines Master Program and applicable local, state and federal, and tribal laws.

LU – 3.5 All new development must be in compliance with the provisions of the 2019 Stormwater Management Manual for Eastern Washington and the Washington State Department of Ecology Best Management Practices.

LU – 3.6 The Kittitas County Shoreline Master Program shall govern the development of all designated shorelines of the state within Cle Elum. Lands adjacent to areas should be managed in a manner consistent with the Program and should follow appropriate tribal, federal, state, and local regulatory and coordination processes.

LU – 3.7 Protect wetlands to enable them to fulfill their natural functions as recipients for floodwaters and as habitat for wildlife through the Cle Elum Critical Areas Ordinance No. 1039 and SEPA.

LU – 3.8 Developments in steep slope areas [as defined by CEMC 18.01] shall not be permitted unless information is provided to the City, that is both adequate and acceptable, that addresses erosion, slope and soil stability, drainage, stormwater runoff and diversion.

LU – 3.9 To reduce landslide and erosion hazards, zoning criteria should be established that increase the minimum lot size needed for development in areas of steep slope.

LU – 3.10 The City of Cle Elum may regulate clearing and tree removal which results in disturbance to trees, vegetation and soils in order to: Minimize the need for additional stormwater facilities, reduce erosion, reduce risk of land slides, reduce silt laden discharges in stormwater system, preserve and enhance the City's character.

LU – 3.11 Protect and preserve water quality, natural drainage, fish and wildlife habitats and the functions of streams and wetlands.

LU – 3.12 Refine development and subdivision regulations and critical area ordinance language identifying and protecting archaeological, cultural, and historic resources.

Goal LU-4: Preserve and Protect Residential Neighborhoods

Policies:

LU – 4.2 The City may seek to establish programs to secure grants and loans from the State of Washington (and other sources) for home improvements for elderly and low income populations.

LU – 4.3 Pursue opportunities for infill housing within the downtown core for units located "above" existing or new commercial uses to be guided by design guidelines to promote compatibility with existing buildings, structures, and landscapes.

LU – 4.4 Encourage flexibility in residential neighborhoods by allowing accessory dwelling units.

LU – 4.5 Encourage the formation of neighborhood or home owners' associations to help develop a sense of community and "ownership" within neighborhoods.

LU – 4.6 Seek to create and to preserve links to a city-wide trail system that connects neighborhoods with civic, commerce, cultural/historic, and recreation areas to encourage alternate transportation modes.

LU – 4.7 The City shall continue to enforce its Building, Land Use, Zoning and Nuisance regulations to promote the general public health, safety and welfare.

LU – 4.8 Require greenbelts, buffers and/or open space to buffer incompatible uses from residential uses.

Goal LU-5: Create Order and Energy in Commercial Areas

Policies:

LU – 5.1 Assure that a broad and diverse range of products and services are available to the residents of the City of Cle Elum.

LU – 5.2 "Strip" development shall be discouraged along First Street.

LU – 5.3 Discourage the "lengthening" of the First Street Commercial corridor until infill development has occurred in the Downtown Commercial Core and in the Entryway Commercial Areas.

LU – 5.4 Seek traffic calming strategies and aesthetic beautification for First Street and Second Street from South Cle Elum way east to Peoh Avenue.

LU – 5.5 Encourage the expansion of the Downtown Commercial Core south of Railroad Street from Billings Avenue to Peoh Avenue.

LU – 5.6 Continue to work with the Washington State Department of Transportation to implement traffic calming and angle parking in the Downtown Commercial Core.

LU – 5.7 Continue to encourage the development of a safe and functional pedestrian network through Cle Elum's commercial areas.

LU – 5.8 Continue the mandatory use of "Site and Design Review" to maintain a consistent range of aesthetic and practical development standards such as pedestrian connectivity, landscape buffers and, landscaping, for all new development and redevelopment in commercial areas.

LU – 5.9 Require the use of shared driveways and controlled ingress/egress for new development in commercial areas.

LU – 5.10 Encourage broad and diverse uses in existing commercial areas to promote maximum occupancy.

LU – 5.11 Encourage character defining elements and aesthetic improvements in the downtown such as street furniture, planters, banners, landscaping of right of ways and increased diligence in maintenance and litter removal.

LU – 5.12 Promote a vibrant, walkable Downtown Commercial Core by promoting the creation of public parking areas along the Railroad Street corridor.

LU – 5.13 Protect the revitalization efforts of the Downtown Commercial Core by creating an alternate transportation corridor along Railroad Street to reduce commercial traffic along the First and Second Street corridors.

LU – 5.14 Encourage safe pedestrian passage by including safe pedestrian crossings at and near busy intersections and trail entrances.

LU – 5.15 Support the work of the Cle Elum Downtown Association (Main Street program) and Historic Preservation Commission in their efforts to revitalize the downtown area and nearby historic neighborhoods.

LU – 5.16 Encourage collaboration with the Cle Elum Downtown Association (Main Street program) to achieve preservation and revitalization goals for downtown.

LU – 5.17 Encourage the rehabilitation and re-use of vacant 2nd story spaces in the downtown area for housing, commercial, and office use. Explore adopting incentives to encourage new uses in 2nd story spaces, as feasible given City staffing and funding availability.

Goal LU-6: Open Space

Policies:

LU – 6.1 Discourage the disturbance of vegetation when not in conjunction with the actual development.

LU – 6.2 Open space areas should be encouraged to be used as buffers for different types of land uses.

LU – 6.3 Lands designated for open space should provide for multiple open space benefits whenever possible including active or passive recreation opportunities, scenic amenities, fish and wild life habitat, etc.

LU – 6.4 Provide incentives for owners of public and private property to preserve open space as a visual amenity through techniques such as conservation easements, transfer of development rights and density bonuses to encourage clustering.

LU – 6.5 Seek to include all waterway area into a designated open space network.

LU – 6.6 Develop strategies to protect existing open space areas.

Goal LU-7: Industrial Lands

Policies:

LU – 7.1 Ensure that a wide range of services and employment opportunities are available to current and projected residents of the planning area.

LU – 7.2 Promote an industrial park development in an appropriate area of the city.

LU – 7.3 Remove lands from the industrial zoning designation that are in critical areas or that do not have adequate access to support industrial uses.

Goal LU-8: Protect, conserve and enhance the Cultural, Archaeological, and Historic preservation in Cle Elum

Policies:

LU – 8.1 Coordinate and cooperate with tribal, federal, state, and local historic and cultural preservation organizations and agencies, in order to promote cultural, archaeological, and historic preservation within the City.

LU – 8.2 The City and Historic Preservation Commission should aim to prioritize preservation of significant buildings, structures, districts, sites and landscapes.

LU – 8.3 Promote a mutually supportive and beneficial relationship between economic development and historic preservation including tourism and recreation.

LU – 8.4 Develop policies and plans and implement projects that preserve Cle Elum's historic resources through collaboration with the community and with appropriate tribal, federal, state, and local agencies.

LU – 8.5 Preserve and protect historic and cultural resources of significance to the City and local Tribes. Support the cultural values, language, and art forms of local Native Americans.

Goal LU-9: Protect and preserve the character of Cle Elum's historic Downtown Commercial Core.

Policies:

LU – 9.1 Define and document the existing forms, design, styles and other characteristics, which form an integral part of the historic Downtown Commercial Core.

LU – 9.2 Reflect historic development patterns with consistent zoning standards.

LU – 9.3 Encourage building forms and design consistent with the historic design of the 1920s-1930s era within the Downtown Commercial Core, including scale, massing, architectural details and roof style.

LU – 9.4 Limit the mass, size and scale of new structures and additions to the historic standards addressing scale, forms and proportions.

LU – 9.5 Encourage the use of colors and building materials characteristic of Cle Elum's historic structures and the 1920s-1930s era aesthetic.

LU – 9.6 Preserve the historic spatial relationship of buildings to site, natural features, open space, views and surrounding development.

LU – 9.7 Encourage the preservation, restoration, rehabilitation and renovation of historic sites and structures.

LU – 9.8 Encourage the rehabilitation and adaptive reuse of existing historic structures through development regulations and financial incentives when a historic use is no longer possible.

LU – 9.9 Strongly discourage the demolition or destruction of historic sites and structures.

LU – 9.10 Provide incentives for historic buildings to be nominated for, and listed on, the state or national historic register, or to be recognized as local historic landmarks.

LU – 9.11 Maintain a consistent historic inventory within the Downtown Commercial Core area.

LU – 9.12 Promote community education of existing historic structures.

Goal LU-10: Annexation Areas ~~and Sphere of Interest~~

Policies:

LU – 10.1 Encourage orderly growth and development consistent with the City's ability to provide adequate and efficient services and facilities.

LU – 10.2 Pursue interlocal agreements with Kittitas County to address issues of potential concern to the City within Urban Growth Areas ~~and within the City's Sphere of Interest~~.

LU – 10.3 Support expansion of the UGA to acquire needed Industrial lands to serve the city's population growth projections.

LU – 10.4 Support the Municipal Annexation of lands that support critical municipal services, such as the water towers.

LU – 10.5 Seek to expand the area of annexation proposed when such expansion is based on natural or manmade features, would serve to make City boundaries more regular or where the area to be served is a logical extension of City service capabilities and is within the UGA.

LU – 10.6 Evaluate proposed annexations to ensure that development enabled by the annexation is consistent with the goals and policies of this comprehensive plan.

Goal LU-11: Geologically hazardous areas

Policies:

LU – 11.1 Encourage new developments to locate in areas that are relatively free of environmental problems relating to soil, slope, bedrock, and the water table. Proposed developments should be reviewed by the appropriate City staff or consultants to identify site-specific environmental problems.

Goal LU-12: Water Quality & Quantity

Policies:

LU – 12.1 Maintain healthy, functioning ecosystems through the protection of unique, fragile, and valuable elements of the environment, including ground and surface waters, wetlands, and fish and wildlife and their habitats, to conserve the biodiversity of plant and animal species.

LU – 12.2 Prevent cumulative adverse environmental impacts to water quality, wetlands, and fish and wildlife habitat, and the overall net loss of wetlands, frequently flooded areas, and habitat conservation areas.

LU – 12.3 The City shall consider the impacts of new development on water quality as part of its review process and will require any appropriate mitigating measures.

LU – 12.4 Protect members of the public and public resources and facilities from injury, loss of life, or property damage due to landslides and steep slope failures, erosion, seismic events, or flooding.

LU – 12.5 Direct activities not dependent on critical areas resources to less ecologically sensitive sites and mitigate unavoidable impacts to critical areas by regulating alterations in and adjacent to critical areas.

LU – 12.6 Adequate on-site disposal of surface water runoff shall be provided by all types of development.

Goal LU-13: Drainage, flooding, and stormwater runoff

Policies:

LU – 13.1 Keep impervious surfaces to a minimum to achieve open space, greenery, and reduce impact on drainage system.

LU – 13.2 Development shall take adequate measures to minimize significant erosion and flash flooding conditions by: Limiting the total amount of impervious surface to be created; Planting sufficient vegetation to offset the effects of the impervious surfaces created; and/or providing sufficient drainage facilities to control storm runoff.

LU – 13.3 Where there is a high probability of erosion, grading should be kept to a minimum and disturbed vegetation should be restored as soon as is feasible. In all cases, appropriate measures to control erosion and sedimentation shall be required.

LU – 13.4 Review available best management practices which can be used to reduce erosion and sedimentation associated with development within Cle Elum. Investigate the need for additional erosion control measures for construction projects.

LU – 13.5 Continue to improve the City's stormwater infrastructure in preparation for an eventual municipal stormwater system.

Goal LU-14: Air Quality

Policies:

LU – 14.1 Increase the number of residents who choose to walk or bicycle in lieu of driving to reduce auto demand on local and arterial streets, promote air quality, and increase overall community health.

LU – 14.2 Maintain acceptable air quality standards.

LU – 14.3 Support the Kittitas County Public Health Department and the Washington State Department of Ecology in their efforts to prevent degradation of air quality.

LU – 14.4 Keep dust to a minimum on all public streets and alleys:

1. All streets and roads inside the City should be paved and maintained; and
2. Dust abatement programs should be continued for remaining unpaved roads until paving can be done.

Goal LU-15: Noise

Policies:

LU – 15.1 Reduce noise pollution in City limits to improve livability.

LU – 15.2 Reduce and prevent excessive noise and vibration in attached residential dwelling through construction requirements.

LU – 15.3 Establish a City-specific noise ordinance to clarify nighttime noise restrictions.

LU – 15.4 Consider noise impacts within development application review processes.

LU – 15.5 Consider adoption of a more robust city noise ordinance.

LU – 15.6 Promote discussions with Burlington Northern Santa Fe railroad regarding quiet zones.

Goal LU-16: Shorelines

Policies:

LU – 16.1 Reserve designated shoreline areas for water-oriented uses. Encourage uses, densities and development patterns on lands adjacent to shorelines that are compatible with shoreline uses and resource values to fully and effectively accomplish the goals, objectives, and policies of the adopted Shoreline Management Program.

LU – 16.2 Encourage preferred shoreline uses while protecting and preserving the shoreline environment.

LU – 16.3 Protect the economic viability and resource values of the shoreline.

LU – 16.4 Encourage renovation and reuse of under-utilized or obsolete structures.

LU – 16.5 Work with the appropriate tribes, agencies, and groups to enhance recreational uses of the Yakima River Channel and its shorelines.

LU – 16.6 Protect the quality and quantity of water in the Yakima and Cle Elum river channels by minimizing soil disturbance, erosion, sedimentation, and non-point runoff affecting water quality.

LU – 16.7 Encourage restoration of degraded waterfronts to minimize erosion, sedimentation and flooding.

LU – 16.8 Require Best Management Practices (BMPs) contained in the Department of Ecology's Stormwater Manual for Eastern Washington be implemented for all new development and redevelopment.

LU – 16.9 Conduct excavation, grading, dredging and fill activities to minimize the introduction of suspended solids, leaching contaminants or habitat disturbance into adjacent waterways.

LU – 16.10 Conduct appropriate tribal, federal, state, and local agency consultation and coordination on projects within shoreline jurisdiction.

Goal LU-17: Climate and Sustainability

Policies:

LU – 17.1 Develop and implement climate change adaptation strategies that create a more resilient community by addressing the impacts of climate change to public health and safety, the economy, public and private infrastructure, water resources, and habitat.

LU – 17.2 Design programs that reduce greenhouse gas emissions through reducing energy consumption, vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.

LU – 17.3 Support federal, state, and regional policies and education programs intended to protect clean air in Ellensburg and the Kittitas Valley.

LU – 17.4 Advocate for expansion of public transit, car sharing, alternative fuel vehicle facilities, and electric charging stations.

LU – 17.5 Encourage higher density projects to be compatible with future public transportation services.

LU – 17.6 Promote compact growth and infill development in areas that are already developed in order to preserve open space and ecological functions and encourage residential access to services**.**

LU – 17.7 Work with residents, businesses, and waste haulers to increase recycling and composting opportunities in order to reduce landfill waste.

LU – 17.8 Maintain City leadership in energy conservation and renewable energy production.

LU – 17.9 Incorporate analysis for existing and new municipal buildings to reduce ongoing operational energy per the Department of Enterprise Systems recommendations.

LU – 17.10 Conduct City operations in a manner that ensures sustainable use of natural resources, promotes an environmentally safe workplace for its employees, and minimizes adverse environmental impacts.

LU – 17.11 Promote and invest in energy efficiency and renewable energy resources and technology as an alternative to non-renewable resources.

LU – 17.12 Promote the use of solar and other renewable energy technology within the community.

LU – 17.13 Create incentives to encourage the use of sustainable building methods and materials that may reduce impacts on the built and natural environment.

LU – 17.14 Promote community responsibility and engagement through public education and involvement programs that raise awareness about environmental issues.

Goal LU-18: Aesthetics

Policies:

LU – 18.1 The City should identify and adopt policies and practices that encourage productive, creative, and artistic activities and uses and adjust land use policies to enhance these uses within the City, UGA, and surrounding areas.

LU – 18.2 Make publicly owned land available for placing works of art and cultural attractions.

LU – 18.3 Establish and maintain an outdoor sculpture program that is periodically changed.

LU – 18.5 Develop and implement a City-wide wayfinding signage program to direct tourists to key locations throughout the City.

LU – 18.6 Encourage the development of spaces that attract both residents and tourists, and promote social and community interaction.

LU – 18.7 Commercial and multi-family development should provide improved, useable open space areas such as plazas, common areas, and colonnades as a component of the design.

LU – 18.8 Collaborate with the Cle Elum Downtown Association (CEDA) to promote the realization of the CEDA Master Plan for infill, redevelopment, beautification, and façade improvements.

LU – 18.9 Create commercial and higher density residential areas, which provide high levels of public amenities.

LU – 18.10 Locate open space and common areas to preserve existing views and vistas, or other significant site features.

LU – 18.11 Develop minimum common area standards for both small and large-scale commercial development.

LU – 18.12 Encourage architectural styles that reflect the City's built and natural environment.

LU – 18.13 Develop design guidelines for commercial, multi-family and high-density development outside of the historic district.

Goal LU-19: Emergency Management and Disaster Preparedness

Policies:

LU – 19.1 Continue to collaborate with other Kittitas County communities and agencies to maintain, update, and improve emergency management and disaster preparedness plans, policies, and implementation.

LU – 19.2 Develop community outreach strategies to educate the public on disaster prevention and preparedness.

LU – 19.3 Maintain and update as applicable the 2018 Upper Kittitas County Emergency Preparedness Plan and continue to coordinate closely with the other Upper County communities of Suncadia, Roslyn, and South Cle Elum.

LU – 19.4 Maintain and update as necessary Cle Elum's formal annex to the 2019 Kittitas County Hazard Mitigation Plan.

LU – 19.5 Proactively manage disaster prone areas to prevent future degradation and emergencies.

LU – 19.6 When possible and appropriate, seek grant funding for preventative projects such as Yakima River bank stabilization and fuels reduction activities, on Cle Elum's public lands.

Goal LU-20: Hazardous Materials and Sites

Policies:

LU – 20.1 Identify Brownfield sites within City limits and UGAs and consult with agencies such as Ecology to determine courses of remediation action.

LU – 20.2 Require development of Brownfield properties to coordinate appropriately with the City and other agencies with jurisdiction and oversee that appropriate preventative measures and remediation actions are taken.

LU – 20.3 Assist private property owners, where possible, to identify and coordinate with Ecology on potential Brownfield sites, such as leaking underground storage sites and coal mine tailings.

Goal LU-21: Maintain Local Control of Planning and Land Use Decisions

Policies:

LU – 20.1 In partnership with the County and WSDOT, review and update the regulations and zoning controls to protect the Cle Elum Municipal Airport and to promote compatible land uses.

CITY OF CLE ELUM

CAPITAL FACILITIES PLAN

Prepared by:

HLA Engineering and Land Surveying, Inc.

PROJECT NO. 17156E

APRIL 2019

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CITY OF CLE ELUM

CAPITAL FACILITIES PLAN

BACKGROUND

A. Purpose

The City of Cle Elum is updating the City's Comprehensive Plan. The purpose for developing the Capital Facilities Plan concurrently with that effort is to consolidate summary information for the City's infrastructure systems from the Comprehensive Plan and add significant detail to create an easy-to-reference stand-alone document. The previous Capital Facilities Plan was completed in 2008 and was formatted to be an integral part of the Comprehensive Plan.

The community owns and operates City buildings, roadways, parks and recreation facilities, a domestic water system, a sanitary sewer system, and is developing a storm drainage system within its immediate service area. The City of Cle Elum purposefully plans for the upgrade and operation of each of these individual systems and strives to keep the planned improvements both feasible and coordinated. The City of Cle Elum's planning efforts are designed to be coordinated and consistent with other City, Kittitas County, QUADCO Regional Transportation Planning Organization, Washington State, and federal plans.

If a reader was to compare different levels of planning starting with federal and stepping through state, regional, county, and City, they would notice details in the different levels of comprehensive planning become more specific as the reader moves from federal to city.

B. Growth Management Act (GMA) Requirements

The requirements for a Capital Facilities Plan (CFP) Element, as outlined by the Growth Management Act of 1990 (GMA), specifically RCW 36.70A.070, have been used to guide the contents of this Plan.

These capital facilities plan requirements are:

1. An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;

2. A forecast of the future needs for such capital facilities;

3. The proposed locations and capacities of expanded or new capital facilities;

4. At least a six (6) year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes;

5. A requirement to reassess the land use element if probable funding falls short of meeting existing needs;

6. Ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities element are coordinated; and consistent; and

7. Park and recreation facilities shall be included in the capital facilities plan element.

C. Relationship to Comprehensive Plan Elements and Land Use Development

Urban Growth Areas

Urban Growth Areas are those areas designated under the Growth Management Act where urban growth is encouraged and outside of which growth can occur only if it is not urban in nature. Urban growth is encouraged where adequate public facilities and services exist or can be provided in an efficient manner.

Urban growth typically requires such urban governmental services as storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas.

Compatible Land Uses

Urban governmental services are generally not feasible unless there is intensive use of land for the location of buildings, structures, and impermeable surfaces. The City of Cle Elum's land uses are urban in nature and support the development of capital facilities. The City's update to the comprehensive plan assesses whether capital facilities are sufficient to meet community needs and are planned on land compatible to such uses without impacting other public systems.

Consistency with Land Use Element in the Comprehensive Plan

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

D. Applicable County Wide Planning Policies (CWPP)

In addition to following State of Washington requirements, planning efforts in the City of Cle Elum require consistency with County Wide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. Please see Appendix A for a complete list of associated CWPP related to Cle Elum's Capital Facility Plan.

E. Major Capital Facilities Considerations

- The current Urban Growth Area is calculated to be sufficient to meet the predicted twenty (20) year demands within the City. Does the City wish to protect its public open space from the encroachment of other public uses (e.g., fire station, police station, government offices, library, etc.)? Where should new facilities be located?

- Are best practices in place and optimal for interacting with other local governments and Kittitas County? Is increased coordination with others in the region a way to optimize public transportation investment in the region?

- What criteria should the City use in establishing priorities among competing capital needs? Can establishing levels of service standards for the City's capital facilities provide consistent evaluation among improvement selections?

- What will it cost in future dollars to construct and maintain the additional infrastructure required to serve developing areas? To what extent is cost a function of population dispersion?

- How can the City monitor and measure the impact of neighboring communities using local roads and facilities as Cle Elum continues to be a regional center of services?

- Cle Elum and Kittitas County both predict Cle Elum to grow at a higher rate than the historical trend. How will population growth affect the demand for each type of public service and the facilities required to meet that demand?

Figure 1 - Washington State Vicinity Map

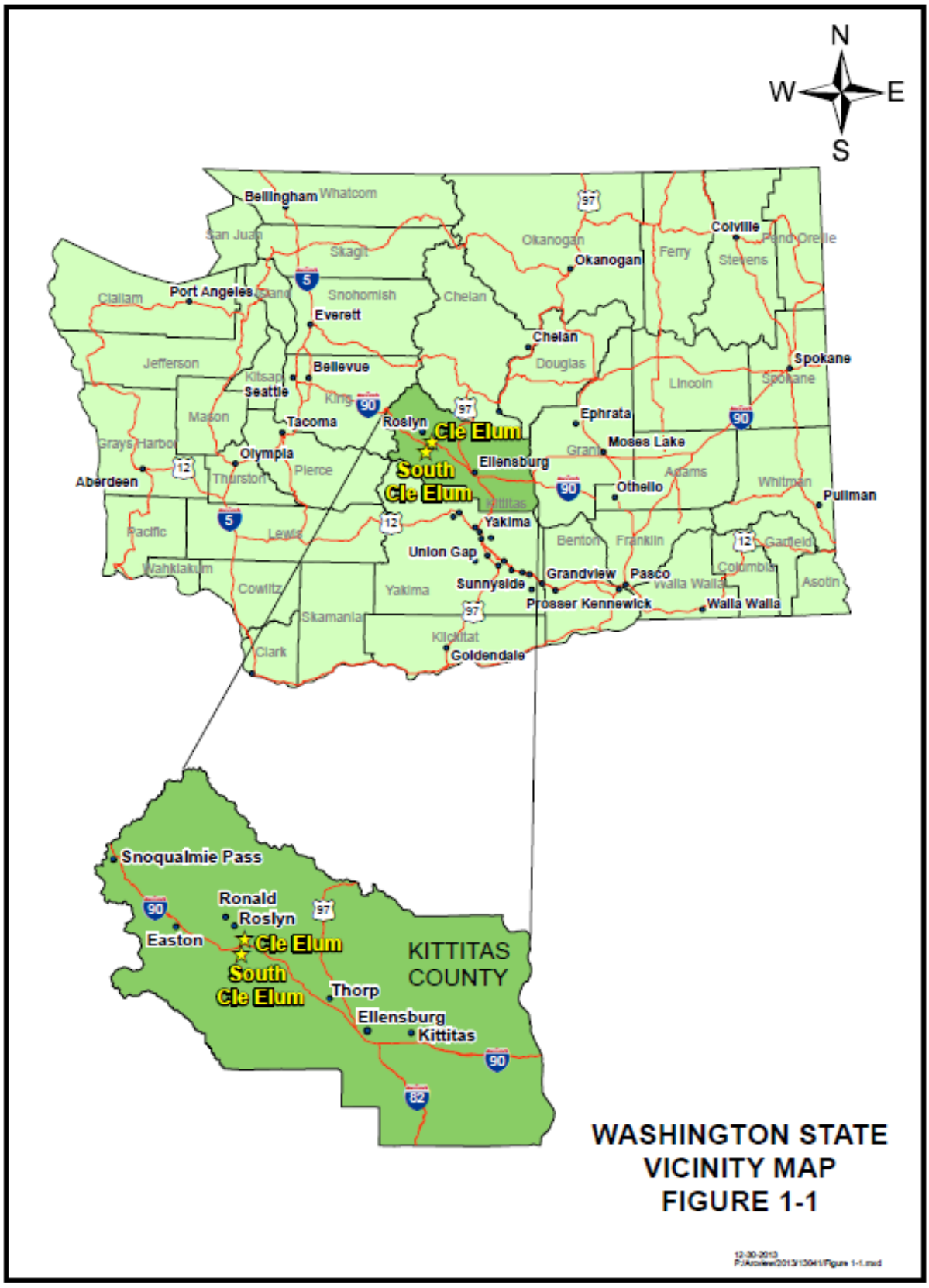
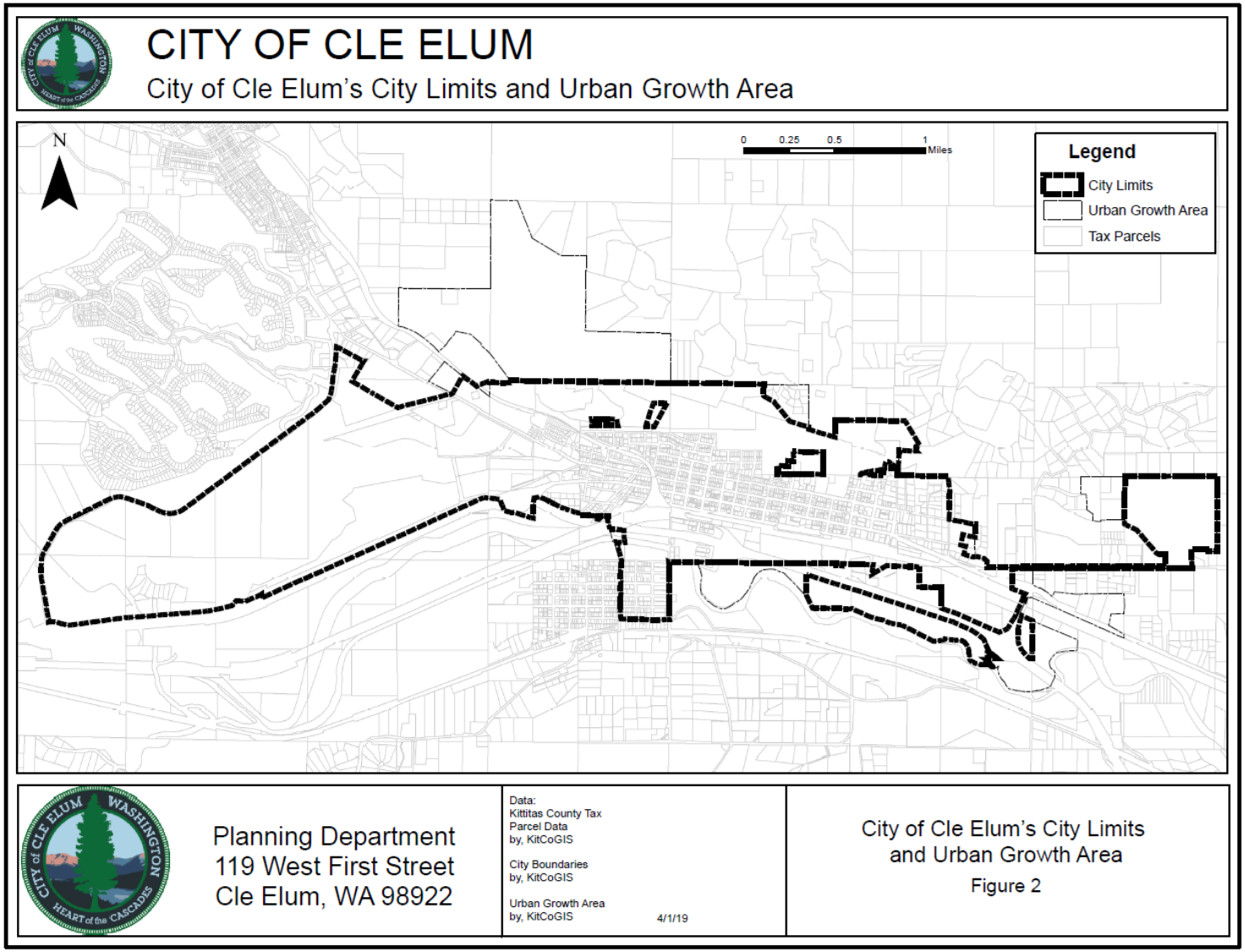


Figure 2 - City Limits and UGA Boundary



CAPITAL FACILITIES CHARACTERISTICS

A. Capital Facilities Definition

The term 'capital facilities' is not specifically defined under the Growth Management Act, but the term has been defined by the Washington State Department of Community Development as part of "procedural criteria" developed under the Growth Management Act. In WAC 365-195-210, a capital facility is defined as "a physical structure owned or operated by a government entity which provides or supports a public service." The section which follows lists a variety of public services, most of which have associated capital facilities within the Cle Elum area.

B. Types and Providers of Capital Facilities

Service providers for the City of Cle Elum and the unincorporated portion of its urban growth area are listed in Table 1. In some cases, capital facilities supporting the services listed are located outside of the UGA.

Table 1. Service Providers in the City of Cle Elum's City Limits and Urban Growth Area (UGA)

Type of Service	City of Cle Elum	Remainder of UGA
Protective Services		
Fire Protection	City of Cle Elum	Kittitas County Fire District No.
First Aid / Rescue	City of Cle Elum	Kittitas County Fire District No.
Ambulance	Advanced Life Systems	Advanced Life Systems
Law Enforcement	Cle Elum/Roslyn/South Cle Elum, Kittitas County Sheriff, Washington State Patrol	Kittitas County Sheriff, Washington State Patrol
Correction Facilities	Kittitas County	Kittitas County
General Government		
General Purpose Government	City of Cle Elum	Kittitas County
Cemetery	City of Cle Elum	None
Municipal Court	City of Cle Elum	None
Public Health		
Public Health	Kittitas County Public Health	Kittitas County Public Health
Public Transportation		
Taxi	K.C. Cab	K.C. Cab
Transit	People for People and Hope Source provide limited demand response services.	People for People and Hope Source provide limited demand response services.
Regional Bus Service	Central WA Airporter Shuttle	Greyhound Bus Lines
		cont.

Type of Service	City of Cle Elum	Remainder of UGA
Education		
Schools	Cle Elum-Roslyn School District	Cle Elum-Roslyn School District
Recreation		
Community Facilities	City of Cle Elum	None
Libraries	City of Cle Elum	Kittitas County Public Libraries
Parks	City of Cle Elum, Washington State Horse Park	Kittitas County, Washington State
Recreational Facilities	City of Cle Elum, Cle Elum-Roslyn School District	Suncadia
Water and Waste Services		
Potable (drinking) Water	Upper Kittitas County Potable Water Treatment Facility	Kittitas County
Irrigation	Kittitas Reclamation District	Kittitas Reclamation District
Stormwater Control	City of Cle Elum	Kittitas County
Sewage Collection	City of Cle Elum	Kittitas County
Sewage Treatment and Wastewater Disposal	Upper Kittitas County Regional Wastewater Treatment Facility	Upper Kittitas County Regional Wastewater Treatment Facility
Septage Disposal	Upper Kittitas County Regional Wastewater Treatment Facility	Private hauling to Upper Kittitas County Regional WWTF, RV dump sites
Sludge Disposal	Private hauling to Upper Kittitas County Regional WWTF	Private hauling to Upper Kittitas County Regional WWTF
Residential and Commercial Solid Waste Collection	City of Cle Elum	Kittitas County
Solid Waste Disposal	City of Cle Elum	Kittitas County
Streets and Roadways		
Interstate Highways and State Highways	Washington State Dept. of Transportation (WSDOT)	WSDOT
Arterial Streets And Roads	City of Cle Elum, WSDOT	Kittitas County, WSDOT
Local Streets	City of Cle Elum	Kittitas County
Sidewalks	City of Cle Elum	None
Street Lighting	City of Cle Elum	None
Traffic Signals	City of Cle Elum	None

TRANSPORTATION SYSTEMS

A. Roadways, paths, and sidewalks

The City of Cle Elum area is served by a network of roadways and streets. A full discussion of the characteristics of Cle Elum's motorized and non-motorized transportation facilities and services is included in the Transportation Element of the Comprehensive Plan update. The system assessment and forecast for future needs are included here by reference to the Transportation Element.

The information in the transportation section of the Capital Facilities Plan is meant to be consistent with all elements in the Comprehensive Plan and related planning documents. The transportation section of the Capital Facilities Plan is summarized from the City's Comprehensive Plan as a base and focusses on the upcoming six (6) year timeframe. The Capital Facilities Plan is made more robust with detailed exhibits, maps, and relational discussion of all the capital infrastructure and systems in a smaller stand-alone document.

The City's roadways and streets, both within city limits and in the Urban Growth Area (UGA), are categorized under the Federal Functional Classification System (FFC). The FFC identifies the standards by which a roadway or street is constructed. The FFC also aids in evaluating current or future capacity conditions versus the observed or forecasted volume of traffic on a roadway or street. This analytical comparison allows the City to determine the levels of service (LOS) being provided or anticipated to be provided for certain publicly-owned streets. The LOS methodology is shared in detail in Appendix B.

The City of Cle Elum adopts LOS "C" for roadways, but views LOS for roadways other than arterial streets as advisory within City limits. The Washington State Department of Transportation has adopted LOS "C" for rural highways. This standard is consistent with the LOS methodologies and thresholds established by Kittitas County and the Quad County Regional Transportation Planning Organization (QUADCO), the Regional Transportation Planning Organization (RTPO) for the counties of Adams, Grant, Kittitas, and Lincoln. RTPOs statewide are tasked with ensuring LOS methodologies are coordinated among surrounding jurisdictions, allowing for consistent regional evaluation of transportation facilities and corridors.

In addition to the FFC, a street or roadway may be classified as an identified element of Washington State's Freight and Goods Transportation System (FGTS). The classification is based on succinct ranges of tonnage carried by trucks on the network. In the City of Cle Elum and its UGA area, Interstate 90 (I-90) is classified as a T-1 FGTS freight route carrying over 10,000,000 tons of freight annually. Portions of Bullfrog Road, SR 903, and South Cle Elum way are classified as T-3 FGTS freight routes carrying between 300,000 and 4,000,000 tons of freight annually. Portions of West 1st Street, South Cle Elum Way, and Oakes/North Oakes Avenue are classified as T-4 FGTS freight routes carrying between 100,000 and 300,000 tons of freight annually. Maintenance and reconstruction of these roads will need to accommodate the expected additional tonnage.

With an increase in sidewalk-only improvement funding opportunities, some sidewalk-only projects may be included in the City's shorter-term (Six-year Transportation Improvement Programs) or longer-term (Regional Transportation Plan) planning tools. The City of Cle Elum has included such sidewalk-only improvement projects in their Six-year Transportation Improvement Program (TIP).

The City has a number of non-motorized transportation projects planned as part of the *2019-2024 Transportation Improvement Program (TIP)* in Appendix C. The highest profile project planned for the City of Cle Elum, completely inclusive to their City Limits, is the 2nd Street Phase 1 and Phase 2 Improvements. Other top priority projects appearing in both the *Bicycle and Pedestrian Plan* and the *Parks and Recreation Plan*, are for connections from the City to regional trails.

In the City, when street improvements are made, associated drainage facilities and pedestrian facilities are evaluated, and necessary improvements are incorporated into the street project. In four of the six years of the TIP, the City is planning sidewalk or multi-purpose pathway construction either as a stand-alone project or as an element of a roadway project.

The City passed a Complete Streets Policy in 2016 with which to increase intermodal transportation and is consistent with *Quad County Regional Transportation Plan 2017-2037 (RTP)*, the *2016 QUADCO Coordinated Public Transit-Human Services Transportation Plan*, *Washington State's Bicycle Facilities and Pedestrian Walkways Plan*, and the *Kittitas County Park, Recreation & Open Space (PROS) Plan* to name a few.

B. Transportation Element Certification

The City's Transportation Element must be consistent with the *Quad County Regional Transportation Plan 2017-2037 (RTP)* established by the Lead Agency - Lincoln County Public Works Department, and the Regional Transportation Planning Organization (RTPO) for Adams, Grant, Kittitas, and Lincoln Counties. The Transportation Element must also implement, and be consistent with, the City's Land Use Element, as well as the Kittitas Countywide Planning Policies and State growth management goals. After review of the City's Transportation Element, it was determined it is consistent with the RTP and the GMA, as follows:

- The Transportation Element and associated application for certification were submitted for consideration on April 19, 2019, an addendum was submitted to provide additional detail on May 17, 2019, and all documents were reviewed by the RTPO Lead Agency staff at Grant County Public Works.

- The QUADCO Transportation Policy Board (Board) reviewed the completed Transportation Element Review Checklist on June 06, 2019 and certified the City of Cle Elum's Transportation Element.

C. Applicable County Wide Planning Policies (CWPP) - Transportation

In addition to following State of Washington requirements, transportation planning efforts in the City require consistency with Kittitas County's Countywide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. Please see Appendix A for a complete list of associated CWPP related to Cle Elum's Capital Facility Plan.

D. Current and Future Demand

The streets and roadways in the Cle Elum area do not function independently, but rather form a network through which traffic flows. Roads within the network serve two primary functions: 1) mobility to move traffic, goods, and people from one location to another quickly and efficiently; and 2) to provide access to parcels of land. There are 2.59 lane miles of Major Collectors, 0.10 lane miles of Minor Collectors, and 24.29 lane miles of Local roads in the City.

When planning roads, mobility and access considerations should be embedded in the considerations of context sensitivity and livability. Arterials provide mostly mobility, local streets provide mostly land access, and collectors provide both functions to some degree while linking arterials and local streets.

For each of the functional classifications of roadway there is a corresponding idealized capacity. These idealized capacities are based on recommendations in the Highway Capacity Manual developed by the Transportation Research Board. The actual capacity of any specific roadway is affected by the roadway's speed limit, the number of intersecting roadways, the number of stops or other delays, and other factors.

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of "level of service" (LOS). Levels of service have been categorized in a range from "A" to "F" and the descriptions are summarized in the Transportation Element from the *Highway Capacity Manual 2010.*

For screening purposes associated with planning and to be consistent with the standards set by the QUADCO Regional Transportation Planning Organization (RTPO), Cle Elum reports LOS in the following Volume/Capacity manner.

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

Because travel time has not been customarily measured in the City, instead of travel speeds and travel delay, a simpler method of observed or forecasted volume versus the idealized capacity is used and the resulting ratio Volume/Capacity is expressed in Table 2.

Traffic volumes in the Cle Elum area tend to be much lower than the capacities noted as idealized capacities in the Level of Service Methodology described in Appendix B. The City of Cle Elum's current traffic volumes are expressed in terms of "Average Annualized Daily Traffic" (AADT) in Table 2 on page 15. Using a simplified Level of Service (LOS) process, Table 2 displays the City's LOS standards are above their LOS standard of LOS "C".

The regional transportation roadway LOS established by QUADCO RTPO is LOS C for rural roads and LOS D for urban roads which is in agreement with the Washington State Department of Transportation (WSDOT) LOS standards. The City of Cle Elum views LOS for roadways other than arterial streets as advisory within its City limits.

As required in the Transportation Element, future volumes in the same locations were calculated for the years of 2030 and 2040 with a growth rate of 2.5% and additional trips caused by anticipated planned development. The forecasted volumes revealed LOS at several locations that would be at or less than the City's LOS standard of LOS "C". The screening tool is described in the LOS methodology in Appendix B with the limitations of the process and identified next steps as certain thresholds are reached. Table 3 is copied from the Transportation Element to show the preliminary LOS results.

Since the screening method shows the City's LOS will be degraded below its established standards, the City provided their land use assumptions for the forecast years of 2030 and 2040 with anticipated transportation improvements to Kittitas County so the next update to the Kittitas Regional Travel Demand Model can include Cle Elum's refinements. The more robust assessment of LOS is called for to confirm or dispute the simplified screening results.

Infrastructure improvements are too costly to initiate based on simple screening results.

Table 2. Roadways Within Cle Elum City Limits and UGA – Peak Hour Volume and Level of Service

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	% of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	4	33,000 (2017)	2,113	8,000	26%	A
	I-90	E/O	SR 970 / White Road Interchange	4	33,571 (2009)	2,316	8,000	29%	A
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	1	2,792 (2009)	238	1,200	20%	A
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	1	2,436 (2009)	196	1,200	16%	A
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	1	918 (2009)	81	1,200	7%	A
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	1	915 (2009)	71	1,200	6%	A
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1	1,566 (2009)	131	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1	1,123 (2009)	93	1,200	8%	A
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	1	938 (2009)	82	1,200	7%	A
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1	1,508 (2009)	132	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	1	501 (2009)	57	1,200	5%	A
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	1	513 (2009)	33	1,200	3%	A
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	2	4,818 (2015)	235	2,000	12%	A
	SR 903 (First Street)	E/O	Yakima Avenue	2	7,033 (2017)	512	2,000	26%	A

continued

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Major Collector (cont.)	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	2	3,957 (2018)	366	2,000	18%	A
	SR 903 (Second Street)	W/O	Oaks Avenue	2	4,404 (2016)	341	2,000	28%	A
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	2	5,810 (2016)	448	2,000	22%	A
	SR 903 (First Street)	W/O	Peoh Avenue	2	7,337 (2018)	322	2,000	16%	A
	West First Street	E/O	North Pine Street	2	8,205 (2018)	654	2,000	33%	A
	SR 903	E/O	Yakima Avenue	2	7,023 (2017)	512	2,000	26%	A
	North Pennsylvania Avenue	N/O	(SR 903) First Street	2	1,464 (2018)	148	2,000	7%	A
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1	2,686 (2018)	204	1,000	20%	A
	North Oakes Avenue	N/O	Railroad Avenue	2	2,590 (2018)	233	2,000	12%	A
	Bullfrog Road	S/O	SR 903 Roundabout	2	UNK	UNK	UNK	UNK	UNK
Minor Collector	Airport Road	E/O	SR 903 Intersection	2	UNK	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	2	500 (2018)	52	1,200	4%	A
	Second Street	W/O	Wright Avenue	2	2,397 (2018)	256	1,200	21%	A
	N Columbia Avenue	N/O	Fourth Street	2	138 (2018)	9	1,200	1%	A
	Pennsylvania Avenue	N/O	Third Street	2	65 (2018)	4	1,200	1%	A

continued

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
	Pennsylvania Avenue	S/O	Third Street	2	235 (2018)	12	1,200	1%	A
	Third Street	W/O	Pennsylvania Avenue	2	475 (2018)	28	1,200	2%	A

Table 3. Forecast AADT for Roadways Within Cle Elum City Limits and UGA (2.5% Annual Growth Rate) before TIP and Comprehensive Plan Projects

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	33,000 (2017)	35,537	45,491	58,232
	I-90	E/O	SR 970 / White Road Interchange	33,571 (2009)	44,048	56,385	72,178
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	2,792 (2009)	3,663	4,689	6,003
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	2,436 (2009)	3,196	4,906	7,096
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	918 (2009)	1,204	1,542	1,974
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	915 (2009)	1,201	1,543	1,967
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1,566 (2009)	2,055	2,630	3,367
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1,123 (2009)	1,473	1,886	2,414
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	938 (2009)	1,231	1,575	2,017
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1,508 (2009)	1,979	2,533	3,242
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	501 (2009)	657	5,274	11,185
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	513 (2009)	673	862	1,103
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	4,818 (2015)	5,451	7,525	10,180
	SR 903 (First Street)	E/O	Yakima Avenue	7,033 (2017)	7,563	12,658	19,181
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	3,766 (2018)	3,957	5,374	7,188

continued

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Major Collector (continued)	SR 903 (Second Street)	W/O	Oaks Avenue	4,404 (2016)	4,861	6,874	9,450
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	5,810 (2016)	6,413	10,194	15,035
	SR 903 (First Street)	W/O	Peoh Avenue	7,337 (2018)	7,708	10,652	14,421
	West First Street	E/O	North Pine Street	8,205 (2018)	8,620	11,965	16,254
	North Pennsylvania Avenue	N/O	(SR 903) First Street	1,464 (2018)	1,538	1,992	2,573
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	2,686 (2018)	2,822	3,612	4,624
	North Oakes Avenue	N/O	Railroad Avenue	2,590 (2018)	2,721	6,676	11,739
Minor Collector	Airport Road	E/O	SR 903 Intersection	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	500 (2018)	525	1,839	3,522
	Second Street	W/O	Wright Avenue	2,397 (2018)	2,518	3,232	4,145
	N Columbia Avenue	N/O	Fourth Street	138 (2018)	145	1,326	2,837
	Pennsylvania Avenue	N/O	Third Street	65 (2018)	68	99	139
	Pennsylvania Avenue	S/O	Third Street	235 (2018)	247	324	423
	Third Street	W/O	Pennsylvania Avenue	475 (2018)	504	644	829

No color in the cell = estimated to be LOS A
Yellow colored cell = estimated to be LOS B
Orange colored cell = estimated to be LOS C
Pink colored cell = estimated to be LOS D
Red colored cell = estimated to be LOS E
Black colored cell = estimated to be LOS F

Estimates based on 2009-2018 counts grown at a 2.5% annual growth rate to be consistent with the method used in the 2017-2037 QUADCO Regional Transportation Plan and shared with Cle Elum through printouts from the Kittitas County Regional Transportation model.

All calculations above are done simply by percentages and do not take into account other LOS contributing factors such as operation of intersections and land use changes other than major developments. Because projects may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual 2010. More in-depth analysis as described in the HCM 2010 may show results that are different than the simple volume/capacity screening tool used in tables 4-4 and 4-7. In the event of differences, the more in-depth analysis indication of LOS should be used.

The order of evaluation for Level of Service should be: simplified volume/capacity calculations until a facility moves to LOS B. If the facility indicates a LOS other than A, the Regional Travel Demand Model should be used for a land-use oriented, better approximation of travel patterns and flow. If the regional travel demand model indicates a LOS C or worse, a traffic impact analysis should be performed or if a project is of such complexity that it can not be fully represented in the regional travel demand model, a traffic impact analysis should be performed to assess the opening year and forecast impacts on the transportation system.

Because of the significant changes in land use that are planned to occur in Suncadia, other developments in the northern edge of the City Limits, and developments adjacent to the UGA north of the City, these anticipated projections should be checked against observed counts between now and the next update. Final assumptions used in developing the forecast traffic should be shared with Kittitas County, and should be considered to be included in the next update to Kittitas County's Regional Travel Demand Model.

E. Capital Improvement Program

The City's Comprehensive Plan includes the *2019-2024 Six Year Transportation Improvement Program* (Six-year TIP) adopted on June 26, 2018. The Six-year TIP is updated and adopted by the City on an annual basis. Table 4 presents Cle Elum's projects in Cle Elum's *2019-2024 Six-Year TIP* and is considered the current transportation Capital Improvement Plan.

This table show projects with secured (S) funding in at least one phase of the project in white cells and the City's twenty (20) other prioritized planned (P) projects in gray cells. Planned projects require additional funding to move into an active status. Other, more customary transportation maintenance projects such as chipseals are consolidated into one entry in the illustrative table below although they are considered separate projects in the TIP.

The City actively pursues additional funding for transportation projects year-round, so projects may move from a planned status to a secure status any time from January to October. In Cle Elum's Six-year TIP and in Cle Elum's Transportation Element, projects are listed by year, in order of priority, and will be constructed as funding is available.

Every year Cle Elum updates the Six-year TIP and monthly amendments to the TIP are available to the City from January through October. At the development of this Capital Facilities Plan, the City of Cle Elum's complete 2019- 2024 TIP was included in Appendix C. However, because of the ability to amend projects frequently, projects may be added to or removed from the TIP displayed in this Capital Facilities Plan and in the Transportation Element. The latest Cle Elum TIP can be accessed at any time by using the following link:
https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm.

Within the unincorporated portion of Cle Elum's UGA, Kittitas County is responsible for the identification and scheduling of roadway improvements. Identified needs and improvements are reflected in Kittitas County's 2019-2024 TIP adopted on January 7, 2019. The County's 2019- 2024 TIP is available at:
https://www.co.kittitas.wa.us/public-works/construction/default.aspx.

To locate individual projects in Cle Elum or Kittitas County that have complete funding and meet the qualifications to be included in the Statewide TIP, please visit the Statewide Transportation Improvement Program at: http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm.

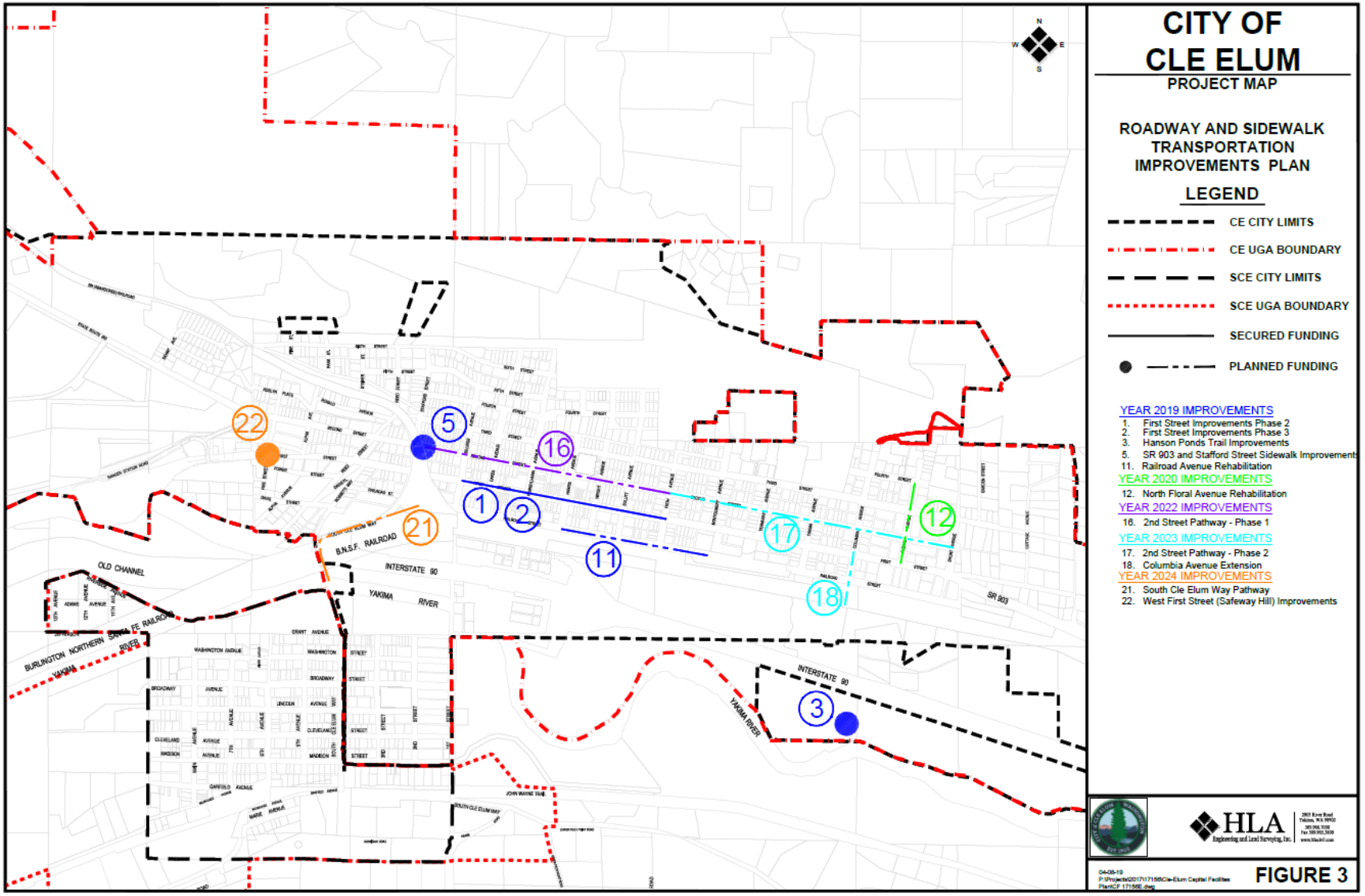
Table 4. Transportation Improvement Program, City of Cle Elum, 2019 to 2024

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
1	First Street Improvements Phase 2 – Stormwater Improvements	First Street - Billings Aveneue to Peoh Avenue	07	0.510	2019	Construction of storm drainage piping and catch basins along the corridor, coordinated with future Phase 3 improvements.	$910,000	CDBG and STP(R)
2	First Street Improvements Phase 3 – Downtown Revitalization	First Street – Billings Avenue to Peoh Avenue	07	0.510	2019	Design downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities.	$710,000	STP(R) and PWTF
3	Hanson Ponds Trail Improvements				2019/ 2020	Construction of a new pedestrian bridge, restrooms, parking facilities, picnic area, and signage.	$435,000	RCO
4 7 8 9 10 13 14 15 19 20	Chipseals	Various locations	Local	Varies	2019 2019 2019 2019 2019 2020 2021 2022 2023 2024	Chipseal and sweep locations throughout the City.	$4,100–$62,800 for each priority project	REET
5	SR 903 and Stafford Street Sidewalk Improvements	SR903 – Stafford Street Intersection	07	0.630	2019/ 2020	Construct Curb, gutter, sidewalk with curb ramps including flashing beacons.	$581,500	SRTS
6	HMA Overlays	Various locations	Local	1.200	2019	HMA overlay the following locations: Madison Street, Second Street to End; and South Railroad Street, Oakes Avenue to Owens	$184,400	REET

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
11	Railroad Avenue Rehabilitation	Railroad Avenue - Harris Avenue to Montgomery Avenue	Local	0.230	2019	Grind and overlay asphalt surface, cement treated base, pavement markings, and ADA curb ramps.	$400,000	TIB
12	North Floral Avenue Rehabilitation	North Floral Avenue – East First Street to East Fourth Street	Local	0.210	2020	Construct cement treated base and HMA overlay.	$400,000	TIB
16	2nd Street Pathway – Phase 1	2nd Street – Stafford Street to Peoh Avenue	07	0.630	2022	Construct multi-use pathway adjacent to roadway.	$280,000	TIB
17	2nd Street Pathway – phase 2	2nd Street – Peoh Avenue to Short Avenue	Local	0.700	2023	Construct multi-use pathway adjacent to roadway.	$313,000	TIB
18	Columbia Avenue Extension	Columbia Avenue – 1st Street to Railroad tracks	Local	0.100	2023	Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	$927,000	TIB
21	South Cle Elum Way Pathway	South Cle Elum Way – Railroad Street to the bridge over the Yakima River.			2024	Construct multi-use pathway.	$120,000	TIB
22	West First Street (Safeway Hill) Improvements	West First Street – South Pine Street Intersection	07	0.100	2024	Construct curb, gutter, sidewalk links, bulbouts, flashing beacons, and pavement markings.	$400,000	TIB

* These are customary State and Federal funding sources and are reasonably expected to be available – see Appendix C for CDBG, PWTF, and STP definitions.

Figure 3 – Cle Elum's Transportation Projects – 2019-2024



F. Major Capital Facilities Considerations - Transportation

- The City has identified several projects on its Six-year Transportation Improvement Program (TIP). If these projects are not funded through state or federal programs, what other funding sources would be available?

- In other cities, Transportation Benefit Districts (TBDs) within cities' boundaries have been formed allowing those cities to collect $20.00 or more per car license renewal to support transportation improvements. Should the City consider forming a TBD and collecting fees? If so, how much per year does the City anticipate collecting per year and how much other funding can the dedicated local revenue leverage if it's used for funding match at a rate of 10% or 20%?

- What is the trend for delivering projects included in the TIP? What are some examples of financial and coordination effects to be mindful of when delaying or advancing projects once a timeline has been set in a Capital Improvement Plan?

- The urban growth area defines where the City is financially capable of providing urban services and the areas it may ultimately annex. If these areas request annexation, how will the City bring these areas up to levels of service standards for streets, lighting, sidewalks, etc.?

- What improvements to the transportation network will support the City's goals in other areas, especially land use and economic development? Have past trends in the correlation between transportation improvements and economic development been recorded and used for anticipating future quantifiable benefits?

- What are the present and future mobility needs in the City of Cle Elum, and how can they be met?

- Proximity to I-90 presents additional opportunities for traveler-oriented development. What improvements to the transportation network will help the City capitalize on those opportunities? If the City wishes to maintain a traditional central business district, how can the transportation system be used to further that goal?

- Snoqualmie Pass sometimes closes for inclement weather events leaving stranded traffic including freight trucks waiting in Cle Elum for the pass to reopen. What volume of traffic is present in Cle Elum during these events, and how can the City plan for these events to accommodate anticipated volumes for parking and lodging?

- The City's recent planning activities include developing a *Bicycle and Pedestrian Plan* and a *Parks and Recreation Plan*. Are all prioritized transportation projects and programs being used to update the Six-year TIP and shared with other regional and state plans for inclusion?

G. Recommendations - Transportation

1. Street maintenance in Cle Elum has been and will continue to be based upon the greatest need. Budget constraints limit available funding for these projects, and maintenance needs should continue to be identified and prioritized on a continual basis.

2. All new streets and existing streets needing reconstruction shall be built to the City's street standards where possible.

3. All the streets in Cle Elum need seal coating on a regular basis in order to maintain their state of good repair. A revolving maintenance schedule has been developed for this purpose and should be followed.

4. The City should continue seeking the funding necessary to complete the transportation improvements identified in the Downtown Revitalization Plan.

5. As the City develops a separate Stormwater System Plan, those projects with primarily stormwater elements should be transferred in the Capital Facilities Plan from the Transportation section to the Stormwater section. The coordination of stormwater and transportation projects should continue.

6. The City should consider completing an Origins and Destinations Study to determine the impact of traffic on the City-owned streets by neighboring communities using the centralized services and businesses in Cle Elum. The quantification and identification of users of the City's infrastructure can help Cle Elum have infrastructure investment discussions in the greater region.

7. The City should share the land use assumptions and planned projects with Kittitas County planners as ongoing information sharing for a model run to be performed with the Regional Travel Demand Model. The City should closely review the model run results and if the model confirms locations in Cle Elum's transportation system fails, the next analysis step should be performed to identify where traffic impacts are originating.

8. There should be close coordination between the City and the County regarding the representation of the City's infrastructure and land use assumptions during the next regular update of the Kittitas County Travel Demand Model.

9. During preparation of the Transportation Element for the Comprehensive Plan update, Cle Elum found the current and future land use assumptions in the Countywide QUADCO Travel Demand Model set to need refinement. The City has contracted with Kittitas County's modeling consultant to provide all necessary information to best represent Cle Elum in the Countywide travel demand model. Once the update is complete, the City will replace all forecasted volumes and LOS in Table 3, review all findings in the deficiencies section of this Transportation Element, and make any necessary adjustments to planned programs and projects for continued identification of priorities. If significant changes are needed, Cle Elum will include those changes in one of the annual Comprehensive Plan amendments before the next Comprehensive Plan update.

10. The City should be an active and primary partner in developing the connective multi-modal pathway connecting the Coal Mines Trail to the John Wayne Trail.

11. The City should remain active in the coalition developing the concept of a public transit loop connecting the communities of Ellensburg, Cle Elum, Roslyn, and Ronald.

12. The City should remain an active partner in WSDOT process of strategizing practical solutions to the issues discovered during the Corridor Sketch Initiative.

13. Improvements for Railroad Street and additional Rail crossing should be fully developed.

DOMESTIC WATER SYSTEM

A. Background

In 2015, the City of Cle Elum and South Cle Elum cooperatively completed a comprehensive *Water System Plan* (WSP) in accordance with Washington Administrative Code, WAC 246-290-100 and WAC 246-291-140. The complete Water System Plan is available at Cle Elum City Hall. A full discussion of the characteristics of Cle Elum's domestic water facilities and services, the full assessment of the capacity of facilities, and the forecast needs based on projections for future growth are included here by reference to the WSP.

The principal goal of water system planning is to make efficient use of available resources. This is accomplished by making decisions about water system capital improvements and operations which are in accordance with overall system policies and directions expressed in a utility's water system plan.

An equally important reason for developing a water system plan is to assure orderly growth of Cle Elum's system while maintaining reliable delivery of high-quality water. The plan is intended to guide water utility actions in a manner consistent with other activities taking place in the community.

The water system plan is intended to look ahead at least twenty years into the future. Development of a definite improvement schedule and financial program is required for the first six-year period, while the planning approach for the second period may be more conceptual. The Water System Plan will need to be updated on or before February 1, 2022.

B. Water System Facilities Inventory

The system is classified as a Group 2 system as defined by the State of Washington. The system jointly serves all residential, commercial and industrial customers within the City of Cle Elum and the Town of South Cle Elum. When elements of the joint system can be discussed separately, Cle Elum-specific inventories and statistics will be discussed in the Capital Facilities Element.

1. Source - Four (4) sources supply water to the reservoirs. Two (2) major water supply sources owned by the City of Cle Elum are surface water sources on the Yakima and Cle Elum Rivers. These two (2) river sources pump water to the Cle Elum water treatment plant for filtration and chlorination before entering the distribution system. The current capacity of the water treatment plant is 4,000,000 gallons a day (4.0 MGD) or 2,778 gallons per minute (2,778 GPM).

   The Town of South Cle Elum owns two (2) ground water sources (Well No. 1, and Well No. 7) which have a combined pumping capacity of 300 GPM. The maximum supply capacity from all sources of the combined Cle Elum/South Cle Elum system is 3,078 GPM or just over 4.43 million gallons per day.

2. Storage - The domestic water system in Cle Elum consists of a municipal water supply system on three (3) distribution pressure zones. Zone 1 is served by three reservoirs: a 200,000 gallon steel reservoir owned by South Cle Elum; a 100,000 gallon concrete reservoir owned by Cle Elum on the east side of the system; and a refurbished 500,000 gallon concrete reservoir owned by Cle Elum located between pressure Zone 1 and

Zone 2 (this reservoir, known as the Zone 1.5 reservoir, receives water from Zone 2 and routes water to two (2) Zone 1 reservoirs. A single 500,000-gallon steel reservoir owned by Cle Elum serves pressure Zone 2. A single 1.4-million-gallon steel reservoir owned by Cle Elum serves pressure Zone 3. The total reservoir capacity of the combined Cle Elum/South Cle Elum system is 2.7 million gallons.

Table 5. Capacities of the City of Cle Elum's Water Reservoirs

Facility	Description	Location	Total Capacity (gallons)	Year Built	Condition
Zone 1 East Reservoir	Reinforced concrete	North of Cottage Avenue	100,000	Unknown	Good
Zone 1 South Reservoir[1]	Steel	South of 5th Street	200,000	Refurbished in 2004	Good
Zone 1.5 Reservoir	Reinforced concrete	North end of Stafford Street	500,000	Refurbished in 2003	Very Poor
Zone 2 Reservoir	Steel	North of Zone 1.5 Reservoir	500,000	2003	Good
Zone 3 Reservoir	Steel	Reservoir Road (Suncadia)	1,400,000	2003	Good

[1]This reservoir is owned by Town of South Cle Elum.

3. Distribution - The distribution system consists of over 113,200 lineal feet of water pipe consisting of galvanized, cast iron, ductile iron, steel, asbestos cement, and PVC materials. The majority of the distribution system is construction of PVC materials. Pipe sizes range from 2 to 16-inches in diameter. Table 6 below summarizes the City's distribution system.

Table 6. Summary of the City of Cle Elum's Water Distribution System – Sizes of Pipes

Size of Pipe	Length (feet)	Percent
2-inch	2,290	2.0%
3-inch	220	0.2%
4-inch	15,720	13.9%
6-inch	14,360	12.7%
8-inch	28,480	25.1%
10-inch	1,330	1.2%
12-inch	36,370	32.1%
16-inch	14,480	12.8%
Total	**113,250**	**100%**

The majority of the system is generally looped where possible and provides flow from two (2) directions at most locations in the system. However, a few dead-end lines do exist, which result in a few areas of water stagnation.

4. Telemetering and Control - The water system is controlled by a telemetry system installed at Cle Elum's water treatment plant. The system monitors the status and production rate of the system, reservoirs levels, and water treatment functions.

C. Current and Future Demand

The WSP forecasts the future growth and demand on the system. Factors influencing demand include population, type of residential development, per capita income, types of commercial and industrial enterprises, climate, use of water for irrigation and anticipated changes to the price structure.

The system serves a variety of customer types ranging from single family residential to industrial enterprises. Each type of customer puts a unique demand on the system. For planning purposes, each customer type is evaluated in terms of equivalent residential units (ERU). One ERU is the demand of an average single-family home in the system. Commercial uses are assumed to have an ERU of 4.4 per connection, while each City park is assumed to have an ERU of 46.3. This system facilitates the forecasting of future demands. Table 7 summarizes existing demand and demand forecasts for various years through 2037 as reported in the 2014 Water System Plan.

Table 7. Summary of the City of Cle Elum's Existing and Future Water Demands

Year	No. of Services	ERUs	Average Daily Demand (gallons)
2013	1,077	1,873	320,258
2019	1,243	2,320	452,980
2023	1,382	2,570	501,663
2033	1,802	3,283	640,914

Based on these forecasts the number of services and ERUs is expected to steadily increase resulting in increased demands on the system. A more robust discussion about peak demand is included in the 2015 Water System Plan.

In 2003, the Washington State Legislature passed the Municipal Water Supply-Efficiency Requirements Act. The Act was a multi-year effort to reform the state's water laws. The Water Use Efficiency (WUE) Rule requires municipal water systems to report collect and consumption data, forecasts of future demands, evaluation of system leakage, evaluation of water rate structures, and implementation of measures. Chapter 4 in the 2015 Water System Plan satisfies the WUE requirements and adds planned actions by the City of Cle Elum in a variety of water shortage or water loss events.

D. Capital Improvement Program

Throughout the 2015 Water System Plan, generally summarized at the end of each chapter, are descriptions of deficiencies, concerns, and recommendations to address them. The Capital Improvement Program is a listing of planned actions and projects identified by the potential year the project or action will be necessary and an estimate of the cost to accomplish the action or project.

The recommended improvements from the Water Systems Plan are divided into two categories: Table 8 The City of Cle Elum's Schedule of Recommended Domestic Water Operations and Maintenance (O&M) Improvements (Years 2014-2033); and Table 9 The City of Cle Elum's Schedule of Recommended Major Capital Improvements (Years 2014 through 2033). The prioritized improvements are shown on Figure 4.

In each improvement category table, the project name of the recommended improvement and estimated project costs were transferred from the 2015 Water Systems Plan. Greater detail and estimate assumptions can be found in Chapter 8 of the 2015 Water Systems Plan. Some projects with an initially planned implementation year prior to 2018 may be included in both project lists as securing funding may be an ongoing endeavor.

The O&M improvements shown in Table 8 are necessary for system operation and maintenance of existing facilities, including well and reservoir rehabilitation, water use efficiency (WUE) measure implementation, and other miscellaneous improvements.

Table 8. The City of Cle Elum's Schedule of Recommended Domestic Water Operations and Maintenance Improvements (Years 2014-2033)

Priority Number	Improvement Description	Estimated Cost in 2017 Dollars	Completion Year	Funding Source
1	Source and Service Meter Calibration	$6,100	Annually	City water fund
2	Fire Hydrant Replacements / Installations	$3,650	Annually	City water fund
3	In-House Water Main Replacement	$36,600	Annually	City water fund
4	Wellhead Protection Plan Update	$600	During Even Years	City water fund
5	Reservoir Cleaning and Inspection	$7,300 - 11,000	Alternating Annually	City water fund
6	DOH Sanitary Survey	$5,000	Every 5 years (2018)	City water fund
7	Pump Replacement (Well 1 & 7 rehab)	$125,000	2015	City water fund
8	Customer Complaint Program	$0	2020-2033	City water fund
Note: Improvement costs for years following 2015 include 5% inflation per year.				

The recommended major capital improvements, shown in Table 9, are those necessary to improve a system deficiency such as fire flow, source and/or storage capacity, water quality, or replacement of aging and/or undersized system components.

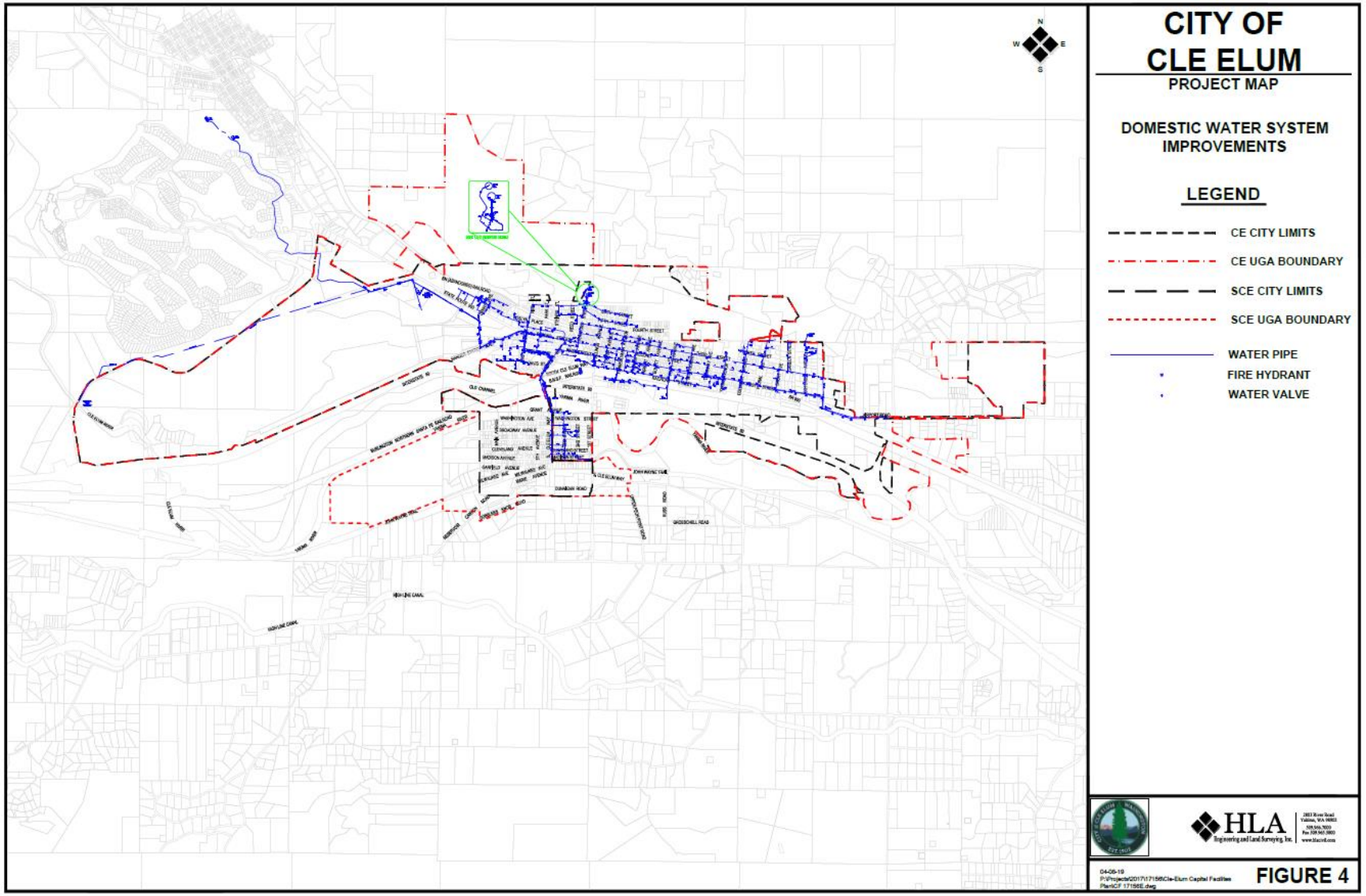
Future planning improvements are also identified in Table 9 as necessary to accommodate system expansions serving future service areas. The future planning improvements are more expensive and will customarily require grants or loans to accomplish.

Table 9. The City of Cle Elum's Schedule of Recommended Major Capital Improvements (Years 2014 through 2033)

Priority Number	Improvement Description	Estimated Cost in 2014 Dollars	Completion Year	Estimated Cost in Year of Expenditure Dollars	Funding Source
1	Reed Street and Second Street Hydrant	$12,900	2014	$12,900	City water fund
2	West Cle Elum Business Park Loop	$80,600	2014	$80,600	City water fund
3	Garden Street Water Upsizing	$171,900	2015	$171,900	City water fund
4	N. Peoh Avenue Watermain Loop	$204,500	2015	$204,500	City water fund
5	WTP Filter Expansion	$2,958,700	2015	$2,958,700	Private
6	Davis Street Watermain Upsizing	$101,150	2016	$101,150	City water fund
7	Oakes / Billings Avenue Watermain Loop	$257,450	2016	$257,450	SFR Loan/City
8	Gobbler's Knob Slipling	$359,225	2016	$359,225	Loan/Town
9	Reservoir Inlet/Outlet Main Replacement	$145,900	2017	$145,900	Loan/Town
10	Oakes Avenue Watermain Loop	$204,700	2017	$204,700	Grant/City
11	Railroad Street Watermain Upsizing	$698,900	2018	$698,900	Grant
12	Water System Plan Update	$128,000	2019	$128,000	City/Town
13	Fourth Street Watermain Upsizing	$152,500	2020-2033	$152,500	City water fund
14	Garden Street Water Upsizing	$94,750	2020-2033	$94,750	City water fund
15	Railroad Street to Yakima Avenue Looping	$181,950	2020-2033	$181,950	Loan/City
16	South Cle Elum Way Looping	$96,050	2020-2033	$96,050	City water fund
17	South Cle Elum Way Upsizing	$351,250	2020-2033	$351,250	Grant/City
18	Third Street to Second Street Upsizing	$140,600	2020-2033	$140,600	Grant/Loan
19	Yakima River Screen Improvements	$2,259,300	2020-2033	$2,259,300	Grant/Loan
20	Railroad Street to South Cle Elum Way Water	$162,650	2020-2033	$162,650	Grant/Loan
21	Second and Reed Water Realignment	$99,500	2020-2033	$99,500	Grant/Loan
22	NW Quad of South Cle Elum – AC Replacement	$956,700	2020-2033	$956,700	Grant/Loan
23	NE Quad of South Cle Elum – AC Replacement	$1,050,350	2020-2033	$1,050,350	Grant/Loan
24	SW Quad of South Cle Elum – AC Replacement	$745,225	2020-2033	$745,225	Grant/Loan
25	SE Quad of South Cle Elum – AC Replacement	$1,036,575	2020-2033	$1,036,575	Grant/Loan
26	WTP Filter Expansion	3,596,300	2020-2033	$3,596,300	Grant/Loan

Note: Improvement costs for years following 2015 include 5% inflation per year.

Figure 4 – Cle Elum's Domestic Water System Projects – 2014-2033



E. Water System Funding

There are five basic categories of potential financing for domestic water-related improvements:

1. Local Public Enterprise Funds
2. Use of Local Public Powers
3. State Assisted or Guaranteed Resources
4. Federally Assisted or Guaranteed Resources
5. Private Development

A combined funding opportunity section is placed in Appendix D. Since much of the funding opportunity information is common between domestic, wastewater, and stormwater facilities, a common section for these categories is placed there instead of separate tables for funding opportunities.

F. Major Capital Facilities Considerations – Domestic Water System

- Since the next update to the WSP is due in February 2022, the City will likely begin the update in 2020.

- In 2015, the current and forecasted physical capacity of the water system was evaluated and the one limiting system component by 2033 was found to be the treatment capacity. This limiting factor was considered and prepared for when the treatment plant was constructed. Currently, two (2) 2.0 MGD filter trains were constructed and expansion space remains for an additional two (2) 2.0 MGD filter trains. Once constructed, the additional two (2) filter trains will provide enough treatment capacity to meet and exceed the forecasted need.

- Standby storage: the Yakima River diversion is the system's largest source of raw water supply. The Yakima River diversion has an emergency power source and two (2) irrigation pumps that can be used if one (1) of the raw water pumps is out of service. The combined water capacity of the Cle Elum River source and the South Cle Elum wells can deliver 4.5 MGD if there are water quality issues with the Yakima River diversion source.

- Fire suppression storage: The City of Cle Elum's fire suppression storage exceeds the Department of Health's requirement.

- Fire flow: One area in the City of Cle Elum has no fire protection, which is due to lack of a nearby hydrant and inadequate fire flow in the area. This area is identified in the WSP as deficient and improvements are recommended to bring this area into compliance. As a result of hydraulic modeling, thirteen (13) nodes were identified as deficient for fire flow. Recommended improvements will increase hydrant capacities at several of these locations.

- Equalizing storage: With the current configuration, the equalizing storage total reduces to none (0) by 2023. The system's future maximum capacity will be increased to 5,900 GPM with the planned improvements of a Cle Elum River water diversion structure and two (2) additional filter trains in the WWTF.

- Operational storage: The forecasted number of starts per hour with all four (4) filter trains in operation is well below the Department of Health recommendation.

- Total storage: The current available storage capacity is adequate to meet existing and future needs through the year 2033.

G. Recommendations - Domestic Water System

1. There are no flow tests with which to fully calibrate the hydraulic model. To provide references for future hydraulic model calibration, the City or Fire Department should conduct pressure and flow tests at representative locations throughout the distribution system.

2. Since the next update to the WSP is due in February 2022, the City will likely begin the update in 2020.

3. The water treatment plant will need to add two (2) additional filter trains to accommodate future capacity demand as specified in the WSP.

4. Several locations within the City of Cle Elum were identified in Figure 3-5 of the WSP as having insufficient flow capacities or no fire protection. Recommendations for the deficiencies are listed in the Summary of System Deficiencies and Recommended Improvements section of the Executive Summary of the WSP. Many of the remedies include upsizing pipes, looping certain pipelines, and adding fire hydrants. In the next update, the City should reassess the project priorities and track the progress made in achieving the recommendations.

5. Some watermains within the Cle Elum/South Cle Elum water system are in need of upsizing or looping to improve existing and future fire protection and provide water service for future growth. Some aging pipes require replacement to prevent water loss to the system. The Summary of System Deficiencies and Recommended Improvements section of the Executive Summary of the WSP provides a summary of the watermains in need of replacement, upsizing, or looping.

6. In order to fund the recommended water system improvements discussed in the WSP, a proposed financial program was developed and is provided in Table 9-8 – Cle Elum Proposed Water System Financial Plan and Table 9-10 – South Cle Elum Proposed Water System Financial Program in Chapter 9. Both proposed financial programs incorporated projected operations, improvements, and loan costs for the six-year period of 2014 - 2019. Projected revenues and expenditures of the water system included growth factors and inflation rates, in addition to the recommended rate increases, to account for estimated growth within the City, as discussed in Chapter 9 of the WSP.

7. A review of the project lists compared to accomplished tasking, reveals that Cle Elum will need to review the strategy and scheduling of projects in the future as the schedules for the improvements slid in some cases through the entire planning period without accomplishment. The reasoning may be due in part because of significant staff turn over in planning and public works staff over the last three years.

STORMWATER SYSTEM

A. Background

Cle Elum has been actively working on separating the treatment of stormwater from the City's sanitary sewer system. Stormwater entering the sewer system consumes capacity unnecessarily on the sewer system especially at the regional wastewater treatment plant and dilutes the treatment process at the plant. For more in-depth background on the stormwater's contribution of Inflow and Infiltration (I&I) to the sanitary sewer system see that section of the Capital Facilities Plan.

Historically, the stormwater system has been considered an element of the street system. Stormwater improvements were funded by inclusion in transportation projects in Cle Elum's Six-year Transportation Improvement Program; no separate fees were collected to maintain or expand stormwater facilities. The City's current passive stormwater treatment facilities include 12-inch and 24-inch storm drain lines, catch basins, swales, and infiltration trenches. Some of the stormwater system is connected to an open wasteway. Much of the system is over thirty (30) years old, discontinuous, undersized, and difficult to keep well maintained. The current stormwater system is presented on Figure 5.

The City of Cle Elum initiated and has been making progress on a Downtown Revitalization effort, especially along First Street between Billings Avenue and Peoh Avenue. In 2017, the City prioritized stormwater improvements in Phase 1 of the Downtown Revitalization to address unsafe conditions of stormwater ponding/wintertime icing, deteriorating pipes, plugged pipelines, and flooding from undersized or blocked inlets. Phase 1 included replacing undersized storm drains, connecting stormwater piping to effectively remove stormwater from the sanitary sewer, increasing the number and size of catch basins, and increasing run-off collection points to remove sediment and debris. Phase 1 was completed in 2018.

As Phase 1 was being constructed, the City further focused on planning for and funding stormwater projects through developing separate stormwater utility fees. The separation of stormwater from the street infrastructure budgeting should not preclude cooperative scheduling between the two (2) infrastructure systems. After the City collects separate stormwater fees, an associated improvement program with a dedicated list of priority projects and a budget will be developed in 2019.

B. Stormwater System Inventory

The City of Cle Elum is preparing to develop a 2019/2020 General Sewer Plan. In April 2019, the City is completing a purchase of a video system for assessing conditions of piping throughout the City. A secondary use for the equipment is to inventory and assess the stormwater system.

C. Capital Improvement Program

The initial concentration of inventorying, assessing, and constructing stormwater facilities started with improvements that could be made prior to and in cooperation with the budgeted WSDOT resurfacing project on First Street (aka SR 903). WSDOT maintains sections of Second Street and First Street through the City of Cle Elum since those segments are considered segments of a state highway. The repaving project was initially scheduled for Spring 2020 and the City was seeking funding for any underground utility improvements before the project was completed

because once WSDOT has repaved a state facility, they highly encourage not to excavate new pavement for a minimum of five (5) years.

The intersection of First Street and Peoh was constructed incorporating all the infrastructure improvements and amenities included in the Downtown Revitalization Plan. The City intends to reconstruct each intersection in the downtown core to the same level of detail for the entirety of the First Street section between Peoh Avenue and Billings Avenue.

In addition to stormwater from roadway run-off finding its way into the sewer system, rooftop run-off has also been a contributor to the unmanaged I&I inappropriately using the sewer system for treatment. The roof run-off will use dedicated stormwater facilities as the system is constructed and since the swales, catch basins, and piping will be right-sized, intersection ponding/flooding/icing will be eliminated during rain or snow melting events increasing safety for drivers and pedestrians alike in the downtown business core.

The new stormwater infrastructure will reduce maintenance call-in demands due to undersized screens and catch basins, thereby decreasing expenses associated with personnel responding at any time in the day or night and reducing the exposure of City staff to clear impacted drains and screens during inclement weather.

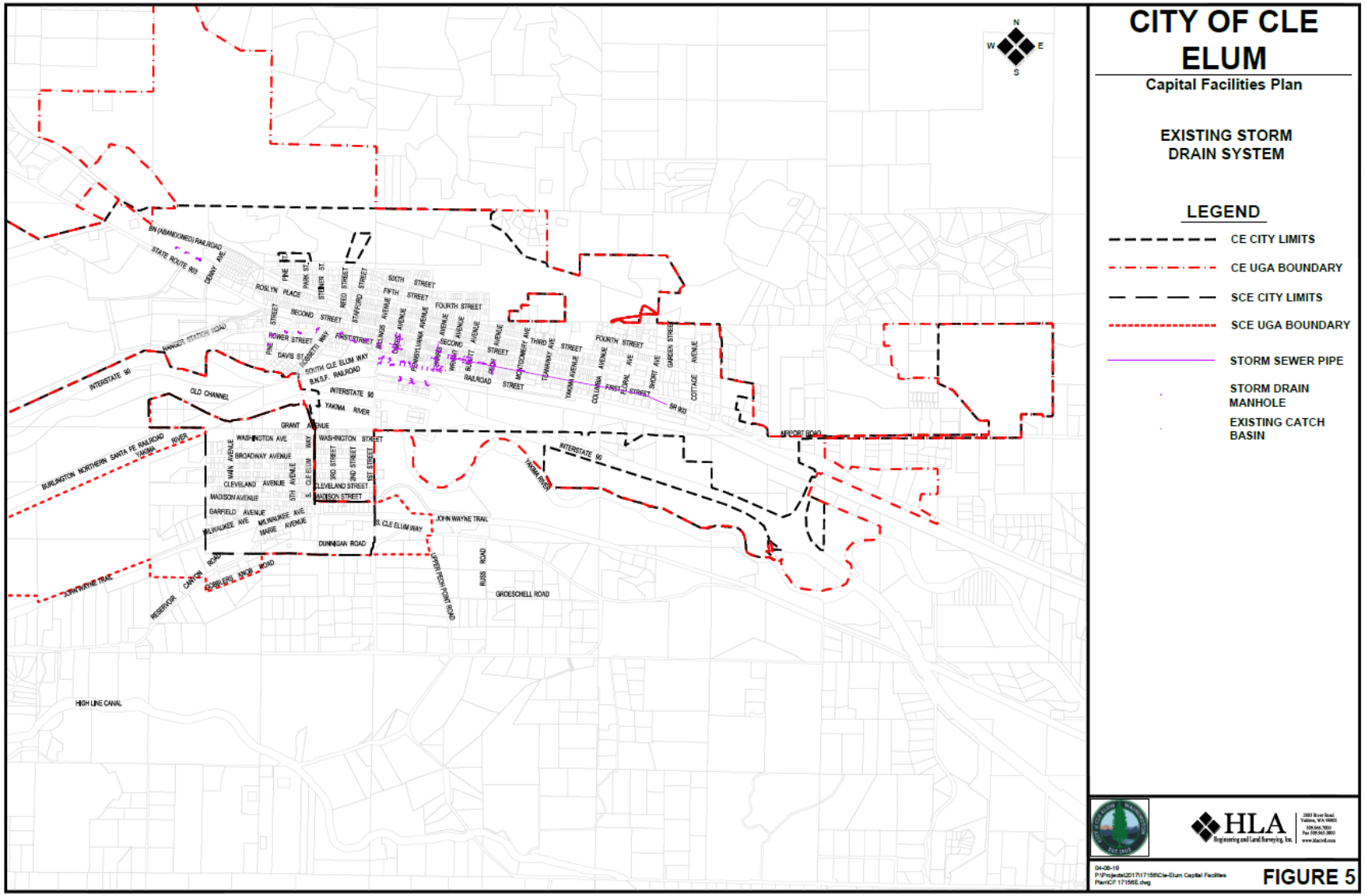
The catch basins being installed will increase the ability of the stormwater system to remove debris and includes an oil/water separator. Maintenance inspections for debris and to remove the stored oil in the separator may increase the budget necessary to ensure proper operation once constructed.

After the City uses the video equipment purchased for the sewer system inventory and assessment, the equipment can be used for stormwater inventory and assessment. Just as in the case of prioritization of sewer pipes after inspection into high, medium, and low priority depending on condition, the City can prioritize replacing the existing stormwater drain piping based on the conditions as assessed after video-taping and evaluation.

A comprehensive Capital Improvement Program will be provided as part of the development of the 2019/2020 General Sewer Plan. Upon completion of the General Sewer Plan, the City will amend the Capital Facilities Element (Plan) in the City's Comprehensive Plan with a Stormwater Six-year Capital Improvement Program showing a list of projects, projected costs, and specific revenue sources by which to accomplish the improvements.

A combined funding opportunity section is placed in Appendix D. Since much of the funding opportunity information is common between domestic, wastewater, and stormwater facilities, a common section for these categories is placed there instead of separate tables for funding opportunities.

Figure 5 – Cle Elum's Stormwater System



SANITARY SEWER SYSTEM

A. Background

Currently, all portions of the City are sewered. As part of an interlocal agreement between the City of Cle Elum, City of Roslyn, the unincorporated community of Ronald and the Pineloch Sun III development in the Ronald UGA, Town of South Cle Elum, and the private Trendwest Investment development known as Suncadia, Cle Elum's wastewater treatment plant underwent a major expansion in 2005 with intention that the expansion had a thirty (30) year build out. The interlocal agreement allocated capacities to each of the project sponsors. In July 2006, the Upper Kittitas County Regional Wastewater Treatment Plant (WWTP), owned and operated by the City of Cle Elum, began servicing Roslyn and Ronald. The City of Cle Elum has contracted with Veolia Water North America – West LLC (Veolia Water) to operate the WWTP. The rating of the WWTP current maximum month flow is not to exceed 3.6 million gallons per day (MGD) according to Cle Elum's National Pollutant Discharge Elimination System Waste Discharge Permit No. WA0021938.

Table 10. The City of Cle Elum's Flows and Waste Loading Maximums

Parameter	Design Quantity
Monthly average flow (max. month)	3.6 Million gallons per day (MGD)
Instantaneous peak flow	10.5 Million gallons per day (MGD)
BOD_5 influent loading	4,863 pounds per day (lbs./day)
TSS influent loading	3,753 pounds per day (lbs./day)

The influent data to the WWTP is collected by Veolia Water and when the combined influent flows from 2007-2017 are graphed, the trends show the maximum month of yearly combined flows occur typically in March (maximum flow approximately sixty (60) million gallons in 2014 and 2017) and the minimum flows typically occur in October (consistently less than fifteen (15) million gallons). Veolia Water now monitors the influent data by each community as well. The completeness and length of data collected for each partner and included in the 2017 Capacity Analysis varied due to the timing of installed monitoring equipment. However, preliminary measurements of each partners' contribution of Infiltration and Inflow (I&I) were calculated in the Capacity Analysis.

I&I gives an indication of extraneous flow introduced to the sanitary sewer collection system through leaking pipes, manhole joints, basement sumps, and roof drains. If a City or Town has high I&I, then unanticipated water is entering the collection system and using unnecessary capacity at the wastewater treatment plant. Both the City of Cle Elum and the Roslyn/Ronald combined system had significantly higher I&I rates when compared to the Town of South Cle Elum and Suncadia. All partners of the interlocal agreement have been discussing the reduced number of future connections allowable to the regional WWTP if I&I is not reduced. The 2017 Capacity Analysis concludes with an analysis showing that without reductions in I&I, the WWTP partners may need to adjust the original number of 8,582 potential ERUs to 6,014 ERUs, effectively reducing the number of ERUs by approximately 30%. Cle Elum is undertaking a thorough General Sewer Plan development in 2019/2020 to further investigate how to reduce their I&I contribution to the wastewater system.

Treatment plant capacity improvements, a comprehensive inventory and assessment of the sanitary sewer collection system, sanitary sewer collection system improvements and replacements, and strategies for scheduling and funding all needed improvements will be identified as parts of Cle Elum's comprehensive General Sewer Plan in 2019/2020. The General Sewer Plan (GSP) will be based on population and land use estimates consistent with Cle Elum's Comprehensive Plan, Roslyn's Comprehensive Plan, and the Kittitas Comprehensive Plan (smaller rural community planning is included in Kittitas County Comprehensive Plan

By Washington State regulation, general sewer plans are required to contain maps showing sources of water supply, water storage reservoirs, water treatment plants, and water transmission lines. General sewer plans are required to satisfy the Washington Administrative Code, WAC 173-240-050. The following major components are being planned for in the General Sewer Plan:

- Definition of the planning area, determination of the areas in and around Cle Elum most likely to grow, and the projected population increases;
- Development of estimates for the current quantity of wastewater and the projected quantity to be generated within the planning area;
- Evaluation of the capacity and condition of the existing sewer system, including lift stations;
- Recommendations for extension of the existing sewer system, including lift stations;
- Development of design standards for extension of sewers and for lift stations;
- Development of policies for the extension of sewer service;
- Review and evaluation of the existing treatment and disposal facilities; and
- Development of policies for the extension of sewer service.

This section of the Capital Facilities Plan precedes the 2019/2020 General Sewer Plan development and summarizes the known existing conditions and future estimates of sanitary sewer collection, treatment, and disposal facilities.

B. Overall Sanitary Sewer System Performance

To prepare for the development of Cle Elum's GSP, the City of Cle Elum and other partners have taken preliminary efforts by initiating inventories, recording uses by each partner of the Upper Kittitas County Regional Wastewater Treatment Plant (WWTP), and assessing the existing condition of sanitary sewer collection systems.

In April 2015, the City of Cle Elum submitted an Infiltration and Inflow (I&I) Evaluation Report and Wasteload Assessment to Department of Ecology. All partners suspected that although the wastewater system was operating well within design capacity, I&I was becoming an increasing issue and was decreasing capacity at the WWTP. The two (2) basin Sequential Batch Reactor treatment system is designed to serve a population of 18,956 (Cle Elum's forecasted population for 2040 is 4,041, LU Element – Table 5). The Town of South Cle Elum has since implemented a progressive I&I reduction program.

Since connections can be made for a mix of residential, commercial, and industrial purposes, each connection is evaluated in a measure called Equivalent Residential Units (ERUs). Based on typical flows per ERU, the WWTP capacity was calculated at 8,582 ERUs in 2005. The Capacity Analysis reported that 3,343 of the WWTP allocated 8,582 ERUs were connected by all partners at that time. Specifically, Cle Elum has an allocation of 3,390 ERUs which equates to approximately 46.8% of the flow capacity of the WWTP. In 2017, the numbers of ERUs connected by Cle Elum was 1,384.

In 2017, the WWTP received a Department of Ecology "Wastewater Treatment Plant Outstanding Performance" award for full compliance of all performance measures during the entire year of 2016.

In December 2017, the City of Cle Elum completed a *Regional Sanitary Sewer Capacity Analysis* (Capacity Analysis) to estimate the I&I in the sanitary sewer system and determine the differences between the capacities allocated to the partners in the original 2002 agreement (in preparation of the 2005 WWTP expansion) and the observed maximum monthly flows through trend analysis over the last few years. The results will help the partners revisit the terms of the most current (fourth amendment) amendment to the original agreement. The results of the Capacity Analysis show capacity of the WWTP is being used at a higher than anticipated rate per connected ERU (designed wastewater flow per ERU was calculated at 192 average gallons per day (gpd)). Using 2016 data, the average annual flow was calculated at 269 gpd per ERU. Unless I&I can be remedied, the partners may need to recalculate the remaining ERUs available at the WWTP and adjust their remaining share of connections.

In 2018, a topographic inventory of the sanitary sewer system's 240 manholes was completed. This information was collected to complete a City base map displayed in Figure 6 and provide critical information for developing a hydraulic model.

In 2019, the City began to reevaluate the fees associated with the sanitary sewer system.

In April 2019, the City of Cle Elum is completing the purchase of a sewer video system to assess the manholes, sewer mains, and larger pipes in the system during cleaning and inspecting. The resulting sanitary sewer inventory will include pipe diameter and will enrich the sanitary sewer system map.

Video inspection and evaluation will be made system-wide, the resulting assessments will be grouped into high, medium, and low priority segments and condition will be represented in the City's hydraulic model. The model will analyze current conditions of the sanitary sewer system and be able to forecast system adequacy for a twenty (20) year period by including future service areas, populations, and flow data.

Identifying deficiencies through use of a hydraulic model allows the City of Cle Elum to add each type of deficient system element to the prioritized Capital Improvement Program and, for deficiencies identified in forecasted model runs, to plan the project before system failures are anticipated to occur. The Capital Improvement Program will list needed improvements, maintenance, and programs, and the costs associated by the year in which each listed item is planned. Anticipated revenues and estimated expenses shown in the GSP will provide the City of Cle Elum with a resulting budget.

Figure 6 – Cle Elum's Sanitary Sewer Map

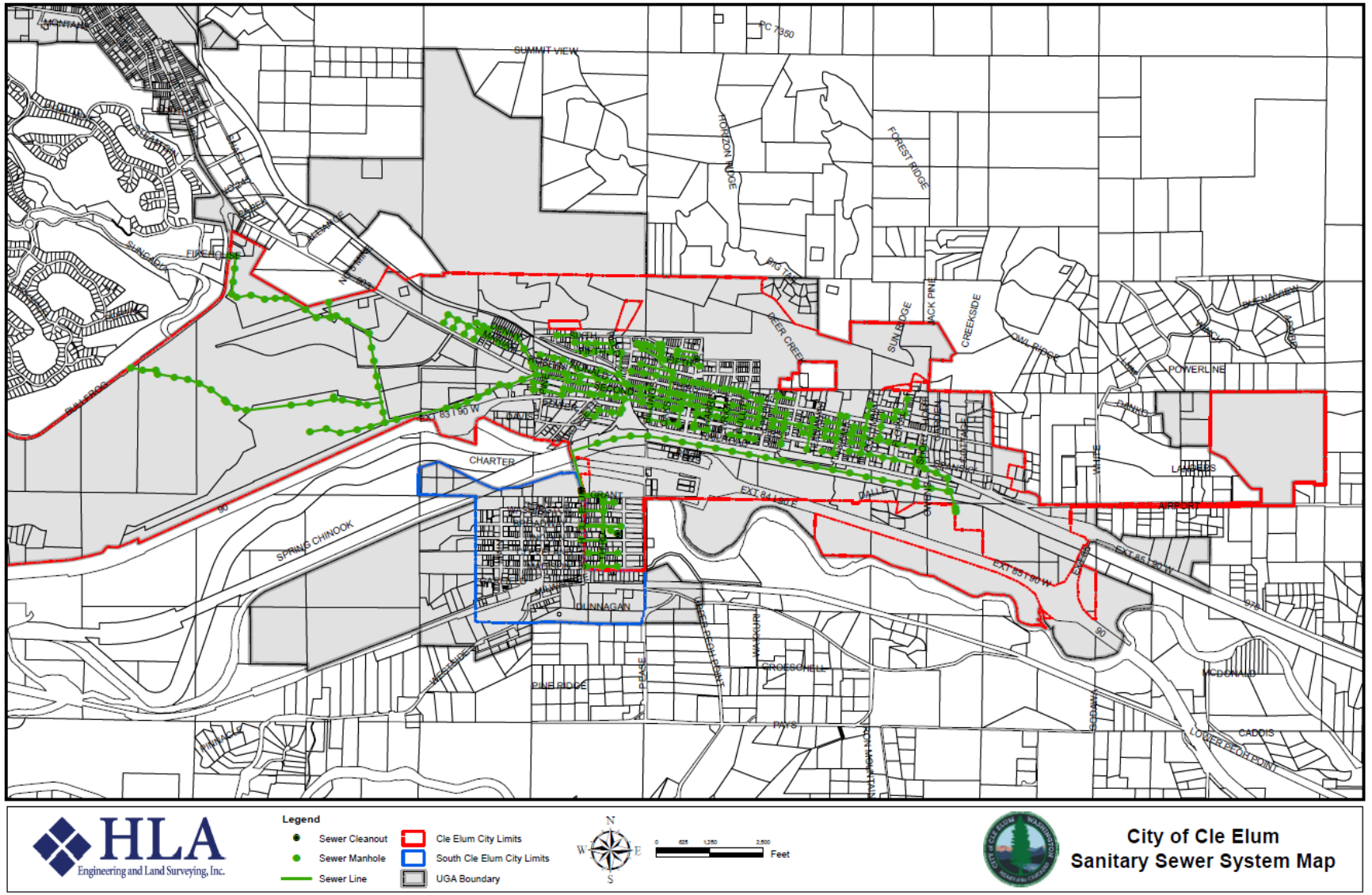


Table 11. Summary of the City of Cle Elum's Existing and Future ERUs

Year	Population	No. of ERUs
2015	1,875	1,384
	116% increase in population	3,390 allocation of ERUs
2040	4,041	?

Information in Table 11 presents the 2015 relationship between population and ERUs. The projected ERUs needed for the forecasted population in 2040 are influenced to a great extent upon the management of I&I in Cle Elum's sanitary sewer system. Preliminary calculations (in the Capacity Analysis report) show if excessive flows continue at the rate currently being observed, the original 3,390 allocated ERUs allocated to the City of Cle Elum may be worth considerably less (2,200 ERUs).

As Suncadia is developed, sections of the development will be annexed into the City of Cle Elum and an associated proportion of Suncadia's ERUs will be transferred to the City as well. Detailed analysis including the number and timing of additional connections to the system to accommodate anticipated growth in the Suncadia development areas will be accomplished during the development of the GSP. If left unmitigated, the I&I flows into the Cle Elum sanitary sewer system may prematurely affect the amount of growth allowed before further (and expensive) expansions of the system are required.

C. Sanitary Sewer System Facilities Inventory

The sanitary sewer system is made up of piping of various size, lift stations, and the Wastewater Treatment Facility.

1. Collection System – the grid of piping in the City and between the City of Cle Elum and other partners of the WWTP, allows sewage to flow due to gravity ultimately to the Wastewater Treatment Facility. The sizes of the pipes vary from two-inch forcemain to twelve-inch gravity sewer with the majority of the pipe measuring eight inches in diameter.

   The sewer system consists of approximately twelve (12) miles of pipe and 240 manholes.

2. Lift Stations – because the slope of the piping is important and because there is a limit to the depth the system can feasibly be built, the system uses lift stations to return the sewage to a higher elevation at certain points so that pipes are kept at a manageable depth for installation, repair, and maintenance.

3. Wastewater Treatment Facility – the treatment process for wastewater is guided by NPDES permit No. WA0021938. The current facility details are included in the facility plan and will be updated and added to the 2019/2020 General Sewer Plan. The treatment facility includes equipment for screening, grit removal, clarifying, aeration, and UV treatment of liquid waste and solids (sludge) is stored in an existing double-line lagoon. On occasion (perhaps every five (5) years or so the biosolids will be dewatered and hauled by truck to an approved contract disposal site.

The conditions of the current collection system, lift stations, and Wastewater Treatment Facility will be fully explored in the 2019/2020 GSP. Summaries of the deficiencies and recommended improvements have been collected with each inventory and analysis performed in preparation of the GSP development. Upon completion, a comprehensive Capital Improvement Program will be included in the GSP.

D. Computer Modeling of the Sanitary Sewer System

To evaluate the current conditions and forecast the future needs of the sanitary sewer system, the City of Cle Elum will develop a hydraulic computer model for adequacy analysis using modelling software. The existing system is simplified to a more skeletal representation and land uses are accounted for which aid in determining future demand from households, businesses, and industry. Future increases in population and changes in land uses are modelled in one scenario without any improvements added to the system to indicate where the system is experiencing near capacity or over capacity situations. Another model run is accomplished after incorporating planned improvements to understand the effects the planned projects have on addressing any deficiencies. Lastly, a model run is accomplished where every deficiency is addressed, and the necessary previously unplanned improvements are noted. This method of forecasting is incrementally accomplished through all the required planning years. The results are evaluated and used for decision-making.

E. Capital Improvement Program

The model is one of many tools the City staff will consider in the future when planning the types of necessary maintenance, repair, and upgrades the system needs to adequately provide services for citizens. Inventories and preliminary planning efforts have been accomplished over the last few years to prepare for development of a comprehensive General Sewer Plan. The capital improvement discussion topics below are recommendations collected as a result of the preliminary planning efforts and are not an exhaustive Capital Improvement Program. A comprehensive Capital Improvement Program will be provided as part of the development of the 2019/2020 General Sewer Plan. Upon completion of the General Sewer Plan, the City will amend the Capital Facilities Element (Plan) in the City's Comprehensive Plan with a Sanitary Sewer Six-year Capital Improvement Program showing a list of projects, projected costs, and specific revenue sources by which to accomplish the improvements.

Additionally:

A. Collection system improvements by all communities should be considered a top priority to reduce I&I. Reducing the I&I while the plant has available capacity is ideal to eliminate the need to curtail future connections. By reducing I&I, the expected design capacity may be recovered, and improvements will provide an opportunity for each of the regional partners to gain capacity for additional connections. Allocated budget should be planned for to include the following maintenance steps to identify and mitigate I&I:

    I. Maintenance staff, or a contracted company to open and visually inspect manholes to look for flow during times when flow should be low.
    II. Proper maintenance and calibration of all community flow meters used to calculate I&I.

III. Inspection of sewer pipelines using a truck with video inspection equipment. Locations identified as having higher than expected flows by operations staff during the visual manhole inspection should be prioritized.
IV. Log condition of the pipe segments where I&I is excessive.
V. Prioritize and plan for projects to make repairs of the collection system to reduce I&I.
VI. Coordinate I&I projects with other community infrastructure improvement projects.
VII. Install separate stormwater system to disconnect roof drains from the system.
VIII. Eliminate basement sump pump discharges connected to the sanitary sewer system.
IX. Annually budget for system component improvement projects where excessive I&I is occurring.

B. If the I&I continues to show the disparity between the community partners as indicated currently, a reallocation of the ERUs, and associated cost distribution should occur to preserve equity between the partners.

C. Asset management programs allow cities to plan for each utility and prioritize improvements and repairs based on the system needs, and routinely reduce overall maintenance costs, extending the life of the sewer. Each community partner should begin or participate in a cooperative program of this nature.

D. A new Repair and Replacement (R&R) fund could provide a portion of the future funding needed for repairs and replacement of major equipment items, without having to significantly increase each partner's rates at that time. The R&R fund could be a set-aside portion of a revised monthly billing calculation that considers average monthly flow as a substitute to full ERU consideration.

F. Sanitary Sewer System Funding

The 2019/2020 General Sewer Plan will identify possible funding sources for future improvements. This buffered amount is insufficient if sewer system failure or expansion occurs. In the event a major project is necessary, Cle Elum has identified potential financing from several sources. The sources are similar to those listed in the Domestic Water and Stormwater System sections of this document.

Current availability of funding is limited with a number of the sources within these categories. Many sources restrict the use of funds to certain projects and others limit their monetary participation to a percentage of the total cost.

A combined funding opportunity section is placed in Appendix D because many of the funding opportunities are common between domestic, wastewater, and stormwater facilities and related activities.

Other organizations provide financing for domestic water, sanitary sewer, and stormwater facilities assistance as well. Some of the organizations are listed in the illustrative list below:

- National Rural Water Association can assist with loans to pay for pre-development cost for proposed water and wastewater projects.

- Rural Community Assistance Corporation can assist with loans to pay for feasibility and pre-development costs for proposed solid waste, domestic water, stormwater, and wastewater projects.
- Department of Commerce offers a Bond Cap Allocation Program with limited state allocation, and Community Development Block Grants for general purposes including construction, acquisition, and planning-only.
- The Public Works Grants and Loans Program funded by the Economic Development Administration (EDA) is used to encourage long-range development gains in jurisdictions where economic growth is lagging or where the economic base is shifting. The program provides public works and development facilities needed to attract new industry and provide business expansion. Financial aid may be used to acquire and develop land and improvements for public works and to acquire, construct, rehabilitate, alter, expand, or improve such facilities, including related machinery and equipment. When completed, such projects are expected to bring additional private investment to the area.

G. Domestic, Sanitary Sewer, and Stormwater System Funding

A combined funding opportunity section is placed in Appendix D. Since much of the funding opportunity information is common between domestic, wastewater, and stormwater facilities, a common section for these categories is placed there instead of separate tables for funding opportunities.

For a list of available funding opportunities, please refer to Appendix D: Funding Sources by Facilities Type.

SOLID WASTE SYSTEM

A. Background

The City of Cle Elum executed an interlocal agreement with Kittitas County for solid waste planning in accordance with Chapters 70.95 and 70.105 of the Revised Code of Washington (RCW) on March 19, 1979. All incorporated communities that entered into the interlocal agreement allowed Kittitas County to write a common Solid Waste and Moderate Risk Waste Management Plan while maintaining responsibility and participation in the Kittitas County Solid Waste Advisory Committee (SWAC). The SWAC was the way by which the County gathered public input to the planning process. The most recent *Kittitas County Solid Waste and Moderate Risk Waste Management Plan* (Kittitas County Solid Waste Plan) was adopted in August 2011.

Summarized solid waste system information and resulting prioritized project lists will be shared in this section of the Capital Facilities Plan. A full discussion of the characteristics of Cle Elum's collection and disposal of solid waste, the handling of special wastes and disaster debris management, strategies, and details of the twenty (20) year implementation program are included here by reference to the *Kittitas County 2010 Solid Waste and Moderate Risk Waste Management Plan*.

Collected solid waste is transported to landfills outside of Kittitas County. The City of Cle Elum contracts for mandatory curbside collection of garbage within its incorporated area. Commercial can and dumpster services also are provided. Residents that choose to self-haul their waste utilize either the Cle Elum Transfer Station (aka Upper County Transfer Station) or the Ellensburg Transfer Station. Residential accounts are serviced once a week and commercial accounts are serviced several times a week. The waste generation measured in pounds per customer per year and in pounds per customer per day are shown for 2007 and 2008 in Table 12.

Table 12. Per Capita Waste Generation Rates (2007 & 2008)

	Estimated City of Cle Elum Waste Generation at the Cle Elum Transfer Station (in lb/Cle Elum Transfer Station Customers)	
Parameter	**2007 customers (29,200) (1)**	**2008 customers (28,500) (1)**
Tons of Municipal Waste Delivered to Cle Elum Transfer Station	10,539	8,458
Pounds of Municipal Waste Delivered to Cle Elum Transfer Station	21,078,000	16,916,000
Waste Generation Rate, lb/customer/yr	721.85	593.54
Waste Generation Rate, lb/customer/day	1.98	1.63

(1) See Table 22 in the Kittitas County Solid Waste and Moderate Risk Waste Management Plan for summary of deliveries to the Upper County Transfer Station.

Cle Elum embraces the goals, policies, and objectives in the Kittitas County Solid Waste Plan.

B. Overall Solid Waste Collection System Performance

Curbside recycling is not available in Cle Elum. The Kittitas County Solid Waste Plan characterizes the countywide overall waste composition to be: 36.2% mixed, 29.3% compostable materials, 14.2% recyclable paper, 10.5% other curbside recyclables, 5.0% clean wood, and 4.8% construction and demolition materials. Capture rates (2008) for common recyclables in Kittitas County (curbside available in Ellensburg only) are presented in Kittitas County Solid Waste Plan Table 12 and show significant capture rates for materials such as Ferrous Metals other than aluminum and tin cans (82%), corrugated paper (70%), newspaper (62%), and yard waste (45%). When recycling rates are considered together with the County's diversion rate of 28.2%, if Cle Elum can include recycling and diversion options, the volume of municipal solid waste could be greatly reduced from entering landfills.

1. Capacity consideration

The City of Cle Elum utilizes the Cle Elum Transfer Station as the municipal solid waste collection site. From the Cle Elum Transfer Station and Ellensburg Transfer Station, solid waste is transferred generally to the Greater Wenatchee Regional Landfill. The greater Wenatchee Regional Landfill is one (1) of six (6) landfills outside of but near Kittitas County. The selection of which landfill to use depends in large part on the composition of the waste stream. More information about each landfill, including potential lifespan remaining, can be found in the Kittitas County Solid Waste Plan in section 5.3.2 starting on page 5-5.

2. Level of Service

As part of the agreement Cle Elum has with the County, the responsibility to monitor the level of service lies with the County. The County developed Kittitas County Board of Health Ordinance Number 1999-01 Solid Waste Regulations (adopted July 15, 1999). Ordinance 1999-01 specifies:

- On-site solid waste management standards
- Solid waste collection service standards
- Solid waste handling facility standards
- Administration and enforcement

C. Solid Waste Capital Improvement Program

The City of Cle Elum contracts out to Waste Management Northwest (WM) for services. WM provides a variety of cart sizes for residential and commercial uses. Twenty (20) gallon, thirty-five (35) gallon, sixty-four (64) gallon, and ninety-six (96) gallon carts are offered to residents and there are two (2) fee schedules for single family residential services. Commercial accounts can use any of the size carts mentioned previously, except the twenty (20) gallon option, and can rent up to a thirty (30) yard dumpster. WM is responsible to maintain equipment, provide storage of vehicles, and maintain a cart and dumpster inventory. The City of Cle Elum does not have a customary Capital Improvement Program for the Solid Waste System.

D. Kittitas County Disaster Debris Management Plan

As a related reference, in 2014 Kittitas County adopted a Disaster Debris Management Plan (Plan). The Plan guides debris removal planning and post-event operations to assist Emergency Management Services (EMS) in unincorporated Kittitas County and the jurisdictions of Cle Elum, Ellensburg, Kittitas, Roslyn, and South Cle Elum. The Plan can be accessed on the Kittitas County website at: https://www.co.kittitas.wa.us/uploads/documents/solid-waste/Debris-Management-Plan.pdf.

PUBLIC EDUCATION SYSTEM

A. Background and Current Demand

The Cle Elum-Roslyn School District #404 includes nearly 900 students from the City of Cle Elum, the Town of South Cle Elum, the City of Roslyn, the unincorporated communities of Ronald and Liberty, and surrounding areas of Kittitas County. The Cle Elum-Roslyn School District covers approximately 600 square miles and has administrative offices located at 4244 Bullfrog Road.

The District consists of four (4) schools:

- Cle Elum-Roslyn Elementary,
- Walter Strom Middle School,
- Cle Elum-Roslyn High School, and
- Swiftwater Learning Center.

1. Cle Elum-Roslyn Elementary (K-5th grade)
   In May 2014, the number of elementary classroom teachers was 14 and the student enrollment was 217 students. Approximately 36% of elementary school students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 50.6% male, 49.4% female; 84.7% white, 8.6% Hispanic/Latino, 1.1% American Indian, and 0.8% each of Asian and African American races.

2. Walter Strom Middle School (6th – 8th grade)
   In May 2014, the number of middle school classroom teachers was 22 and the student enrollment was 390 students. Approximately 46% of middle school students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 50.7% male, 49.3% female; 83.3% white, 7.4% Hispanic/Latino, 0.9% each of American Indian and Asian races, and 0.5% African American.

3. Cle Elum-Roslyn High School (9th-12th grade)
   In May 2014, the number of high school classroom teachers was 18 and the student enrollment was 289 students. Approximately 33% of high school students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 51.5% male, 48.5% female; 84.6% white, 7.8% Hispanic/Latino, 2.0% each of American Indian and Asian races, and 1.0% African American.

4. Swiftwater Learning Center (9th-12th grade)
   In May 2014, the number of Swiftwater Learning Center (SLC) classroom teachers was 1 and the student enrollment was 27 students. Approximately 52% of SLC students qualified for free or reduced lunch. A gender and demographic breakdown of the students was: 50% male, 50% female; 96.2% white, 3.8% Hispanic/Latino.

B. Public Education Facilities Inventory

The Cle Elum Roslyn School District operates a school campus located west of Cle Elum on SR- 903. General public use is available through coordination with the school district and a facility use form can be found on the school district's website.

The twenty-three (23) acres of recreational area of the schools include:

- four tennis courts,
- three baseball/softball fields,
- one soccer/football field,
- a surfaced track
- a practice filed,
- playground equipment, and
- open green space.

C. Capital Improvement Program

The School district receives support for operations and maintenance through one levy, and capital projects through a $2,000,000 levy, every three years. The capital projects levy is used to repair, expand, and improve school facilities and grounds, as well as technology improvements and upgrades. The operations and maintenance levy are used for sustaining educational and student support programs.

Though the City doesn't manage any of the School District facilities, there are opportunities for the School District and City to seek formal partnerships and coordinate efforts together such as infrastructure grant writing. Two (2) such grant opportunities are associated with Washington State Department of Transportation (WSDOT) programs titled "Safe Routes to School (SRTS)" and the "Pedestrian and Bicycle Program." The details of the SRTS Program can be found on the WSDOT website at: https://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm

More information on the Pedestrian and Bicycle Program can be found at: http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm. Like most WSDOT-facilitated grant opportunities, both the SRTS and Pedestrian and Bicycle programs customarily follow a two (2) year funding cycle with applications available every even year and awarding and obligation for the following odd year.

PARKS AND RECREATION

A. Background

In 2017-2018, the City of Cle Elum authored the *Cle Elum Parks and Recreation Plan* (P&R Plan). The P&R Plan is included in the Cle Elum Comprehensive Plan update as an Element. The P&R Plan was submitted to Washington State's Recreation and Conservation Office (RCO) for approval, as required, to participate in many of RCO's funding opportunities. The P&R Plan explored the inventory of parks and open spaces maintained by the City, determined residents' satisfaction with City-owned parks and open spaces, developed goals and objectives to preserve and improve the recreational areas, and identified a capital improvement program to estimate time and budget needs for prioritized improvements.

Although recreational inventories in the P&R Plan include parks and recreational opportunities owned and operated by the City, inventories also mention activities and facilities owned or managed by others such as the School District and the Washington State Horse Park. Only the activities and facilities owned and managed by the City are included in budget tables in the P&R Plan and this section of the Capital Facilities Plan. The Capital Facilities Plan's focus is the immediate six (6) years of the City's capital improvement programs in the Parks and Recreation Plan. Figure 7 displays the locations of parks and trails in Cle Elum. Table 13 presents the current City-owned parks and trails and the presence or lack of recreational equipment or infrastructure at each place.

Nearby Trails, School Facilities, and Horse Park

Cle Elum is in close proximity to other regional trail systems as shown on Figure 3 in the P&R Plan. An exploration of the process to connect downtown Cle Elum to nearby trail systems was first identified in the *Cle Elum Bicycle and Pedestrian Plan* adopted in October 2017. The regional trails of interest include the John Wayne Pioneer / Iron Horse Trail south of Cle Elum, Progress Path between the school district and Cle Elum, and Coal Mines Trail which terminates in Cle Elum. Connecting these regional trails through Cle Elum was expressed as a long-term priority during public outreach for the P&R Plan.

The Cle Elum Roslyn School District operates a school campus located west of Cle Elum on SR-903. General public use is available through coordination with the school district. The twenty-three (23) acres of recreational area of the school includes: tennis courts, baseball/softball fields, a soccer/football field, a surfaced track, a practice field, playground equipment, and open green space.

The Washington State Horse Park is a non-profit organization horse show and competition facility, drawing competitors from the Greater Pacific Northwest and the Canadian Providence of British Columbia with purpose, establishment, and authority based in Revised Code of Washington (RCW) Chapter 79.A.30. The privately owned and operated business leases 112 acres from the City.

B. Cle Elum Parks and Recreation Inventory

The City owns seven (7) parks totaling approximately thirty-five (35) acres and one (1) large unimproved open space known as Hanson Ponds (an additional eighty-two (82) acres) for public recreation.

Figure 7 – Parks and Recreation Facilities in the City Limits and Urban Growth Area (UGA)

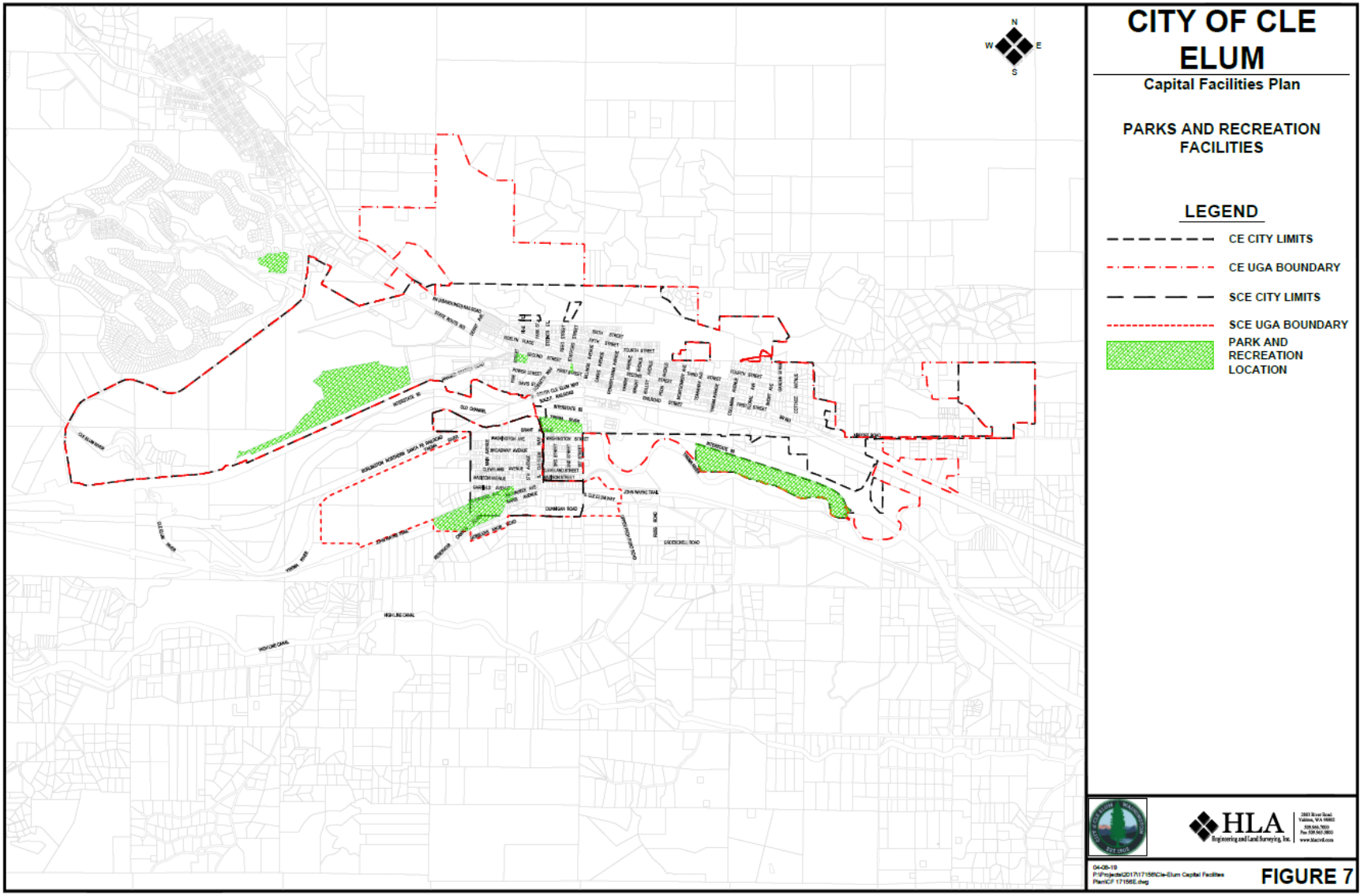


Table 13. Cle Elum's Existing Parks and Recreation Facilities

Facility	Total Site Acreage or Miles of Developed Trail	Water Access	Hard or Sport Court	Walkway, Trail, or Trail Connection	Rest Rooms	Playground Equipment	Picnic Tables and/or Benches**	Predominately Greenspace	Parking Spaces	Other Facilities
Centennial Park	7.3							X		football / soccer field, community gardens
City Park	2.8		X		X	X	X	X	X	skateboard park, basketball court
Cle Elum Disc Course	10.0			X				X	X	frisbee disc golf course
Coal Mine Trail	1.0			X					X	New trail head improvements at Stafford St and SR 903
Fireman's Park	4.2	X		X	(on rental property)		X	X	X	horse shoe pits, picnic shelter (rental)
Flagpole Park	0.6			X			X	X	X	historical kiosk
Hanson Pond Trail	1.0	X								washed out pedestrian bridge
Memorial Park	8.1	X			X			X	X	Unimproved boat launch, 4 ball fields and concession area
Wye Park	1.51						X	X	X	sidewalk all around the perimeter
Progress Path	1.0			X						
Hanson Ponds Open Space	82	X		X				X		

C. Demands and Needs Analysis

Kittitas County conducted a website tourism survey for the Kittitas County Tourism Plan. The tourism projections illustrate the majority of the tourism comes to Kittitas County from the west side of the State. The top four outdoor activities on the RCO Washington State tourist-oriented recreation activities list are 1) picnicking, barbequing, or cooking out, 2) walking without a pet, 3) sightseeing, and 4) wildlife viewing and photography. The Kittitas County annual recreation volumes are anticipated to increase by 30% from 2015 to 2040.

A web-based visitor survey of visitors to Cle Elum, Ellensburg, and Kittitas County Chamber of Commerce generated 359 responses. The survey recorded the type of tourism the respondent was interested in most (historical, cultural, environmental, agricultural, and recreation.)

The activities listed both in the Kittitas County Tourism Plan and Washington State's RCO website are closely aligned with opportunities Cle Elum is seeking to improve in their community.

The City analyzed the current system of parks, trails, sidewalks, and open space as the P&R Plan was developed. Goals, targets, and evaluation criteria were used by a ranking sub-committee in February 2018 to prioritize the short-term, mid-term, and long-term needs and improvements identified through the City's public processes. Table 14 presents the targets adopted by Cle Elum and the current status for nine (9) facility needs. The comparison of targets versus status express the City's Parks and Recreation Levels of Services (LOS).

Table 14. Cle Elum's Parks and Recreation Targets

Facility Need	Current Target (status) using 2010 Census population of 1,872	2037 Target (status) by population forecast of 2,370
Active parks	12 acres (~34 acres)	18 acres (~34 acres)
Open space	18 acres (82 acres)	27 acres (82 acres)
Tracks, trails, and connections	8 miles (2 miles)	12 miles (3 miles*)
Park restrooms	8 (1)	8 (1)
Park and trail head water fountains	8 (2)	10 (2)
Aquatic facility	1 (0)	1 (0)
Basketball courts	8 (1)	8 (1)
Soccer fields	4 (1)	4 (1)
Tennis courts	4 (0)	4 (0)

* The City has already identified a multi-use path project ~1.1 miles in length in the 2017 Bicycle and Pedestrian Plan.

D. Capital Improvement Program

The first six (6) years of needs and improvements from the prioritized list developed for the P&R Plan are shown in Table 15 as the Capital Improvement Program for Parks and Recreation. During the evaluation, the City chose to display a qualitative range of potential cost for the preliminary version of the P&R Plan. The City will replace the qualitative evaluation with engineer's estimates as they are developed for each project or program.

In addition to a brief title, an anticipated cost range, and the year the City plans to implement the improvement, there is a column displaying illustrative and potential funding sources. The presented sources may change, new sources may emerge, and purposes and availability are subject to change as well through legislation and funding source. The acronyms are noted below the table in foot notes and more information is provided about how to contact the funding providers in the next section.

Table 15. Cle Elum Parks and Recreation Six-year Capital Improvement Program

Priority	Project Examples	Comparative Magnitude of Cost $ = Low $$ = Mid $$$ = High	Short-term, mid-term, or long-term?	Funding Source Examples
S-1	Need to provide parking off-site but close, perhaps a common parking area near the Wye Park	**$$**	Short-term	City Park and Recreation Funds, Private Funds
S-2	Repair the pedestrian bridge near Hanson Ponds	**$$$**	Short-term	RCO, City Park and Recreation Funds, Private Funds
S-2	Phase 1 – 2nd Street Multi-use Path (Stafford Street Intersection through Billings Avenue Intersection	**$156,880**	Short-term	RCO, SRTS, WSDOT Bike and Ped Program, TIB Complete Streets, City Park and Recreation Funds, Private Funds
S-4	Design and print a Cle Elum map for public and private outdoor parks and recreation opportunities	**$$**	Short-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
S-5	Maintain the City Parks and Recreation Department	**$$**	Short-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
M-1	Improve playground equipment at City Park	**$$$**	Mid-term	RCO, USDA-RD[3], City Park and Recreation Funds, Private Funds
M-2	Make the connection to Coal Mines Trail apparent at Flagpole Park	**$$**	Mid-term	RCO, City Park and Recreation Funds, Private Funds
M-3	Expand and improve picnic area shelter at City Park	**$$**	Mid-term	RCO, City Park and Recreation Funds, Private Funds
M-4	Phase 2 – 2nd Street Multi-use Path (east of Billings Avenue through North Peoh Avenue Intersection)	**$209,560**	Mid-term	RCO, SRTS, WSDOT Bike and Ped Program, TIB Complete Streets, City Park and Recreation Funds, Private Funds

continued

Priority	Project Examples	Comparative Magnitude of Cost $ = Low $$ = Mid $$$ = High	Short-term, mid-term, or long-term?	Funding Source Examples
M-5	Need to connect parks through signage, mapping, and/or ground treatment	**$$**	Mid-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-1	Make the regional trails connect to downtown Cle Elum	**$$$**	Long-term	RCO, City Park and Recreation Funds, Private Funds
L-2	Make the pool an indoor, year-round, multi-purpose size for day and evening use for people of all abilities	**$$$**	Long-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-3	Make the connection to the John Wayne Trail highlighted in the Cle Elum Bicycle and Pedestrian Plan	**$$$**	Long-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-4	Improve the skate park at City Park	**$$$**	Long-term	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-5	Organize and offer children's swimming and water fitness programs, including team use	**$$$**	Long-term	RCO, City Park and Recreation Funds, Private Funds

[1] RCO – Washington State Recreation and Conservation Office
[2] CDBG – United States Department of Housing and Urban Development – Community Development Block Grant
[3] USDA-RD – Unites States Department of Agriculture – Rural Development
[4] STBG – United States Department of Transportation – Surface Transportation Block Grant
[5] TIB – Transportation Improvement Board
[6] WSDOT – Washington State Department of Transportation
[7] Kittitas County Sales and Use Tax

E. Parks and Recreation Facilities and Program Funding

The Capital Improvement Plan in the previous section identified possible funding sources for future improvements. Seven acronyms were used to indicate federal, state, and Kittitas County funding in Table 15 and are defined in the footnotes below the table.

Table 16 on the following page identifies website locations to explore the funding sources mentioned for parks and recreation projects. Though comprehensive, the table does not list every opportunity.

For some of the grant or funding opportunities, park projects or recreation programs may be included as the primary project or alternatively, park and recreation elements may be incorporated into a larger project. For example, the WSDOT Safe Routes to School Grant focusses on providing funding for routes used by school-aged children and has coverage restrictions on how far a sidewalk can be located from a school and still qualify for SRTS funding. However, a segment of an identified trail may qualify and be included as part of an urban sidewalk or pathway element in a transportation project.

Some of the funding sources listed below would require the City of Cle Elum to contribute matching funds to leverage the grants. The links listed in the table are current as of March 26, 2019.

Table 16. Potential Grant or Funding Sources for Parks and Recreation Capital Improvements

Funding Grant or Source	link
Washington Wildlife and Recreation Program	http://www.rco.wa.gov/grants/wwrp.shtml
Non-highway and Off-road Vehicle Programs	http://www.rco.wa.gov/grants/nova.shtml
Youth Athletic Facilities	https://www.rco.wa.gov/grants/yaf.shtml
Recreational Trails Program	https://www.rco.wa.gov/grants/rtp.shtml
Surface Transportation Block Grants	https://www.ezview.wa.gov/site/alias__1898/36282/default.aspx
State of Washington Transportation Improvement Board	http://www.tib.wa.gov/
Department of Commerce – Youth Recreation Facilities	http://www.commerce.wa.gov/building-infrastructure/capital-facilities/youth-recreational-facilities/
Community Development Block Grant	http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/

GOVERNMENT FACILITIES AND PROPERTIES

A. Background

The policy of the City Council is to provide essential public services in a manner that is cost effective and based on need. Many general governmental services and associated buildings are provided through contractual agreements to take advantage of the efficiencies and economies of scale achieved. The municipal buildings included in this section are those for which the City has primary responsibility, even if the building is leased or rented out to another party. The existing municipal buildings operated by the City of Cle Elum are described in Table 17 and shown in Figure 8.

B. Inventory of City Facilities and Properties

Table 17. Inventory of City Facilities and Properties

Facility	**Address**
City Hall	119 West First Street
Cle Elum Water Treatment Plant	1970 SR 903
Upper Kittitas County Regional Wastewater Treatment Plant	500 Owens Road
Carpenter Memorial Library	302 Pennsylvania Avenue
Fire Station	301 Pennsylvania Avenue
Police Station	807 West Second Street
Post Office	305 East First Street
Cle Elum Municipal Airport	2150 Airport Road
Laurel Hill Memorial Park (Cemetery)	Douglas Munro Boulevard
City Parks	See Parks and Recreation Plan

C. Current and Future Demand and Identified Improvements

1. City Hall

The City Administrator, Public Works Director, Planner, Clerk, Treasurer, Utility Clerk and Mayor's offices are physically located in City Hall. City Hall is a single-story building of approximately 3,283 square feet. In the 2007 Comprehensive Plan update, a level of service was proposed of 120 square feet per employee.

The City and Kittitas County have planned for Cle Elum to grow at a higher-than-average rate in the near future. To prepare for potential future needs, the City has located a piece of property near the geographical center of the City on which to construct a new City Hall.

At the time when employee capacity exceeds the available space in the current City Hall, the City intends to explore the feasibility to co-locate all City employees with the City Police Department and the Upper County District Court. Most likely, City staff will research the availability of a grant or low-cost loan opportunity for municipal buildings and pursue a bond issue to fund the expected cost of acquiring the property and constructing a new building.

Assessed accommodations for the new City Hall include:

- Administrative offices for: Treasurer, City Clerk, City Administrator, City Planner, Mayor, Police Department, Upper Kittitas County District Court.

- Staff and equipment space for: Building Department, Utility Payment Center, Police Department, Associated Services for the Kittitas County District Court.

- Shared accommodations: copy room, mail room, lunch room, reception area, and Council Chambers.

2. Cle Elum Water Treatment Plant

The City of Cle Elum Water System Plan, accepted in January 2016 by City Council, identified needed treatment plant capacity improvements, distribution improvements, water main upsizing improvements, and water main replacement improvements to be completed by the year 2036 to continue to meet water demands. The Water System Plan based population estimates on a range of assumptions of future growth from 3.4% in 2019, to 3.7% in 2023, and 2.9% by 2033.

The next update to the Water System Plan is required on or before February 1, 2022. Due to the length of time needed for a Water System Plan update, the City anticipates initiating required efforts in late 2019 or early 2020 to meet the Plan deadline.

The City of Cle Elum has contracted with Veolia Water North America – West LLC (Veolia Water) to operate the WWTP.

3. Upper Kittitas County Regional Wastewater Treatment Plant

As part of an interlocal agreement between the City of Cle Elum, City of Roslyn, the unincorporated community of Ronald and the Pineloch Sun III development in the Ronald UGA, Town of South Cle Elum, and the private Trendwest Investment development known as Suncadia, Cle Elum's wastewater treatment plant underwent a major expansion in 2005. The interlocal agreement allocated capacities to each of the project sponsors. In July 2006, the Upper Kittitas County Regional Wastewater Treatment Plant (WWTP), owned and operated by the City of Cle Elum, began servicing Roslyn and Ronald.

The General Sewer Plan will be developed starting in 2019. Due to the length of time needed to develop a General Sewer Plan, the City anticipates completing the Plan in 2020. Upon completion, the GSP will identify needed wastewater treatment plant capacity maintenance and improvements, collection system maintenance and improvements, and a funding strategy with an associated schedule to accomplish over a twenty (20) year period to meet sewer system demands.

The City of Cle Elum has contracted with Veolia Water North America – West LLC (Veolia Water) to operate the WWTP. The rating of the WWTP current maximum month flow is not to exceed 3.6 million gallons per day (MGD) according to Cle Elum's National Pollutant Discharge Elimination System Waste Discharge Permit No. WA0021938.

4. Carpenter Memorial Library

The Carpenter Memorial Library is a 2,559 square foot building providing services to the entire County. The library is open Monday through Saturday and the hours vary by day. There is free summer access to the library including a reading program for all children regardless of residency. Library members can also access many online services including collaborative access to other libraries in Kittitas County. The library offers printed volumes, audio-visual items, internet access, on-site computers, newspapers and magazines.

The library building is in need of remodeling in the next few years. Additionally, the library is in need of refreshing their offered materials, particularly new Children's materials. Updated services should also be considered when the building is remodeled, such as shared access to online School District libraries.

5. Fire Station

The City of Cle Elum is located centrally in Kittitas County Fire & Rescue District #7 and can be served by Kittitas County Fire District #7 and others in the Kittitas County Mutual Aid agreement. Cle Elum has its own all volunteer City Fire Department. In 2005, a new fire station was constructed in Cle Elum at 301 Pennsylvania Avenue. The City of Cle Elum and the Town of South Cle Elum have a mutual fire response agreement in place, providing service for an area of five (5) square miles.

6. Police Station

The City of Cle Elum has an interlocal agreement with the City of Roslyn and the Town of South Cle Elum for a combined police department. The police station is located at 807 W Second Street. Emergency dispatch service is provided through a contract with Kittcom, located in Ellensburg. The jail is also located in Ellensburg at the Kittitas County Sherriff's Office. The Kittitas County Sheriff's Office provides coverage for the unincorporated UGA. The City, County and State have a mutual aid agreement for protection services.

Table 18 presents customary funding sources for city facility improvements for City Hall, Libraries, Fire Stations, Police Stations, and other community facilities.

Table 18. Potential Grant or Funding Sources for Government Facilities and Vehicle Capital Improvements

Funding Grant or Source	**link**
United States Department of Agriculture – Rural Development	https://www.rd.usda.gov/wa
Community Development Block Grant	http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/

7. Post Office

The Cle Elum Post Office is a 2,559 square foot U.S. Post Office providing services to the City. The post office is opened Monday through Saturday. Weekday hours are 8:00 am – 5:00 pm with Saturday hours from 8:00 am – 12:00 pm. P.O. Box access is available twenty-four (24) hours a day Monday through Saturday. As a note, starting on May 4, 2019, three nearby post offices (South Cle Elum, Roslyn, and Easton) will be reducing the number of hours they operate.

8. Cle Elum Municipal Airport

Cle Elum Municipal Airport is located one mile east of the City. The City has owned and operated the general aviation airport since 1959. The concept of "general aviation" includes all aviation, except scheduled commercial passenger airline service and military operations. The Cle Elum Municipal Airport has one primary Runway (7-25) measuring a length of 2,379 feet. The airport is designed for aircraft in the B-1 (small) ARC category. The primary runway can accommodate aircraft less than 12,500 pounds. The aircraft apron is not paved. Steel cables are provided for aircraft tie-down and there is no charge for using the tie down area. There are five privately owned hangers at the airport located on leased City property, and currently there are no other private or public hangers for lease. There are no phone or fuel facilities at the airport and no shuttle service.

The closest commercial service airport to the City of Cle Elum is Yakima Air Terminal (YKM), 47.2 miles south east of Cle Elum and serves as a commercial node for passenger and cargo aircraft. The Yakima Air Terminal – McAllistar Field (YKM) is located within the city limits of Yakima. In addition to serving the Yakima Valley, the airport serves Yakima County and portions of Kittitas, Klickitat, and Lewis Counties.

Cle Elum Municipal Airport *Airport Layout Plan Report* (Plan) completed in 2006 is the most recent master plan, though the *Airport Facilities and Services Report* (Report) was updated in April 2019.

Projects from the Capital Improvement Program in the April Report are listed in Table 19.

Table 20 presents customary airport funding sources.

Table 19. Summary of the Cle Elum Municipal Airport's Capital Improvement Program

Year	Project or Program	Status (Planned or Secured)
2019	Apron & Taxi lane	Planned
2019	Runway Maintenance – Crack seal, fog seal, repaint markings	Planned
2019	Remove Obstructions – Trees on airport property	Planned
2020	West Taxi lane Rehabilitation	Planned
2021	East Taxi lane Rehabilitation	Planned
2022	Install Fence	Planned
2023	Apron Expansion	Planned
2024	RPZ EA – Environmental Assessment for land acquisition	Planned
2025	Construct Helipads	Planned

Cle Elum is developing municipal codes in 2019 to address airport land uses, restrictions, and fees to be compatible with Washington State and federal regulations. Additionally, airport-related goals and policies are being added to this update of the Comprehensive Plan.

Table 20. Potential Grant or Funding Sources for Airport Capital Improvements

Funding Grant or Source	Link
AIP Entitlement Grants and Discretionary Grants from the Federal Aviation Administration	https://www.faa.gov/airports/aip/2018_aip_grants/
Washington State Department of Transportation State Aviation Grants	https://www.wsdot.wa.gov/aviation/Grants/

9. Laurel Hill Memorial Park (Cemetery)

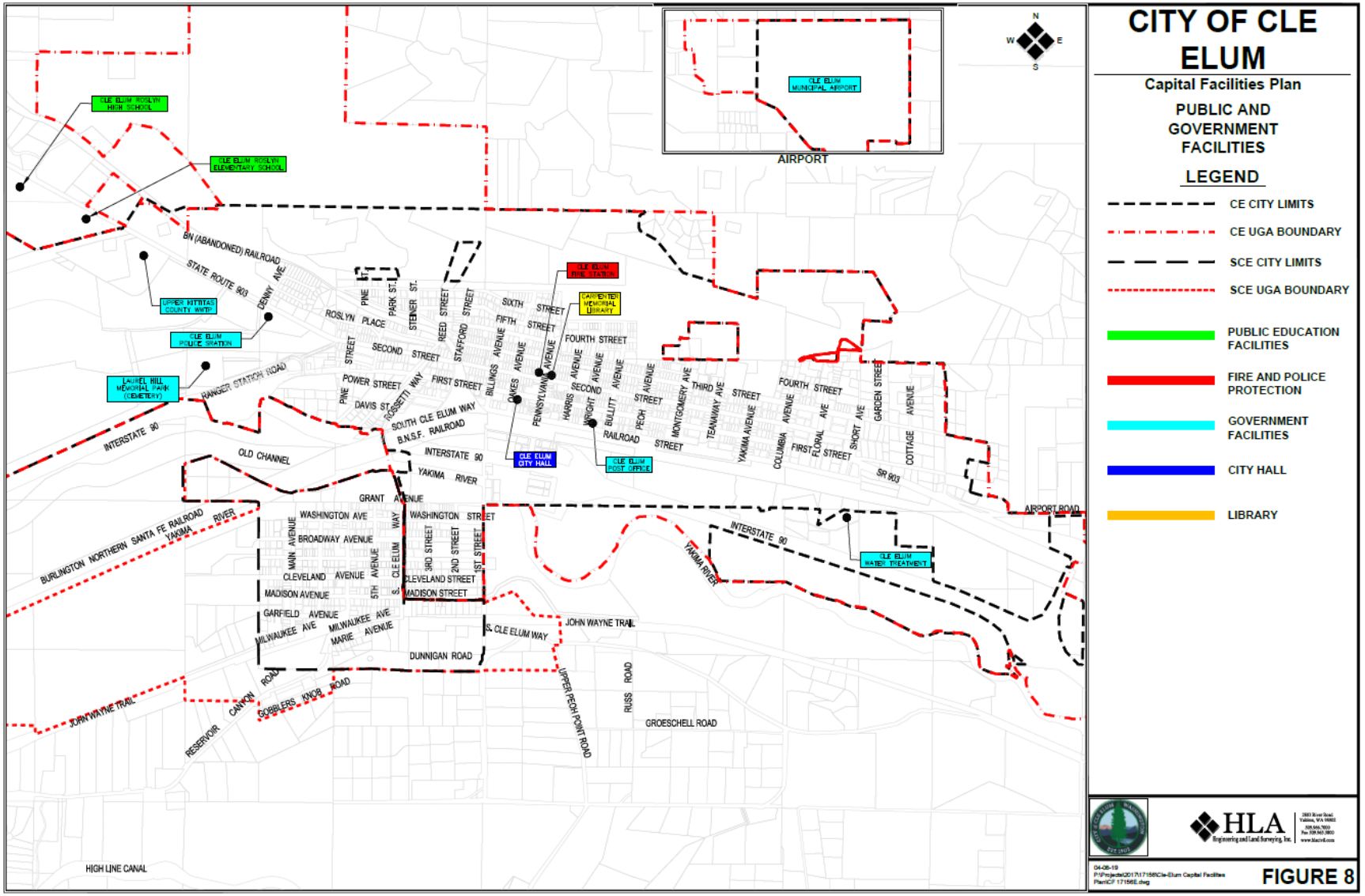
The Laurel Hill Memorial Park is 43.39 acres in size. Approximately 1/4 of the cemetery's capacity is used and the cemetery interns an average of 25 people each year. Needed improvements for the cemetery include extending water lines to the cemetery for irrigation.

The Department of Archaeology and Historic Preservation established a funding source for cemeteries meeting age and size requirements. Cle Elum's cemetery qualifies to apply for capital projects through the new grant opportunity.

Table 21. Potential Grant or Funding Source for Cemeteries

Funding Grant or Source	Link
Department of Archaeology and Historic Preservation	https://dahp.wa.gov/archaeology/cemeteries/historic-cemetery-grant-program

Figure 8 – Government Facilities and Properties in the City Limits and Urban Growth Area (UGA)



10. City Parks

In preparation of the Comprehensive Plan update and to ensure alignment with Washington State Recreation and Conservation Office funding requirements, the City of Cle Elum developed and adopted (February 13, 2018) the *City of Cle Elum Parks and Recreation Plan* (P&R Plan).

The P&R Plan is being included in the Comprehensive Plan as the Parks and Recreation Element and discusses City-owned parks and trails inside the city limits, trails outside Cle Elum's city limits but inside Cle Elum's urban growth area the City would like to make connections to, and recreational opportunities not owned by the City but nearby.

Parks and Trails inside the City limits and managed by the City include:

- Centennial Park
- City Park
- Cle Elum Disc Course
- Coal Mine Trail
- Fireman's Park
- Flagpole Park
- Hanson Pond Trail
- Memorial Park
- Wye Park
- Progress Path, and
- Hanson Ponds Open Space

From the prioritized list developed for the P&R Plan, the first six (6) years of needs and improvements are shown in Table 15 in the previous section as the Capital Improvement Program. Cle Elum chose to display a qualitative range of potential cost for the preliminary version of the P&R Plan and will update the Plan to show engineer's estimates as they are performed.

In addition to a brief title, an anticipated cost range, and the year the City plans to implement the improvement, there is a column that displays potential funding sources. The funding sources displayed in the table are illustrative. The shown sources may change, new sources may emerge, and purposes and availability are subject to change as well through legislation and funding source. The acronyms are noted below the table in foot notes and links are provided in the P&R Plan for contacting funding providers.

Please see the Parks and Recreation Plan for detailed park inventories, location maps, forecasted needs, project evaluations, goals, and policies, and links to all the funding sources listed are provided in the P&R Plan in Table 8.

APPENDIX A: APPLICABLE COUNTY WIDE PLANNING POLICIES (CWPP)

CWPP Applicable to Capital Facilities in General

In addition to following State of Washington requirements, planning efforts in Cle Elum require consistency with County Wide Planning Policies (CWPP). Kittitas County CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. The following CWPP points apply to discussion on the Capital Facilities Element of the Comprehensive Plan:

Policy 1.3 Joint funding arrangements through such mechanisms as interlocal agreements should be adopted for a period after annexations of developed properties to consider compensation for the County's loss of revenues and its capital facility expenditures prior to annexation, and any city obligations to provide capital facilities to the area annexed.

Policy 2.2 The designation of UGAs beyond the existing limits of incorporation will be based on demonstration of necessity to meet population projections and a demonstration by the cities that municipal utilities and public services either already exist or are planned for and can be effectively and economically provided by either public or private sources.

Policy 2.4 The subdivision, rezone, capital improvements, and governmental service decisions of all County governmental jurisdictions should be directed by their projected share of growth and should be in proportion to that projected share of growth. These projections will be reviewed on an annual basis as needed at a regularly scheduled KCCOG meeting.

Policy 2.10 Consistent development regulations and development standards including but not limited to: street alignment and grade, public road access, right-of-way, street improvements, sanitary sewer, storm water improvements, power, communications, utilities, park and recreation facilities, and school facilities should be adopted for areas within the identified twenty (20) year UGA boundaries for each jurisdiction within Kittitas County.

Policy 2.11 To encourage logical expansions of UGAs and to enable the most cost-effective expenditure of public funds for the provision of municipal services into newly annexed areas, the County and the respective cities shall jointly develop and implement development, subdivision and building standards, coordinated permit procedures, and innovative financing techniques including the possibility of development impact or other fees for the review and permitting of any new development within UGAs.

Policy 2.12 City services should not be extended outside twenty (20) year UGAs; however municipal services may be extended to serve a Master Planned Resort approved pursuant to the Kittitas County Comprehensive Plan Master Planned Resort Policies and RCW 36.70A.360. Such services include but are not limited to: central sewage collection and treatment, public water systems, urban street infrastructure, and storm water collection facilities.

Policy 2.13 County adoption of city standards for development within corresponding UGAs shall be negotiated. These may include the following:

1. Street locations, both major and secondary
2. Street right-of-way
3. Street widths
4. Curbs and gutters
5. Sidewalks
6. Road construction standards
7. Cul-de-sacs, location and dimensions
8. Storm drainage facilities, quantity, quality, and discharge locations
9. Street lights, conduit, fixtures, locations
10. Sewer, septic regulations, private sewer, dry sewer facilities
11. Water, pipe sizes, locations, construction standards
12. Electrical and natural gas distribution systems
13. Communication utilities, telephone, cable TV, etc.
14. Fire protection, station locations, fire flows, uniform codes
15. School facilities
16. All building requirements
17. Subdivision and platting requirements
18. Mobile homes and manufactured home regulations
19. Zoning ordinances: permitted uses in UGAs, setbacks, building heights, lot coverage, etc.
20. Libraries
21. Any other like services.

Policy 2.14 The availability of the full range of government services will be subject to the annexation policy of the adjacent municipality. Utility extensions into the UGA shall be consistent with the adopted comprehensive plan and capital facilities plan of the utility purveyor.

Policy 3.2 New industrial development which is not resource-based and requires urban services and zoning permits shall be located only within UGAs or industrial zoned land. Temporary industrial uses may be allowed within Master Planned Resorts approved by the County pursuant to RCW 36.70A.360 and the County Comprehensive Plan Master Planned Resort policies; provided however, that any such use shall be limited to master planned resort construction, development, maintenance, and operational purposes and shall be subject to annual review and approval by the County. Nothing in this section shall prohibit Master Planned Resorts approved by the County from continuous maintenance and operational needs of such resorts.

Policy 3.4 The location of all PUDs shall be established to foster the efficient expansion and management of infrastructure and utilities and demonstrate compatibility with resource land uses; impact fees may be assessed to compensate the cost of increased demands upon infrastructure, services, and utilities.

Policy 12.1 The County and cities shall provide regular and ongoing opportunities for public review and comment throughout the Comprehensive Plan development process.

Policy 12.2 The County and cities shall continue to encourage public awareness of the Comprehensive Plan by providing public participation opportunities and public education programs designed to promote a widespread understanding of the Plan's purpose and intent.

Policy 12.3 The County and cities shall encourage citizen participation throughout the planning process as mandated by the statute and codes for environmental, land use, and development permits.

Policy 12.4 The County and cities shall utilize broad based Citizen Advisory Committees to participate and assist in the development of Comprehensive Plan Elements, subarea plans, and functional plans as necessary.

CWPP Applicable to Transportation Systems

Countywide planning policies must be considered and incorporated into the Transportation Element for the plan to achieve "interjurisdictional consistency." The following Kittitas County Countywide Planning Policies apply to discussion of the Transportation Element:

Policy 4.1 Transportation plans (i.e., transportation elements of comprehensive plans) shall promote the development and implementation of a safe, efficient, and environmentally sound transportation system in accordance with federal and state requirements, including the State's Growth Management Act that is responsive to the community.

Policy 4.2 Transportation plans will support the planning goals for comprehensive plans set forth in RCW 36.70A.020 and 36.70A.070(6), including promotion of economic development consistent with available resources and public services and facilities.

Policy 4.3 Transportation plans will be consistent with their respective comprehensive plans and will be compatible with the applicable components of other local and regional transportation plans (e.g., QUADCO Regional Transportation Planning Organization, bordering counties, WSDOT and local agencies).

Policy 4.4 The County and cities shall cooperate in the analysis of, and response to, any proposed major regional industrial, retail/commercial, recreation, or residential development proposals that may impact the transportation system in Kittitas County.

Policy 4.5 Transportation plans and project prioritization shall be developed in active consultation with the public.

Policy 4.6 Inter-jurisdictional transportation plans shall promote a coordinated and efficient multi-modal transportation system, including alternative forms of transportation for the movement of goods and people.

Policy 4.7 The transportation plans will, to the maximum extent practical, provide a safe and environmentally sound system that meets community, elderly, disabled and low-income population needs.

Policy 4.8 Transportation improvements which are necessary to maintain the identified level of service standards shall be implemented concurrent with new development so that improvements are in place at the time of development, or that a financial commitment is provided to ensure completion of the improvements within six years.

CWPP Applicable to the Water, Sanitary Sewer, and Stormwater Systems

The Countywide Planning Policies Applicable to Capital Facilities in General broadly covers the applicable CWPP for Cle Elum's water system. Additional policies that are focused specifically on Water, Sanitary Sewer, and Stormwater Systems are listed below.

Policy 7.3 Surface water runoff and drainage facilities shall be designed and utilized in a manner which protects against the destruction of property and the degradation of water quality.

CWPP Applicable to Parks and Recreation

Countywide planning policies require the identification and protection of local open space in comprehensive plans.

Policy 10.1 Preserve open space and create recreational opportunities through the use of innovative regulatory techniques and incentives such as but not limited to: purchase of development rights, transfer of development rights, conservation easements, level of service standards, land trusts, and community acquisition of lands for public ownership.

Policy 10.2 New park and recreational facility plans shall include natural features, topography, floodplains, relationship to population characteristics, types of facilities, various user group needs, and standards of access including travel time.

Policy 10.3 Indoor and outdoor recreation facilities shall be designed to provide a wide range of opportunities allowing for individual needs of those using these facilities.

Policy 10.4 Expansion and enhancement of parks, recreation, scenic areas, and viewing points shall be identified, planned for, and improved in shorelands and urban and rural designated areas.

CWPP Applicable to Government Facilities and Services

The following CWPP points apply specifically to government facilities and services in the Capital Facilities Element of the Comprehensive Plan:

Policy 13.1 Planning and financing for public facilities to serve potential business and industries except natural resource based should be limited to urban growth areas.

Policy 13.2 Siting requirements for County public facilities within UGAs shall be jointly and cooperatively established with the municipalities. Municipal services should be extended by cities within the unincorporated areas of the UGAs.

Policy 13.3 The cities and the County shall develop a cooperative communication process through KCCOG, which includes public involvement at an early stage, to consider siting of city, countywide, and statewide public facilities, including but not limited to: solid waste disposal, correctional, transportation, education, and human service facilities.

Policy 13.4 The siting of any public facility requires that the facility location be compatible with area land uses. Local comprehensive plans and regulations will establish standards to ensure such compatibility.

Policy 13.5 In determining a local government's fair share of siting of public facilities, the decision maker shall consider at least the following:

1. The location and effect of existing public facilities on the community.
2. The potential for re-shaping the economy, the environment, and the community character resulting from the siting of the facility.

Policy 13.6 The County and cities should jointly sponsor the formation of Local Improvement Districts for the construction or reconstruction of infrastructure to a common standard which are located in the city and the Urban Growth Areas.

Policy 13.7 The levels of service for capital facilities shall be cooperatively defined, planned, and financed by all segments of the public and private sector involved in providing a particular service.

Policy 13.8 Financing methods for infrastructure serving residential needs should be mitigated for resource lands as designated by the County in keeping with anticipated levels of service impact.

Policy 13.9 All development should be evaluated so that it is assigned a fair and proportionate share of future infrastructure costs within UGAs and other designated service areas.

Policy 13.10 All jurisdictions shall participate in identifying needed regional services. All jurisdictions shall cooperate to identify adequate revenue sources and in creating financing mechanisms for regional services and infrastructure. Financing mechanisms may include increment financing or tax base sharing.

Policy 13.11 All jurisdictions shall coordinate bond elections for capital facility planning and financing.

Policy 13.12 Public facilities will not be located in Resource Lands or Critical Areas unless no feasible alternative site location exists, such as in the case of utility transmission facilities.

Policy 13.13 The comprehensive planning process in each jurisdiction shall identify land for all essential public facilities of city, countywide, or statewide significance, such as human service facilities, educational, or solid waste handling facilities, transportation facilities, correctional facilities, and in-patient care facilities.

Policy 13.14 Essential public facilities requiring siting outside cities or UGAs must be self-supporting and must not require the extension, construction, or maintenance of municipal services and facilities.

Policy 13.15 Essential public facilities shall be sited in places that enhance the region's development strategy and that encourage their efficient use by the public.

Policy 13.16 All jurisdictions shall identify existing essential public facilities including but not limited to:

1. Utility corridors, sewer, water, power, and communication facilities
2. All transportation facilities
3. Landfills, solid waste handling, and disposal facilities
4. Sewage treatment facilities
5. Recreational facilities
6. Schools
7. Municipal facilities (city halls, fire stations, police stations, libraries, and post offices)
8. Parks
9. State and local correctional facilities
10. In-patient facilities, including substance abuse facilities
11. Mental health facilities
12. Group homes
13. Secure community transition facilities
14. Any facility on the state ten-year capital plan maintained by the Office of Financial Management

Policy 13.17 All jurisdictions shall establish a countywide process for siting essential public facilities of region-wide significance. This process will include:

1. An inventory of needed facilities
2. A method of fair share allocation of facilities
3. Economic and other incentives to jurisdictions receiving such facilities
4. A method of determining which jurisdiction is responsible for each facility
5. A public involvement strategy, and
6. Assurance that the environment and public health and safety are protected.

Policy 13.18 Essential public facilities which are identified by the County, by regional agreement, or by State or Federal government shall require public involvement through meetings and hearings and involve review and comment from citizens and local jurisdictions.

Policy 13.19 All jurisdictions shall strive to locate regional and essential public facilities so as to distribute them equitably countywide. No single community shall be required to absorb an undue share of the impacts of regional and essential services.

APPENDIX B: LEVEL OF SERVICE (LOS) METHODOLOGY USED IN THE CITY OF CLE ELUM'S LOS CALCULATIONS

Transportation Level of Service

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles actually using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of "level of service" (LOS). Levels of service have been categorized in a range from "A" to "F" and the descriptions in Table 4-3 of the Transportation Element are summarized from the Highway Capacity Manual 2010.

Because travel time has not been customarily measured in the City, instead of travel speeds and travel delay, a simpler method of observed or forecasted volume versus the idealized capacity is used and the resulting ratio Volume/Capacity is expressed in Table 4-3.

Levels of service can be calculated in several ways for each mode of transportation such as vehicles, freight, transit, bicycle, or pedestrian. Other, more complex measures include interruptions to traffic flow such as signals, stop signs, and turning traffic. Because each project may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual 2010.

For screening purposes associated with planning and to be consistent with the standards set by the QUADCO Regional Transportation Planning Organization (RTPO), Cle Elum reports LOS in the following Volume/Capacity manner.

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

The regional transportation roadway LOS established by QUADCO RTPO is LOS C for rural roads and LOS D for urban roads which is in agreement with the Washington State Department of Transportation (WSDOT) LOS standards. The City of Cle Elum views "Levels of Service" for roadways other than arterial streets as advisory within its City limits.

In 2010, the City contracted with DN Traffic Consultants to assist the City in determining a responsible and sustainable LOS standard. To maintain its historic and small city character, Cle Elum adopted a level of service standard "C" for City streets within its jurisdiction. The Washington State Department of Transportation will mitigate congestion on urban highways in cooperation with local and regional jurisdictions when the peak period LOS falls below "D". The City of Cle Elum has one interstate passing near and through its boundaries and one state road passing east/west through the City's downtown: I-90 and SR 903, both of which are classified as urban. QUADCO sets its LOS at "C" for rural roads and LOS "D" for urban roads.

Table 4.3 (Transportation Element). Level of Service Categories

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

TABLE 4-4. (TRANSPORTATION ELEMENT) ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA – PEAK HOUR VOLUME AND LEVEL OF SERVICE

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	% of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	4	33,000 (2017)	2,113	8,000	26%	A
	I-90	E/O	SR 970 / White Road Interchange	4	33,571 (2009)	2,316	8,000	29%	A
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	1	2,792 (2009)	238	1,200	20%	A
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	1	2,436 (2009)	196	1,200	16%	A
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	1	918 (2009)	81	1,200	7%	A
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	1	915 (2009)	71	1,200	6%	A
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1	1,566 (2009)	131	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1	1,123 (2009)	93	1,200	8%	A
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	1	938 (2009)	82	1,200	7%	A
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1	1,508 (2009)	132	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	1	501 (2009)	57	1,200	5%	A
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	1	513 (2009)	33	1,200	3%	A
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	2	4,818 (2015)	235	2,000	12%	A
	SR 903 (First Street)	E/O	Yakima Avenue	2	7,033 (2017)	512	2,000	26%	A

continued

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Major Collector (cont.)	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	2	3,957 (2018)	366	2,000	18%	A
	SR 903 (Second Street)	W/O	Oaks Avenue	2	4,404 (2016)	341	2,000	28%	A
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	2	5,810 (2016)	448	2,000	22%	A
	SR 903 (First Street)	W/O	Peoh Avenue	2	7,337 (2018)	322	2,000	16%	A
	West First Street	E/O	North Pine Street	2	8,205 (2018)	654	2,000	33%	A
	SR 903	E/O	Yakima Avenue	2	7,023 (2017)	512	2,000	26%	A
	North Pennsylvania Avenue	N/O	(SR 903) First Street	2	1,464 (2018)	148	2,000	7%	A
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1	2,686 (2018)	204	1,000	20%	A
	North Oakes Avenue	N/O	Railroad Avenue	2	2,590 (2018)	233	2,000	12%	A
	Bullfrog Road	S/O	SR 903 Roundabout	2	UNK	UNK	UNK	UNK	UNK
Minor Collector	Airport Road	E/O	SR 903 Intersection	2	UNK	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	2	500 (2018)	52	1,200	4%	A
	Second Street	W/O	Wright Avenue	2	2,397 (2018)	256	1,200	21%	A
	N Columbia Avenue	N/O	Fourth Street	2	138 (2018)	9	1,200	1%	A
	Pennsylvania Avenue	N/O	Third Street	2	65 (2018)	4	1,200	1%	A

continued

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
	Pennsylvania Avenue	S/O	Third Street	2	235 (2018)	12	1,200	1%	A
	Third Street	W/O	Pennsylvania Avenue	2	475 (2018)	28	1,200	2%	A

TABLE 4-7. FORECAST AADT FOR ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA (2.5% ANNUAL GROWTH RATE) BEFORE TIP AND COMPREHENSIVE PLAN PROJECTS

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	33,000 (2017)	35,537	45,491	58,232
	I-90	E/O	SR 970 / White Road Interchange	33,571 (2009)	44,048	56,385	72,178
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	2,792 (2009)	3,663	4,689	6,003
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	2,436 (2009)	3,196	4,906	7,096
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	918 (2009)	1,204	1,542	1,974
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	915 (2009)	1,201	1,543	1,967
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1,566 (2009)	2,055	2,630	3,367
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1,123 (2009)	1,473	1,886	2,414
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	938 (2009)	1,231	1,575	2,017
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1,508 (2009)	1,979	2,533	3,242
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	501 (2009)	657	5,274	11,185
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	513 (2009)	673	862	1,103
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	4,818 (2015)	5,451	7,525	10,180
	SR 903 (First Street)	E/O	Yakima Avenue	7,033 (2017)	7,563	12,658	19,181
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	3,766 (2018)	3,957	5,374	7,188

continued

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Major Collector (continued)	SR 903 (Second Street)	W/O	Oaks Avenue	4,404 (2016)	4,861	6,874	9,450
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	5,810 (2016)	6,413	10,194	15,035
	SR 903 (First Street)	W/O	Peoh Avenue	7,337 (2018)	7,708	10,652	14,421
	West First Street	E/O	North Pine Street	8,205 (2018)	8,620	11,965	16,254
	North Pennsylvania Avenue	N/O	(SR 903) First Street	1,464 (2018)	1,538	1,992	2,573
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	2,686 (2018)	2,822	3,612	4,624
	North Oakes Avenue	N/O	Railroad Avenue	2,590 (2018)	2,721	6,676	11,739
Minor Collector	Airport Road	E/O	SR 903 Intersection	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	500 (2018)	525	1,839	3,522
	Second Street	W/O	Wright Avenue	2,397 (2018)	2,518	3,232	4,145
	N Columbia Avenue	N/O	Fourth Street	138 (2018)	145	1,326	2,837
	Pennsylvania Avenue	N/O	Third Street	65 (2018)	68	99	139
	Pennsylvania Avenue	S/O	Third Street	235 (2018)	247	324	423
	Third Street	W/O	Pennsylvania Avenue	475 (2018)	504	644	829

No color in the cell = estimated to be LOS A
Yellow colored cell = estimated to be LOS B
Orange colored cell = estimated to be LOS C
Pink colored cell = estimated to be LOS D
Red colored cell = estimated to be LOS E
Black colored cell = estimated to be LOS F

Estimates based on 2009-2018 counts grown at a 2.5% annual growth rate to be consistent with the method used in the 2017-2037 QUADCO Regional Transportation Plan and shared with Cle Elum through printouts from the Kittitas County Regional Transportation model.

All calculations above are done simply by percentages and do not take into account other LOS contributing factors such as operation of intersections and land use changes other than major developments. Because projects may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual 2010. More in-depth analysis as described in the HCM 2010 may show results that are different than the simple volume/capacity screening tool used in tables 4-4 and 4-7. In the event of differences, the more in-depth analysis indication of LOS should be used.

The order of evaluation for Level of Service should be simplified volume/capacity calculations until a facility moves to LOS B. If the facility indicates a LOS other than A, the Regional Travel Demand Model should be used for a land-use oriented, better approximation of travel patterns and flow. If the regional travel demand model indicates a LOS C or worse, a traffic impact analysis should be performed or if a project is of such complexity that it cannot be fully represented in the regional travel demand model, a traffic impact analysis should be performed to assess the opening year and forecast impacts on the transportation system.

Because of the significant changes in land use that are planned to occur in Suncadia, other developments in the northern edge of the City Limits, and developments adjacent to the UGA north of the City, these anticipated projections should be checked against observed counts between now and the next update. Final assumptions used in developing the forecast traffic should be shared with Kittitas County, and should be considered to be included in the next update to Kittitas County's Regional Travel Demand Model.

APPENDIX C: THE CITY OF CLE ELUM'S 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CITY OF CLE ELUM
WASHINGTON

RESOLUTION NO. 2018-019

A RESOLUTION OF THE CITY OF CLE ELUM, WASHINGTON ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM, FROM 2019 TO 2025

WHEREAS, the City of Cle Elum is required by Washington State to annually adopt a Six-year Transportation Improvement Program (TIP); and

WHEREAS, ON June 26, 2018, the City Council for the City of Cle Elum held a Public Hearing to receive comments on the proposed Six-Year Transportation Improvement Program; and

WHEREAS, the City Council for the City of Cle Elum finds it is in the best interest of the residents of the City to adopt the attached Six-Year Transportation Improvement Program for the years 2019 through 2024.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLE ELUM, WASHINGTON, DOES RESOLVE AS FOLLOWS:

The attached City of Cle Elum Six-Year Transportation Improvement Program for the years 2019 through 2024 is hereby adopted, and shall be forwarded to Quad County Regional Transportation Planning Organization and Washington State Department of Transportation.

PASSED BY THE CLE ELUM CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 26TH DAY OF JUNE 2018.

CITY OF CLE ELUM

Jay McGowan

Jay McGowan, Mayor

ATTEST/AUTHENTICATED:

Kathi Swanson

Kathi Swanson, City Clerk

CITY OF CLE ELUM
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Cle Elum City Council will hold a public hearing on the Six-Year Transportation Improvement Program for the City of Cle Elum on Tuesday, June 26, 2018 at 7:00 p.m. or shortly thereafter. Copies of the plan may be obtained at Cle Elum City Hall, 119 Wet First Street, during regular business hours.

Anyone interested in this matter is urged to attend or they may submit their views in writing to Cle Elum City Hall, 119 West First Street, Cle Elum, WA. 98922

Kathi Swanson, City Clerk
(509) 674-2262
Cle Elum City Hall
119 West First Street
Cle Elum, WA 98922.

CITY OF CLE ELUM
NOTICE OF
PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Cle Elum City Council will hold a public hearing on the Six-Year Transportation Improvement Program for the City of Cle Elum on Tuesday, June 26, 2018 at 7:00 p.m. or shortly thereafter. Copies of the plan may be obtained at Cle Elum City Hall, 119 Wet First Street, during regular business hours.

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Kathi Swanson, City Clerk
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Cle Elum City Hall
119 West First Street
Cle Elum, WA 98922.

(Published in the N.K.C. TRIBUNE, June 14 and 21, 2018.)

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	1	First Street Improvements Phase 2 - Stormwater Improvements First Street Billings Avenue to Peoh Avenue Construction of storm drainage piping and catch basins along the corridor, coordinated with future Phase 3 improvements.	WA-11217	06/26/18	06/26/18		2018-019	44	C G P S T W	0.510	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019	CDBG	40,270	OTHER	30,000	30,000	100,270
S	CN	2019	STP(R)	125,000		0	0	125,000
S	CN	2019	CDBG	684,730		0	0	684,730
			Totals	**850,000**		**30,000**	**30,000**	**910,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	100,270	0	0	0	0
CN	809,730	0	0	0	0
Totals	**910,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum

County: Kittitas

MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	2	First Street Improvements Phase 3 - Downtown Revitalization First Street Billings Avenue to Peoh Avenue Downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities.	WA-11218	06/26/18	06/26/18		2018-019	04	C G P S T W	0.510	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019	STP(R)	176,760	PWTF	533,240	0	710,000
			Totals	**176,760**		**533,240**	**0**	**710,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	710,000	0	0	0	0
Totals	**710,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

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Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	3	Hanson Ponds Trail Improvements to Construction of a new pedestrian bridge, restrooms, parking facilities, picnic area, and signage.	WA-11212	06/26/18	06/26/18		2018-019	28			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	OTHER	23,450	10,050	33,500
P	CN	2020		0	OTHER	281,050	120,450	401,500
			Totals	**0**		**304,500**	**130,500**	**435,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	33,500	0	0	0	0
CN	0	401,500	0	0	0
Totals	**33,500**	**401,500**	**0**	**0**	**0**

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Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	4	Chipseal, various locations to Chipseal and sweep the following locations: Fourth Street, Oakes to Bullit Bullit Street, Third to Fourth Wright Avenue, Third to Fourth Harris Avenue, Third to Fourth Penn. Avenue, Third to Fourth	WA-08102	06/26/18	06/26/18		2018-019	05		0.350	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	25,750	25,750
			Totals	**0**		**0**	**25,750**	**25,750**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	25,750	0	0	0	0
Totals	**25,750**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

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Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	5	SR 903 and Stafford Street Sidewalk Improvements SR 903 Stafford Street to Stafford Street Construct curb, gutter, and sidewalk with curb ramps including flashing beacons.	WA-10080	06/26/18	06/26/18		2018-019	28	C G P S T W	0.630	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019	SRTS	63,175		0	3,325	66,500
P	CN	2020	SRTS	489,250		0	25,750	515,000
			Totals	**552,425**		**0**	**29,075**	**581,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	66,500	0	0	0	0
CN	0	515,000	0	0	0
Totals	**66,500**	**515,000**	**0**	**0**	**0**

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County: Kittitas
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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	6	HMA Overlays, various locations to HMA overlay the following locations: Madison Street, Second to end South Railroad Street, Oakes to Owens	WA-08103	06/26/18	06/26/18		2018-019	05		1.200	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	184,400	184,400
			Totals	**0**		**0**	**184,400**	**184,400**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	184,400	0	0	0	0
Totals	**184,400**	**0**	**0**	**0**	**0**

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County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	7	Chipseal, various locations to Chip seal and sweep at the following locations: Columbia Avenue, First to Second Fifth Street, Steiner to Stafford	WA-08104	06/26/18	06/26/18		2018-019	05		0.410	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	25,750	25,750
			Totals	**0**		**0**	**25,750**	**25,750**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	25,750	0	0	0	0
Totals	**25,750**	**0**	**0**	**0**	**0**

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	8	Chipseal, various locations to Chipseal and sweep the following locations: Billings Ave, Second to Third Wright Ave, Second to Third Bullitt Ave, Second to Third Peoh Ave, Second to Third Teanaway Ave, Second to Third Yakima Ave, Second to Third	WA-09154	06/26/18	06/26/18		2018-019	05		0.340	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	30,900	30,900
			Totals	**0**		**0**	**30,900**	**30,900**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	30,900	0	0	0	0
Totals	**30,900**	**0**	**0**	**0**	**0**

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County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	9	Third Street Chipseal Yakima Avenue to Cottage Avenue Chipseal and sweep.	WA-09156	06/26/18	06/26/18		2018-019	05		0.480	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	42,200	42,200
			Totals	**0**		**0**	**42,200**	**42,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	42,200	0	0	0	0
Totals	**42,200**	**0**	**0**	**0**	**0**

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Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	10	Cottage Avenue Chipseal to Chipseal and sweep.	WA-09157	06/26/18	06/26/18		2018-019	05		0.440	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	38,100	38,100
			Totals	**0**		**0**	**38,100**	**38,100**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	38,100	0	0	0	0
Totals	**38,100**	**0**	**0**	**0**	**0**

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	11	Railroad Avenue Rehabilitation Harris Avenue to Montgomery Avenue Grind and overlay asphalt surface, cement treated base, pavement markings, and ADA curb ramps.	WA-10078	06/26/18	06/26/18		2018-019	06	C G P S T W	0.230	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0	TIB	380,000	20,000	400,000
			Totals	**0**		**380,000**	**20,000**	**400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	400,000	0	0	0	0
Totals	**400,000**	**0**	**0**	**0**	**0**

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County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	12	North Floral Avenue Rehabilitation North Floral Avenue East First Street to East Fourth Street Construct cement treated base and HMA overlay.	WA-11216	06/26/18	06/26/18		2018-019	06	C G P S T W	0.210	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2020		0	TIB	380,000	20,000	400,000
			Totals	**0**		**380,000**	**20,000**	**400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	400,000	0	0	0
Totals	**0**	**400,000**	**0**	**0**	**0**

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	13	Chipseal, various locations to Chipseal and sweep at the following locations: Billings Avenue, Railroad to Fourth Fourth Street, Billings to Stafford Rosyln Place, cul de sac to Miller Miller Avenue, Rosyln Place to Second Pine Street, Second to Rosyln Place	WA-08105	06/26/18	06/26/18		2018-019	05		0.420	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2020		0		0	40,200	40,200
			Totals	**0**		**0**	**40,200**	**40,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	40,200	0	0	0
Totals	**0**	**40,200**	**0**	**0**	**0**

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County: Kittitas

MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	14	Chipseal, various locations to Chipseal and sweep at the following locations: Davis Street, Pine to Alpha Alpha South, to end	WA-08345	06/26/18	06/26/18		2018-019	05		0.060	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2021		0		0	4,100	4,100
			Totals	**0**		**0**	**4,100**	**4,100**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	4,100	0	0
Totals	**0**	**0**	**4,100**	**0**	**0**

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Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	15	Chipseal, various locations to Chipseal and sweep at the following locations: Lincoln Street, Fourth to Third Madison Street, Fourth to Second Third Street, Grant to Madison Third Street, Lincoln to Madison	WA-08346	06/26/18	06/26/18		2018-019	05		0.690	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0		0	62,800	62,800
			Totals	**0**		**0**	**62,800**	**62,800**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	62,800	0
Totals	**0**	**0**	**0**	**62,800**	**0**

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Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	16	2nd Street Pathway - Phase 1 2nd Street Stafford Street to Peoh Avenue Construct multi-use pathway adjacent to roadway.	WA-11220	06/26/18	06/26/18		2018-019	28		0.630	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0	TIB	252,000	28,000	280,000
			Totals	**0**		**252,000**	**28,000**	**280,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	280,000	0
Totals	**0**	**0**	**0**	**280,000**	**0**

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MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	17	2nd Street Pathway - Phase 2 Peoh Avenue to Short Avenue Construct multi-use pathway adjacent to roadway.	WA-10081	06/26/18	06/26/18		2018-019	28	C G P S T W	0.700	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0	TIB	281,700	31,300	313,000
			Totals	**0**		**281,700**	**31,300**	**313,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	313,000
Totals	**0**	**0**	**0**	**0**	**313,000**

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MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	18	Columbia Avenue Extension 1st Street to Railroad Tracks Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	WA-10082	06/26/18	06/26/18		2018-019	01	C G P S T W	0.100	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0	TIB	834,300	92,700	927,000
			Totals	**0**		**834,300**	**92,700**	**927,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	927,000
Totals	**0**	**0**	**0**	**0**	**927,000**

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MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	19	Chipseal, various locations to Chipseal and sweep at the following locations: Stuart View Drive, Second to Pine Schober Way, Second to Reed	WA-08347	06/26/18	06/26/18		2018-019	05		0.480	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0		0	20,600	20,600
			Totals	**0**		**0**	**20,600**	**20,600**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	20,600
Totals	**0**	**0**	**0**	**0**	**20,600**

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MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	20	Chipseals, various locations to Chipseal and sweep the following locations: Pennsylvania Ave, First to Third Harris Ave, First to Third Columbia Ave, First to Third Floral Ave, First to Third Short Ave, First to Third	WA-09155	06/26/18	06/26/18		2018-019	05		0.600	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0		0	58,000	58,000
			Totals	**0**		**0**	**58,000**	**58,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	58,000
Totals	**0**	**0**	**0**	**0**	**58,000**

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Agency: Cle Elum
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MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	21	South Cle Elum Way Pathway Railroad Street to Bridge Construct multi-use pathway.	WA-10074	06/26/18	06/26/18		2018-019	28			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0	TIB	108,000	12,000	120,000
			Totals	**0**		**108,000**	**12,000**	**120,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	120,000
Totals	**0**	**0**	**0**	**0**	**120,000**

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County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	22	West First Street (Safeway Hill) Improvements West First Street South Pine Street to South Pine Street Construct curb, gutter, sidewalk links, bulbouts, flashing beacons, and pavement markings.	WA-11219	06/26/18	06/26/18		2018-019	28	C G P S T W	0.100	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0	TIB	380,000	20,000	400,000
			Totals	**0**		**380,000**	**20,000**	**400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	400,000
Totals	**0**	**0**	**0**	**0**	**400,000**

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Cle Elum	**1,579,185**		**3,483,740**	**946,375**	**6,009,300**

APPENDIX D: FUNDING SOURCES BY FACILITIES TYPE

Roadway System Funding

A. State and Federal Funding Sources

Transportation is typically funded by some type of "user fees." Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. The major state tax sources to fund transportation improvements are the gas tax and vehicle registration fees. The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes. The Washington State gas tax rate is $0.494 cents per gallon (2016). The collected tax is distributed in accordance with *RCW 46.68.090.*

For larger projects, the City may seek funding assistance from the Washington State Transportation Improvement Board (TIB), as well as some other sources. Cle Elum is included in a state-designated regional planning area. Because of this distinction, there are three state-funded grant programs that the City can pursue through the TIB:

- Small City Arterial Program (SCAP),
- Small City Preservation Program (SCPP), and
- Small City Sidewalk Program (SCSP).

TIB also manages the Complete Streets Program.

Other Washington State grant opportunities Cle Elum can include in their funding strategy include but are not limited to WSDOT's Safe Routes to School Program, WSDOT Bicycle and Pedestrian Program, and WSDOT's City Safety Program.

There are federal grant programs that the City can pursue through the authorization of FAST Act, the federal transportation legislation. Two funding sources that WSDOT allocates to QUADCO for RTPO processes include:

- Surface Transportation Block Grant (STBG), and
- Surface Transportation Block Grant Set-aside (STBG Set-aside)

QUADCO facilitates and approves the awards to member jurisdictions and agencies upon completion of a prioritized, competitive basis.

The FAST Act has created other new federal grant opportunities that require applicants to compete at the national level. The list of national grant opportunities can be accessed through the Grants.Gov website located at https://www.grants.gov/ .

B. Local Funding Sources

In 1987, the Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently in 2015, the Legislature amended the TBD statute to authorize TBDs to impose vehicle license fees of up to $50 without

a public vote and also made it possible for cities to absorb the TBD in cases where the TBD has the same boundaries as the city.

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

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

Local Improvement District

Property owners in a particular area in need of infrastructure upgrades can also create a Local Improvement District (LID). A LID is a financial instrument that allows the property owners to share the costs of infrastructure improvements, including improving streets and constructing sidewalks.

Real Estate Excise Tax

In Washington, all cities and counties are authorized to levy a 0.25% real estate excise tax (REET), known as the “first quarter percent” or “REET 1,” on all sales of real estate. Those planning under the GMA are authorized to levy a second 0.25% real estate excise tax known as “the second quarter percent” or “REET 2.” REET 1 funds are used for capital improvements.

Kittitas County Distressed County Sales and Use Tax

In 1998, the Kittitas County Board of Commissioners accepted the sales and use tax revenues in accordance with RCW 82.14.370 and directed the Conference of Governments to oversee the fund and project selection.

The Kittitas County Distressed County Sales and Use Tax funds are used for promoting economic development, job creation, and financing public facilities such as: bridges, roads, domestic and industrial water facilities, sanitary sewer facilities, earth stabilization, storm sewer facilities, railroad, electricity, natural gas, buildings, structures, telecommunications infrastructure, transportation infrastructure, commercial infrastructure, and port facilities.

Domestic Water System Funding

There are five basic categories of potential financing for domestic water-related improvements:

1. Local Public Enterprise Funds
2. Use of Local Public Powers
3. State Assisted or Guaranteed Resources
4. Federally Assisted or Guaranteed Resources
5. Private Development

A combined funding opportunity section is here in Appendix C. Because much of the funding opportunity information is common between domestic, wastewater, and stormwater facilities a common table for these categories is placed here instead of separate tables for funding opportunities.

Current availability of funding is limited with a number of the sources within these categories. Many sources restrict the use of funds to certain projects and others limit their monetary participation to a percentage of the total cost.

A detailed financial program was developed for the City's 2015 Water System Plan and is provided in Table 9-3 in CHAPTER 9. The proposed financial program incorporates projected operations, maintenance, and capital improvement costs for a six-year period of 2014-2019. Projected revenues and expenditures of the water system include growth factors and inflation rates, in addition to the recommended rate increases, to account for estimated growth within the City, as discussed in CHAPTER 2 of the 2015 Water System Plan.

The City of Cle Elum will continue annual reviews of the water system's financial program during their budget preparation process. The financial program will also be reviewed and revised as needed during the next update of the Water System Plan on or before February 1, 2022. This continued review will allow for modifications to the proposed rate and revenue increases, should financial conditions change.

The following is a more general discussion of funding sources and is included here to make the Capital Facilities Plan a comprehensive reference document.

1. Local Public Enterprise Funds

   Reserves in the Enterprise Fund are accumulated from revenues from domestic water, sanitary sewer, and stormwater user fees. The amount of the reserves will depend on the balance of operation and maintenance costs of each of the systems versus total revenues generated by the associated fees. These reserves may be used to finance any respective domestic water, sanitary sewer, or stormwater system related project approved by the City Council.

Funds for a future project may be generated by increases in any system's user fees, thus building the reserves in the Enterprise Fund. With this method of financing, often called the "pay-as-you-go" approach, the City is collecting interest on the reserves as opposed to paying interest on a loan balance. One method used by some communities to accumulate reserves is through the development of a capital recovery charge system. This approach is similar to assessing connection fees, except the amount is based on the capital costs of constructing system infrastructure, and the collected funds are usually set aside as capital reserves for future projects.

2. Use of Local Public Powers

The use of local public powers consists of three primary bonding techniques including general obligation bonds, special assessment bonds, and revenue bonds. There are advantages and disadvantages to each. The type of bond issue to finance a community improvement depends in part on custom and in part on the circumstances of a particular offering. General information about the three principal types of municipal bonds follows:

General Obligation Bonds pledge the unlimited taxing power and the full faith and credit of the issuing government to meet the required principal and interest payments.

Special Assessment Bonds (LID Bonds) are used to finance improvements where the property specially benefitted can be identified. Special assessment bonds are frequently used to make capital improvements in a particular neighborhood. Principal and interest payments for these bonds are made by the special assessment on the property benefitting from the improvement. Before special assessment bonds are issued, estimated costs are mailed to property owners, and a public hearing is held to allow the affected property owners to say whether or not they want the improvements. During a subsequent 30-day protest period, property owners may protest the improvements prior to City Council action formally establishing the project. Debt financed by special assessment bonds is not subject to debt limitations. As a sanitary sewer example, this type of financing is typically not suited for construction of trunk sewers within a collection system. However, it is often used as a means to finance extension of sewers into a new service area.

Revenue Bonds are frequently used to finance City-owned utilities, industrial parks, and other municipal public facilities. The bonds pledge the revenue from a particular revenue source to meet the principal and interest payments. Revenue bonds are appropriate debt instruments when the enterprise fund can be expected to generate sufficient revenue to meet both operating and debt service cost. Revenue bonds generally do not become a general obligation of the government issuing them. Communities may have to pay higher rates of interest on these bonds than on general obligation bonds, because revenue bonds are considered less secure. However, revenue bonds also have an important advantage over general obligation bonds. The amount of the revenue bonds is not included in the amount of indebtedness subject to state debt limitations. The legal requirements for issuing revenue bonds are more complex than those for issuing general obligation bonds. For example, when revenue bonds are issued, a special authority (Sewer Fund) operates the facility and a special revenue fund receives and disburses all funds. A trust agreement to provide for the monthly reimbursement of revenues and containing provisions to protect the bond holders must be formulated.

3. State and Federal Assisted or Guaranteed Resources

United States Department of Agriculture (USDA)

A. Rural Utilities Program

The USDA Rural Utilities Program provides project financing and technical assistance to help communities provide the infrastructure needed by rural businesses, community facilities, and households. Please visit USDA's website at: https://www.rd.usda.gov/about-rd/agencies/rural-utilities-service

B. Water & Environmental Programs

The USDA Water & Environmental Program provides loans, grants, and loan guarantees for drinking water, sanitary sewer, solid waste, and storm drainage facilities in rural areas and cities and towns of 10,000 or less. to help communities provide the infrastructure needed by rural businesses, community facilities, and households.

Water Quality Combined Financial Assistance Program

State administered funding sources are now integrated into a single process for the Centennial Clean Water Fund State Grant Program, the Clean Water Act Section 319 Federal Grant Program, the Drinking Water State Revolving Fund Loan Program, and the Storm Water Financial Assistance Program. Through the Water Quality Combined Financial Assistance Program, an applicant submits one application and is considered for all of the potential funding opportunities. Applications are accepted once a year and funding details can be found at: https://ecology.wa.gov/About-us/How-we-operate/Grants-loans/Find-a-grant-or-loan/Water-Quality-Combined-Funding-Program

C. Centennial Clean Water Fund State Grant Program

The Centennial Clean Water Fund State Grant Program is state-funded through the Washington State General Fund, primarily through the State Building Construction Account. The Centennial program provides grants for water quality infrastructure and nonpoint source pollution projects to improve and protect water quality.

Eligible infrastructure projects are limited to wastewater treatment construction projects for financially distressed communities. Eligible nonpoint source pollution projects include on-site septic repair and replacement, agricultural best management practices, education and outreach, water quality monitoring, lake water quality planning, riparian and wetlands habitat restoration and enhancement, stream restoration, TMDL plan development and implementation, and wellhead protection. A 25% match is required for nonpoint source pollution projects.

D. Clean Water Act Section 319 Federal Grant Program

The Clean Water Act Section 319 Grant Program is federally-funded through the Environmental Protection Agency's granting of funds to Washington State Department of Ecology. The Section 319 program provides grants to eligible nonpoint source pollution projects to improve and protect water quality. The eligible projects are similar

to those in the state Centennial program. A 25% match is required for projects. For more information visit:
http://www.federalgrants.com/Clean-Water-Act-Section-319-Grant-Program-5088.html

E. Drinking Water State Revolving Fund

The Drinking Water State Revolving Fund (DWSRF OR SRF) provides low-interest loans to local governments for projects which improve and protect the state's water quality. Up to 100% of eligible project costs are fundable through this program. SRF loans can be used to match Centennial Clean Water Fund Grant Program and Clean Water Act Section 319 Federal Grant Program grants.

Eligible infrastructure projects include wastewater treatment construction projects, eligible nonpoint pollution control projects, and eligible Green projects. SRF loans can be used to match Centennial Clean Water Fund Grant Program and Clean Water Act Section 319 Federal Grant Program grants. For a list of eligible project types please visit:
https://www.doh.wa.gov/CommunityandEnvironment/DrinkingWater/WaterSystemAssistance/DrinkingWaterStateRevolvingFundDWSRF

F. Stormwater Financial Assistance Program and SFAP Pre-Construction

The Stormwater Financial Assistance Program (SFAP) Pre-construction allows for grants to develop construction plans for stormwater capital projects to Phase I and Phase II National Pollutant Discharge Elimination System (NPDES) municipal permitees. Stormwater Financial Assistance Program provides cities, counties, and ports grants for projects that address existing pollution problems and provide a high level of water quality benefit.

G. Stormwater Capacity Grants

Stormwater Capacity Grants are awarded to holders of Phase I and Phase II NPDES municipal permits for activities and equipment necessary for permit implementation.

H. Grants of Regional or Statewide Significance

Grants of Regional or Statewide Significance are grants that are available to Phase I and Phase II NPDES municipal permittees for projects that provide benefits for more than one permittee.

In addition to these more customary funding opportunities, Department of Ecology and Department of Health have some smaller planning grants and loans to assist entities in preparation of applying for a Drinking Water State Revolving Fund Construction Loan, assist entities plan for Source Water Protection, and assist communities experiencing the loss of critical drinking water services or facilities due to an emergency.

Other organizations provide financing for domestic water, sanitary sewer, and stormwater facilities assistance as well. Some of the organizations are listed in the illustrative list below:

- National Rural Water Association can assist with loans to pay for pre-development cost for proposed water and wastewater projects. Please visit NRWA's website at: https://nrwa.org/

- Rural Community Assistance Corporation can assist with loans to pay for feasibility and pre-development costs for proposed solid waste, domestic water, stormwater, and wastewater projects. Please visit RCAC's website at: http://www.rcac.org/

- Department of Commerce offers a Bond Cap Allocation Program with limited state allocation, and Community Development Block Grants for general purposes including construction, acquisition, and planning-only. Please visit DOC's website at: http://www.commerce.wa.gov/about-us/research-services/bond-cap-allocation-program/

- The Public Works Grants and Loans Program funded by the Economic Development Administration (EDA) is used to encourage long-range development gains in jurisdictions where economic growth is lagging or where the economic base is shifting. The program provides public works and development facilities needed to attract new industry and provide business expansion. Financial aid may be used to acquire and develop land and improvements for public works and to acquire, construct, rehabilitate, alter, expand, or improve such facilities, including related machinery and equipment. When completed, such projects are expected to bring additional private investment to the area. Please visit DOC's website at: http://www.commerce.wa.gov/building-infrastructure/pwb-home-page/

APPENDIX E: CAPITAL FACILITIES ELEMENT GOALS AND POLICIES

Capital Facilities Elements Goals and Policies

The goals and policies of the Capital Facilities Element provide guidelines and direction for the different infrastructure systems, government buildings, government properties within Cle Elum over the next twenty (20) years. They are intended to balance the community's desire to maintain Cle Elum's unique sense of place with the City's desire for sustained and balanced economic and residential vitality. Goals and policies also provide direction for future planning and implementation activities.

Goals and policies provide useful evaluation of new ideas as they emerge between comprehensive planning processes. The City can consider intentions of the plan as described in the goals and policy statements during problem-solving discussions. The goals and policies identified in this plan are derived largely from the Community Visioning Meetings guided by City Staff and the City Planning Commission, the 2007 Comprehensive Plan Update, and additional considerations such as the expansion of goals and policies for the Cle Elum Municipal Airport.

Capital Facilities goals and policy statements are guided by two principal themes: first, the desire of the City to maintain and enhance the larger planning documents the City has invested in developing, such as a Water System Plan, an Airport Master Plan, or a General Sewer Plan; second, the impetus of its residents to create an economically sustainable City respecting the contributions and foundations of the past while striving to meet the challenges of the future.

The GMA specifies planning topics for the comprehensive planning process. Capital Facilities goals cover topics such as: a) an inventory of capital facilities owned by public entities, showing locations and capacities, b) a forecast of the future needs for the capital facilities, c) the proposed locations and capacities of expanded or new capital facilities, d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes, e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

Finally, the goals and policies are intended to provide guidance to elected officials, staff, and the general public as to the infrastructure and services within the City and in potential annexation areas. This element recognizes the City is an active and participating regional partner ensuring the intent of the Growth Management Act is met.

Goal CF-1: To assure that capital improvements necessary to carry out the comprehensive plan are provided when they are needed.

Policies:

CF – 1.1 The City provides garbage services, police operation, animal control, library services, and some recreational services to the residents of the City, South Cle Elum, and areas of the unincorporated County. The City of Cle Elum should discuss and exchange population forecasts, development plans and technical data with the agencies identified in this plan for a regional approach to these services.

CF – 1.2 The City shall coordinate its land use and public works planning activities with an ongoing program of long-range financial planning, in order to conserve fiscal resources available to implement the capital facilities plan.

CF – 1.3 The City shall continue to pursue further, and maintain existing, interlocal service agreements for the provision of water, sewer, fire, and police protection. These interlocal service agreements should set forth the terms and limitations.

CF – 1.4 Surplus water shall not be sold outside of the city limits except in extraordinary circumstances (as determined by City Council, such as to solve immediate health or safety problems threatening existing residents).

CF – 1.5 Interlocal service agreements with other districts which do supply water services outside their Urban Growth Area boundaries shall specify the limitation of the use of the surplus water consistent with countrywide land development pattern.

CF – 1.6 The City shall upgrade, or cause to be upgraded, the city water system to reduce loss from leakage and excessive use.

CF – 1.7 The City shall pursue funding sources for the proposed extensions of the wastewater treatment system, including local improvement district financing and state and federal grant programs.

CF – 1.8 The City should pursue state funding for the further development and maintenance of the Chicago-Milwaukee Railroad right-of-way recreational link to the City of Roslyn through grant programs sponsored by the Department of Natural Resources and the Interagency Committee on Outdoor Recreation and others.

CF – 1.9 The City shall adopt a Six-Year Capital Facilities Plan concurrent with the adoption of the ~~2007~~ Annual Budget and Capital Improvement Program [BCIP]. The Capital Facilities Plan [CFP] is an ongoing capital budget and facilities program addressing both revenue and expenditures on projects affecting the City's level of service delivery. The Six-Year Capital Facilities Plan will be updated and amended as more current information becomes available, or as significant changes, or priority changes, occur.

Goal CF-2: To ensure that the continued development and implementation of the Capital Facilities Plan reflects the policy priorities of the City.

Policies:

CF – 2.1 High priority of funding shall be accorded projects which are consistent with the adopted goals and policies of the Comprehensive Plan and City Council.

CF – 2.2 Projects shall be funded only when incorporated into the City's budget, as adopted by the City Council (exception: Emergency Situations or Grant Funded Projects which may require matching funds and/or other Capital Expenditures).

CF – 2.3 Capital projects that are not included in the Six-Year Capital Facilities Plan and which are inconsistent with the comprehensive plan shall be evaluated by means of the comprehensive planning process prior to their inclusion into the City's annual budget.

CF – 2.4 The Six-Year Capital Facilities Plan shall be updated annually prior to the City's budget process, and as often as practicable for the addition and inclusion of new information.

CF – 2.5 All City departments shall review changes to the CFP and shall participate in the annual review.

Goal CF-3: To assure that capital improvements necessary to carry out the comprehensive plan are provided when they are needed.

Policies:

CF – 3.1 Development shall be allowed only when and where all public facilities are adequate and only when such development can be adequately served by essential public services without reducing level of service standards else-where.

CF – 3.2 If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.

CF – 3.3 A development shall not be approved if it causes the level of service on a capital facility to decline below the standards set forth in this plan, unless capital improvements or a strategy to accommodate the impacts are made concurrent with the development for the purposes of this policy.

CF – 3.4 Require that development proposals are reviewed by the various providers of services, such as school districts, sewer, water, and fire departments, for available capacity to accommodate development and needed system improvements.

CF – 3.5 New or expanded capital facilities should be compatible with surrounding land uses; such facilities should have a minimal impact on the natural or built environment whenever practicable.

CF – 3.6 City plans and land development regulations should identify and allow for the sitting of essential public facilities. Cle Elum shall cooperatively work with surrounding municipalities and Kittitas County during the sitting and development of facilities of regional significance.

CF – 3.7 Development proposals within the City should incorporate construction designs which minimize water and energy consumption.

Goal CF-4: To finance the City's needed capital facilities in as economic, efficient, and equitable a manner as possible.

Policies:

CF – 4.1 The burden of financing capital improvements should be borne by the primary beneficiaries of the facility.

CF – 4.2 General revenues should be used only to fund projects that provide a general benefit to the entire community or the general government functions of the City.

CF – 4.3 Long term borrowing for capital facilities should be considered as an appropriate method for financing large facilities that benefit more than one generation of users.

CF – 4.4 Whenever possible, special assessments, revenue and other self-supporting bonds will be used instead of tax supported general obligation bonds.

Goal CF-5: To review and update the regulations and zoning controls to protect the Cle Elum Municipal Airport, to promote compatible land uses, and promote economic development to sustain airport operations.

Policies:

CF – 5.1 Provide reliable and safe air service at a facility that is compatible with the community.

CF – 5.2 The City will support efforts to update the airport master plan to ensure the airport's long-term vitality as an economic asset to the community.

CF – 5.3 The airport shall be maintained in compliance with the Airport Master Plan, or as amended.

CF – 5.4 The airport overlay will be amended as necessary to ensure the Cle Elum Municipal Airport's master plan succeeds, to identify compatible land uses surrounding the airport, and to protect surrounding land uses from airport impacts.

CF – 5.5 The Airport Overlay Ordinance should prohibit buildings, structures, or other objects from being constructed or altered such that those buildings, structures, or other objects do not penetrate the imaginary surface airspace.

CF – 5.6 The following uses will serve as examples of uses considered compatible with Cle Elum Municipal Airport operations: Air Freight Terminal, Air Cargo Forwarders, Aircraft/Parts Manufacturer, Aircraft Repair Shops, Aerial Survey Companies, Aviation Schools, Aviation Research and Testing, Trucking Terminals, Taxi/Bus Terminals, Parking Facilities and Auto Storage, Car Rental Agencies, Gas Stations, Restaurants, Picnic Areas, Forests, Landscape Nurseries, Arboretum, Farming, Cemeteries, Storage Facilities, Warehouses, Wholesale Distribution Center, and Factories. Compatibility will be determined on a case-by-case basis.

CF – 5.7 The City should actively seek State and Federal funding to maintain planning, projects, and programs of the Cle Elum Municipal Airport in a state of good repair.

CITY OF CLE ELUM

TRANSPORTATION ELEMENT

Prepared by:

HLA Engineering and Land Surveying, Inc.

PROJECT NO. 17156E

MAY 2019

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CITY OF CLE ELUM

TRANSPORTATION ELEMENT

April 2019

BACKGROUND

A. Purpose

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

The City of Cle Elum's (City) goal is to provide a "balanced" multi-modal transportation system that will support land use patterns, and adequately serve existing and future residential and employment growth in the City.

B. Growth Management Act (GMA) Requirements

The goal of the Growth Management Act (GMA) is to encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with City and County comprehensive plans. The GMA requires communities to apply the concepts of consistency and concurrency when addressing transportation issues.

Consistency means no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency allows orderly integration with other elements in a system. Consistent features and elements of the plan are compatible to the extent they can coexist and not preclude the accomplishment of other features or elements.

Concurrency means adequate capital facilities are available at the time the impacts of development occur, or within six years of such development. Within the GMA, concurrency is required for transportation actions, such as development projects, that affect transportation routes the Washington State Department of Transportation (WSDOT) has functionally classified as arterial streets or transit routes. Municipalities may optionally apply concurrency ordinances to other roadway classifications and to capital facilities.

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

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

- Level of service standards (LOS) for all arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
- Specific actions and requirements for bringing into compliance any facilities or services that are below established LOS standard;

- Forecasts of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;
- Identification of system expansion needs and transportation system management needs to meet future demands;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land assumptions on the transportation systems of adjacent jurisdictions;
- Demand-management strategies;
- Pedestrian and bicycle planning; and
- Finance, including:
  - An analysis of funding capability to judge needs against probable funding resources;
  - A multi-year financing plan based on the needs identified in the Comprehensive Plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems; and
  - If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure LOS standards will be met.

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

C. Transportation Element Certification

The City's Transportation Element must be consistent with the *Quad County Regional Transportation Plan 2017-2037 (RTP)* established by the Lead Agency - Lincoln County Public Works Department, and the Regional Transportation Planning Organization (RTPO) for Adams, Grant, Kittitas, and Lincoln Counties. The Transportation Element must also implement, and be consistent with, the City's Land Use Element, as well as the Kittitas Countywide Planning Policies and State growth management goals. After review of the City's Transportation Element, it was determined it is consistent with the RTP and the GMA, as follows:

- The Transportation Element and associated application for certification were submitted for consideration on April 19, 2019, an addendum was submitted to provide additional detail on May 17, 2019, and all documents were reviewed by the RTPO Lead Agency staff at Grant County Public Works.

- The QUADCO Transportation Policy Board (Board) reviewed the completed the Transportation Element Review Checklist on June 06, 2019 and certified the City of Cle Elum's Transportation Element.

D. Relationship to Other Elements

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

E. Applicable Countywide Planning Policies

In addition to following State of Washington requirements, planning efforts in Cle Elum require consistency with Kittitas County Countywide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. The CWPP associated with Cle Elum's Transportation Element can be found in Appendix A.

F. Major Transportation Considerations

- The City has identified that a balanced approach to parking is a major consideration.
    - How will the City balance enough parking to encourage full use and enjoyment of recreational and business demand with optimization of property for commercial development?
- The urban growth area defines where the City is financially capable of providing urban services and the areas it may ultimately annex.
    - If these areas request annexation, how will the City bring these areas up to its standards for streets, lighting, sidewalks, etc.?
- The City has recently developed economic development and revitalization plans.
    - What improvements to the transportation network will support the City's goals in other areas, especially land use and economic development?
- The City evaluates mobility and connectivity in the City and between communities.
    - What are the present and future mobility needs in and how can they be met?
- A strong desire for connection to nearby regional trails has been expressed by the public during planning efforts for the development of both the Bicycle and Pedestrian Plan and the Parks and Recreation Plan.
    - How and when should the City begin coordination with all parties necessary to make those connections a reality?
- Because the City provides a hub of services to surrounding communities, the City's roadways are frequently used by others.
    - How can the City seek funding to pay for what may be a disproportionate share for maintenance of regionally significant roadways?

- A comprehensive sidewalk system in the central business district has been included as an element in the Downtown Revitalization Plan.
    - Are additional sidewalks or other pathways needed for public safety, now or in the future?
    - Is a sidewalk improvement program needed?

EXISTING CONDITIONS – TRANSPORTATION SYSTEMS

A. Roads and Streets

The City of Cle Elum's area is served by a network of roadways and streets. All these roadways and streets, both within the City and in unincorporated Kittitas County, are categorized under the Federal Functional Classification System (FFC). Figure 1, on page 20, shows the existing transportation network with associated federal functional classifications in and adjacent to the City.

The main roadways serving the City are: Interstate 90 (I-90) connecting the City of Cle Elum with the cities of Seattle and Ellensburg; SR 903 connecting the City of Cle Elum with the City of Roslyn to the west; SR 970 connecting to US 97 through and north of the settlement of Teanaway to the east; SR 10 which divides from SR 970 at Teanaway and continues east to the City of Ellensburg; and South Cle Elum Way connecting the City of Cle Elum with the City of South Cle Elum across the Yakima River.

The City is arranged in a classic street grid pattern with primary streets oriented east to west. The commercial core historically developed along the First Street corridor (SR 903), between the SR 970 / I-90 Interchange at the east end of the corridor to Oakes Avenue at the west end. Second Street is north of and parallels the First Street corridor. Second Street has fewer traffic controls, carries less truck traffic, and was identified in the recent Bicycle and Pedestrian Plan as the initial, prioritized bicycle and pedestrian corridor.

Though the City is predominately located north of I-90, its city limit boundary extends south of the Interstate and the Yakima River on the west side of the City and is adjacent to and just east of the City of South Cle Elum's city limits. South Cle Elum Way is the only arterial that travels under the Interstate and spans the Yakima River, connecting this bisected area of the City. The City of Cle Elum coordinates closely with Kittitas County regarding this arterial as the bridge supporting South Cle Elum Way across the Yakima River is owned and maintained by the County.

B. Rail Facilities and Locations

There is currently no passenger rail service in Kittitas County. Existing rail lines that traverse the City are operated by Burlington Northern Santa Fe (BNSF) Railway. The nearest passenger rail terminal is in Leavenworth, where Amtrak trains stop en route from Portland to Spokane and points east on the Empire Builder route.

The City of Cle Elum area is served by rail via the BNSF Railway main line which runs from Auburn eastward through King County, Kittitas County, Yakima County, and Benton County to Kennewick. The rail lines in the City are located north of the Yakima River and I-90 and south of SR 903 at the east end of the City. The rail lines cross under I-90 and over South Cle Elum Way continuing on the north side of the Yakima River as they depart the City. The at-grade crossing of South Cle Elum Way occurs just north of the bridge connecting the north and south neighborhoods of central Cle Elum. When in use by trains, this at-grade crossing ceases north – south motorized and non-motorized mobility in this part of the City.

Abandoned BNSF rail line that was located north of and intersected with the active main line traverse northwest to the community of Ronald, has been converted into City's part of a regional trail system.

C. Airports

Cle Elum Municipal Airport is located one mile east of the City. The City has owned and operated the general aviation airport since 1959. The concept of "general aviation" includes all aviation, except scheduled commercial passenger airline service and military operations.

The Cle Elum Municipal Airport has one primary Runway (7-25) measuring a length of 2,379 feet. The airport is designed for aircraft in the B-1 (small) ARC category. The primary runway can accommodate aircraft less than 12,500 pounds. The aircraft apron is not paved. Steel cables are provided for aircraft tie-down and there is no charge for using the tie down area. There are five privately owned hangers at the airport located on leased City property, and currently there are no other private or public hangers for lease. There are no phone or fuel facilities at the airport and no shuttle service.

The closest commercial service airport to the City of Cle Elum is Yakima Air Terminal (YKM), 47.2 miles south east of Cle Elum and serves as a commercial node for passenger and cargo aircraft. The Yakima Air Terminal – McAllistar Field (YKM) is located within the city limits of Yakima. In addition to serving the Yakima Valley, the airport serves Yakima County and portions of Kittitas, Klickitat, and Lewis Counties.

The Yakima Airport has one primary Runway (9/27) measuring a length of 7,604 feet and a secondary crosswind Runway (4/22) measuring 3,835 feet. The 2015 Airport Master Plan includes extending Runway 9/27 from 7,604 feet to 8,800 feet to accommodate larger commercial and military aircraft. The airport has a number of ground-based instrumentation (ILS- VOR/DME) as well as satellite-based (GPS) instrument approaches to accommodate aircraft operations during inclement weather. The primary runway can accommodate aircraft up to 160,000 pounds with dual-wheel configuration while the crosswind runway can withstand an aircraft up to 80,000 pounds. The airport conveniently has an Air Traffic Control Tower to manage arriving and departing aircraft and is operational from 6:00 a.m. till 10:00 p.m. seven days a week.

In 2009, the Yakima Airport handled approximately 58,994 passengers who boarded commercial aircraft prior to the downturn of the economy. Currently, the airport provides four roundtrip flights per day operated on Alaska Airlines' Q-400 aircraft. Forecasting passenger demands is critical in the overall planning for the airport, of which the 2015 Airport Master Plan update projects enplanements to be 75,508 by 2020. The number of actual enplanements in 2016 was approximately 97.2% of this forecasted number at 73,378.

D. Public Transportation

1. Regional Bus Service

Regional bus service is provided by Greyhound Bus Lines. Greyhound Bus Lines has a terminal in Ellensburg. Greyhound provides service to Seattle and Spokane via I-90, and service to Yakima via I-82 from Ellensburg.

The Central Washington Airporter Shuttle provides an alternative to driving to Seattle with one stop in Cle Elum, one stop in North Bend, and two stops in Seattle.

2. Local Bus Service

The City of Cle Elum does not operate a local bus service.

3. Demand Response Transportation Service

Demand response transportation service allows users of this service to call ahead to arrange for transportation services at an agreed upon day and time. These transportation services are provided for elderly persons for trips involving nutrition, medical attention, and shopping. Trip requests are prioritized based on need, with trips involving nutrition or medical services given the highest priority.

HopeSource demand response transportation services are available in the City's area. HopeSource prioritizes services for senior medical and nutrition, general public medical, social services, and employment. HopeSource reports that 43% of rides are employment based, occur in the morning and evening and predominantly provide mobility between Ellensburg and Cle Elum.

People For People, a private non-profit organization, provides demand response services for eligible elderly and handicapped citizens. People for People also acts as the broker for DSHS Medicaid eligible clients and arranges the most appropriate and cost-effective transportation service for clients attending covered Medicaid services. Arrangements may include; gas vouchers, mileage reimbursement, volunteer driver, taxi, lift equipped wheelchair vehicles, as well as Greyhound tickets for travel to out of area medical facilities. The City of Cle Elum ridership consisted of 621 ambulatory trips and 25 non-ambulatory trips last year (2016).

4. 2018 Coordinated Public Transit-Human Services Transportation Plan (HSTP)

The City was part of a public transportation coalition formed to explore public transportation needs in Kittitas, Grant, Lincoln, and Adams counties (members of the QUADCO RTPO) during development of the Human Services Transportation Plan (HSTP) for this rural planning region. The group met to identify public transportation needs, strategized how to address the needs with a range of transportation options, and prioritized them for the HSTP.

The HSTP is developed in response to the federal Moving Ahead for Progress in the 21st Century (MAP-21) Act, which requires that communities develop a coordinated public transit and human services transportation plan to be eligible for certain Federal Transit Administration funding. The 2017 Kittitas County Mobility Summit Meeting called for the following City of Cle Elum services:

- Fixed bus route with loop of Ellensburg-Cle Elum-Roslyn-Ronald.
- Carpooling/Rideshare service.
- Community Outreach and Life Skills Center (COAL) is working with HopeSource to create a route to provide service for homeless from Cle Elum to Ellensburg.

The most recent HSTP was adopted on May 24, 2018. In November 2018, QUADCO will provide to WSDOT a regional ranking of the projects and programs submitted for the

2019-2021 Public Transportation Consolidated Grant Program. Although application sponsors are responsible for submitting individual applications to WSDOT, QUADCO provides regional significance in their ranking process, resulting in additional points added to some projects and programs. The process for ranking follows the Measurement Tool for Prioritization of Community Priorities described in Chapter 9 of the HSTP. Some of the bulleted services identified in the previous paragraph will likely be prioritized during the 2019-2021 funding cycle.

5. Quad County Regional Transportation Plan 2017-2037 (RTP)

The RTP was updated by the lead agency - Lincoln County Public Works Department, and the Regional Transportation Planning Organization (RTPO) for Adams, Grant, Kittitas, and Lincoln Counties., in compliance with MAP-21. Strategies to reduce peak period travel demands are included in the RTP as well as strategies for expanding transit to meet future travel demands throughout the four-county region. The RTP recognizes a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. The transit and transportation demand management strategies include:

- Expand People for People Community Connector service to directly serve medical and educational facilities.
- Promote alternative modes of transportation such as walking, biking, carpooling, and vanpooling.

E. Non-motorized Transportation

Non-motorized transportation, in general, refers to pedestrian and bicycle modes of travel. Walking and bicycling are integral parts of the transportation system. Every trip begins and ends as a pedestrian trip. People use bicycles to commute to work and school, for utilitarian trips such as visiting friends and shopping, and to make connections to transit or other intermodal facilities. A benchmark of making a community a desirable place to live is its pedestrian access and bicycle facilities.

1. Pedestrian and Bicycle Pathways

A linked system of sidewalks is the most obvious and economical pedestrian pathway network for the City of Cle Elum. Many of the streets in the Downtown area in Cle Elum having full or partial sidewalks on at least one side of the street require replacement and installation of ADA amenities to become functional for people of all ages and abilities. The public / private association known as the Downtown Association has been developing a plan to encourage thematic standards for making the business district more inviting and walkable. In addition to the pedestrian improvements originating from the Downtown Association, the City has recently produced an initial Bicycle and Pedestrian Plan and a Parks and Recreation Plan highlighting many city-wide future improvements.

The City has a number of non-motorized transportation projects planned as part of the 2019-2024 Transportation Improvement Program (TIP) in Appendix C. The highest profile project planned for the City of Cle Elum, completely inclusive to their City Limits, is the 2nd Street Phase 1 and Phase 2 Improvements. Other top priority projects

appearing in both the Bicycle and Pedestrian Plan and the Parks and Recreation Plan, are for connections from the City to regional trails.

In four of the six years of the TIP, the City is planning sidewalk or multi-purpose pathway construction either as a stand-alone project or as an element of a roadway project.

The City passed a Complete Streets Policy in 2016 with which to increase intermodal transportation and is consistent with *Quad County Regional Transportation Plan 2017-2037 (RTP)*, the *2016 QUADCO Coordinated Public Transit-Human Services Transportation Plan*, *Washington State's Bicycle Facilities and Pedestrian Walkways Plan*, and the *Kittitas County Park, Recreation & Open Space (PROS) Plan* to name a few.

2. *Kittitas County Park, Recreation & Open Space (PROS) Plan*

On June 9, 2016, Kittitas County adopted the *Kittitas County Park, Recreation & Open Space (PROS) Plan*. The Plan was developed with public participation in all communities of Kittitas County. The non-motorized goals of the Kittitas County PROS Plan include:

- Undertake a strategic approach to open space, trail, park, and recreation facilities and recreation services where Kittitas County assumes responsibility for functions of countywide interest where there are no other viable sponsors and helps coordinate or support functions and activities that have other viable sponsors.
- Promote healthy eating and active lifestyle programs and outreach activities of special interest and lifestyle benefit for County residents.
- Promote, and work with other public, nonprofit, and for-profit agencies, organizations, and vendors including Roslyn, Cle Elum, and Ellensburg cities, Cle Elum-Roslyn, Ellensburg, Kittitas, and Damman School Districts, Central Washington University, Washington State, and others.
- Assist with the planning, coordination, and preservation of unique environmental areas, wetlands, wildlife habitat, open spaces, forestlands, and scenic areas.
- Assist where appropriate in the planning, coordination, and preservation of unique archaeological, historical, cultural, scenic, and man-made places, sites, landmarks, and vistas.
- Facilitate the planning, development, and operation of a variety of countywide trails including winter, water, horse, off-road hike and bike, ORV and ATV trails, on-road bicycle touring routes and scenic drives that are directly related to environmental resources that are of most interest to Kittitas County residents and tourists.
- Work with other public and private agencies, including The Nature Conservancy, Suncadia, Washington State Departments of Fish & Wildlife, Natural Resources, and Parks & Recreation Commission, US Forest Service (USFS), Fish & Wildlife Service, and Bureau of Land Management (BLM) to develop and maintain an integrated system of trails.
- Develop and maintain design guidelines to ensure facilities are accessible, safe, and easy to maintain, with life cycle features that account for long-term costs and benefits.

- Develop guidelines for creating effective and efficient methods of operating, maintaining, acquiring, and developing facilities and programs that accurately distribute costs and benefits to public and private interests

The 2016 PROS Plan identified winter trails, water trails, off-road mountain bike trails, walking and hiking trails, multi-purpose trails, on-road bicycle routes, and on- and off-leash dog trails throughout Kittitas County.

The list of trails located in the City of Cle Elum are in Table 4-1 below.

TABLE 4-1. TRAILS PARTIALLY OR COMPLETELY WITHIN CLE ELUM'S CITY LIMITS AND URBAN GROWTH AREA (UGA)

Trail Name	Type of Trail					
	Winter	**Water**	**Biking**	**Walking/ Hiking**	**Multipurpose**	**Park**
Coal Mines Trail	X		X	X	X	X
Upper Yakima River Water Trail		X				
Hanson Ponds Trail					X	X
Progress Path Trail					X	X
Upper Peoh Point Road/ Thorp Highway			X			
SR-10 Cle Elum - Ellensburg			X			
SR-970 / US-97 / Cle Elum to Leavenworth			X			

Trails in and near the City are highlighted in *The City of Cle Elum Parks and Recreation Plan* (pg 13) adopted on February 13, 2018 and included in the *2019 Cle Elum Comprehensive Plan*.

F. Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include:

- Travelers switching from driving alone to high-occupancy vehicles modes such as transit, vanpools, or carpools.
- Travelers switching from driving to non-motorized modes such as bicycling or walking.
- Travelers changing the time they make trips from more congested to less congested times of day.
- Travelers eliminating trips altogether either through means such as compressed workweeks, consolidation of errands, or telecommuting.

ROADWAY CHARACTERISTICS

A. Functional Classification and Idealized Capacity

The streets and roadways in the Cle Elum area do not function independently, but rather form a network through which traffic flows. Roads within the network serve two primary functions: 1) mobility to move traffic, goods, and people from one location to another quickly and efficiently; and 2) to provide access to parcels of land. There are 2.59 lane miles of Major Collectors, 0.10 lane miles of Minor Collectors, and 24.29 lane miles of Local Roads in the City.

When planning roads, mobility and access considerations should be embedded in the considerations of context sensitivity and livability. Arterials provide mostly mobility, local streets provide mostly land access, and collectors provide both functions to some degree while linking arterials and local streets.

For each of the functional classifications of roadway there is a corresponding idealized capacity. These idealized capacities are based on recommendations in the Highway Capacity Manual developed by the Transportation Research Board. The actual capacity of any specific roadway is affected by the roadway's speed limit, the number of intersecting roadways, the number of stops or other delays, and other factors.

The types of functionally classified roadways present in Cle Elum (summarized below and shown in Table 4-2), are based on standards followed by the Washington State Department of Transportation:

1. *Interstate*

   Interstates are categorized as Principal Arterials and generally carry the highest amount of long-distance traffic volumes and provide the best mobility in the roadway network. Most interstates serve both urban and rural areas but do so with limited access points and are often divided highways. Regional and inter-county bus routes are generally located on principal arterials with transfer centers and park-and-ride lots. The Interstate near Cle Elum typically accommodates 2,200 vehicles per hour.

2. *Collector*

   A roadway connecting two or more neighborhoods, carrying traffic within neighborhoods. Collectors channel traffic from local roads onto the minor and principal arterials. Typically, they carry moderate traffic volumes, are used for relatively shorter trips than arterials, and accommodate very little through traffic. Urban collectors and rural major collectors are the lowest categories of roadway classification eligible for federal funding. Depending on whether the collector is urban or rural, the customary range that a collector accommodates is between 1,800 and 2,400 vehicles per hour.

3. *Local*

   This category comprises all roadways and streets not otherwise classified. Their main function is providing direct access to abutting properties, sometimes at the expense of traffic movement. Traffic generally moves slowly on these streets and delays are caused by turning vehicles. Local streets and roadways are typically rated for up to 1,600 vehicles per hour.

TABLE 4-2. FUNCTIONALLY CLASSIFIED ROADS WITHIN CLE ELUM'S CITY LIMITS AND URBAN GROWTH AREA (UGA)

Functional Class	Roadway Name	Start Location	End Location
Interstate	I-90	Near Exit 84	West of Exit 85
Major Collector	Bullfrog Road	I-90	SR 903
	SR 903	Bullfrog Road	East City Limits
	West 2nd Street	North Oakes Avenue	North Pennsylvania Avenue
	North Pennsylvania Avenue	West 2nd Street	West 1st Street
	West 1st Street	I-90 Off-ramp at Exit 84	North Oakes Avenue
	South Cle Elum Way	Madison Avenue	West 1st Street
	Oakes/North Oakes Avenue	I-90 On-ramp at Exit 84	West 2nd Street
Minor Collector	Airport Road	West City Limits	East City Limits
Local	All streets and roadways not listed above		

B. Level of Service

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of "level of service" (LOS). Levels of service have been categorized in a range from "A" to "F" and the descriptions in Table 4-3 are summarized from the *Highway Capacity Manual 2010.*

Because travel time has not been customarily measured in the City, instead of travel speeds and travel delay, a simpler method of observed or forecasted volume versus the idealized capacity is used and the resulting ratio Volume/Capacity is expressed in Table 4-3.

Levels of service can be calculated in several ways for each mode of transportation such as vehicles, freight, transit, bicycle, or pedestrian. Other, more complex measures include interruptions to traffic flow such as signals, stop signs, and turning traffic. Because each project may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the *Highway Capacity Manual 2010.*

For screening purposes associated with planning and to be consistent with the standards set by the QUADCO Regional Transportation Planning Organization (RTPO), Cle Elum reports LOS in the following Volume/Capacity manner.

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

The regional transportation roadway LOS established by QUADCO RTPO is LOS C for rural roads and LOS D for urban roads which is in agreement with the Washington State Department

of Transportation (WSDOT) LOS standards. The City of Cle Elum views "Levels of Service" for roadways other than arterial streets as advisory within its City limits.

In 2010, the City contracted with DN Traffic Consultants to assist the City in determining a responsible and sustainable LOS standard. To maintain its historic and small city character, Cle Elum adopted a level of service standard "C" for City streets within its jurisdiction. The Washington State Department of Transportation will mitigate congestion on urban highways in cooperation with local and regional jurisdictions when the peak period LOS falls below "D". The City of Cle Elum has one interstate passing near and through its boundaries and one state road passing east/west through the City's downtown: I-90 and SR 903, both of which are classified as urban. QUADCO sets its LOS at "C" for rural roads and LOS "D" for urban roads.

TABLE 4-3 LEVEL OF SERVICE CATEGORIES

Level of Service	Description	Volume/Capacity Ratio
A	Free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.	Less than 0.60
B	Primarily free-flow operation. The ability to maneuver within the traffic stream is only slightly restricted. Delay at intersections is minimal.	0.61 to 0.70
C	Stable flow. Speeds and maneuverability more restricted than LOS B because of higher volumes. Longer queues at intersections is experienced.	0.71 to 0.80
D	Less stable flow. Speeds and maneuverability considerably affected by small increases flow. Speeds nearing 40 – 50% of free-flow.	0.81 to 0.90
E	Unstable operation, significant delay. Speeds approaching 30% of free-flow speed.	0.91 to 1.00
F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	Over 1.00

C. Traffic Volume History

Traffic volumes in the Cle Elum area tend to be much lower than the capacities noted as idealized capacities. The City of Cle Elum's traffic volumes are expressed in terms of "Average Annualized Daily Traffic" (AADT).

AADT is the average daily traffic that has been measured and adjusted to show expected volumes of vehicles throughout the year on each road segment. The AADTs were calculated using the "Average Weekday Traffic" (AWDT) gained from observed traffic counts. The AWDT is normalized to represent what the comparable traffic would be mid-week in the month of April. This method allows the City to compare a "normal" day of traffic to other cities' or towns' traffic in Kittitas County.

Several "Monthly Normalization Factors" (MNFs) are provided by WSDOT in their Annual Traffic Report and they provide a few options in Kittitas County from which to choose. The calculation for AADT is: *AWDT * MNF = AADT*.

WSDOT and the City have conducted traffic counts within the City of Cle Elum. WSDOT customarily performs traffic counts in the area every three to four years at designated locations. The City performed counts using QUADCO traffic counting equipment in the spring of 2018. Although Kittitas County performed counts on a rotating cycle, they only perform counts on rural roadways that are not in the City Limits or associated with the City UGA. A table titled Kittitas County Road Log 2017 was shared by WSDOT on May 7, 2019 and is included in Appendix B as a reference.

Table 4-4 reports the results of all gathered counts in or near Cle Elum's UGA and compares them to the idealized capacities used in the Kittitas County travel demand model for transportation system evaluation.

Figure 1, on the next page shows the existing transportation network with associated federal functional classifications in and adjacent to the City of Cle Elum.

FIGURE 1. STREETS AND ROADS IN AND NEAR CLE ELUM ON THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM

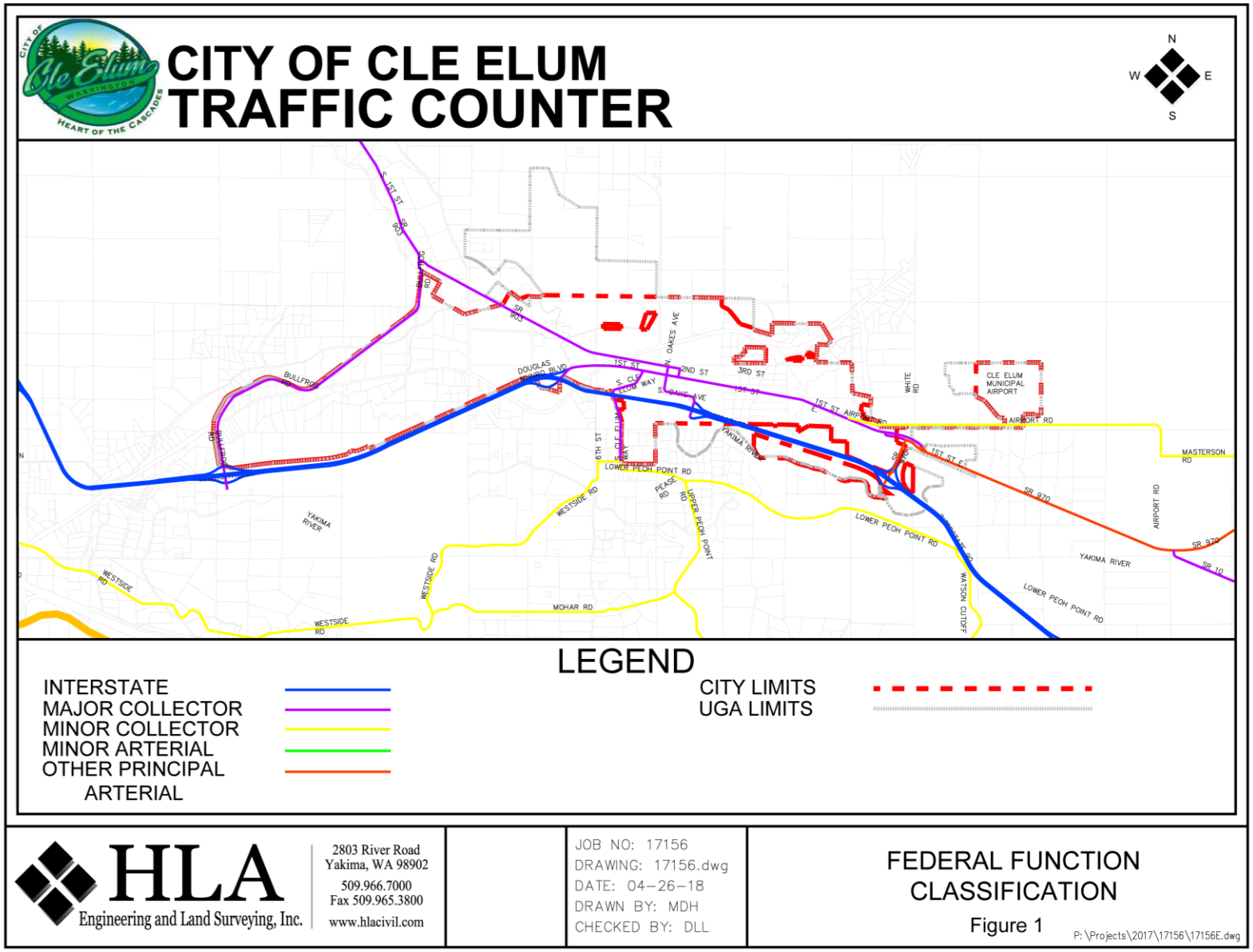


TABLE 4-4. ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA – PEAK HOUR VOLUME AND LEVEL OF SERVICE

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	% of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	4	33,000 (2017)	2,113	8,000	26%	A
	I-90	E/O	SR 970 / White Road Interchange	4	33,571 (2009)	2,316	8,000	29%	A
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	1	2,792 (2009)	238	1,200	20%	A
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	1	2,436 (2009)	196	1,200	16%	A
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	1	918 (2009)	81	1,200	7%	A
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	1	915 (2009)	71	1,200	6%	A
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1	1,566 (2009)	131	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1	1,123 (2009)	93	1,200	8%	A
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	1	938 (2009)	82	1,200	7%	A
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1	1,508 (2009)	132	1,200	11%	A
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	1	501 (2009)	57	1,200	5%	A
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	1	513 (2009)	33	1,200	3%	A
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	2	4,818 (2015)	235	2,000	12%	A
	SR 903 (First Street)	E/O	Yakima Avenue	2	7,033 (2017)	512	2,000	26%	A

continued

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
Major Collector (cont.)	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	2	3,957 (2018)	366	2,000	18%	A
	SR 903 (Second Street)	W/O	Oaks Avenue	2	4,404 (2016)	341	2,000	28%	A
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	2	5,810 (2016)	448	2,000	22%	A
	SR 903 (First Street)	W/O	Peoh Avenue	2	7,337 (2018)	322	2,000	16%	A
	West First Street	E/O	North Pine Street	2	8,205 (2018)	654	2,000	33%	A
	SR 903	E/O	Yakima Avenue	2	7,023 (2017)	512	2,000	26%	A
	North Pennsylvania Avenue	N/O	(SR 903) First Street	2	1,464 (2018)	148	2,000	7%	A
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1	2,686 (2018)	204	1,000	20%	A
	North Oakes Avenue	N/O	Railroad Avenue	2	2,590 (2018)	233	2,000	12%	A
	Bullfrog Road	S/O	SR 903 Roundabout	2	UNK	UNK	UNK	UNK	UNK
Minor Collector	Airport Road	E/O	SR 903 Intersection	2	UNK	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	2	500 (2018)	52	1,200	4%	A
	Second Street	W/O	Wright Avenue	2	2,397 (2018)	256	1,200	21%	A
	N Columbia Avenue	N/O	Fourth Street	2	138 (2018)	9	1,200	1%	A
	Pennsylvania Avenue	N/O	Third Street	2	65 (2018)	4	1,200	1%	A

continued

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2007 - 2017)	PM Peak Hour Volume (vph)	Idealized Roadway Capacity (vph)	%of Peak Volume vs. Roadway Capacity (V/C)	Level of Service (LOS)
	Pennsylvania Avenue	S/O	Third Street	2	235 (2018)	12	1,200	1%	A
	Third Street	W/O	Pennsylvania Avenue	2	475 (2018)	28	1,200	2%	A

D. Freight and Goods Transportation System

The Washington State Freight and Goods Transportation System (FGTS) is a classification system for roadways, railways, and waterways based on freight volume. The FGTS is used to establish funding eligibility for Freight Mobility Strategic Investment Board grants, support transportation planning process, and plan for future pavement needs. The data is used to designate freight economic corridors in the Freight Mobility Plan (FMP), which was last updated in 2015.

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

TABLE 4-5. TRUCK ROUTE CLASSES BASED ON ANNUAL TONNAGE

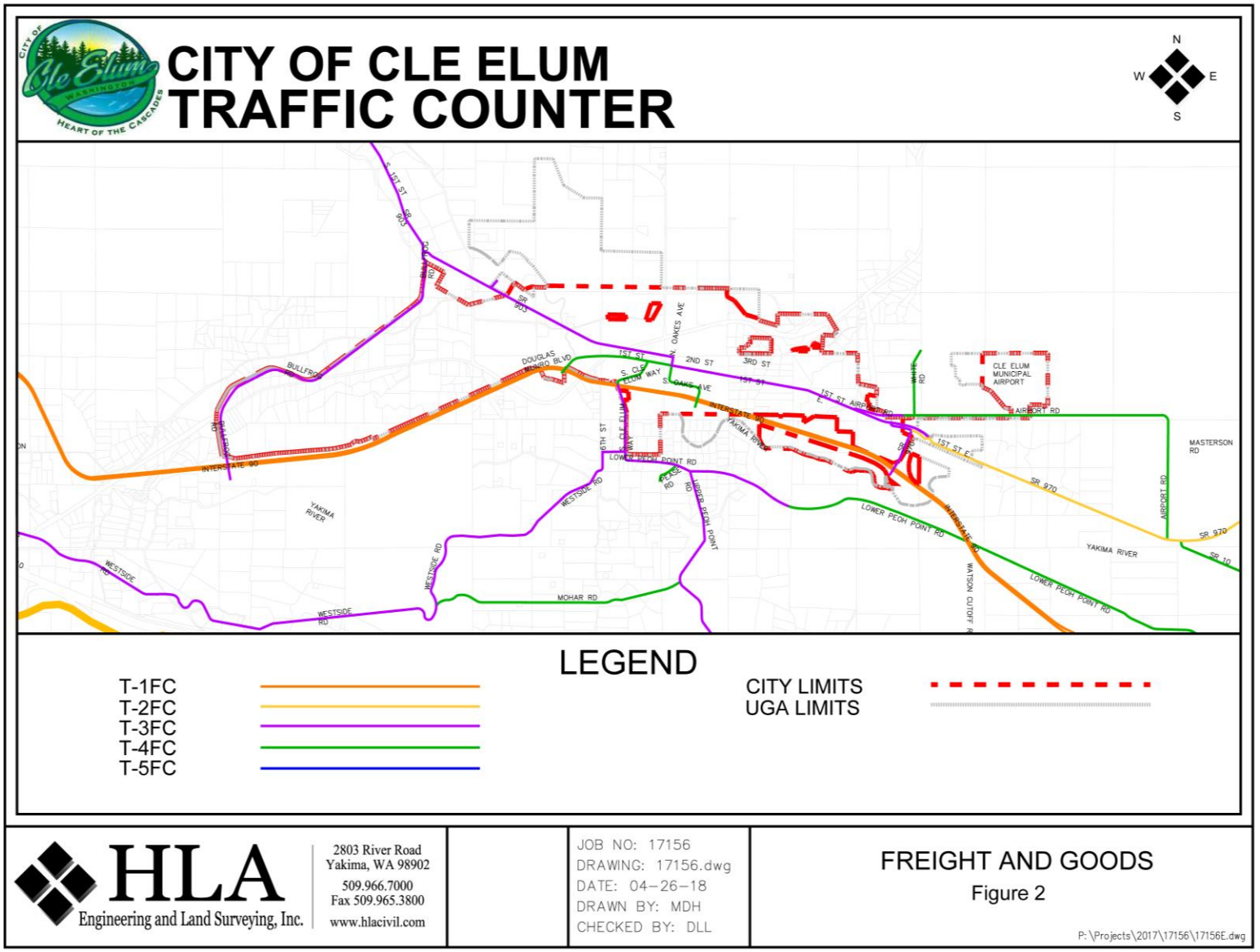
Truck Route Class	Annual Tonnage
T-1	10,000,000 +
T-2	4,000,000 - 10,000,000
T-3	300,000 - 4,000,000
T-4	100,000 - 300,000
T-5	At least 20,000 in 60 Days

Table 4-6 lists the City of Cle Elum and UGA freight classified streets and roads and Figure 2, displays that information on the map.

TABLE 4-6. CITY OF CLE ELUM AND URBAN GROWTH AREA - FREIGHT AND GOODS TRANSPORTATION SYSTEM CLASSIFIED ROUTES

Route Name	Start Location	End Location	FGTS Class
I-90	West UGA Line	East UGA Line	T-1
Bullfrog Road	I-90	SR 903	T-3
SR 903	Bullfrog Road	East City Limits	T-3
South Cle Elum Way	Madison Street	Yakima River Bridge	T-3
West 1st Street	I-90 Eastbound Off-ramp at Exit 84	North Oakes Avenue	T-4
South Cle Elum Way	Yakima River Bridge	West 1st Street	T-4
Oakes / North Oakes Avenue	I-90 Eastbound On-ramp at Exit 84	West 2nd Street	T-4

FIGURE 2. FREIGHT AND GOODS TRANSPORTATION SYSTEM (FGTS) IN AND NEAR CLE ELUM



TRAFFIC FORECASTS

A. Population and Demographic Projections

In March 2017, the Kittitas County Conference of Governments (COG) estimated the 2015 population for the City of Cle Elum as 1,875 persons. In its Kittitas County COG recommendation on employment projection and allocation – March 16, 2017, staff report, the Ellensburg Community Development Department forecasts a Cle Elum population of 3,683 persons by year 2037 and anticipates 2037 employment in the City to be 3,399.

The 2010 Census indicated that 15.2% of City's population was age 17 or younger. An additional 20.7% were age 65 or older. According to the 2012-2016 American Community Survey (ACS) 5-year estimates, 20.2% of the City's individuals were considered below the poverty level. These populations are all particularly in need of transportation options in the City of Cle Elum.

B. Land Use Patterns and Population Distribution

The area surrounding the Cle Elum UGA is expected to remain agricultural in nature over the 20-year forecast period. Within the UGA, additional annexations will gradually increase the size of the community. In the July 7, 2016, DRAFT Kittitas County Land Capacity Analysis report, assessment notes included for City stated, “There is a significant surplus of capacity in the City of Cle Elum compared to all scenarios.” for the following land use needs inside the UGA:

- Housing and Population Capacity (2015),
- Commercial and Mixed-use Developable Land Supply (2015),
- Industrial Developable Land Supply (2015), and
- Employment Capacity (2015).

The methodology to express whether there is a surplus or deficiency in the amount of vacant land in the City of Cle Elum to accommodate the land needs reported above is outlined in the July 7, 2016 report. If future needs are consistent with the current level of need, the City has enough land to provide for the required 20 years of growth as required by the Growth Management Act Revised Code of Washington (RCW 36.70A.020).

There are proposed changes to the Cle Elum UGA included in this Comprehensive Plan Update. Please see detailed information in the Land Use Element. The forecast traffic volumes are meant to be consistent with the UGA changes described in the Land Use Element.

C. Forecasted Traffic Volumes

Traffic forecasts for major Kittitas County area roadways are provided as a result of the Countywide QUADCO Travel Demand Model set. The model set uses 2017 as the base year and includes a 2037 forecast to align with the Regional Transportation Plan. The volumes also assist jurisdictions in Kittitas County with their local comprehensive plan updates, most of which were completed in 2017.

The Countywide QUADCO Travel Demand Model set covers the metropolitan and regional planning areas and is administered by Kittitas County Planning Department through an

agreement. The development of the model set was completed for the Kittitas County Comprehensive Plan. Travel forecasts predict growth in traffic volume based on anticipated regional changes in land use and employment patterns.

A table titled Kittitas County Road Log 2017 was shared by WSDOT on May 7, 2019 and is included in Appendix B as a reference. Forecasts were not spreadsheet formulated for the county roads included in the County Road Log.

During preparation of the Transportation Element for the Comprehensive Plan update, Cle Elum found the current and future land use assumptions in the Countywide QUADCO Travel Demand Model set to need refinement. The City has contracted with Kittitas County's modeling consultant to provide all necessary information to best represent Cle Elum in the Countywide travel demand model. Once the update is complete, the City will replace all forecasted volumes and LOS in Table 4.7, review all findings in the deficiencies section of this Transportation Element, and make any necessary adjustments to planned programs and projects for continued identification of priorities. If significant changes are needed, Cle Elum will include those changes in one of the annual Comprehensive Plan amendments before the next Comprehensive Plan update.

In this way, not only will the City be sharing traffic count observations and refined land use assumptions that can assist Kittitas County to refine their model, the City of Cle Elum future forecast volumes from the regional travel demand model will provide the City better planning information for the City.

To provide an estimation of future traffic demand, observed traffic counts have been compounded annually with a 2.5% flat rate growth and then further enhanced with trip generation of planned development in locations. Table 4-7 reflects estimated volumes for 2020, 2030, and 2040 timeframes on the roadway segments previously identified.

TABLE 4-7. FORECAST AADT FOR ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA (2.5% ANNUAL GROWTH RATE) BEFORE TIP AND COMPREHENSIVE PLAN PROJECTS

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	33,000 (2017)	35,537	45,491	58,232
	I-90	E/O	SR 970 / White Road Interchange	33,571 (2009)	44,048	56,385	72,178
	I-90 Eastbound Off-ramp (Exit 84)	to	West First Street	2,792 (2009)	3,663	4,689	6,003
	I-90 Westbound On-ramp (Exit 84)	from	West First Street	2,436 (2009)	3,196	4,906	7,096
	I-90 Westbound Off-ramp (Exit 84A)	to	Oakes Avenue	918 (2009)	1,204	1,542	1,974
	I-90 Eastbound On-ramp (Exit 84A)	from	Oakes Avenue	915 (2009)	1,201	1,543	1,967
	I-90 Eastbound Off-ramp (Exit 85)	to	White Road Interchange	1,566 (2009)	2,055	2,630	3,367
	I-90 Eastbound On-ramp (Exit 85)	from	White Road Interchange	1,123 (2009)	1,473	1,886	2,414
	I-90 Westbound Off-ramp (Exit 85)	to	White Road Interchange	938 (2009)	1,231	1,575	2,017
	I-90 Westbound On-ramp (Exit 85)	from	White Road Interchange	1,508 (2009)	1,979	2,533	3,242
	I-90 Eastbound On-ramp (Exit 80)	from	Bullfrog Road	501 (2009)	657	5,274	11,185
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	513 (2009)	673	862	1,103
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	4,818 (2015)	5,451	7,525	10,180
	SR 903 (First Street)	E/O	Yakima Avenue	7,033 (2017)	7,563	12,658	19,181
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	3,766 (2018)	3,957	5,374	7,188

continued

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2007-2017)	AADT (2020)	AADT (2030)	AADT (2040)
Major Collector (continued)	SR 903 (Second Street)	W/O	Oaks Avenue	4,404 (2016)	4,861	6,874	9,450
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	5,810 (2016)	6,413	10,194	15,035
	SR 903 (First Street)	W/O	Peoh Avenue	7,337 (2018)	7,708	10,652	14,421
	West First Street	E/O	North Pine Street	8,205 (2018)	8,620	11,965	16,254
	North Pennsylvania Avenue	N/O	(SR 903) First Street	1,464 (2018)	1,538	1,992	2,573
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	2,686 (2018)	2,822	3,612	4,624
	North Oakes Avenue	N/O	Railroad Avenue	2,590 (2018)	2,721	6,676	11,739
Minor Collector	Airport Road	E/O	SR 903 Intersection	UNK	UNK	UNK	UNK
Local	Wright Avenue	S/O	Second Street	500 (2018)	525	1,839	3,522
	Second Street	W/O	Wright Avenue	2,397 (2018)	2,518	3,232	4,145
	N Columbia Avenue	N/O	Fourth Street	138 (2018)	145	1,326	2,837
	Pennsylvania Avenue	N/O	Third Street	65 (2018)	68	99	139
	Pennsylvania Avenue	S/O	Third Street	235 (2018)	247	324	423
	Third Street	W/O	Pennsylvania Avenue	475 (2018)	504	644	829

No color in the cell = estimated to be LOS A
Yellow colored cell = estimated to be LOS B
Orange colored cell = estimated to be LOS C
Pink colored cell = estimated to be LOS D
Red colored cell = estimated to be LOS E
Black colored cell = estimated to be LOS F

Estimates based on 2009-2018 counts grown at a 2.5% annual growth rate to be consistent with the method used in the 2017-2037 QUADCO Regional Transportation Plan and shared with Cle Elum through printouts from the Kittitas County Regional Transportation model.
All calculations above are done simply by percentages and do not take into account other LOS contributing factors such as operation of intersections and land use changes other than major developments. Because projects may vary in complexity, a project level LOS study is performed during the Preliminary Engineering of any new construction or reconstruction project which follows the methodologies outlined in the Highway Capacity Manual 2010. More in-depth analysis as described in the HCM 2010 may show results that are different than the simple volume/capacity screening tool used in tables 4-4 and 4-7. In the event of differences, the more in-depth analysis indication of LOS should be used.

The order of evaluation for Level of Service should be: simplified volume/capacity calculations until a facility moves to LOS B. If the facility indicates a LOS other than A, the Regional Travel Demand Model should be used for a land-use oriented, better approximation of travel patterns and flow. If the regional travel demand model indicates a LOS C or worse, a traffic impact analysis should be performed or if a project is of such complexity that it can not be fully represented in the regional travel demand model, a traffic impact analysis should be performed to assess the opening year and forecast impacts on the transportation system.

Because of the significant changes in land use that are planned to occur in Suncadia, other developments in the northern edge of the City Limits, and developments adjacent to the UGA north of the City, these anticipated projections should be checked against observed counts between now and the next update. Final assumptions used in developing the forecast traffic should be shared with Kittitas County, and should be considered to be included in the next update to Kittitas County's Regional Travel Demand Model.

EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

Roadway Deficiencies and Future Needs

The City of Cle Elum's roadway needs in the past have been mainly centered around maintenance, safety, and design concerns rather than capacity problems. Some roadways in Cle Elum are experiencing heavy traffic volumes. Most forecasted volumes show the future needs are accommodated in the "No-Build 2040" scenario, however, once anticipated additional trips are added due to planned developments, LOS standards are not maintained, and travel demand strategies become increasingly important in order to maintain or reestablish the LOS within the community's desired standard.

If improvements are not completed in the core of Cle Elum, and if development is allowed to occur at the pace currently anticipated, LOS results in Table 4-7 show the roadway system in Cle Elum will fail in one location by 2040. The notes below Table 4-7 acknowledge the limitations of the simple LOS analysis performed for the Comprehensive Plan. Further analysis is recommended since LOS B and below statuses are forecasted.

In February 2019, the City shared the land use assumptions and anticipated development projects with Kittitas County planners, so a model run can be performed with the Regional Travel Demand Model during their next model update with the City's revisions The City has contracted with Kittitas County's modeling consultant to provide all necessary information to best represent Cle Elum in the Countywide travel demand model. Once the update is complete, the City will replace all forecasted volumes and LOS in Table 4.7, review all findings in the deficiencies section of this Transportation Element, and make any necessary adjustments to planned programs and projects for continued identification of priorities. If model results confirm forecasted 2030 and 2040 volumes exceed the anticipated capacities at any City-owned location in Table 4-7, the next analysis step is to perform traffic impact analyses for the planned developments suspected as contributing to adverse impacts on the City's transportation system. If significant changes are needed, Cle Elum will include those changes in one of the annual Comprehensive Plan amendments before the next Comprehensive Plan update.

Although Cle Elum's population growth has been flat for several decades, the proposed developments appear to over saturate the existing system and development regulations should be drafted providing Cle Elum the means by which the development will contribute to the improvements needed to appropriately accommodate land use changes. Strategies to accommodate anticipated land use changes will need to include all forms of transportation. The land use and transportation elements in the Comprehensive Plan are required to be consistent.

In 2017 and 2018, Cle Elum received financial assistance and recognition of their efforts regarding the first two phases of the Downtown Revitalization project and pre-construction funding for the design of the third phase. The City received federal, state, and Kittitas County transportation and infrastructure funding to improve stormwater facilities, roadway improvements, and sidewalk improvements, all of which are directly related to improving the transportation system. The improvements make coordinated and strategic strides toward bringing the transportation system closer to a state of good repair between Billings Avenue at the western limit of the project and Peoh Avenue at the eastern limit of the project.

One limitation of hand calculating the Level of Service (LOS) is the inability to equalize dispersion over multiple nearby locations. The City of Cle Elum has initiated the development of an update to Kittitas County's regional travel demand model as a method for evaluating the City's transportation system. Although hand calculations for volume/capacity ratio evaluation

are appropriate for screening purposes, the results in Table 4-7 show that more detailed evaluation will be necessary before 2030. A travel demand model places trips onto the City's street network and allows trips to alter routes until every trip creates the best route. In a travel demand model trips disperse this way in minutes. The City will cooperate with Kittitas County to insert land use assumptions and future projects for travel demand model updates.

The screening analysis shows that without consideration of planned improvements, potential future capacity issues occur (LOS D or worse) in 2040 at: I-90 eastbound on-ramp from Bullfrog Road at Exit 80, SR 903 east of Yakima Avenue, and West First Street east of North Pine Street. To lesser degrees, I-90 east of SR 970 / White Road Interchange, I-90 westbound on-ramp from West First Street at Exit 84, and SR 903 west of Stafford Avenue / South Cle Elum Way show LOS B results. Before costly engineering evaluation of these possible deficiencies, the City will coordinate with Kittitas County to use the regional travel demand model to validate the screening results. If the results validate the capacity issues, the City will assess the cause of the capacity issues and whether the planned developments need to be reevaluated because of unanticipated impacts.

The Downtown Revitalization project incorporates improvements between Billings Avenue at the western limit of the project and Peoh Avenue. The Stafford Avenue/South Cle Elum Way/First Street Intersection and the Yakima Avenue/SR 903 Intersection are not included in the Downtown Revitalization project. If the Kittitas County model confirms deficiencies at both the Yakima Avenue and Stafford Avenue locations, the City will need to identify appropriate solutions for the types of deficiencies identified by the travel demand model.

In 2019, the City began planning improvements to the north/south avenues along the First Street Corridor. Oakes Avenue south of SR 903 (First Street) has been identified as the first priority of the avenues and the planned project may be added to the City's Six-year TIP as early as next year with a planned status.

Major improvements are still required to transition the City's previous State Highway legacy main street corridor, First Street, into an economically vibrant, walkable, and properly sized corridor for this small community. One of the most challenging major improvements is the reconstruction of First Street starting with removal of the pre-1970's era concrete roadway underlying the asphalt. Though the most cost-prohibitive element, removal of the concrete allows the City to complete stormwater, utility, sidewalk, and roadway improvements with appropriate materials and at the scale the City can consider sustainable.

Table 4-8 is a summary of the projects from Cle Elum's 2019-2024 Six-year Transportation Improvement Program (Six-year TIP). Any entry that is displayed as light gray is not fully funded and requires additional funding to move into an active status. Other, more customary transportation maintenance projects such as chipseals are consolidated into one entry in the illustrative table below although they are considered separate projects in the TIP.

The Transportation Element is developed as an integral part of the Comprehensive Plan and is updated every eight years. The Cle Elum Transportation Improvement Program, however, is updated annually and the City anticipates six updates to the annual TIP before the next Comprehensive Plan update. As projects are completed, they are removed from the TIP and as new projects emerge, they will be added to the City's TIP, QUADCO's RTIP and potentially, the Statewide TIP. Please refer to the latest annual update of the Cle Elum Six-year TIP for the most relevant transportation projects, planning, and programs.

Between 2016 and 2018, Washington State Department of Transportation (WSDOT) drafted Corridor Sketches to identify performance gaps and select high-level strategies to address them on 304 corridors statewide. Five corridors were identified in and near Cle Elum during the initial Corridor Sketch evaluation period and include:

- I-90: Twin Falls (North Bend Vicinity) to I-82 Jct (Ellensburg)
- SR 970: I-90 Jct (Cle Elum) to US 97 Jct
- SR 903: SR 970 Jct (Cle Elum) to Bullfrog Road
- SR 903: Bullfrog Road to Forestry Boundary (adjacent and west of the City)
- SR 10: SR 970 Jct (Teanaway Jct) to US 97 Jct (adjacent and east of the City)

In each corridor sketch, WSDOT identified the current and future function and performance including what works well and what needs to change. Most notably for the three corridors directly in contact with Cle Elum, WSDOT identified the following needs:

- Survey pavement conditions (~90% incomplete on at least one corridor at this time).
- Retrofit Fish Barriers (WSDOT has prioritized removal of state-owned culverts blocking habitat for salmon and steelhead.
- Preserve 65 bridges on the I-90 corridor above.
- Address the lack of parking during extreme weather road closures (especially on I-90).
- Determine the status and clean up to eight contaminated sites (mostly old gasoline stations or industrial sites) and six leaking underground storage tanks.

Non-motorized Pathways Deficiencies and Future Needs

The City of Cle Elum and QUADCO, with the cooperation of Kittitas County, placed a long-term non-motorized corridor concept connecting Cle Elum to the John Wayne Trail in the latest update of Kittitas County's Comprehensive Plan. This corridor is currently identified in the City's, the County's, and the regional prioritized project lists. The two primary purposes of planning for and building this non-motorized corridor are: 1) providing a non-motorized link between the Coal Mines Trail (and so to those trails north of Cle Elum) and the regional John Wayne Trail across the Yakima River to the south of the City, and 2) thereby providing access from Cle Elum to trails spanning across Washington State. This multi-jurisdictional effort will require coordination with many public and private entities. The City has included this project in their Bicycle and Pedestrian Plan and will be actively participating in the challenging discussions regarding the crossing of the Yakima River on or near South Cle Elum Way.

Public Transit Deficiencies and Future Needs

In late 2017 and early 2018, QUADCO's coalition held a number of Mobility Summit meetings throughout the four-county region of Kittitas, Grant, Lincoln and Adams. The group was reviewing the previous Human Services Transportation Plan (HSTP), gathering unmet needs, consolidating information on current services, and identifying improvements to include in the HSTP update. Although the effort is not fully championed nor vetted through any one agency or coalition for implementation, the concept of a public transit loop was prioritized connecting the communities of Ellensburg, Cle Elum, Roslyn, and Ronald. Continued cooperation and funding are necessary to prepare a feasibility study for this proposed public transportation service.

Within the unincorporated portion of Cle Elum's UGA, Kittitas County is responsible for the identification and scheduling of roadway improvements. Identified needs and improvements are reflected in Kittitas County's 2019-2024 TIP adopted on January 7, 2019. The County's 2019-2024 TIP is available at https://www.co.kittitas.wa.us/public-works/construction/default.aspx. To locate individual projects in Cle Elum or Kittitas County that have complete funding and meet the qualifications to be included in the Statewide TIP, please visit the Statewide Transportation

Improvement Program at http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm.

TABLE 4-8. SUMMARY OF CLE ELUM'S 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
1	First Street Improvements Phase 2 – Stormwater Improvements	First Street - Billings Aveneue to Peoh Avenue	07	0.510	2019	Construction of storm drainage piping and catch basins along the corridor, coordinated with future Phase 3 improvements.	$910,000	CDBG and STP(R)
2	First Street Improvements Phase 3 – Downtown Revitalization	First Street – Billings Avenue to Peoh Avenue	07	0.510	2019	Design downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities.	$710,000	STP(R) and PWTF
3	Hanson Ponds Trail Improvements				2019/ 2020	Construction of a new pedestrian bridge, restrooms, parking facilities, picnic area, and signage.	$435,000	RCO
4 7 8 9 10 13 14 15 19 20	Chipseals	Various locations	Local	Varies	2019 2019 2019 2019 2019 2020 2021 2022 2023 2024	Chipseal and sweep locations throughout the City.	$4,100–$62,800 for each priority project	REET
5	SR 903 and Stafford Street Sidewalk Improvements	SR903 – Stafford Street Intersection	07	0.630	2019/ 2020	Construct Curb, gutter, sidewalk with curb ramps including flashing beacons.	$581,500	SRTS
6	HMA Overlays	Various locations	Local	1.200	2019	HMA overlay the following locations: Madison Street, Second Street to End; and South Railroad Street, Oakes Avenue to Owens	$184,400	REET

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
11	Railroad Avenue Rehabilitation	Railroad Avenue - Harris Avenue to Montgomery Avenue	Local	0.230	2019	Grind and overlay asphalt surface, cement treated base, pavement markings, and ADA curb ramps.	$400,000	TIB
12	North Floral Avenue Rehabilitation	North Floral Avenue – East First Street to East Fourth Street	Local	0.210	2020	Construct cement treated base and HMA overlay.	$400,000	TIB
16	2nd Street Pathway – Phase 1	2nd Street – Stafford Street to Peoh Avenue	07	0.630	2022	Construct multi-use pathway adjacent to roadway.	$280,000	TIB
17	2nd Street Pathway – phase 2	2nd Street – Peoh Avenue to Short Avenue	Local	0.700	2023	Construct multi-use pathway adjacent to roadway.	$313,000	TIB
18	Columbia Avenue Extension	Columbia Avenue – 1st Street to Railroad tracks	Local	0.100	2023	Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	$927,000	TIB
21	South Cle Elum Way Pathway	South Cle Elum Way – Railroad Street to the bridge over the Yakima River.			2024	Construct multi-use pathway.	$120,000	TIB
22	West First Street (Safeway Hill) Improvements	West First Street – South Pine Street Intersection	07	0.100	2024	Construct curb, gutter, sidewalk links, bulbouts, flashing beacons, and pavement markings.	$400,000	TIB

RECOMMENDATIONS

1. *Street maintenance in Cle Elum has been and will continue to be based upon the greatest need. Budget constraints limit available funding for these projects, and maintenance needs should continue to be identified and prioritized on a continual basis.*

2. *All new streets and existing streets needing reconstruction shall be built to the City's street standards where possible.*

3. *All the streets in Cle Elum need seal coating on a regular basis in order to maintain their good quality. A revolving maintenance schedule has been developed for this purpose and should be followed.*

4. *The City should continue seeking the funding necessary to complete the transportation improvements identified in the Downtown Revitalization Plan.*

5. *As the City develops a separate Stormwater System Plan, those projects with primarily stormwater elements should be transferred in the Capital Facilities Plan from the Transportation section to the Stormwater section. The coordination of stormwater and transportation projects should continue.*

6. *The City should consider completing an Origins and Destinations Study to determine the impact of traffic on the City-owned streets by neighboring communities using the centralized services and businesses in Cle Elum. The quantification and identification of users of the City's infrastructure can help Cle Elum have infrastructure investment discussions in the greater region.*

7. *The City should share the land use assumptions and planned projects with Kittitas County planners as ongoing information sharing for a model run to be performed with the Regional Travel Demand Model. The City should closely review the model run results and if the model confirms locations in Cle Elum's transportation system fails, the next analysis step should be performed to identify where traffic impacts are originating.*

8. *There should be close coordination between the City and the County regarding the representation of the City's infrastructure and land use assumptions during the next regular update of the Kittitas County Travel Demand Model.*

9. *The screening methodology used for evaluating the current traffic and forecast volumes by the City can be enhanced with more detailed analysis following methods included in the Highway Capacity Manual. Because more robust analysis can be costly, the City should be strategic about causing Kittitas County to prematurely perform an update or by limiting the number of intersections to include in further evaluation. Implementing an intermediate step of using the regional travel demand model for corridor analysis at the next scheduled update of Kittitas County's Travel Demand Model could further refine the scope of intersection-level analysis needed long before the anticipated 2030 and 2040 deficiencies identified in Table 4-7.*

10. *The City should be an active and primary partner in developing the connective multi-modal pathway connecting the Coal Mines Trail to the John Wayne Trail.*

11. *The City should remain active in the coalition developing the concept of a public transit*

loop connecting the communities of Ellensburg, Cle Elum, Roslyn, and Ronald.

12. *The City should remain an active partner in the WSDOT process of strategizing practical solutions to the issues discovered during the Corridor Sketch Initiative.*

FINANCING

A. State and Federal Funding Sources

Transportation is typically funded by some type of "user fees." Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. The major state tax sources to fund transportation improvements are the gas tax and vehicle registration fees. The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes. The Washington State gas tax rate is $0.494 cents per gallon (2016). The collected tax is distributed in accordance with *RCW 46.68.090.*

For larger projects, the City may seek funding assistance from the Washington State Transportation Improvement Board (TIB), as well as some other sources. Cle Elum is included in a state-designated regional planning area. Because of this distinction, there are three state-funded grant programs that the City can pursue through the TIB:

- Small City Arterial Program (SCAP),
- Small City Preservation Program (SCPP), and
- Small City Sidewalk Program (SCSP).

TIB also manages the Complete Streets Program.

Other Washington State grant opportunities Cle Elum can include in their funding strategy include but are not limited to WSDOT's Safe Routes to School Program, WSDOT Bicycle and Pedestrian Program, and WSDOT's City Safety Program.

There are federal grant programs that the City can pursue through the authorization of FAST Act, the federal transportation legislation. Two funding sources that WSDOT allocates to QUADCO for RTPO processes include:

- Surface Transportation Block Grant (STBG), and
- Surface Transportation Block Grant Set-aside (STBG Set-aside)

QUADCO facilitates and approves the awards to member jurisdictions and agencies upon completion of a prioritized, competitive basis.

The FAST Act has created other new federal grant opportunities that require applicants to compete at the national level. The list of national grant opportunities can be accessed through the Grants.Gov website located at https://www.grants.gov/ .

B. Local Funding Sources

In 1987, the Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently in 2015, the Legislature amended the TBD statute to authorize TBDs to impose vehicle license fees of up to $50 without a public vote and also made it possible for cities to absorb the TBD in cases where the TBD has the same boundaries as the city.

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

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

Local Improvement District

Property owners in a particular area in need of infrastructure upgrades can also create a Local Improvement District (LID). A LID is a financial instrument that allows the property owners to share the costs of infrastructure improvements, including improving streets and constructing sidewalks.

Real Estate Excise Tax

In Washington, all cities and counties are authorized to levy a 0.25% real estate excise tax (REET), known as the “first quarter percent” or “REET 1,” on all sales of real estate. Those planning under the GMA are authorized to levy a second 0.25% real estate excise tax known as “the second quarter percent” or “REET 2.” REET 1 funds are used for capital improvements.

Kittitas County Distressed County Sales and Use Tax

In 1998, the Kittitas County Board of Commissioners accepted the sales and use tax revenues in accordance with RCW 82.14.370 and directed the Conference of Governments to oversee the fund and project selection.

The Kittitas County Distressed County Sales and Use Tax funds are used for promoting economic development, job creation, and financing public facilities such as: bridges, roads, domestic and industrial water facilities, sanitary sewer facilities, earth stabilization, storm sewer facilities, railroad, electricity, natural gas, buildings, structures, telecommunications infrastructure, transportation infrastructure, commercial infrastructure, and port facilities.

C. Finance Plan

Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies, the State TIB and WSDOT programs, and the regionally allocated federal funding. The City of Cle Elum will continue to explore and apply for other state and federal grant funding.

The City's Six Year Transportation Improvement Program (TIP) on page 35 shows the fully-funded and planned transportation projects and their associated financing or potential funding sources for each improvement project.

OBJECTIVES AND POLICIES

This section presents the transportation objectives and policies for the City of Cle Elum. These objectives and policies are consistent with the Revised Code of Washington (RCW), Kittitas County-wide Planning Policy (CWPP), the Kittitas County Comprehensive Plan (KC Comp Plan), and the Regional Transportation Plan (RTP.)

General

Objective 1: Be consistent with the City's Comprehensive Plan Goals and Policies, the State's Growth Management Act, and County-wide Planning Policies. (RCW 36.70(A).040; CWPP 4.1, 4.3; KC Comp Plan GPO 4.7, 4.47)

Policy T-1 Land use plans and regulations should be used to guide development of the Transportation Element for the City.

Policy T-2 Transportation improvements should support land use plans.

Policy T-3 Transportation plans should be phased concurrently with growth.

Policy T-4 Adequate transportation facilities and services should be in place at the time of occupancy of a development.

Policy T-5 Land use and transportation plans should be consistent so that land use and adjacent transportation facilities are compatible with each other.

Policy T-6 Land use capacity/forecast assumptions used in capacity/forecast modeling should be used in estimating.

Policy T-7 Ultimately, land use patterns should support transit and non-motorized modes of travel.

Policy T-8 Whenever possible, the disruptive impacts of traffic related to heavy residential development, or commercial areas should be minimized.

Street Network

Objective 2: Create a comprehensive street system that provides reasonable vehicular circulation throughout the City while enhancing the safety and function of the overall local transportation. (CWPP 4.1; KC Comp Plan GPO 4.1, 4.3, 4.4)

Policy T-9 Each street in the City of Cle Elum should be assigned a functional classification based on factors including traffic volumes, type of service provided, land use, and preservation of neighborhoods.

Policy T-10 Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network that serves local traffic and facilitates pedestrian circulation.

Policy T-11 Street and alley vacations should be supported when:

- The right of way to be vacated is not needed for future public use;

- The right of way to be vacated is not needed for the interconnection of the roadway system;
- The adjoining property owners have demonstrated a need for the vacation; and
- The resulting configuration of the street and/or alley, conforms with adopted City plans, ordinances, and development regulations.

Policy T-12 Street vacations should only be supported in Downtown and in neighborhoods that have been developed around a traditional grid system when the resulting configuration will not significantly interrupt the function of the overall grid system.

Policy T-13 Street standards should be based on functional classification and land use objectives.

Policy T-14 Residential flow on, and accessibility to, arterial streets from unincorporated areas of the county and highways outside of the region, should be controlled and managed in cooperation with Kittitas County and the Washington State Department of Transportation (WSDOT) respectively.

Policy T-15 Provide a balance between protecting neighborhoods from increased through traffic while maintaining access to neighborhoods.

Policy T-16 Proactively work with WSDOT, Kittitas County, and neighboring jurisdictions to provide capacity on regional transportation systems and reduce non-essential traffic on local streets.

Policy T-17 Develop strategies to reduce adverse traffic impacts on local areas. Areas of the City that require this type of planning should be identified and addressed through the sub-area planning process, neighborhood plans, or traffic mitigation programs that are implemented through development review.

Policy T-18 Access management of Cle Elum's local system should be consistent with site Design Review Process, development standards, and the Cle Elum Municipal Code.

Policy T-19 Continue the traditional grid pattern of streets within the City; cul-de-sacs and other forms of dead-end streets are not encouraged except where they are required by topography or property configuration.

Policy T-20 Recognize First Street, and its avenues from Oakes to Peoh, through the Old Town area as the Downtown retail core with a need for pedestrian orientation. The maintenance of pedestrian improvements should be a priority.

Level of Service

Objective 3: Evaluate existing and future land use for its impacts to the circulation system; ensure that a consistent level of service is provided to the public; and any improvements that may be required, are concurrent to the development. (RCW 36.70(A).040; CWPP 4.8; KC Comp Plan GPO 4.16, 4.18)

Policy T-21 The City shall produce a financially feasible plan in the Capital Improvements section in each Element demonstrating its ability to achieve and maintain adopted levels of service.

Policy T-22 The City shall not issue development permits where the project requires transportation improvements that exceed the City's ability to provide these in accordance with the adopted Level of Service standard, unless the developer accepts full responsibility for such improvements.

Policy T-23 New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing level of service elsewhere.

Policy T-24 At a minimum, the developer or landowner's proposal shall include provisions for sidewalks, lighting, landscaping, access, off-street parking, stormwater control, and road and signage improvements.

Non-motorized Transportation

Objective 4: Promote the development and enhancement of non-motorized transportation Citywide. (CWPP 4.6; KC Comp Plan GPO 4.14.)

Policy T-25 Pedestrian and bicycle traffic should be accommodated within all areas of the City.

Policy T-26 Pedestrian and bicycle movement across arterial intersections should be enhanced.

Policy T-27 Obstructions and conflicts that restrict pedestrians and bicycle movement should be minimized on sidewalks, paths and other areas.

Policy T-28 Bicycle parking and storage facilities should be encouraged within development projects, in commercial areas, and in parks.

Policy T-29 Streets and pedestrian paths in residential neighborhoods should be arranged as interconnecting networks and should connect to other streets.

Policy T-30 New pedestrian facilities should be compliant with the Americans with Disabilities Act, and existing facilities should be upgraded to improve accessibility.

Policy T-31 Non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.

Policy T-32 Recognize the diversity of transportation modes and trip purposes for the following three groups: pedestrians, bicyclists, other non-motorized wheels.

Policy T-33 Foot/bicycle separation should be provided wherever possible; however, where conflict occurs, foot traffic should be given preference.

Policy T-34 Adequate separation between non-motorized traffic should be provided to ensure safety.

Policy T-35 Appropriate mitigation measures should be taken to address the impacts to the City's transportation infrastructure. Contributions to the City's non-motorized circulation system will help alleviate such impacts.

Policy T-36 Encourage security, maintenance, and cleanliness of pedestrian facilities.

Policy T-37 Coordinate with WSDOT, TIB the Cle Elum Main Street program, the Historic Preservation Commission, and other interested parties to implement the vision defined in the Downtown Revitalization Plan.

Policy T-38 Utilize the Downtown Revitalization Plan to implement pedestrian enhancements in the Downtown area.

Policy T-39 Encourage the 7 principles of pedestrian design, whenever possible, on new and existing pedestrian facilities.

Policy T-40 Encourage the removal and/or maintenance of vegetation that impedes sight lines or the travel surface of pedestrian and bicycle facilities.

Policy T-41 Whenever practicable require that storm drains, utility boxes and other similar infrastructure on or near road shoulders be located outside of these travel ways. When not practicable, these improvements shall be flush with travel surface to create a viable pedestrian/bicycle travel lane.

Policy T-42 Cle Elum seeks to enable, whenever possible, residents to travel more safely and efficiently throughout the City on foot, by bicycle, and by wheelchair.

Transportation Demand Management / Commute Trip Reduction

Objective 5: Encourage the development and use of alternatives to single occupancy vehicles (CWPP 4.6; KC Comp Plan GPO 4.2.)

Policy T-42 Appropriate parking regulations should be developed to consider existing parking supply, land use intensity, and non-motorized transportation mode goals.

Policy T-43 Transportation demand management (TDM) measures should be implemented at residential and retail developments, as well as at the workplace.

Objective 6: Promote a reasonable balance between parking supply and demand.

Policy T-44 Site design and layout for all types of development should incorporate TDM measures such as convenient and direct pedestrian access to and from residential and commercial developments and non-motorized transportation facilities, including sidewalks, paths, and trails.

Policy T-45 Downtown area parking restrictions that apply to employee/business parking, not to business patron/customer parking.

Airport

Objective 7: Promote and develop local air transportation facilities in a responsible and efficient manner and recognize the Cle Elum Municipal Airport as a unique, valuable, and long-standing public transportation asset within the region. (KC Comp Plan GPO 4.15)

Policy T-46 Recognize that there are certain impacts to the community associated with the operation of the Cle Elum Municipal Airport, such as noise generation, but recognize that these impacts have historically been accepted by the community in exchange for the economic benefits and the civic prestige associated with a functioning Municipal Airport.

Policy T-47 Promote and develop airport facilities for aircraft, pilots, owners, and passengers in a manner that maximizes safety, efficiency and opportunity for use.

Policy T-48 Lease/Use airport property for aviation related uses that create jobs, expand the City's tax base and promote the primary aviation functions of the airport.

Objective 8: Maximize available space on airport site for uses that require direct access to taxiways and runways such as the storage and parking of aircraft and aircraft maintenance and service facilities.

Policy T-49 Develop appropriate land use plans and regulations that protect and enhance the function of the Cle Elum Municipal Airport.

Policy T-50 Make every effort to municipally annex the Cle Elum Municipal Airport into the City of Cle Elum.

Policy T-51 Protect the airport from height hazards by developing a height overlay district to prohibit penetration of the Federal (FAR) Part 77 "Imaginary Surfaces."

Freight

Objective 9: Minimize the impact of truck traffic on general traffic circulation and on Cle Elum neighborhoods.

Policy T-52 Heavy through truck traffic should be limited to designated truck routes in order to reduce excessive contributions to noise, parking issues, congestion, and to minimize wear on pavement surfaces not constructed to accommodate truck traffic.

Objective 10: Maintain the possibility of freight rail service from rail site(s) to Cle Elum commercial and industrial sites.

Policy T-53 Transportation facilities should be designed to complement (and not preclude) railroads.

Policy T-54 Strategies to mitigate and plan for future rail freight service should be supported.

Policy T-55 Cle Elum should continue to work with local, regional, state, and federal agencies to address regional freight needs.

Policy T-56 Recognize the importance of barrier free freight mobility. Designate Freight mobility corridors to facilitate more efficient and direct freight movement.

Policy T-57 Support railroad crossing improvements that minimize maintenance to City maintained surface streets.

Financing and Implementation

Objective 11: Pursue adequate funding for transportation improvements from all potential sources in an efficient and equitable manner. (RCW 36.70(A).040; CWPP 4.2, 4.8; KC Comp Plan GPO 4.34-4.44)

Policy T-58 To support economic development, growth related traffic improvements should be funded by impact fees or as a condition of development approval.

Policy T-59 Coordinate equitable public/private partnerships to help pay for transportation improvements.

Policy T-60 Pursue federal, state and local sources of funding (e.g. loans, matching funds, grants), for transportation improvements.

Objective 12: Develop a staging and implementation plan that expedites transportation system improvement projects.

Policy T-61 Establish a mechanism to provide multi-jurisdictional cooperation to fund transportation improvements. This could include establishing joint and/or coordinated transportation mitigation systems with other jurisdictions.

Policy T-62 Create a funding mechanism and/or strategy that can be applied across boundaries to address the enormous impact of growth in Kittitas County that has a direct impact on Cle Elum's transportation system.

Intergovernmental Coordination

Objective 13: Coordinate transportation operations, planning and improvements with other transportation authorities and municipalities (RCW 36.70(A).040; CWPP 4.3; KC Comp Plan GPO 4.8, 4.45)

Policy T-63 A sub-regional transportation system should be designed and implemented in cooperation with neighboring jurisdictions including: WSDOT, Roslyn, So. Cle Elum and Kittitas County.

Policy T-64 Work more directly with Kittitas County to ensure that County policies regarding transportation consistency/concurrency in Cle Elum's potential annexation areas are compatible with Cle Elum's transportation plans and goals and with GMA requirements.

Appendix A:

County-wide Planning Policies (CWPP) – Kittitas County

Countywide planning policies must be considered and incorporated into the Transportation Element for the plan to achieve "interjurisdictional consistency." The following Kittitas County Countywide Planning Policies apply to discussion of the Transportation Element:

Policy 4.1 Transportation plans (i.e., transportation elements of comprehensive plans) shall promote the development and implementation of a safe, efficient, and environmentally sound transportation system in accordance with federal and state requirements, including the State's Growth Management Act that is responsive to the community.

Policy 4.2 Transportation plans will support the planning goals for comprehensive plans set forth in RCW 36.70A.020 and 36.70A.070(6), including promotion of economic development consistent with available resources and public services and facilities.

Policy 4.3 Transportation plans will be consistent with their respective comprehensive plans and will be compatible with the applicable components of other local and regional transportation plans (e.g., QUADCO Regional Transportation Planning Organization, bordering counties, WSDOT and local agencies).

Policy 4.4 The County and cities shall cooperate in the analysis of, and response to, any proposed major regional industrial, retail/commercial, recreation, or residential development proposals that may impact the transportation system in Kittitas County.

Policy 4.5 Transportation plans and project prioritization shall be developed in active consultation with the public.

Policy 4.6 Inter-jurisdictional transportation plans shall promote a coordinated and efficient multi-modal transportation system, including alternative forms of transportation for the movement of goods and people.

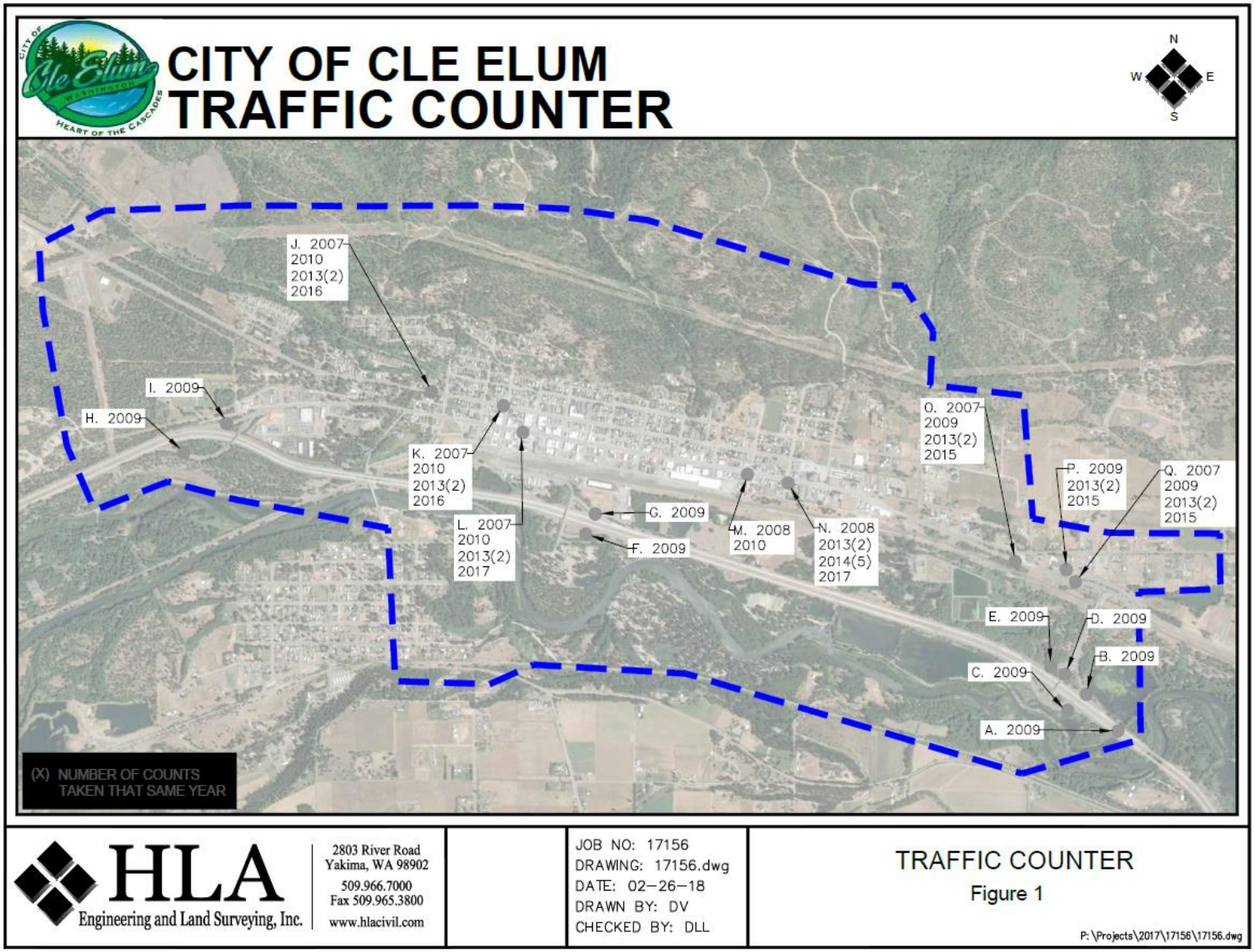
Policy 4.7 The transportation plans will, to the maximum extent practical, provide a safe and environmentally sound system that meets community, elderly, disabled and low-income population needs.

Policy 4.8 Transportation improvements which are necessary to maintain the identified level of service standards shall be implemented concurrent with new development so that improvements are in place at the time of development, or that a financial commitment is provided to ensure completion of the improvements within six years.

Appendix B:

Traffic Count Summaries

Cle Elum Traffic Count Summary



		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
A	Tuesday	6	16	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All	2,178.7	6,340.3	2,960.4	4,965.4	16,444.8	9-10	900.7	3-4	1,063.2
	Thursday	6	18	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All									
A	Tuesday	6	16	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All	1,890.7	7,230.4	3,525.8	4,478.8	17,125.8	9-10	861.6	4-5	1,306.6
	Thursday	6	18	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All									
A	Tuesday	6	16	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All	4,069.5	13,570.8	6,486.2	9,444.2	33,570.6	9-10	1,762.2	3-4	2,316.4
	Thursday	6	18	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All									
A	Tuesday	6	16	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All	2,190.6	6,357.7	2,969.9	4,999.0	16,517.2	9-10	903.4	3-4	1,064.5
	Thursday	6	18	2009	WB	SR 90	e/o	SR 970 / White Rd I/C	All									
A	Tuesday	6	16	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All	1,783.0	6,637.1	3,225.9	4,090.9	15,736.9	9-10	808.2	4-5	1,196.5
	Thursday	6	18	2009	EB	SR 90	e/o	SR 970 / White Rd I/C	All									
A	Tuesday	6	16	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All									
	Wednesday	6	17	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All	3,973.6	12,994.8	6,195.8	9,089.9	32,254.1	9-10	1,711.6	3-4	2,221.9
	Thursday	6	18	2009	bothways	SR 90	e/o	SR 970 / White Rd I/C	All									
H	Tuesday	6	16	2009	EB	SR 90	e/o	Off Ramp to W First Street	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	Off Ramp to W First Street	All	332.2	1,219.2	649.4	590.9	2,791.7	9-10	164.2	4-5	238.0
	Thursday	6	18	2009	EB	SR 90	e/o	Off Ramp to W First Street	All									
D1	Tuesday	8	11	2009	NB	SR 90	e/o	Bridge over 90 to SR 970	All									
	Wednesday	8	12	2009	NB	SR 90	e/o	Bridge over 90 to SR 970	All	129.3	689.5	330.2	378.0	1,526.9	9-10	75.9	2-3	125.5
	Thursday	8	13	2009	NB	SR 90	e/o	Bridge over 90 to SR 970	All									
S	Tuesday	6	16	2009	EB	SR 90	e/o	On Ramp From Bullfrog RD	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	On Ramp From Bullfrog RD	All	47.3	203.3	153.7	96.9	501.2	9-10	25.5	5-6	57.1
	Thursday	6	18	2009	EB	SR 90	e/o	On Ramp From Bullfrog RD	All									
C	Tuesday	6	16	2009	EB	SR 90	e/o	On Ramp From SR 970	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	On Ramp From SR 970	All	142.8	545.7	238.7	195.5	1,122.7	8-9	68.7	2-3	92.5
	Thursday	6	18	2009	EB	SR 90	e/o	On Ramp From SR 970	All									
F	Tuesday	6	16	2009	EB	SR 90	e/o	On Ramp from Oaks Ave	All									
	Wednesday	6	17	2009	EB	SR 90	e/o	On Ramp from Oaks Ave	All	153.0	364.8	188.7	208.1	914.6	7-8	64.6	4-5	70.7
	Thursday	6	18	2009	EB	SR 90	e/o	On Ramp from Oaks Ave	All									
D2	Tuesday	8	11	2009	SB	SR 90	e/o	Bridge over 90 from SR 970	All									
	Wednesday	8	12	2009	SB	SR 90	e/o	Bridge over 90 from SR 970	All	113.9	514.4	233.8	202.3	1,064.4	9-10	68.8	2-3	98.8
	Thursday	8	13	2009	SB	SR 90	e/o	Bridge over 90 from SR 970	All									
R	Tuesday	6	16	2009	WB	SR 90	0	Off Ramp To Bullfrog RD	All									
	Wednesday	6	17	2009	WB	SR 90	0	Off Ramp To Bullfrog RD	All	122.1	206.7	83.6	100.3	512.7	6-7	47.9	4-5	32.6
	Thursday	6	18	2009	WB	SR 90	0	Off Ramp To Bullfrog RD	All									
G	Tuesday	6	16	2009	WB	SR 90	0	WB Off Ramp to Oaks Ave	All									
	Wednesday	6	17	2009	WB	SR 90	0	WB Off Ramp to Oaks Ave	All	143.1	362.1	205.0	207.4	917.7	8-9	59.2	4-5	80.6
	Thursday	6	18	2009	WB	SR 90	0	WB Off Ramp to Oaks Ave	All									

		Date			Location						3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
B	Tuesday	6	16	2009	WB	SR 90	0	WB Off Ramp to SR 970	All									
	Wednesday	6	17	2009	WB	SR 90	0	WB Off Ramp to SR 970	All	120.9	417.3	204.4	195.1	937.7	8-9	53.5	3-4	82.0
	Thursday	6	18	2009	WB	SR 90	0	WB Off Ramp to SR 970	All									
I	Tuesday	6	16	2009	WB	SR 90	0	On Ramp From W First Street	All									
	Wednesday	6	17	2009	WB	SR 90	0	On Ramp From W First Street	All	313.8	1,010.1	544.7	567.8	2,436.4	9-10	131.6	3-4	195.8
	Thursday	6	18	2009	WB	SR 90	0	On Ramp From W First Street	All									
E	Tuesday	6	16	2009	WB	SR 90	0	WB on Ramp From SR 970	All									
	Wednesday	6	17	2009	WB	SR 90	0	WB on Ramp From SR 970	All	165.1	677.7	316.7	348.1	1,507.6	9-10	97.0	2-3	132.3
	Thursday	6	118	2009	WB	SR 90	0	WB on Ramp From SR 970	All									
Q	Tuesday	6	4	2007	WB	SR 903	w/o	SR 970	All									
	Wednesday	6	5	2007	WB	SR 903	w/o	SR 970	All	125.6	436.2	441.4	230.5	1,233.7	9-10	63.1	4-5	81.9
	Thursday	6	6	2007	WB	SR 903	w/o	SR 970	All									
Q	Tuesday	6	4	2007	EB	SR 903	w/o	SR 970	All									
	Wednesday	6	5	2007	EB	SR 903	w/o	SR 970	All	138.6	405.0	263.4	215.1	1,022.0	9-10	61.6	4-5	80.7
	Thursday	6	6	2007	EB	SR 903	w/o	SR 970	All									
Q	Tuesday	6	4	2007	bothways	SR 903	w/o	SR 970	All									
	Wednesday	6	5	2007	bothways	SR 903	w/o	SR 970	All	264.2	841.1	704.8	445.6	2,255.7	9-10	124.7	4-5	156.8
	Thursday	6	6	2007	bothways	SR 903	w/o	SR 970	All									
Q	Tuesday	8	11	2009	WB	SR 903	w/o	SR 970	All									
	Wednesday	8	12	2009	WB	SR 903	w/o	SR 970	All	91.2	472.2	559.5	228.0	1,350.9	9-10	44.7	2-3	99.6
	Thursday	8	13	2009	WB	SR 903	w/o	SR 970	All									
Q	Tuesday	8	11	2009	EB	SR 903	w/o	SR 970	All									
	Wednesday	8	12	2009	EB	SR 903	w/o	SR 970	All	132.9	604.8	182.3	277.5	1,197.5	9-10	77.1	2-3	120.0
	Thursday	8	13	2009	EB	SR 903	w/o	SR 970	All									
Q	Tuesday	8	11	2009	bothways	SR 903	w/o	SR 970	All									
	Wednesday	8	12	2009	bothways	SR 903	w/o	SR 970	All	224.1	1,077.0	741.8	505.5	2,548.4	9-10	121.8	2-3	219.3
	Thursday	8	13	2009	bothways	SR 903	w/o	SR 970	All									
Q	Tuesday	9	24	2013	WB	SR 903	w/o	SR 970	All									
	Wednesday	9	25	2013	WB	SR 903	w/o	SR 970	All	91.6	346.4	362.8	178.1	978.9	9-10	44.3	2-3	67.6
	Thursday	9	26	2013	WB	SR 903	w/o	SR 970	All									
Q	Tuesday	9	24	2013	EB	SR 903	w/o	SR 970	All									
	Wednesday	9	25	2013	EB	SR 903	w/o	SR 970	All	107.7	357.6	220.9	140.4	826.7	9-10	54.6	4-5	68.3
	Thursday	9	26	2013	EB	SR 903	w/o	SR 970	All									
Q	Tuesday	9	24	2013	bothways	SR 903	w/o	SR 970	All									
	Wednesday	9	25	2013	bothways	SR 903	w/o	SR 970	All	199.3	704.0	583.7	318.5	1,805.5	9-10	97.7	3-4	133.8
	Thursday	9	26	2013	bothways	SR 903	w/o	SR 970	All									
Q	Tuesday	10	15	2013	WB	SR 903	w/o	SR 970	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	SR 970	All	95.3	366.3	423.3	149.8	1,034.6	9-10	47.0	5-6	81.3
	Thursday	10	17	2013	WB	SR 903	w/o	SR 970	All									
Q	Tuesday	10	15	2013	EB	SR 903	w/o	SR 970	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	SR 970	All	102.8	363.5	192.2	135.0	793.5	9-10	50.8	3-4	79.6
	Thursday	10	17	2013	EB	SR 903	w/o	SR 970	All									
Q	Tuesday	10	15	2013	bothways	SR 903	w/o	SR 970	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	SR 970	All	198.0	729.8	615.5	284.8	1,828.1	9-10	96.8	3-4	153.5
	Thursday	10	17	2013	bothways	SR 903	w/o	SR 970	All									

		Date			Location						3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
Q	Tuesday	10	27	2015	WB	SR 903	w/o	SR 970	All									
	Wednesday	10	28	2015	WB	SR 903	w/o	SR 970	All	94.2	337.0	361.2	153.5	945.8	9-10	44.0	4-5	72.2
	Thursday	10	29	2015	WB	SR 903	w/o	SR 970	All									
Q	Tuesday	10	27	2015	EB	SR 903	w/o	SR 970	All									
	Wednesday	10	28	2015	EB	SR 903	w/o	SR 970	All	131.4	371.4	575.1	140.4	1,218.4	9-10	62.6	2-3	66.3
	Thursday	10	29	2015	EB	SR 903	w/o	SR 970	All									
Q	Tuesday	10	27	2015	bothways	SR 903	w/o	SR 970	All									
	Wednesday	10	28	2015	bothways	SR 903	w/o	SR 970	All	225.7	708.4	936.3	293.9	2,164.2	9-10	101.1	4-5	137.0
	Thursday	10	29	2015	bothways	SR 903	w/o	SR 970	All									
O	Tuesday	6	5	2007	WB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	6	6	2007	WB	SR 903	w/o	SR 903 Wye Conn	All	447.7	1,131.7	1,218.8	597.3	3,395.5	9-10	172.9	4-5	209.9
	Thursday	6	7	2007	WB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	6	5	2007	EB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	6	6	2007	EB	SR 903	w/o	SR 903 Wye Conn	All	372.8	1,102.3	583.2	618.5	2,676.8	8-9	161.7	2-3	232.4
	Thursday	6	7	2007	EB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	6	5	2007	bothways	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	6	6	2007	bothways	SR 903	w/o	SR 903 Wye Conn	All	820.5	2,234.1	1,802.0	1,215.8	6,072.3	9-10	324.6	4-5	434.7
	Thursday	6	7	2007	bothways	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	8	11	2009	WB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	8	12	2009	WB	SR 903	w/o	SR 903 Wye Conn	All	263.7	1,125.6	1,222.2	472.5	3,084.0	9-10	128.4	4-5	218.1
	Thursday	8	13	2009	WB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	8	11	2009	EB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	8	12	2009	EB	SR 903	w/o	SR 903 Wye Conn	All	269.1	1,295.7	390.4	555.6	2,510.8	9-10	161.4	2-3	250.8
	Thursday	8	13	2009	EB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	8	11	2009	bothways	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	8	12	2009	bothways	SR 903	w/o	SR 903 Wye Conn	All	532.8	2,421.3	1,612.6	1,028.1	5,594.8	9-10	289.8	4-5	468.9
	Thursday	8	13	2009	bothways	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	9	24	2013	WB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	9	25	2013	WB	SR 903	w/o	SR 903 Wye Conn	All	243.3	765.3	794.7	337.9	2,141.2	9-10	105.0	4-5	145.0
	Thursday	9	26	2013	WB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	9	24	2013	EB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	9	25	2013	EB	SR 903	w/o	SR 903 Wye Conn	All	250.6	776.2	572.5	355.5	1,954.8	9-10	110.4	2-3	143.2
	Thursday	9	26	2013	EB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	9	24	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	9	25	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All	493.8	1,541.5	1,367.2	693.4	4,096.0	9-10	210.8	4-5	285.7
	Thursday	9	26	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	10	15	2013	WB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	SR 903 Wye Conn	All	297.0	1,003.9	1,112.0	352.2	2,765.2	9-10	136.9	4-5	211.2
	Thursday	10	17	2013	WB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	10	15	2013	EB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	SR 903 Wye Conn	All	270.1	964.1	484.2	377.6	2,096.0	9-10	126.0	2-3	202.4
	Thursday	10	17	2013	EB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	10	15	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All	567.1	1,968.0	1,596.2	729.8	4,861.2	9-10	262.9	4-5	406.7
	Thursday	10	17	2013	bothways	SR 903	w/o	SR 903 Wye Conn	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
O	Tuesday	10	27	2015	WB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	28	2015	WB	SR 903	w/o	SR 903 Wye Conn	All	302.6	945.8	991.1	327.7	2,567.1	9-10	135.2	4-5	177.3
	Thursday	10	29	2015	WB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	10	27	2015	EB	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	28	2015	EB	SR 903	w/o	SR 903 Wye Conn	All	277.1	973.7	608.1	345.0	2,204.0	9-10	141.4	2-3	182.6
	Thursday	10	29	2015	EB	SR 903	w/o	SR 903 Wye Conn	All									
O	Tuesday	10	27	2015	bothways	SR 903	w/o	SR 903 Wye Conn	All									
	Wednesday	10	28	2015	bothways	SR 903	w/o	SR 903 Wye Conn	All	579.7	1,919.5	1,599.2	672.7	4,771.1	9-10	272.5	4-5	358.4
	Thursday	10	29	2015	bothways	SR 903	w/o	SR 903 Wye Conn	All									
M	Tuesday	8	5	2008	SB	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	31	2008	SB	SR 903	w/o	Yakima Ave	All	287.1	1,325.7	1,575.6	1,730.6	4,919.0	9-10	152.4	4-6	667.1
	Thursday	8	32	2008	SB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	8	5	2008	NB	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	31	2008	NB	SR 903	w/o	Yakima Ave	All	320.1	1,237.2	1,332.4	1,507.3	4,397.0	9-10	155.1	2-4	653.0
	Thursday	8	32	2008	NB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	8	5	2008	bothways	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	31	2008	bothways	SR 903	w/o	Yakima Ave	All	607.2	2,562.9	2,908.0	3,237.9	9,316.0	9-10	307.5	4-6	1,302.1
	Thursday	8	32	2008	bothways	SR 903	w/o	Yakima Ave	All									
M	Tuesday	4	18	2017	WB	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	19	2017	WB	SR 903	e/o	Yakima Ave	All	499.6	1,431.7	1,309.8	585.9	3,827.0	9-10	199.8	4-5	256.4
	Thursday	4	20	2017	WB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	4	18	2017	EB	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	19	2017	EB	SR 903	e/o	Yakima Ave	All	391.2	1,459.9	1,332.4	617.2	3,800.7	9-10	181.4	2-3	270.0
	Thursday	4	20	2017	EB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	4	18	2017	bothways	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	19	2017	bothways	SR 903	e/o	Yakima Ave	All	890.8	2,891.6	2,642.2	1,203.1	7,627.7	9-10	376.0	4-5	511.5
	Thursday	4	20	2017	bothways	SR 903	e/o	Yakima Ave	All									
M	Tuesday	4	28	2014	WB	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	29	2014	WB	SR 903	e/o	Yakima Ave	All	835.9	1,267.1	2,679.9	479.1	5,262.0	9-10	401.9	4-5	228.4
	Thursday	4	30	2014	WB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	4	28	2014	EB	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	29	2014	EB	SR 903	e/o	Yakima Ave	All	686.2	1,263.6	642.8	505.1	3,097.7	9-10	359.2	2-3	226.5
	Thursday	4	30	2014	EB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	4	28	2014	bothways	SR 903	e/o	Yakima Ave	All									
	Wednesday	4	29	2014	bothways	SR 903	e/o	Yakima Ave	All	1,522.2	2,530.7	3,322.6	984.2	8,359.7	9-10	761.1	4-5	455.0
	Thursday	4	30	2014	bothways	SR 903	e/o	Yakima Ave	All									
M	Tuesday	6	2	20014	WB	SR 903	e/o	Yakima Ave	All									
	Wednesday	6	3	20014	WB	SR 903	e/o	Yakima Ave	All	413.4	1,242.5	1,304.3	523.6	3,483.8	9-10	191.1	4-5	236.3
	Thursday	6	4	20014	WB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	6	2	20014	EB	SR 903	e/o	Yakima Ave	All									
	Wednesday	6	3	20014	EB	SR 903	e/o	Yakima Ave	All	333.1	1,185.1	711.5	553.3	2,782.9	9-10	183.8	2-3	242.4
	Thursday	6	4	20014	EB	SR 903	e/o	Yakima Ave	All									
M	Tuesday	6	2	20014	bothways	SR 903	e/o	Yakima Ave	All									
	Wednesday	6	3	20014	bothways	SR 903	e/o	Yakima Ave	All	746.5	2,427.6	2,015.8	1,076.8	6,266.7	9-10	374.9	4-5	467.1
	Thursday	6	4	20014	bothways	SR 903	e/o	Yakima Ave	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
	Tuesday	7	7	2014	WB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	7	8	2014	WB	SR 903	e/o	Yakima Ave	All	407.9	1,534.3	1,449.9	686.3	4,078.4	9-10	202.7	4-5	271.1
	Thursday	7	9	2014	WB	SR 903	e/o	Yakima Ave	All									
	Tuesday	7	7	2014	EB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	7	8	2014	EB	SR 903	e/o	Yakima Ave	All	251.8	1,379.4	720.3	660.9	3,012.3	9-10	167.1	2-3	265.9
	Thursday	7	9	2014	EB	SR 903	e/o	Yakima Ave	All									
	Tuesday	7	7	2014	bothways	SR 903	e/o	Yakima Ave	All									
M	Wednesday	7	8	2014	bothways	SR 903	e/o	Yakima Ave	All	659.6	2,913.6	2,170.2	1,347.2	7,090.7	9-10	369.8	4-5	523.8
	Thursday	7	9	2014	bothways	SR 903	e/o	Yakima Ave	All									
	Tuesday	8	12	2013	WB	SR 903	e/o	SR 970	All									
	Wednesday	8	13	2013	WB	SR 903	e/o	SR 970	All	410.7	1,486.8	1,546.5	615.6	4,059.6	9-10	190.8	4-5	276.3
	Thursday	8	14	2013	WB	SR 903	e/o	SR 970	All									
	Tuesday	8	12	2013	EB	SR 903	e/o	SR 970	All									
	Wednesday	8	13	2013	EB	SR 903	e/o	SR 970	All	332.1	1,397.7	707.4	622.2	3,059.4	9-10	172.8	2-3	260.7
	Thursday	8	14	2013	EB	SR 903	e/o	SR 970	All									
	Tuesday	8	12	2013	bothways	SR 903	e/o	SR 970	All									
	Wednesday	8	13	2013	bothways	SR 903	e/o	SR 970	All	742.8	2,884.5	2,253.9	1,237.8	7,119.0	9-10	363.6	4-5	529.2
	Thursday	8	14	2013	bothways	SR 903	e/o	SR 970	All									
	Tuesday	8	19	2014	WB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	8	20	2014	WB	SR 903	e/o	Yakima Ave	All	449.7	1,421.1	1,458.6	657.9	3,987.3	8-9	200.7	4-5	255.3
	Thursday	8	21	2014	WB	SR 903	e/o	Yakima Ave	All									
	Tuesday	8	19	2014	EB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	8	20	2014	EB	SR 903	e/o	Yakima Ave	All	313.5	1,359.0	644.9	557.4	2,874.8	9-10	177.3	4-5	275.4
	Thursday	8	21	2014	EB	SR 903	e/o	Yakima Ave	All									
	Tuesday	8	19	2014	bothways	SR 903	e/o	Yakima Ave	All									
M	Wednesday	8	20	2014	bothways	SR 903	e/o	Yakima Ave	All	763.2	2,780.1	2,103.5	1,215.3	6,862.1	9-10	371.4	5-6	524.4
	Thursday	8	21	2014	bothways	SR 903	e/o	Yakima Ave	All									
	Tuesday	9	16	2014	WB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	9	12	2014	WB	SR 903	e/o	Yakima Ave	All	407.6	1,323.6	1,305.8	502.0	3,538.9	9-10	174.8	2-3	240.4
	Thursday	9	13	2014	WB	SR 903	e/o	Yakima Ave	All									
	Tuesday	9	16	2014	EB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	9	12	2014	EB	SR 903	e/o	Yakima Ave	All	327.8	1,286.8	718.8	529.0	2,862.4	9-10	161.3	3-4	246.9
	Thursday	9	13	2014	EB	SR 903	e/o	Yakima Ave	All									
	Tuesday	9	16	2014	bothways	SR 903	e/o	Yakima Ave	All									
M	Wednesday	9	12	2014	bothways	SR 903	e/o	Yakima Ave	All	735.4	2,610.3	2,024.6	1,031.0	6,401.3	9-10	336.1	2-3	479.3
	Thursday	9	13	2014	bothways	SR 903	e/o	Yakima Ave	All									
	Tuesday	10	15	2013	WB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	10	16	2013	WB	SR 903	e/o	Yakima Ave	All	418.9	1,392.5	1,384.9	492.6	3,688.9	9-10	196.8	3-4	267.6
	Thursday	10	17	2013	WB	SR 903	e/o	Yakima Ave	All									
	Tuesday	10	15	2013	EB	SR 903	e/o	Yakima Ave	All									
M	Wednesday	10	16	2013	EB	SR 903	e/o	Yakima Ave	All	346.9	1,271.8	561.6	502.9	2,683.2	9-10	158.5	3-4	242.2
	Thursday	10	17	2013	EB	SR 903	e/o	Yakima Ave	All									
	Tuesday	10	15	2013	bothways	SR 903	e/o	Yakima Ave	All									
M	Wednesday	10	16	2013	bothways	SR 903	e/o	Yakima Ave	All	765.8	2,664.3	1,946.5	995.5	6,372.1	9-10	351.6	3-4	504.2
	Thursday	10	17	2013	bothways	SR 903	e/o	Yakima Ave	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
M	Tuesday	10	15	2013	WB	SR 903	w/o	Yakima Ave	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	Yakima Ave	All	287.1	1,108.8	1,065.3	602.7	3,063.9	9-10	152.4	2-3	224.7
	Thursday	10	17	2013	WB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	10	15	2013	EB	SR 903	w/o	Yakima Ave	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	Yakima Ave	All	320.1	1,137.9	706.8	513.3	2,678.1	9-10	155.1	2-3	209.1
	Thursday	10	17	2013	EB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	10	15	2013	bothways	SR 903	w/o	Yakima Ave	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	Yakima Ave	All	607.2	2,246.7	1,772.1	1,116.0	5,742.0	9-10	307.5	2-3	428.1
	Thursday	10	17	2013	bothways	SR 903	w/o	Yakima Ave	All									
M	Tuesday	8	31	2010	WB	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	1	2010	WB	SR 903	w/o	Yakima Ave	All	405.0	1,473.0	1,449.9	607.9	3,935.8	9-10	194.4	3-4	258.4
	Thursday	8	2	2010	WB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	8	31	2010	EB	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	1	2010	EB	SR 903	w/o	Yakima Ave	All	364.3	1,436.9	836.1	663.4	3,300.7	9-10	186.3	3-4	268.5
	Thursday	8	2	2010	EB	SR 903	w/o	Yakima Ave	All									
M	Tuesday	8	31	2010	bothways	SR 903	w/o	Yakima Ave	All									
	Wednesday	8	1	2010	bothways	SR 903	w/o	Yakima Ave	All	769.3	2,909.9	2,286.1	1,271.3	7,236.5	9-10	379.1	3-4	518.4
	Thursday	8	2	2010	bothways	SR 903	w/o	Yakima Ave	All									
L	Tuesday	4	18	2017	WB	SR 903	w/o	Pennslyvania Ave	All								2-3	
	Wednesday	4	19	2017	WB	SR 903	w/o	Pennslyvania Ave	All	450.7	1,683.3	1,759.9	723.6	4,617.5	9-10	226.7		313.3
	Thursday	4	20	2017	WB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	4	18	2017	EB	SR 903	w/o	Pennslyvania Ave	All								4-5	
	Wednesday	4	19	2017	EB	SR 903	w/o	Pennslyvania Ave	All	449.4	1,844.6	1,033.2	723.9	4,051.1	9-10	238.9		328.5
	Thursday	4	20	2017	EB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	4	18	2017	bothways	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	4	19	2017	bothways	SR 903	w/o	Pennslyvania Ave	All	900.2	3,527.9	2,793.1	1,447.6	8,668.7	9-10	464.6	3-4	631.8
	Thursday	4	20	2017	bothways	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	6	5	2007	WB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	6	6	2007	WB	SR 903	w/o	Pennslyvania Ave	All	530.2	1,805.4	1,969.5	853.3	5,158.5	9-10	241.5	4-5	363.7
	Thursday	6	7	2007	WB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	6	5	2007	EB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	6	6	2007	EB	SR 903	w/o	Pennslyvania Ave	All	572.1	1,803.6	913.2	845.7	4,134.6	9-10	249.6	3-4	327.0
	Thursday	6	7	2007	EB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	6	5	2007	bothways	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	6	6	2007	bothways	SR 903	w/o	Pennslyvania Ave	All	1,102.3	3,609.1	2,882.7	1,699.0	9,293.1	9-10	491.1	4-5	681.9
	Thursday	6	7	2007	bothways	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	8	13	2013	WB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	14	2013	WB	SR 903	w/o	Pennslyvania Ave	All	384.6	1,803.0	1,872.6	823.8	4,884.0	9-10	226.8	3-4	339.0
	Thursday	8	15	2013	WB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	8	13	2013	EB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	14	2013	EB	SR 903	w/o	Pennslyvania Ave	All	486.6	1,899.9	942.5	817.5	4,146.5	9-10	243.3	4-5	338.1
	Thursday	8	15	2013	EB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	8	13	2013	bothways	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	14	2013	bothways	SR 903	w/o	Pennslyvania Ave	All	871.2	3,702.9	2,815.1	1,641.3	9,030.5	9-10	470.1	3-4	673.5
	Thursday	8	15	2013	bothways	SR 903	w/o	Pennslyvania Ave	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
L	Tuesday	8	30	2010	WB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	31	2010	WB	SR 903	w/o	Pennslyvania Ave	All	381.6	1,786.0	1,927.4	719.5	4,814.5	9-10	234.5	3-4	351.3
	Thursday	8	1	2010	WB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	8	30	2010	EB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	31	2010	EB	SR 903	w/o	Pennslyvania Ave	All	522.0	2,007.8	858.8	829.3	4,218.0	9-10	271.5	3-4	359.8
	Thursday	8	1	2010	EB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	8	30	2010	bothways	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	8	31	2010	bothways	SR 903	w/o	Pennslyvania Ave	All	903.6	3,793.8	2,786.2	1,548.8	9,032.5	9-10	492.0	3-4	706.8
	Thursday	8	1	2010	bothways	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	10	15	2013	WB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	Pennslyvania Ave	All	386.7	1,628.4	1,723.0	657.7	4,395.8	9-10	201.5	3-4	310.2
	Thursday	10	17	2013	WB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	10	15	2013	EB	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	Pennslyvania Ave	All	470.3	1,733.0	524.8	628.9	3,357.1	9-10	237.8	3-4	320.9
	Thursday	10	17	2013	EB	SR 903	w/o	Pennslyvania Ave	All									
L	Tuesday	10	15	2013	bothways	SR 903	w/o	Pennslyvania Ave	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	Pennslyvania Ave	All	857.0	3,361.4	2,247.9	1,286.5	7,752.8	9-10	432.4	3-4	619.5
	Thursday	10	17	2013	bothways	SR 903	w/o	Pennslyvania Ave	All									
K	Tuesday	6	5	2007	WB	SR 903	w/o	Oaks Ave	All									
	Wednesday	6	6	2007	WB	SR 903	w/o	Oaks Ave	All	472.2	971.6	1,167.2	405.1	3,016.1	8-9	181.1	3-4	195.8
	Thursday	6	7	2007	WB	SR 903	w/o	Oaks Ave	All									
K	Tuesday	6	5	2007	EB	SR 903	w/o	Oaks Ave	All									
	Wednesday	6	6	2007	EB	SR 903	w/o	Oaks Ave	All	414.2	1,000.5	396.2	388.5	2,199.4	8-9	180.5	3-4	233.7
	Thursday	6	7	2007	EB	SR 903	w/o	Oaks Ave	All									
K	Tuesday	6	5	2007	bothways	SR 903	w/o	Oaks Ave	All									
	Wednesday	6	6	2007	bothways	SR 903	w/o	Oaks Ave	All	886.4	1,972.1	1,563.4	793.7	5,215.6	8-9	336.5	3-4	416.4
	Thursday	6	7	2007	bothways	SR 903	w/o	Oaks Ave	All									
K	Tuesday	8	13	2013	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	14	2013	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All	203.6	700.8	798.6	291.8	1,994.7	9-10	92.7	3-4	143.4
	Thursday	8	15	2013	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
K	Tuesday	8	13	2013	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	14	2013	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All	217.0	791.3	454.7	297.4	1,760.3	8-9	111.2	2-3	146.4
	Thursday	8	15	2013	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
K	Tuesday	8	13	2013	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	14	2013	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All	420.6	1,492.1	1,253.2	589.1	3,755.0	8-9	201.9	3-4	285.3
	Thursday	8	15	2013	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All									
K	Tuesday	8	16	2016	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	17	2016	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All	244.6	810.5	956.3	329.1	2,340.5	9-10	110.0	4-5	166.0
	Thursday	8	18	2016	WB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
K	Tuesday	8	16	2016	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	17	2016	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All	243.2	881.5	560.0	378.7	2,063.3	9-10	118.8	3-4	178.6
	Thursday	8	18	2016	EB	SR 903	w/o	Oakes Ave/ 2nd St W	All									
K	Tuesday	8	16	2016	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All									
	Wednesday	8	17	2016	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All	487.8	1,691.9	1,516.3	707.8	4,403.8	9-10	228.2	3-4	341.1
	Thursday	8	18	2016	bothways	SR 903	w/o	Oakes Ave/ 2nd St W	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
K	Tuesday	8	31	2010	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	8	1	2010	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All	229.8	905.9	1,310.7	346.9	2,793.3	9-10	106.2	3-4	196.8
	Thursday	8	2	2010	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
K	Tuesday	8	31	2010	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	8	1	2010	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All	250.9	999.0	530.1	341.8	2,121.8	9-10	144.3	3-4	184.3
	Thursday	8	2	2010	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
K	Tuesday	8	31	2010	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	8	1	2010	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All	480.6	1,905.0	1,840.8	688.6	4,915.1	9-10	288.0	3-4	377.6
	Thursday	8	2	2010	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All									
K	Tuesday	10	15	2013	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All	305.2	898.2	1,077.7	306.6	2,587.7	8-9	149.0	2-3	195.7
	Thursday	10	17	2013	WB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
K	Tuesday	10	15	2013	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All	292.9	920.5	501.2	278.4	1,993.0	8-9	146.6	3-4	200.9
	Thursday	10	17	2013	EB	SR 903	w/o	Oaks Ave/ 2nd St W	All									
K	Tuesday	10	15	2013	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All	598.1	1,818.6	1,578.9	585.0	4,580.7	8-9	274.0	3-4	379.7
	Thursday	10	17	2013	bothways	SR 903	w/o	Oaks Ave/ 2nd St W	All									
J	Tuesday	8	13	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	14	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	320.0	894.3	1,041.0	404.3	2,659.7	8-9	140.6	3-4	179.2
	Thursday	8	15	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	13	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	14	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	257.9	949.2	580.8	457.8	2,245.7	8-9	128.8	3-4	191.5
	Thursday	8	15	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	13	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	14	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	577.9	1,843.5	1,621.8	862.1	4,905.4	8-9	268.5	3-4	367.9
	Thursday	8	15	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	16	2016	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	17	2016	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	380.7	1,088.0	1,257.5	460.2	3,186.5	8-9	159.9	3-4	211.2
	Thursday	8	18	2016	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	16	2016	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	17	2016	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	302.4	1,124.6	649.9	546.5	2,623.5	9-10	148.7	3-4	236.7
	Thursday	8	18	2016	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	16	2016	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	17	2016	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	683.2	2,212.6	1,907.5	1,006.7	5,810.0	8-9	301.3	3-4	447.9
	Thursday	8	18	2016	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	10	15	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	10	16	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	516.0	1,098.7	1,403.9	400.0	3,418.6	8-9	251.3	2-3	244.5
	Thursday	10	17	2013	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	10	15	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	10	16	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	234.5	1,024.2	665.2	434.3	2,358.2	8-9	119.1	3-4	279.5
	Thursday	10	17	2013	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	10	15	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	10	16	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	750.5	2,122.8	2,069.1	834.3	5,776.8	8-9	343.7	4-5	493.4
	Thursday	10	17	2013	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									

		Date			Location					3 Day Average with Seasonal Factor					AMPK		PMPK	
Location	Day of Week	Month	Day	Year	NB, SB, EB, WB	On Road	n/o, s/o, e/o, w/o	Ref Location	Lane	AM_Per	MD_Per	PM_Per	NT_Per	Daily	Time	Volume	Time	Volume
J	Tuesday	6	5	2007	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	6	6	2007	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	823.4	1,389.9	1,551.9	574.0	4,339.4	8-9	333.7	2-3	270.7
	Thursday	6	7	2007	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	6	5	2007	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	6	6	2007	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	556.2	1,386.5	657.9	560.2	3,160.8	8-9	259.1	3-4	331.2
	Thursday	6	7	2007	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	6	5	2007	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	6	6	2007	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	1,379.6	2,776.4	2,209.9	1,134.3	7,500.2	8-9	554.0	3-4	567.1
	Thursday	6	7	2007	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	31	2010	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	1	2010	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	339.5	1,068.8	1,318.4	475.8	3,202.6	9-10	150.7	5-6	234.2
	Thursday	8	2	2010	WB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	31	2010	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	1	2010	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	282.2	1,151.0	327.6	537.0	2,297.8	9-10	164.5	4-5	229.1
	Thursday	8	2	2010	EB	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
J	Tuesday	8	31	2010	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
	Wednesday	8	1	2010	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All	621.8	2,219.8	1,646.0	1,012.8	5,500.4	9-10	301.4	3-4	460.2
	Thursday	8	2	2010	bothways	SR 903	w/o	Stafford Ave/ S Cle Elum Way	All									
P	Tuesday	8	11	2009	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	8	12	2009	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	178.5	671.1	691.2	255.0	1,795.8	9-10	86.4	3-4	123.9
	Thursday	8	13	2009	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	8	11	2009	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	8	12	2009	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	138.0	706.8	276.3	324.0	1,445.1	9-10	81.3	3-4	140.1
	Thursday	8	13	2009	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	8	11	2009	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	8	12	2009	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	316.5	1,377.9	967.5	579.0	3,240.9	9-10	166.2	3-4	257.1
	Thursday	8	13	2009	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	9	24	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	9	25	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	196.3	527.2	602.7	188.1	1,514.2	7-8	83.7	2-3	101.0
	Thursday	9	26	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	9	24	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	9	25	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	151.7	541.5	357.8	234.8	1,285.7	8-9	76.1	3-4	119.8
	Thursday	9	26	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	9	24	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	9	25	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	347.9	1,068.6	960.6	422.8	2,800.0	8-9	150.5	3-4	215.4
	Thursday	9	26	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	15	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	16	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	204.6	620.4	711.3	205.9	1,742.1	9-10	92.4	3-4	136.9
	Thursday	10	17	2013	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	15	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	16	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	173.3	608.5	297.9	261.0	1,340.7	9-10	84.0	4-5	127.5
	Thursday	10	17	2013	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	15	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	16	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	377.9	1,228.9	1,009.2	466.9	3,082.8	9-10	176.4	3-4	258.2
	Thursday	10	17	2013	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	27	2015	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	28	2015	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	208.9	607.0	646.7	177.0	1,639.6	9-10	92.7	3-4	113.2
	Thursday	10	29	2015	WB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	27	2015	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	28	2015	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	143.5	597.4	0.0	226.0	966.9	9-10	78.4	4-5	128.7
	Thursday	10	29	2015	EB	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
P	Tuesday	10	27	2015	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									
	Wednesday	10	28	2015	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All	352.5	1,204.4	646.7	403.0	2,606.5	9-10	169.9	3-4	235.0
	Thursday	10	29	2015	bothways	SR 903 SPUR (SPSCLEELM)	e/o	SR 903	All									

WSDOT Provided Kittitas County Road Log (May 7, 2019)

KITTITAS COUNTY ROAD LOG 2017

ROAD SEGMENT IDENTIFICATION							SURFACE INFORMATION								CLASS				LOCATION			
ROAD #	ROAD NAME	BMP	EMP	LENGTH	FROM	TO	L.PAVE.SHLDR	L.UNPAVED	TRAVEL LANE	R.PAVE.SHLDR	R.UNPAVED	TOTAL PAVE	SURFACE	SPEED LIMIT	ROW WIDTH	ADT	% TRUCKS	FFC	FGTS	M.D.	TOWNSHIP	RANGE	SECTION
66689	BUFFALO LN	0.00	0.26	0.26	at UPPER BADGER POCKET RD	at EOR			9			18	BST	30	40	1	0%	09		K	16	20E	23
92275	BULLFROG RD	0.00	0.72	0.72	at I-90 AT EXIT 80	422 ft. NE of WOOD DUCK RD	3		11	3		28	BST	35	60	3545	11%	07	1	A	20	15E	30
92275	BULLFROG RD	0.72	2.03	1.31	422 ft. NE of WOOD DUCK RD	at SUNCADIA TRAIL	3		11	3		28	BST	50	60	4264	11%	07	1	A	20	15E	29
92275	BULLFROG RD	2.03	2.04	0.01	at SUNCADIA TRAIL	at SUNCADIA TRAIL ROAD			10			10	BST	50	60	4264	5%	07	1	A	20	15E	31
92275	BULLFROG RD	2.04	2.70	0.66	at SUNCADIA TRAIL ROAD ROUNDABOUT	at ROUNDABOUT at MP 4.22 on sr 903	3		11	3		28	BST	50	60	4405	11%	07	1	A	20	15E	31
30000	BURKE RD	0.00	0.13	0.13	at US 97 at MP 149.58	317 ft. North of RANCH RD			14			28	BST	25	60	85	29%	09		B	20	17E	28
30000	BURKE RD	0.13	0.48	0.35	317 ft. North of RANCH RD	0.18 mi. NW of EOR TURNAROUND			11			22	BST	25	60	85	62%	09		B	20	17E	27
30000	BURKE RD	0.48	0.66	0.18	0.18 mi. NW of EOR TURNAROUND	at EOR TURNAROUND			11			22	BST	25	60	85	62%	09		B	20	17E	28
67777	BUSCH RD	0.00	0.51	0.51	at HAMILTON RD	at EOR			11			22	BST	50	40	49	12%	09		L	17	20E	29
66018	BYNUM RD	0.00	1.24	1.24	at UPPER BADGER POCKET RD	at EOR			11			22	BST	50	60	86	36%	09	4	L	16	20E	16
13090	CABIN CREEK RD	0.00	0.02	0.02	at I-90 ON-OFF RAMP	106 ft. SW of I-90 ON-OFF RAMP	1		11	1		24	BST	25	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.02	0.07	0.05	106 ft. SW of I-90 ON-OFF RAMP	at RAILROAD ST	1		11	1		24	BST	25	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.07	0.22	0.15	at RAILROAD ST	158 ft. NE of 2ND ST (EASTON)			12			24	BST	25	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.22	0.54	0.32	158 ft. NE of 2ND ST (EASTON)	0.29 mi. NW of 2ND ST (EASTON)			12			24	BST	25	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.54	0.71	0.17	0.29 mi. NW of 2ND ST (EASTON)	0.46 mi. NW of 2ND ST (EASTON)			11			22	BST	35	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.71	0.96	0.25	0.46 mi. NW of 2ND ST (EASTON)	0.71 mi. NW of 2ND ST (EASTON)			11			22	BST	35	60	187	32%	08	2	C	20	13E	11
13090	CABIN CREEK RD	0.96	2.89	1.93	0.71 mi. NW of 2ND ST (EASTON)	158 ft. East of EOR-BEGIN USFS RD SMALL TURNAROUND			11			22	BST	35	60	187	32%	08	2	C	20	13E	9
13090	CABIN CREEK RD	2.89	2.92	0.03	158 ft. East of EOR-BEGIN USFS RD SMALL TURNAROUND	at EOR-BEGIN USFS RD SMALL TURNAROUND			11			22	BST	35	60	187	32%	08	2	C	20	13E	9
53790	CAMAS LN	0.00	0.37	0.37	at HANSON RD	at EOR BUS TURNAROUND			14			28	BST	25	60	181	17%	09		E	17	18E	4
65686	CAMION RD	0.00	1.03	1.03	at FOURTH PARALLEL RD	at MORRISON RD			12			24	BST	50	30	30	23%	09		L	16	20E	5
68970	CAMOZZY RD	0.00	0.12	0.12	at PRATER RD	0.12 mi. West of PRATER RD			14			28	BST	50	85	48	35%	09		L	17	20E	17

CITY OF CLE ELUM
WASHINGTON

RESOLUTION NO. 2018-019

A RESOLUTION OF THE CITY OF CLE ELUM, WASHINGTON ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM, FROM 2019 TO 2025

WHEREAS, the City of Cle Elum is required by Washington State to annually adopt a Six-year Transportation Improvement Program (TIP); and

WHEREAS, ON June 26, 2018, the City Council for the City of Cle Elum held a Public Hearing to receive comments on the proposed Six-Year Transportation Improvement Program; and

WHEREAS, the City Council for the City of Cle Elum finds it is in the best interest of the residents of the City to adopt the attached Six-Year Transportation Improvement Program for the years 2019 through 2024.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLE ELUM, WASHINGTON, DOES RESOLVE AS FOLLOWS:

The attached City of Cle Elum Six-Year Transportation Improvement Program for the years 2019 through 2024 is hereby adopted, and shall be forwarded to Quad County Regional Transportation Planning Organization and Washington State Department of Transportation.

PASSED BY THE CLE ELUM CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 26TH DAY OF JUNE 2018.

CITY OF CLE ELUM

Jay McGowan

Jay McGowan, Mayor

ATTEST/AUTHENTICATED:

Kathi Swanson

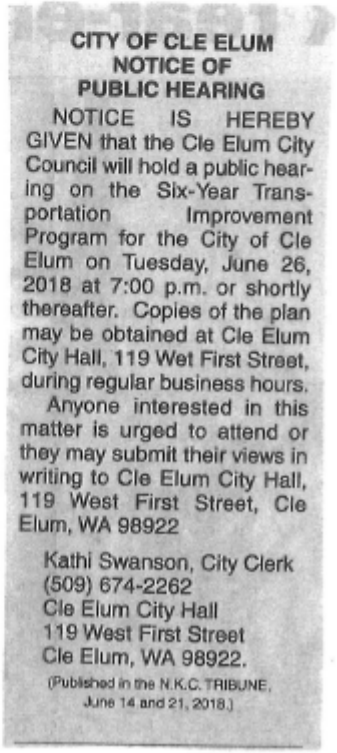
Kathi Swanson, City Clerk

CITY OF CLE ELUM
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Cle Elum City Council will hold a public hearing on the Six-Year Transportation Improvement Program for the City of Cle Elum on Tuesday, June 26, 2018 at 7:00 p.m. or shortly thereafter. Copies of the plan may be obtained at Cle Elum City Hall, 119 Wet First Street, during regular business hours.

Anyone interested in this matter is urged to attend or they may submit their views in writing to Cle Elum City Hall, 119 West First Street, Cle Elum, WA. 98922

Kathi Swanson, City Clerk
(509) 674-2262
Cle Elum City Hall
119 West First Street
Cle Elum, WA 98922.



CITY OF CLE ELUM
NOTICE OF
PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Cle Elum City Council will hold a public hearing on the Six-Year Transportation Improvement Program for the City of Cle Elum on Tuesday, June 26, 2018 at 7:00 p.m. or shortly thereafter. Copies of the plan may be obtained at Cle Elum City Hall, 119 Wet First Street, during regular business hours.

Anyone interested in this matter is urged to attend or they may submit their views in writing to Cle Elum City Hall, 119 West First Street, Cle Elum, WA 98922

Kathi Swanson, City Clerk
(509) 674-2262
Cle Elum City Hall
119 West First Street
Cle Elum, WA 98922.

(Published in the N.K.C. TRIBUNE, June 14 and 21, 2018.)

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	1	First Street Improvements Phase 2 - Stormwater Improvements First Street Billings Avenue to Peoh Avenue Construction of storm drainage piping and catch basins along the corridor, coordinated with future Phase 3 improvements.	WA-11217	06/26/18	06/26/18		2018-019	44	C G P S T W	0.510	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019	CDBG	40,270	OTHER	30,000	30,000	100,270
S	CN	2019	STP(R)	125,000		0	0	125,000
S	CN	2019	CDBG	684,730		0	0	684,730
			Totals	**850,000**		**30,000**	**30,000**	**910,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	100,270	0	0	0	0
CN	809,730	0	0	0	0
Totals	**910,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	2	First Street Improvements Phase 3 - Downtown Revitalization First Street Billings Avenue to Peoh Avenue Downtown reconstruction including new sidewalks, curb, gutter, bulbouts, illumination, landscaping, and amenities.	WA-11218	06/26/18	06/26/18		2018-019	04	C G P S T W	0.510	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019	STP(R)	176,760	PWTF	533,240	0	710,000
			Totals	**176,760**		**533,240**	**0**	**710,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	710,000	0	0	0	0
Totals	**710,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	3	Hanson Ponds Trail Improvements to Construction of a new pedestrian bridge, restrooms, parking facilities, picnic area, and signage.	WA-11212	06/26/18	06/26/18		2018-019	28			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	OTHER	23,450	10,050	33,500
P	CN	2020		0	OTHER	281,050	120,450	401,500
			Totals	**0**		**304,500**	**130,500**	**435,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	33,500	0	0	0	0
CN	0	401,500	0	0	0
Totals	**33,500**	**401,500**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	4	Chipseal, various locations to Chipseal and sweep the following locations: Fourth Street, Oakes to Bullit Bullit Street, Third to Fourth Wright Avenue, Third to Fourth Harris Avenue, Third to Fourth Penn. Avenue, Third to Fourth	WA-08102	06/26/18	06/26/18		2018-019	05		0.350	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	25,750	25,750
			Totals	**0**		**0**	**25,750**	**25,750**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	25,750	0	0	0	0
Totals	**25,750**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	5	SR 903 and Stafford Street Sidewalk Improvements SR 903 Stafford Street to Stafford Street Construct curb, gutter, and sidewalk with curb ramps including flashing beacons.	WA-10080	06/26/18	06/26/18		2018-019	28	C G P S T W	0.630	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019	SRTS	63,175		0	3,325	66,500
P	CN	2020	SRTS	489,250		0	25,750	515,000
			Totals	**552,425**		**0**	**29,075**	**581,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	66,500	0	0	0	0
CN	0	515,000	0	0	0
Totals	**66,500**	**515,000**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	6	HMA Overlays, various locations to HMA overlay the following locations: Madison Street, Second to end South Railroad Street, Oakes to Owens	WA-08103	06/26/18	06/26/18		2018-019	05		1.200	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	184,400	184,400
			Totals	**0**		**0**	**184,400**	**184,400**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	184,400	0	0	0	0
Totals	**184,400**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	7	Chipseal, various locations to Chip seal and sweep at the following locations: Columbia Avenue, First to Second Fifth Street, Steiner to Stafford	WA-08104	06/26/18	06/26/18		2018-019	05		0.410	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	25,750	25,750
			Totals	**0**		**0**	**25,750**	**25,750**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	25,750	0	0	0	0
Totals	**25,750**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	8	Chipseal, various locations to Chipseal and sweep the following locations: Billings Ave, Second to Third Wright Ave, Second to Third Bullitt Ave, Second to Third Peoh Ave, Second to Third Teanaway Ave, Second to Third Yakima Ave, Second to Third	WA-09154	06/26/18	06/26/18		2018-019	05		0.340	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	30,900	30,900
			Totals	**0**		**0**	**30,900**	**30,900**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	30,900	0	0	0	0
Totals	**30,900**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	9	Third Street Chipseal Yakima Avenue to Cottage Avenue Chipseal and sweep.	WA-09156	06/26/18	06/26/18		2018-019	05		0.480	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	42,200	42,200
			Totals	**0**		**0**	**42,200**	**42,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	42,200	0	0	0	0
Totals	**42,200**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	10	Cottage Avenue Chipseal to Chipseal and sweep.	WA-09157	06/26/18	06/26/18		2018-019	05		0.440	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	38,100	38,100
			Totals	**0**		**0**	**38,100**	**38,100**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	38,100	0	0	0	0
Totals	**38,100**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	11	Railroad Avenue Rehabilitation Harris Avenue to Montgomery Avenue Grind and overlay asphalt surface, cement treated base, pavement markings, and ADA curb ramps.	WA-10078	06/26/18	06/26/18		2018-019	06	C G P S T W	0.230	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0	TIB	380,000	20,000	400,000
			Totals	**0**		**380,000**	**20,000**	**400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	400,000	0	0	0	0
Totals	**400,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	12	North Floral Avenue Rehabilitation North Floral Avenue East First Street to East Fourth Street Construct cement treated base and HMA overlay.	WA-11216	06/26/18	06/26/18		2018-019	06	C G P S T W	0.210	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2020		0	TIB	380,000	20,000	400,000
			Totals	**0**		**380,000**	**20,000**	**400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	400,000	0	0	0
Totals	**0**	**400,000**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	13	Chipseal, various locations to Chipseal and sweep at the following locations: Billings Avenue, Railroad to Fourth Fourth Street, Billings to Stafford Rosyln Place, cul de sac to Miller Miller Avenue, Rosyln Place to Second Pine Street, Second to Rosyln Place	WA-08105	06/26/18	06/26/18		2018-019	05		0.420	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2020		0		0	40,200	40,200
			Totals	**0**		**0**	**40,200**	**40,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	40,200	0	0	0
Totals	**0**	**40,200**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	14	Chipseal, various locations to Chipseal and sweep at the following locations: Davis Street, Pine to Alpha Alpha South, to end	WA-08345	06/26/18	06/26/18		2018-019	05		0.060	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2021		0		0	4,100	4,100
			Totals	0		0	4,100	4,100

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	4,100	0	0
Totals	0	0	4,100	0	0

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	15	Chipseal, various locations to Chipseal and sweep at the following locations: Lincoln Street, Fourth to Third Madison Street, Fourth to Second Third Street, Grant to Madison Third Street, Lincoln to Madison	WA-08346	06/26/18	06/26/18		2018-019	05		0.690	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0		0	62,800	62,800
			Totals	**0**		**0**	**62,800**	**62,800**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	62,800	0
Totals	**0**	**0**	**0**	**62,800**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	16	2nd Street Pathway - Phase 1 2nd Street Stafford Street to Peoh Avenue Construct multi-use pathway adjacent to roadway.	WA-11220	06/26/18	06/26/18		2018-019	28		0.630	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0	TIB	252,000	28,000	280,000
			Totals	**0**		**252,000**	**28,000**	**280,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	280,000	0
Totals	**0**	**0**	**0**	**280,000**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	17	2nd Street Pathway - Phase 2 Peoh Avenue to Short Avenue Construct multi-use pathway adjacent to roadway.	WA-10081	06/26/18	06/26/18		2018-019	28	C G P S T W	0.700	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0	TIB	281,700	31,300	313,000
			Totals	**0**		**281,700**	**31,300**	**313,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	313,000
Totals	**0**	**0**	**0**	**0**	**313,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	18	Columbia Avenue Extension 1st Street to Railroad Tracks Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	WA-10082	06/26/18	06/26/18		2018-019	01	C G P S T W	0.100	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0	TIB	834,300	92,700	927,000
			Totals	**0**		**834,300**	**92,700**	**927,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	927,000
Totals	**0**	**0**	**0**	**0**	**927,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	19	Chipseal, various locations to Chipseal and sweep at the following locations: Stuart View Drive, Second to Pine Schober Way, Second to Reed	WA-08347	06/26/18	06/26/18		2018-019	05		0.480	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0		0	20,600	20,600
			Totals	**0**		**0**	**20,600**	**20,600**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	20,600
Totals	**0**	**0**	**0**	**0**	**20,600**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	20	Chipseals, various locations to Chipseal and sweep the following locations: Pennsylvania Ave, First to Third Harris Ave, First to Third Columbia Ave, First to Third Floral Ave, First to Third Short Ave, First to Third	WA-09155	06/26/18	06/26/18		2018-019	05		0.600	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0		0	58,000	58,000
			Totals	**0**		**0**	**58,000**	**58,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	58,000
Totals	**0**	**0**	**0**	**0**	**58,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	21	South Cle Elum Way Pathway Railroad Street to Bridge Construct multi-use pathway.	WA-10074	06/26/18	06/26/18		2018-019	28			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0	TIB	108,000	12,000	120,000
			Totals	**0**		**108,000**	**12,000**	**120,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	120,000
Totals	**0**	**0**	**0**	**0**	**120,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2019 to 2024

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	22	West First Street (Safeway Hill) Improvements West First Street South Pine Street to South Pine Street Construct curb, gutter, sidewalk links, bulbouts, flashing beacons, and pavement markings.	WA-11219	06/26/18	06/26/18		2018-019	28	C G P S T W	0.100	CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2024		0	TIB	380,000	20,000	400,000
			Totals	**0**		**380,000**	**20,000**	**400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	400,000
Totals	**0**	**0**	**0**	**0**	**400,000**

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Cle Elum	**1,579,185**		**3,483,740**	**946,375**	**6,009,300**

CITY OF CLE ELUM

UTILITIES ELEMENT

Prepared by:

HLA
Engineering and Land Surveying, Inc.

PROJECT NO. 17156E

APRIL 2019

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CITY OF CLE ELUM

UTILITIES ELEMENT

APRIL 2019

BACKGROUND

A. Purpose

This Utilities Element has been developed in accordance with the Revised Code of Washington (RCW) 36.70A.070. This section of the RCW requires communities planning under the Growth Management Act (GMA) to address utility services in the City and Urban Growth Area (UGA). This element represents Cle Elum's policy plan for utilities growth during the next 20 years.

The Utilities Element specifically considers the general location, proposed location and capacity of all existing and proposed utilities, including, but not limited to electrical lines, telecommunication lines, natural gas lines, and identifies general utility corridors. The Utilities Element describes how the goals in other plan elements will be implemented through utility policies and regulations.

B. Growth Management Act (GMA) Requirements

The GMA's Procedural Criteria defines "utilities" as:

- Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water, and for the disposal of sewage [WAC 365-195-200 (25)].

To comply with the GMA, the Comprehensive Plan must, at a minimum, include a Utilities Element consisting of:

- The general location, proposed location, and capacity of all existing and proposed utilities, including but not limited to, electrical lines, telecommunication lines, and natural gas lines [RCW 36.70A.070 (4)].

The GMA requires concurrency in the provision of public facilities and services. Public facilities and services must be available as development occurs without a reduction in the level of service provided. However, private utilities are not bound by the level of service and concurrency provisions of the GMA.

C. Relationship to Other Elements

The Utilities Element has also been developed in accordance with the Countywide Planning Policies, is consistent with other federal, state, and regional organizations and regulations, and has been integrated with all other planning elements to ensure internal consistency throughout the Comprehensive Plan.

1. Regional Power Plans

Northwest Power and Conservation Council (NPCC). Since Congress passed the Northwest Power Act in 1980, the (NPCC) has developed 20-year electric power plans for the Northwest.

In its Seventh Northwest Power and Conservation Plan, Mid-Term Assessment published December 2018, the Council recommends the following:

- Develop cost-effective energy efficiency aggressively — at least 1,400 average megawatts by 2021, 3,000 average megawatts by 2026, and 4,300 average megawatts by 2035.
- Develop cost-effective renewable energy as required by state laws, particularly wind power, solar photovoltaic technology, geothermal and wave energy.
- Improve power-system operating procedures to integrate wind power and improve the efficiency and flexibility of the power system.
- Build new natural gas-fired power plants to meet local needs for on-demand energy and back-up power and reduce reliance on existing coal-fired plants to help meet the power system's share of carbon-reduction goals and policies.
- Investigate new technologies such as the "smart-grid," new energy-efficiency and renewable energy sources, advanced nuclear power, and carbon sequestration.

2017 PSE Integrated Resource Plan (IRP). In their integrated plan, PSE discusses the company's existing resource inventory, electric resource alternatives, and shares results from their demand forecasting models for the Northwest. The IRP Advisory Group based the IRP on three regional studies:

1. Northwest Power and Conservation Council (NPCC) – Pacific Northwest Power Supply Adequacy Assessment for 2021 (9/2016)
2. Pacific Northwest Utilities Conference Committee (PNUCC) – Northwest Regional Forecast of Power Loads and Resources 2017-2026 (4/2016)
3. Bonneville Power Administration (BPA) – 2016 Pacific Northwest Loads and Resources Study (12/2016)

Some summary conclusions from the three studies include:

- The Pacific Northwest's power supply should be adequate through 2020 when using a medium load forecast path. However, when four coal plants are retired by July 2022, the system will no longer meet the adequacy standard and will need to acquire nearly 1,400 megawatts of new capacity to make up for the coal plant capacity losses.[1]
- Strategies including additional energy efficiency and demand response. Implementing the next most cost-effective resources are estimated to generate 550 additional megawatts by 2021.[1]
- While winter peak continues to show the largest deficit using the forecast's planning criteria, summer peak is a growing concern, especially if fewer non-firm resources are available in the summer as compared to winter.[2]
- Annual energy surpluses are forecasted for the Pacific Northwest Region under critical water conditions through year 2026. The annual surpluses are predicted to decrease each year and to shift to deficit status by 2027[3]. This status differs from the January 120-hour capacity analysis results. The Pacific Northwest Region is projected to have a small January 120-Hour capacity surplus in 2018 and the deficit for this metric will be up to -5,255 MW by 2027.[3]

[1] Northwest Power and Conservation Council (NPCC) - Pacific Northwest Seventh Power Plan - Mid-Term Assessment (12/2018)

[2] Pacific Northwest Utilities Conference Committee (PNUCC) - Northwest Regional Forecast of Power Loads and Resources 2017-2026 (4/2016)

[3] Bonneville Power Administration (BPA) - 2016 Pacific Northwest Loads and Resources Study (12/2016)

2. *Applicable Countywide Planning Policies*

Kittitas County. In addition to following State of Washington requirements, planning efforts in Cle Elum require consistency with Kittitas County's Countywide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements. The CWPP associated with Cle Elum's Utility Element can be found in Appendix A.

3. *Urban Growth Area (UGA)*

The UGA boundary defines where future urban services will be available to development, including the provision of utility improvements. The City recognizes that planning for utilities is primarily the responsibility of the utility providers. However, the City will incorporate plans prepared by the providers into its comprehensive planning efforts to identify ways of improving the quality and delivery of services provided in the City and it's designated UGA. All development requiring urban services will be located in the City and it's UGA and will have these services extended to them in a timely and financially feasible manner.

4. *Federal and State Laws/Regulations*

Revised Code of Washington and Washington Utilities and Transportation Commission (WUTC) Utilities and transportation are regulated in Washington by the WUTC. The WUTC, composed of three members appointed by the governor, is empowered to regulate utilities (including, but not limited to, electrical, gas, irrigation, telecommunication, and water companies). State Law (WAC 480) regulates the rates and charges, services, facilities, and practices of utilities. Any change in customer charges or service provision policy requires WUTC approval. The WUTC requires private utility providers to demonstrate that existing ratepayers will not subsidize new customers. The intent of the WUTC regulations is to ensure safe, reliable, and reasonably priced utility services for consumers.

Federal Communications Commission (FCC) The FCC was created by the Communications Act of 1934 to regulate interstate and international radio, wire, satellite, cable, and television communications. The FCC is an independent five-member government agency.

Federal Energy Regulatory Commission (FERC) The FERC is an independent five-member commission with the U.S. Department of Energy. FERC establishes rates and charges for the interstate transportation and sale of natural gas, for the transmission and sale of electricity, and the licensing of hydroelectric power projects. In addition, the commission establishes rates or charges for the interstate transportation of oil by pipeline.

Natural Gas Policy Act of 1978 (NGPA) The central theme of the NGPA is encouragement of competition among fuels and suppliers across the country. As a result, natural gas essentially has been decontrolled. The NGPA also contained incentives for developing new natural gas resources and a tiered pricing structure aimed at encouraging the development of nation-wide transmission pipelines. The result of the Act has been that many consumers are now paying less for natural gas than they were in 1980.

Greenhouse Gas (GHG) Emissions Performance Standard RCW 80.80.060(4) establish limits of CO_2 emissions from new baseload generating resources and prohibit utilities from entering into long-term contracts to acquire power from existing generating resources that exceed the standard. The City of Cle Elum has developed a GHG Reduction Emission Policy (Resolution No. 2010-15) and established policies to reduce GHG emissions in and by: public buildings,

fleet and vehicles, City-owned equipment, waste reduction and use, land use decisions, and transportation.

1991 Clean Air Amendments The passage of the Washington State Clean Air Act in 1991 indicates a state intent to promote the diversification of fuel sources for motor vehicles. This is in response to a need to both reduce atmospheric emissions and reduce the nation's reliance on gasoline for strategic reasons. The Act called for encouraging the development of natural gas vehicle refueling stations.

D. Inventory and Analysis

Many public and private agencies are involved in regulation, coordination, production, delivery, and supply of utility services. This section of the element identifies those providers. The inventory includes:

- Natural Gas
- Electrical
- Telecommunications
- Cellular Phone
- High-speed Internet (Broadband)
- Cable Television

Providers of these utilities for the City of Cle Elum and its UGA are listed in Table 6.1. Water and sewer utilities are discussed in the Capital Facilities Element of this Comprehensive Plan. Electrical, telecommunications, and natural gas are regulated by the WUTC. Cable television, telecommunications, and cellular phones are regulated by the FCC, in cooperation with local governments.

Table 6.1. Utility Service Providers, City of Cle Elum and Urban Growth Area

Type of Service	**City of Cle Elum**	**Remainder of UGA**
Natural Gas	Puget Sound Energy	Puget Sound Energy
Electric Utility	Puget Sound Energy	Puget Sound Energy
Telecommunications	Inland Networks, Centurylink, VOIP	Inland Networks, Centurylink, VOIP
Cellular Telephone	Various providers	Various providers
High-speed Internet	Inland Networks, Symplified, Centurylink, Dishnet, Hughesnet, Excite, Noel Communications	Inland Networks
Cable Television/Television	Inland Networks, Dish TV, Direct TV	Inland Networks, AT&T, Verizon, US Cellular
Satellite	Direct or Dish	Direct or Dish

Natural Gas and Electrical Utilities

The City of Cle Elum is served by Puget Sound Energy (PSE). PSE serves areas in ten counties including portions of Kittitas County. Puget Sound Energy can serve customers outside its service area if the customer assumes some of the cost of extending the lines. Such contributions may be partly reimbursed only if additional customers connect to the same main. When deciding to serve development outside current service areas, utilities must expand their service area by applying for a "certificate of convenience" from the WUTC.

The WUTC is currently studying the possible need for improved safety standards on small gas pipeline systems in Washington State to improve public safety while avoiding unnecessary regulation.

State legislation passed in 2008 (480-108 WAC) established new rules for interconnecting small, alternative power generators of wind, solar, and other energy sources with established utility infrastructure. The intent of the regulation is to establish baseline rights of and responsibilities of both utilities and electric generation owners, and to ultimately connect more alternative power sources to the power grid for the benefit of both parties. The WUTC is exploring ways to ensure that these new rules are fully implemented.

The utility will provide power services as market conditions demand. As a private utility, Puget Sound Energy is not bound by the level of service and concurrency requirements under the GMA.

Telecommunications

The City of Cle Elum is served by Inland Networks, Centurylink, and VOIP. There are various facilities located throughout the county and the City. Many of the telecommunication facilities, including aerial and underground, are co-located with those of the electrical power provider. As private utilities, Inland Networks, Centurylink, and VOIP is not bound by the level of service and concurrency requirements under the GMA.

Cellular Telephone

Various federally licensed cellular telephone communication companies serve Kittitas County. These companies are regulated by FCC and WUTC. The FCC regulates cellular telephones because radio signals are used for communications.

Cable Television/ Phone/ Internet

TCI Cablevision, Inc. has franchise agreements with both the City of Cle Elum and Kittitas County, and serves all of the City. Transmission services from a "head end," which is where a satellite dish sits and the signal originates.

At this time, the only alternative to TCI or Northwest Cable would be a satellite dish, or Broadband Washington. As technology improves, other choices will become available.

E. Goals and Policies

Goal U1: Designate the general location, proposed location, and capacity of existing and proposed utility facilities in the City and Urban Growth Area (UGA).

Policy U1.1: Encourage the joint use of utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice.

Policy U1.2: Appropriately place utilities within public rights-of-way.

Policy U1.3: Where safe and practical, use regional and local power, natural gas, and telecommunication corridors for the development of recreational trails, open spaces, parking lots, or other land uses that may provide multiple benefits to the local community or neighborhood.

Policy U1.4: Where practical and desired by local property owners or developers, locate existing or proposed power distribution lines underground to reduce possible storm damage and aesthetic clutter.

Policy U1.5: Promote whenever feasible emerging and innovative technologies which can be used to broaden the types of alternative forms of energy in or for new public and private utility distribution facilities.

GOAL U2: The City of Cle Elum's plan for utility improvements will be formulated, interpreted and applied in a manner consistent with and complementary to serving the utility's public service obligations.

Policy U2.1: On an annual basis, provide all private utility companies copies of the City of Cle Elum's revised Six-Year Capital Facilities Plan, particularly the schedule of proposed road and public utility construction projects so that the companies may coordinate construction, maintenance, and other needs in an efficient manner.

GOAL U3: Decisions made by the City of Cle Elum regarding utility services within the City will be made in a manner consistent with and complementary to regional demands and resources.

Policy U3.1: Promote energy conservation measures in building codes including the use of insulated roof and siding material, window panes and entryways, and other applications in accordance with Washington State guidelines. Promote energy conserving practices including the use of energy-efficient appliances, temperature maintenance levels, and other activities to reduce power and natural gas demands.

Policy U3.2: Site utilities away from critical areas, or site them in a manner that is compatible with critical areas.

Policy U3.3: New development shall be allowed only when and where utilities are adequate, and only when and where such development can be adequately served by essential public utilities, or provided by the developer, without significantly degrading level of service elsewhere.

GOAL U4: Additions to and improvements of utility services will be allowed to occur at a time and in a manner sufficient to serve planned growth.

Policy U4.1: Process permits and approvals for all utility facilities in a fair and timely manner, and in accordance with land development regulations that ensure predictability and project concurrency.

Policy U4.2: Develop right-of-way and infrastructure improvements for future development through the planning process, including, but not limited to, public and private utilities.

Goal U5: Planning by the City of Cle Elum for utility facilities development within the City and UGA will be coordinated with planning by other jurisdictions for utility development.

Policy U5.1: The City shall coordinate the formulation and periodic update of the Utility Element and relevant development regulations with adjacent jurisdictions.

Policy U5.2: The City shall coordinate and seek to cooperate with other jurisdictions in the implementation of multi-jurisdictional utility facility additions and improvements. Such coordination and cooperation should include efforts to coordinate the procedures for making specific land use decisions to achieve consistency in timing inter-jurisdictional coordination in the planning and provision of utilities.

Policy U5.3: Provide timely and effective notice to utilities of the construction, maintenance or repair of streets, roads, highways, or other facilities, and coordinate such work with the serving utilities to ensure that utility needs are appropriately considered.

Policy U5.4: Promote whenever feasible co-location of new public and private utility distribution facilities in shared trenches and physical locations, and coordinate construction timing to minimize construction-related disruptions and reduce the cost of utility delivery.

Policy U5.5: Promote whenever feasible co-location of new public and private electric charging stations.

Applicable Kittitas County Countywide Planning Policies

Countywide planning policies must be considered and incorporated into the Utilities Element for the plan to achieve "interjurisdictional consistency." The following Kittitas County Countywide Planning Policies apply to discussion of the Utilities Element:

Policy 2.6: Subdivisions and development within the UGAs shall be orderly and coordinated between County and city governments and utility service purveyors.

Policy 2.10: Consistent development regulations and standards including but not limited to: street alignment and grade, public road access, right-of-way, street improvements, sanitary sewer, storm water improvements, power, communications, utilities, park, recreation and school facilities should be adopted for areas within the identified twenty (20) year UGA boundaries for each jurisdiction within Kittitas County.

Policy 2.13: County adoption of city standards for development within corresponding UGAs shall be negotiated. These may include the following:

1. Street locations, both major and secondary
2. Street right-of-way
3. Street widths
4. Curbs and gutters
5. Sidewalks
6. Road construction standards
7. Cul-de-sacs, location and dimensions
8. Storm drainage facilities, quantity, quality, and discharge locations
9. Street lights, conduit, fixtures, locations
10. Sewer, septic regulations, private sewer, dry sewer facilities
11. Water, pipe sizes, locations, construction standards
12. Electrical and natural gas distribution systems
13. Communication utilities, telephone, cable TV, etc.
14. Fire protection, station locations, fire flows, uniform codes
15. School facilities
16. All building requirements
17. Subdivision and platting requirements
18. Mobile homes and manufactured home regulations
19. Zoning ordinances: permitted uses in UGAs, setbacks, building heights, lot coverage, etc.
20. Libraries
21. Any other like services

Policy 2.14: The availability of the full range of government services will be subject to the annexation policy of the adjacent municipality. Utility extensions into the UGA shall be consistent with the adopted comprehensive plan and capital facilities plan of the utility purveyor.

Policy 3.4: The location of all PUDs shall be established to foster the efficient expansion and management of infrastructure and utilities and demonstrate compatibility with resource land uses; impact fees may be assessed to compensate the cost of increased demands upon infrastructure, services, and utilities.

Policy 12.4: The County and cities shall utilize broad based Citizen Advisory Committees to participate and assist in the development of Comprehensive Plan Elements, subarea plans, and functional plans as necessary.

Policy 13.12: Public facilities will not be located in Resource Lands or Critical Areas unless no feasible alternative site location exists, such as in the case of utility transmission facilities.

Policy 13.16: All jurisdictions shall identify existing essential public facilities including but not limited to:

1. Utility corridors, sewer, water, power and communication facilities
2. All transportation facilities
3. Landfills, solid waste handling, and disposal facilities
4. Sewage treatment facilities
5. Recreational facilities
6. Schools
7. Municipal facilities (city halls, fire stations, police stations, libraries, and post offices)
8. Parks
9. State and local correctional facilities
10. In-patient facilities, including substance abuse facilities
11. Mental health facilities
12. Group homes
13. Secure community transition facilities
14. Any facility on the state ten-year capital plan maintained by the Office of Financial Management

City of Cle Elum

Housing Element



Updated in 2018 by:

BERK

MAY 8, 2018

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Introduction

Cle Elum's Housing Element is perhaps the most personal and important component of the Comprehensive Plan; it is concerned with the immediate environment where our residents live and raise their families. For many people their investment in housing represents the largest investment they will ever make. The ability to obtain affordable housing is essential to an engaged, healthy and stable community.

Most housing is not constructed by municipalities, but by private sector builders and developers. However, government can negatively or positively impact the supply and affordability of housing. This Element of the Cle Elum Comprehensive Plan focuses on factors that can, and should, be either directly controlled or influenced by local government.

To that end this Housing Element of the Comprehensive Plan identifies goals and sets policies that will guide future housing development and meet the present and future needs of the community. The goals and policies are written to maintain the small-town lifestyle, rich history, and integrity of Cle Elum while providing support for the development of housing for all income groups. This Element also seeks to develop policies and strategies that encourage the development of recognizable neighborhoods with supporting amenities such as parks, trail connections, and open space.

The guiding intention of this Element, through its housing goals, policies, and strategies, is to offer the existing and future residents of Cle Elum a mix of attractive, safe, and well-maintained neighborhoods which contain a variety of housing options that are available to all without discrimination. Neighborhoods must be appealing, well kept, safe and have convenient access to city services, amenities, schools, jobs, and institutions.

Growth Management Act Requirements

In addition to helping to create a thriving community, the Housing Element was developed to reflect real current conditions and in accordance with the Washington State Growth Management Act (GMA), RCW 36.70A.070, WAC 365-195-310 (Housing Element Requirements), Kittitas County Countywide Planning Policies and the other elements of the Cle Elum Comprehensive Plan.

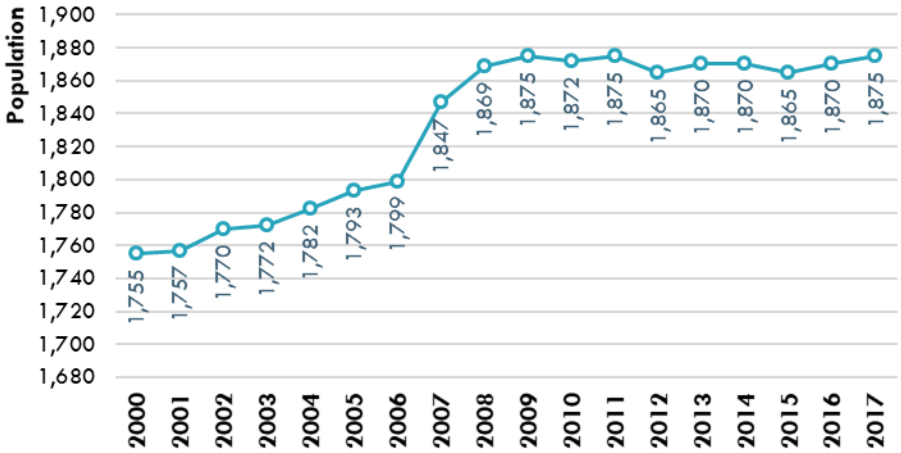
To fulfill requirements set forth by the Growth Management Act, the Housing Element contains the following information and analysis:

1. An inventory and analysis of existing and projected housing needs.
2. A statement of the goals, policies, and objectives for the preservation, improvement, and development of housing.
3. Identification of sufficient land for a variety of housing types.
4. Provision for existing and projected housing needs for all economic segments of the population.

Census Summary

According to data from the Office of Financial Management (OFM), the 2017 population of Cle Elum is 1,875. Population has remained more or less flat since 2008 and has grown by only 130 people since 2000.[1]

FIGURE 1 TOTAL POPULATION, 2000-2017

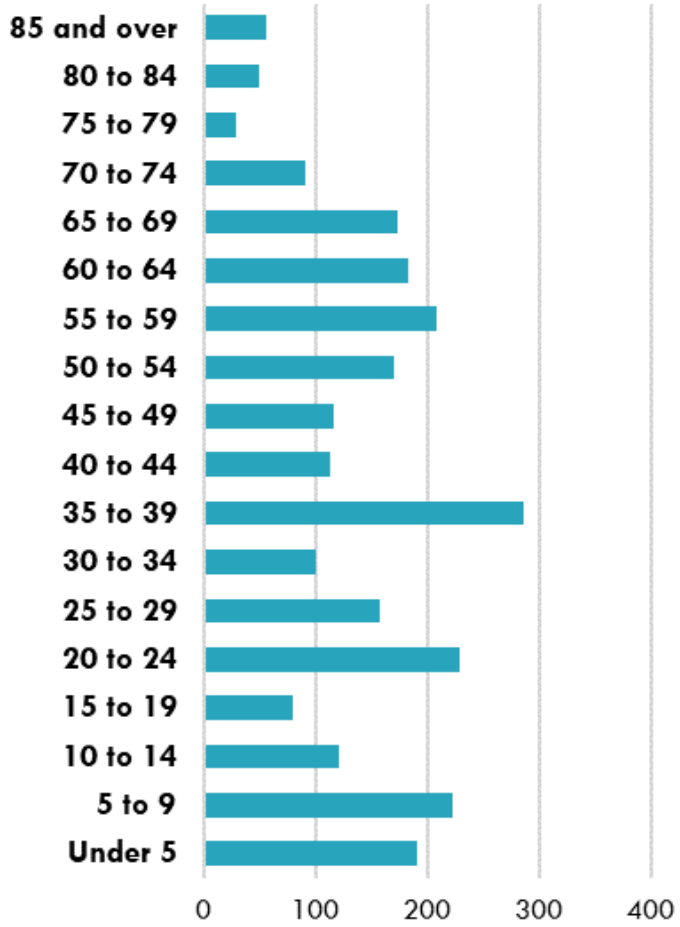


Source: OFM, 2017; BERK, 2018.

Nearly 30% of the city's population is between 50 and 69. Within the next 20 years many of these residents will have special housing needs as they age.

[1] 0.39% compound annual growth.

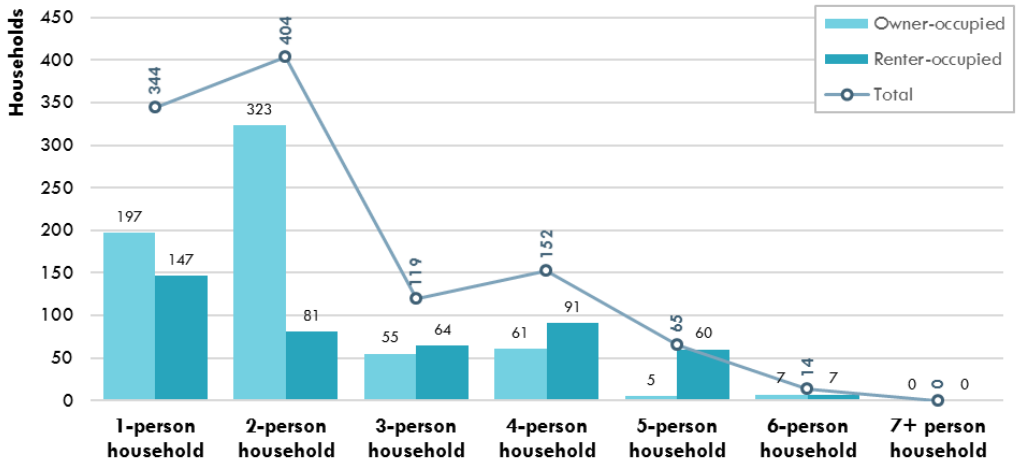
FIGURE 2 POPULATION BY AGE RANGE, 2016



Source: 2012-2016 ACS 5-year Estimates.

In terms of housing tenure, the data show that 59% of households own their homes while 41% are renters. In terms of size, most households have only one or two members though renter households tend to be larger than owner households. The average household size for the city is 2.19.

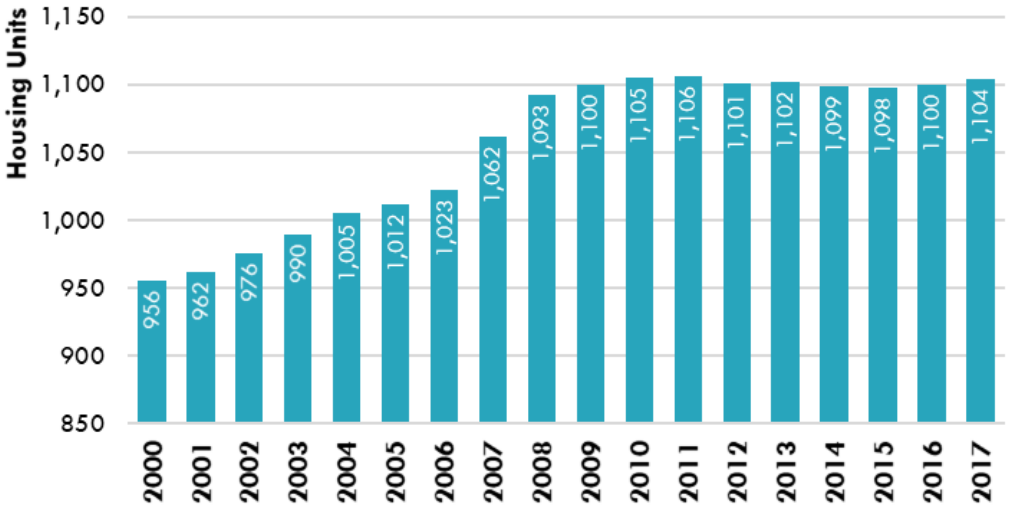
FIGURE 3 HOUSEHOLD SIZE BY TENURE, 2016



Source: 2012-2016 ACS 5-year Estimates.

In 2017, there were 1,104 occupied housing units within City limits, which is a 15% increase from the 956 occupied units documented in 2000. However, the data show that the number of occupied housing units have remained relatively unchanged between 2010 and 2017. This is likely due, in part, to the slow pace of housing production. Data show that only 14 housing units have been permitted between 2010 and 2017.[2]

FIGURE 4 OCCUPIED HOUSING UNITS 2000-2017



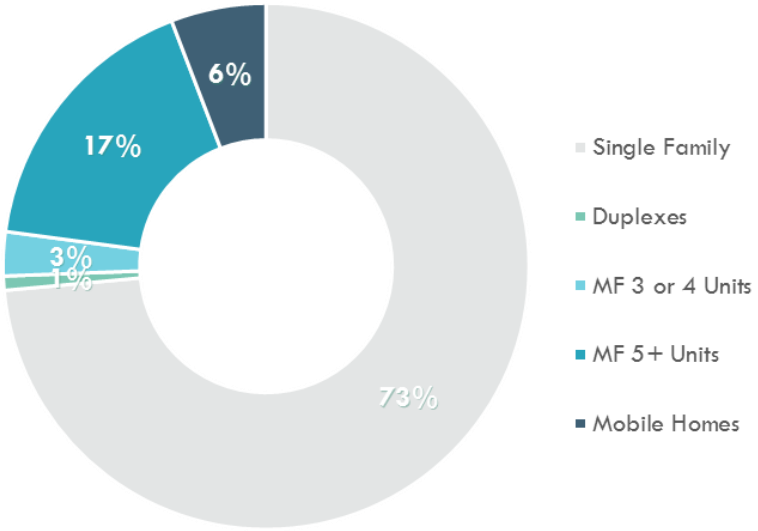
Source: OFM, 2017; BERK 2018.

The majority (73%) of existing housing is in single-family units. This reflects a lack of diversity in the housing options available to local households and a misalignment between the size of housing units and the size of households. While 68% of households have only one or two members, only

[2] These permit counts come from OFM. The City has confirmed 10 new permits so far in 2018, with expectations for at least 34 additional permits later in 2018.

15% of housing units have one or fewer bedrooms. While only 32% of households have three or more members, 47% of housing units have 3 or more bedrooms.

FIGURE 5 HOUSING TYPES 2017



Source: OFM 2017, BERK 2018.

In terms of housing production, the bulk of the units in the city (~36%) was constructed prior to 1939. Between 2000 and 2009 there were 227 new housing units constructed, which represents the most significant residential construction activity in Cle Elum since the 1980s. The pace of housing production slowed down by 2010, and between 2010 and 2014 only 23 housing units were constructed. Based on this pattern of housing production, close to 46% of the housing stock in the city is more than 60 years old. As the housing stock continues to age, the need will increase for rehabilitation of many structures. Table 1-5 below shows the age of the housing stock in the City of Cle Elum, based on estimates from the Census American Community Survey. [3]

[3] Note that these estimates are based on survey data from the Census American Community Survey. Therefore, there is a large margin of error and potential for inconsistencies with other data sources such as OFM or City of Cle Elum building permits.

TABLE 1 AGE OF HOUSING STOCK

Year Structure Built	Number of Units	Percent of Housing
Built 2010 or later	23	1.92%
Built 2000 to 2009	227	19.00%
Built 1990 to 1999	72	6.03%
Built 1980 to 1989	78	6.53%
Built 1970 to 1979	107	8.95%
Built 1960 to 1969	83	6.95%
Built 1950 to 1959	53	4.44%
Built 1940 to 1949	123	10.29%
Built 1939 or earlier	429	35.90%

Source: 2012-2016 American Community Survey 5-Year Estimates; BERK 2018.

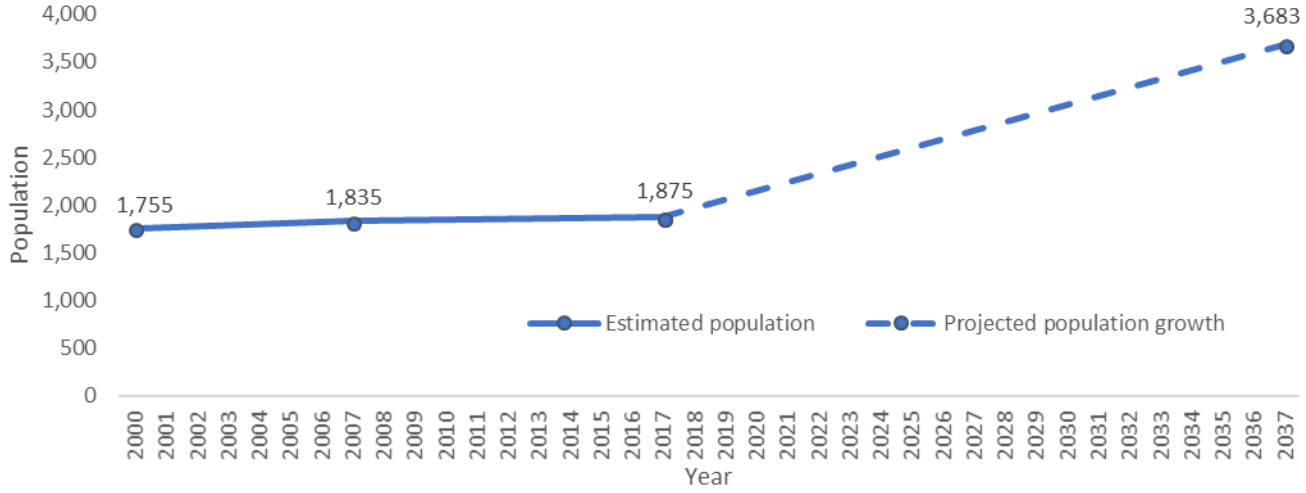
Households and Population Trends

Within Cle Elum there are diverse incomes, ages and household types. The amount and type of housing desired by our residents continues to change, reflecting the changing demographic makeup of the City. Cle Elum's housing stock must accommodate the various types and costs of housing needed by all its community members.

The State of Washington Office of Financial Management (OFM) prepares twenty-year growth management planning projections for each county planning under GMA. Total county forecasts must be based upon the most recent projection provided by the OFM when counties and jurisdictions make population projections for planning purposes. The county level forecasts are reviewed and distributed among the jurisdictions in the County through a collaborative process. The Kittitas County Conference of Governments (KCCOG) is the body charged with leading this process, while the final projections are adopted by the Kittitas County Board of County Commissioners (BOCC).

The BOCC updated the Kittitas County population allocation based on a projected two percent (2%) overall annual County population growth, which is within the range of the OFM 2012 population forecast. This results in a Kittitas County total population forecast of 65,967 in 2037. The BOCC also adopted a population growth target for the City of Clem Elum of 3,683 in year 2037, as shown in Figure 6. This represents a 3.62% annual rate of growth from the 2017 baseline, somewhat faster than projected for the County as a whole and an increase compared to historic trends.

FIGURE 6 HISTORIC AND PROJECTED POPULATION FOR CITY OF CLE ELUM



Source: OFM 2017; Kittitas County 2017; BERK 2018.

Housing Stock Requirements

The population of the City of Cle Elum is projected to grow by 1,808 by 2037. According to 2017 OFM data, the average household size in Cle Elum was 2.19 people, compared to a countywide average of 2.35 per household.

According to OFM, there are 1,870 people in Cle Elum living in 1,104 housing units. Much of the housing stock is located adjacent to the downtown commercial core or parallel to it along the distinct grid pattern of streets that parallel First Street.

In order to calculate the residential housing units required to accommodate Cle Elum's projected population growth, the following averaged calculation can be performed (Table 1.7):

TABLE 2 HOUSING STOCK REQUIRED FOR CLE ELUM 2037 POPULATION ALLOCATION

1,808 additional people over the 20-year planning period = 151 people per year
÷ 2.19 people per household = 69 dwelling units per year
Assuming 95% occupancy, add ~4 vacant units per year =73 units
73 dwelling units x 20 years = 1,460 additional dwelling units needed by 2037

One of the key elements of this Comprehensive Plan update was to identify lands that would support increased residential densities, and remain consistent with the land use, transportation, capital facilities, and other elements of the City's Comprehensive Plan. Public input was gathered at workshops that helped to define areas for additional density. These are reflected in Cle Elum's land use and zoning maps.

Housing Costs and Affordability

Understanding the relationship and distribution of household income and housing prices is vital to Cle Elum's efforts to plan for its housing needs. A household's income dictates its housing decisions and opportunities. Income groups are typically defined as follows:

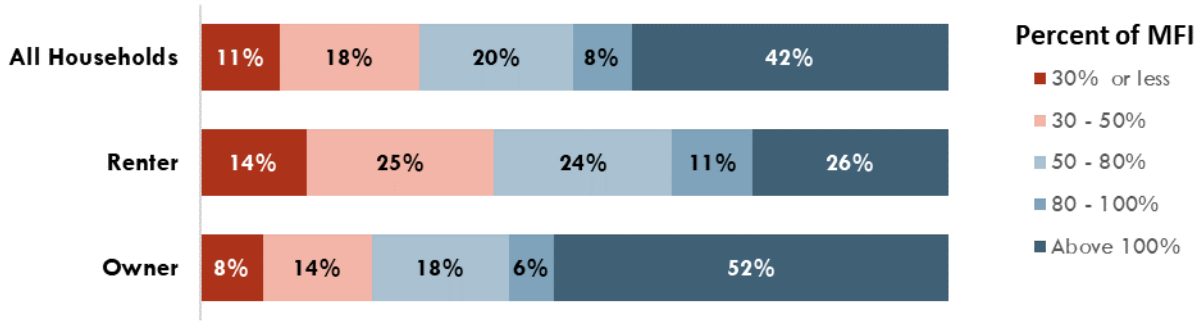
TABLE 3 HOUSEHOLD INCOME GROUPS

Household Income Range	Percent of HUD Median Family Income (MFI) for Kittitas County ($68,993 in 2018)
Extremely Low	0 to 30%
Very Low	30 to 50%
Low	50 to 80%
Middle	80 to 120%
Upper	120% and Higher

Source: HUD, 2018. Note, median family income in the City of Cle Elum is about 30% lower than county MFI: $48,798.

As of 2015, 11% of all households in Cle Elum were considered "extremely low income," 18% were considered "very low income," and 20% were considered "low income." See Figure 7.

FIGURE 7 HOUSEHOLD INCOME BY HOUSING TENURE, 2010-2015



Source: HUD CHAS (based on ACS 2010-2014 5-year estimates); BERK 2018.

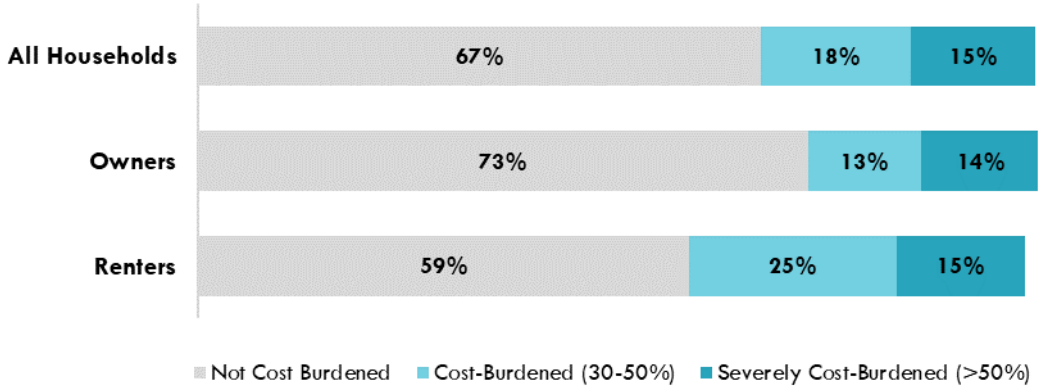
As of the 2000 Census the median value of all owner-occupied housing in Cle Elum was $103,000 which was lower than the 2000 median values for both Kittitas County and the State of Washington. Based on the Zillow Home Value Index, in December 2017, the median home value for all homes in Cle Elum is $294,600, representing an increase of 186% from the 2000 value. The estimated median household income in Cle Elum was $28,144 in 2000 and $45,655 in 2015; representing an increase of only 62%.

Housing affordability is typically defined as follows:

> *Adequate, safe, appropriate shelter, costing no more than 30% (including utilities) of the household's gross monthly income.*

Using this definition, a household is considered housing cost-burdened when 30% or more of its monthly gross income is dedicated to housing. People whose housing costs exceed this threshold of affordability are likely to face difficulty paying for other basic needs, such as food, transportation, clothing, and medical care. The table below shows cost-burdened households in the city by household type. The data show that renters are more likely to be cost-burdened than owners.

FIGURE 8 COST-BURDENED HOUSEHOLDS BY HOUSING TENURE, 2010-2014



Source: HUD CHAS (based on ACS 2010-2014 5-year estimates); BERK 2018.

Severe housing cost burdens disproportionately impact poorer households. The data show that the majority of cost-burdened households have relatively lower incomes of 50% of HUD Median Family Income (MFI) or less.

TABLE 4 TOTAL COST-BURDENED HOUSEHOLDS BY INCOME LEVEL, 2010-2014

Household Type	Below 30% MFI	30-50% MFI	50-80% MFI	80-100% MFI	Over 100% MFI	All Cost Burdened Households
Elderly Family	0	14	4	0	4	**22**
Elderly Living Alone	20	38	18	0	0	**76**
Large Family	20	40	4	0	0	**64**
Small Family	35	40	39	4	0	**118**
Other	30	18	0	14	0	**62**
Total	**105**	**150**	**65**	**18**	**4**	**342**

Source: HUD CHAS (based on ACS 2010-2014 5-year estimates); BERK 2018.

This share of income approach to measuring affordability is not a perfect metric. While it makes the problem of affordability evident, it may inadequately describe the problems that lower income households face. For example, households with higher incomes could pay 30% or more of their income on housing and have enough money left over to avoid difficult budget tradeoffs that a lower income family would encounter. Higher income households, such as with incomes exceeding $200,000 per year, would also be able to afford considerably more and have far more options than households whose incomes are at or below the city median of $45,655 per year; whose affordability index places them with a total monthly housing cost not to exceed $13,696.50 per year ($1,141.30 a month). Another concern is that measuring just the share of income spent

on housing does not adequately capture the costs of tradeoffs that are often made to reduce housing costs. Affordability is thus a complex issue, and several factors influence it.

Factors in the Cost and Affordability of Housing

Housing costs are influenced by land costs, construction costs, financing costs, housing demand, regulations, permits, and fees. Many of these factors are beyond the control of the City of Cle Elum. In addition to these factors, the banking industry's requirement that the land cost shall be only 25 to 30% of the value of the home is significantly impacting the size of homes, and thus the cost of housing. The dramatic rise in land costs in Upper Kittitas County are driving the market toward large, upper-end housing. In order to maintain profitability, developers must pass on the higher costs of these large houses by charging higher prices to buyers. This free market rule applies to all segments of the housing market in all regions of the country.

It stands to reason, then, that the City should take an active, engaged and aggressive position in effecting changes and opportunities that affect the cost of housing where it has the ability to do so. This can be accomplished by several strategies that may include: allowing for smaller lots and higher densities so that an acceptable ratio of land to housing value may be accomplished, streamlining development regulations and permit processes, and (where practicable) providing alternatives or reduction in urban infrastructure requirements (such as reducing street widths, consolidating sidewalks, and co-locating storm water facilities).

Housing Maintenance and Preservation

Whereas well maintained historic homes and neighborhoods can significantly increase property values, tourism, affordable housing opportunities, and neighborhood cohesiveness, poorly maintained older housing can depreciate property values, become unsightly and in the worst cases, create a hazard to the general health, safety, and welfare of the community. While many older homes in Cle Elum have been well maintained over the years, some have not.

One of the most fundamental strategies to increase the supply of affordable housing is to preserve existing stock. Construction of new real estate expands the available building stock and generally induces movement toward newer housing products. Upward movement toward higher valued real estate parallels the downward "filtering" of existing real estate. As most structures age, wear, or become obsolete, they filter down to lower-income occupants.[4] The process enables lower income households to move up (equity building), and to occupy units that at one time had been the preserve of middle – or even upper-middle income households. In addition to preservation of affordable housing opportunities, housing maintenance in the form of retrofits can allow residents with special needs to adapt their homes to better accommodate their needs. For example, retrofits can allow elderly residents to modify their housing to accommodate their changing needs and age in place. Retrofits can also increase the energy efficiency and environmental sustainability of homes when features such as high-efficiency toilets and fixtures, low emission paints, and other green products are used.

The market force "recycling" or filtering of previously owned housing relies mainly on private maintenance and investment but public programs and incentives can play a supportive role.[5] With

[4] *Bear, William C. and Christopher B. Williamson, "The Filtering of Households and Housing Units." Journal of Planning Literature 3:2 (1998), 127-152.*

public and private resolve to maintain homes and neighborhoods, buildings can last hundreds of years.[6]

The City has been begun to address the maintenance and preservation of its aging housing stock. One potential option to increase preservation is a housing maintenance program. A less resource-intensive role for the city would be to coordinate existing resources available in the community. Several nonprofit organizations and public programs work on maintaining and improving local housing stock. Existing programs include the following:

- **Habitat for Humanity:** The Kittitas County branch of Habitat for Humanity runs a Home Repair and Preservation Program that offers a variety of housing improvement options to homeowners. Families are selected for assistance based on need, ability to pay, and willingness to partner with Habitat. The program works both to increase the life of a house and to increase safety and accessibility for its residents.

- **USDA loans/grants:** Also known as the Section 504 Home Repair program, loans are given to very-low-income homeowners to repair, improve or modernize their homes or grants to elderly very-low-income homeowners to remove health and safety hazards.

- **Hopesource Weatherization**: HopeSource is a private, non-profit organization that has provided a wide range of human services in Kittitas County since 1966. Its weatherization program modifies homes to become safer, more energy efficient, and more comfortable. Residents in Kittitas County who meet certain income guideline qualify for the Weatherization program.

Rental Opportunities

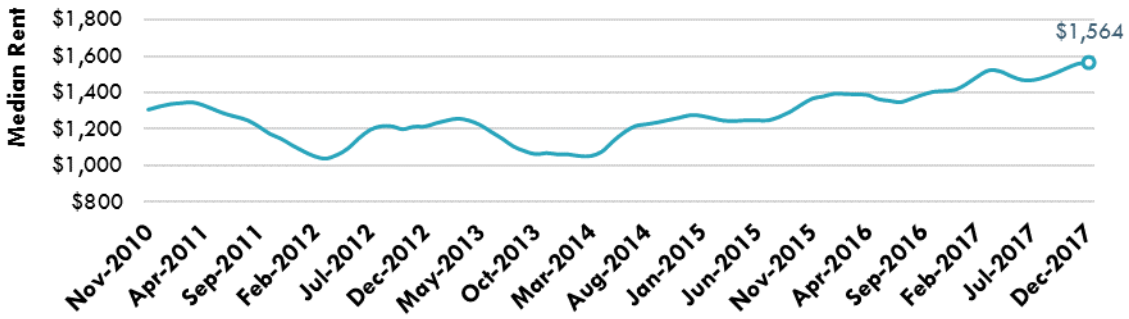
Rental housing is attractive to households in all phases of life, because of its greater flexibility and lower upfront financial investments. Rental housing is the primary housing option for people with limited incomes. A diverse range of rental housing options is thus important to meet the needs of Cle Elum's present and future population.

Rental housing can come in a wide variety of configurations. Potential options include apartments, duplexes for families, accessory dwelling units, single room-occupancy, and commercial mixed-use units. Given the employment profile of the community, and the large proportion of workers in seasonal industries such as construction and forestry, longer term rental options would need to be supplemented with shorter term seasonal rentals.

Robust demand for rental units and low vacancy rates have led to rising median rents. The median rent in December 2017, was $1,564, an approximate increase of 20% from November 2010.

[6] *A Guide to Old American Houses, 1700-1900. Henry Lionel Williams, A. S. Barnes & Co., New York. NY, 1962.*

FIGURE 9 MEDIAN RENT, 2017



Source: Zillow, 2018; BERK, 2018.

Short-term Rentals

In this backdrop of high demand, short-term rentals may play a role. Short term rentals have both benefits and challenges. The availability of short-term units can attract tourists and visitors whose spending can generate economic activity for the city. In addition, the availability of short-term rentals can provide an extra source of income for families who operate these rentals that can alleviate their housing burden. However, the more commercial use of short-term rentals by platforms such as Airbnb or others raises rents for residents by removing potentially affordable rental units from the housing market. In addition, neighborhood livability can be affected when units in predominantly residential areas are converted to short term rentals.

Direction for Housing Policies

This Housing Element of the Comprehensive Plan outlines the City's direction to three basic objectives;

1. The need to provide adequate capacity for residential growth to meet regional growth targets;
2. The need to encourage the development of a wide variety of housing alternatives to meet the needs of a diverse population; and
3. The need to foster opportunities that provide affordable housing.

The City can influence the local housing market through a variety of means:

1. By directing the location and amount of land available for residential development; and
2. By amending its ordinances and codes to affect the size, type, and design of new and renovated housing; and
3. By building (or providing mechanisms for) quality, common sense amenities that attract and/or retain quality residential development; and
4. By providing sufficient administrative flexibility to allow the City to permit the quality development of new, and the preservation of existing, homes and neighborhoods reticent of emerging market conditions and new issues; and
5. By seeking financial resources and partnerships which can help meet the objectives of maintaining the City's existing housing stock and to provide affordable housing.

As previously stated the 2037 Population Allocation forecasts Cle Elum's population at 3,683 persons, with a potential need of 1,460 housing units. While much of the demand will be met by new housing construction, rehabilitation of older structures and selective infill development within existing residential areas will also help satisfy this future demand.

Some of the future demand for housing will be for persons with special needs including those seeking group homes, emergency or transitional housing, senior housing, single room occupancy and assisted living. Cle Elum is committed to working with all appropriate agencies and entities (public and private) to ensure our housing supply meets the needs of a diverse population. The City of Cle Elum is committed to meeting the future demand for housing through the following strategies, goals, and policies:

Strategy I – Infill Housing Within Residential Areas

This strategy would encourage additional housing being developed on remaining lots within the City limits and within existing residential areas. This strategy would permit the development of smaller lots that are compatible with existing neighborhood scale and character. The provision for plats of smaller lots located within the existing city limits could be permitted to allow for innovative single-family infill housing such as cottage housing or other alternative types of housing that would be consistent and "blend" with surrounding homes and remain single-family fee simple housing. Additionally, this strategy should redefine accessory dwelling units and duplex housing density to be more compatible with neighborhood character, land use and transportation capacity. Changes to the zoning ordinance to allow for a greater variety and density of infill development should be considered.

Strategy II – Mixed-Use Development

Strategy IV – Preservation of Existing Housing

Older homes in existing neighborhoods, accessory units, and manufactured homes currently provide affordable housing opportunities for some residents. Preservation of the existing affordable housing stock is critical to maintaining access to those sources. The City will seek ways of maintaining and increasing the availability of this housing type through Community Development Block Grant funds for repair and maintenance, and through development links with affordable housing providers not currently operating in Cle Elum.

Strategy V – Zoning Incentives / Reduction of Development Standards

Zoning incentives are another mechanism to encourage the development of affordable housing through the private market. Incentives can encourage the production of affordable (or more affordable) housing through density bonuses, forgiveness or reduction of impact fees, development fees, or permit costs. Amendments to the zoning ordinance and to Cle Elum's Development Standards can also facilitate the provision of affordable housing and more sustainable neighborhoods by promoting a greater variety of housing types, providing incentives, or removing barriers in the code that indirectly prevent affordable housing construction.

Strategy VI – Housing for Assisted Living

Federal and State law mandate that cities provide the same residential opportunities to individuals of special needs as are available to single family residents. These individuals may be part of

group homes for the handicapped or group homes for children, require some assistance in their day-to-day living, such as the physically or mentally disabled, be victims of domestic violence, substance abusers, people living with HIV/AIDS, youth at risk, and seniors. Family living situations, institutional settings, social service programs, and assisted housing, specifically excluding Secure Community Transition Facilities as defined in Washington State law, all serve a portion of those populations with special needs. The Federal Fair Housing Act includes all individuals with special needs and states that no individual shall be denied the opportunity for safe and independent living. In addition, the Washington Housing Policy Act states that a "decent home in a healthy, safe environment for every resident of the State" shall be provided.

The Housing Element supports goals and policies that provide equal and fair housing access for all residents of Cle Elum, including special needs residents. In order to provide housing opportunities for residents of special needs, the City shall work with public and private agencies to provide opportunities and services that would not be available otherwise to these residents. In addition, the City shall provide for these populations by continuing to support codes and ordinances which allow for a variety of housing opportunities, as well as encouraging the increase of social support services within the City and surrounding area. Adding flexibility to the City's land use code to allow group homes and home-based care are also significant opportunities available to the City for meeting the demand for special needs housing.

Housing Element Goals and Policies

Goal H-1: The City of Cle Elum includes a diverse mix of housing types that meets the needs and are affordable to all segments of its population, especially low and moderate-income households. The range of housing types also reflect market conditions, the City's rural setting, and small-town character.

Policies:

H – 1.1 Encourage the development of flexible lot sizes and single-family residential infill that is compatible in existing neighborhoods.

H – 1.2 Promote the creation of housing options that are safe, affordable, and accessible for older residents.

H – 1.3 Encourage smaller units such as one bedroom-units and studios that can meet the housing needs of a diversity of ages, household types, and household sizes.

H – 1.4 Encourage housing strategies that allow older residents to remain in the community as their housing needs evolve.

H – 1.5 Accommodate and encourage, where appropriate, moderate density residential developments such as townhouses, multifamily complexes, duplexes, and mixed-use residential buildings.

H – 1.6 Promote the production of housing affordable for all incomes, through a mix of housing types, models, and densities throughout the City including: small lot single family detached, zero lot line, attached housing, accessory units, cluster housing, cottages, duplexes, townhouses, and apartments, as well as manufactured housing units, that are compatible with the neighborhoods in which they are located.

H – 1.7 Create attractive incentives for developers and property owners to encourage the provision of various types of sustainable and affordable housing.

H – 1.8 Consider financial tools such as levies, affordable housing sales tax, multi-family property tax exemption, Special Valuation for Historic Properties, or other programs that encourage the private sector to build housing that fulfills city goals.

H – 1.9 Require new multi-family or mixed-use projects involving 20 dwelling units or more to provide affordable dwelling units as part of the project.

H – 1.10 Encourage public/private partnerships to pursue housing development opportunities within the City that supply more affordable housing while providing a high quality residential living environment and preserve the character of historic housing.

H - 1.11 Work with Kittitas County to develop more affordable housing opportunities throughout the Upper Kittitas County Region.

H – 1.12 Develop a continuum of strategies to reduce fees and/or development standards (where practicable) to increase affordable housing opportunities.

H – 1.13 Provide a sufficient amount of land zoned for current and projected residential needs.

H – 1.14 Encourage a mix of housing types, including affordable housing types, to be dispersed throughout the City, rather than concentrated in a specific area(s).

Goal H-2: A practical palette of options and incentives encourage sustainable and attractive affordable housing in new developments and historic property rehabilitations.

Policies:

H – 2.1 Promote diversity in style and cost by allowing innovative mixtures of housing types and creative approaches to housing design and development.

H – 2.2 Assist in and promote the development of innovative and affordable housing projects by exploring alternative design, land development, infrastructure, and construction techniques.

H – 2.3 Help create and participate in local and/or regional resource, education, and lobbying regarding housing data, housing programs, design alternatives, and funding sources.

H- 2.4 Provide density bonuses, transfer of development rights, and other incentives for the development of affordable housing.

H – 2.5 Review and revise or remove building and development code requirements as needed to remove unnecessary constraints on new construction and/or rehabilitation or existing structures.

H – 2.6 Use zoning and building codes, where practicable, to encourage home ownership opportunities.

H - 2.7 Revise Zoning and Development standards to provide options that increase the supply of affordable home ownership opportunities, such as small lot sizes, zero lot lines, townhouses, condominiums, clustering, manufactured homes, cottages, and attached single family housing.

Goal H-3: Residential neighborhoods contain necessary public amenities and support facilities that contribute to a high quality of life in Cle Elum.

Policies:

H – 3.1 Preserve and enhance the integrity and quality of existing residential neighborhoods.

H – 3.2 Support housing with appropriate amenities for individuals, families, and children.

H – 3.3 Require developments to contribute their fair share of on-site and off-site improvements needed as a result of the development.

H – 3.4 Promote functional, well designed and integrated multi-modal transportation facilities to serve neighborhoods.

H – 3.5 Develop neighborhood amenities such as parks, trails, connections and open space that encourage and foster community and promote recognition of the historic sense of place which is Cle Elum.

H – 3.6 Establish designated residential “neighborhoods” or “neighborhood subareas” in the Comprehensive Plan.

H – 3.7 Balance the economic benefits created by short-term rentals with the need for a supply of long-term rental housing stock by regulating short-term rentals.

H – 3.8 Limit new short-term rental units to primary residences and a maximum of one additional dwelling unit.

H – 3.9 Require a Short-term Rental Operator license or similar regulatory license to operate short-term rentals.

H – 3.10 Require Short-term Rental Operators in residential zones to establish quiet hours, notify neighbors, limit signage, and meet parking requirements.

H – 3.11 Restrict the duration of stay at RV parks to prevent the establishment of permanent housing in areas without neighborhood amenities or appropriate infrastructure.

H – 3.12 Coordinate with the Historic Preservation Commission to identify opportunities where historic properties can be rehabilitated or converted for housing.

Goal H-4: The City of Cle Elum has adequate land capacity for forecasted population and residential growth targets at urban densities in its City limits and UGA in order to promote stable housing prices, foster affordability and broaden housing choices.

Policies:

H – 4.1 Ensure ongoing review and coordination between Cle Elum and Kittitas County on population and residential growth targets to ensure that Cle Elum's incorporated limits and UGA provide adequate developable land to accommodate those targets.

H- 4.2 Allow density bonuses in residential districts when affordable housing is provided.

H – 4.3 Work with Kittitas County to ensure appropriate density and amenity for residential developments in the City's Urban Growth Area.

H – 4.4 Promote infill development that is compatible in scale, design, materials, massing, and intensity that enhances/preserves the character of existing neighborhoods while creating new housing choices. Develop and adopt design guidelines that will help infill design be compatible with existing neighborhood character.

H – 4.5 Continue to support mixed use development and housing in the City's Downtown Core.

Goal H-5: The City's existing housing stock is preserved and rehabilitated as a means of increasing the supply of affordable housing, given that existing housing is typically more affordable than new construction.

Policies:

H – 5.1 Consistently enforce building maintenance, health and safety codes for the City's housing stock.

H – 5.2 Encourage the preservation and enhancement of older and historic housing stock through education, coordination with the HPC, and Community Development Block Grant and other funding opportunities.

H – 5.2 Encourage programs that offer assistance with renovations, home improvements and maintenance efforts, so that residents can continue to stay in their homes even when their housing needs change.

H – 5.3 Work with homeowners and the applicable providers of resources, such as Hope Source and community civic organizations, such as local churches, to provide rehabilitation funds, technical assistance, or services for the City's existing housing stock.

Goal H-6: Housing is available for residents of Cle Elum with special housing needs, with the exception of Secure Community Transition Facilities as defined in Washington State Law.

Policies:

H – 6.1 Support the preservation and development of special needs housing in Cle Elum.

H – 6.2 Work in partnership with employers, for-profit, and not-for profit developers to encourage the provision of seasonal housing for local workers.

H – 6.3 Evaluate and remove regulatory barriers, redundancies and inconsistencies to ensure that codes and ordinances are compliant with The Federal Fair Housing Act (Chapter 151B) which includes protections for all individuals with special needs and states that “no individual shall be denied the opportunity for safe and independent living”, and the Washington Housing Policy Act which states that “a decent home in a healthy, safe environment for every resident of the State shall be provided” (RCW 43.185B.009).

H – 6.4 Work in partnership with HopeSource, Housing Authority, Kittitas County, or others to facilitate the provision of housing for homeless residents and residents with special needs.

H – 6.5 Ensure fair and equal access to housing in Cle Elum for all persons by encouraging the development of housing for all segments of the community in the City’s zoning and development regulations and by coordinating with public and private partners for special needs housing.

Goal H-7: Actively participate in regional responses to affordable housing development needs and issues.

Policies:

H – 7.1 Participate in and promote the development of countywide resources and programs to promote a diversity of housing types.

H – 7.2 Improve coordination among the county, other jurisdictions, housing providers, builders, developers, and the financial community to identify, promote, and implement local and regional strategies to increase housing opportunities.

CITY OF CLE ELUM

PARKS AND RECREATION PLAN

Prepared by:

HLA Engineering and Land Surveying, Inc.

PROJECT NO. 17156E

FINAL

FEBRUARY 13, 2018

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CITY OF CLE ELUM

PARKS AND RECREATION PLAN

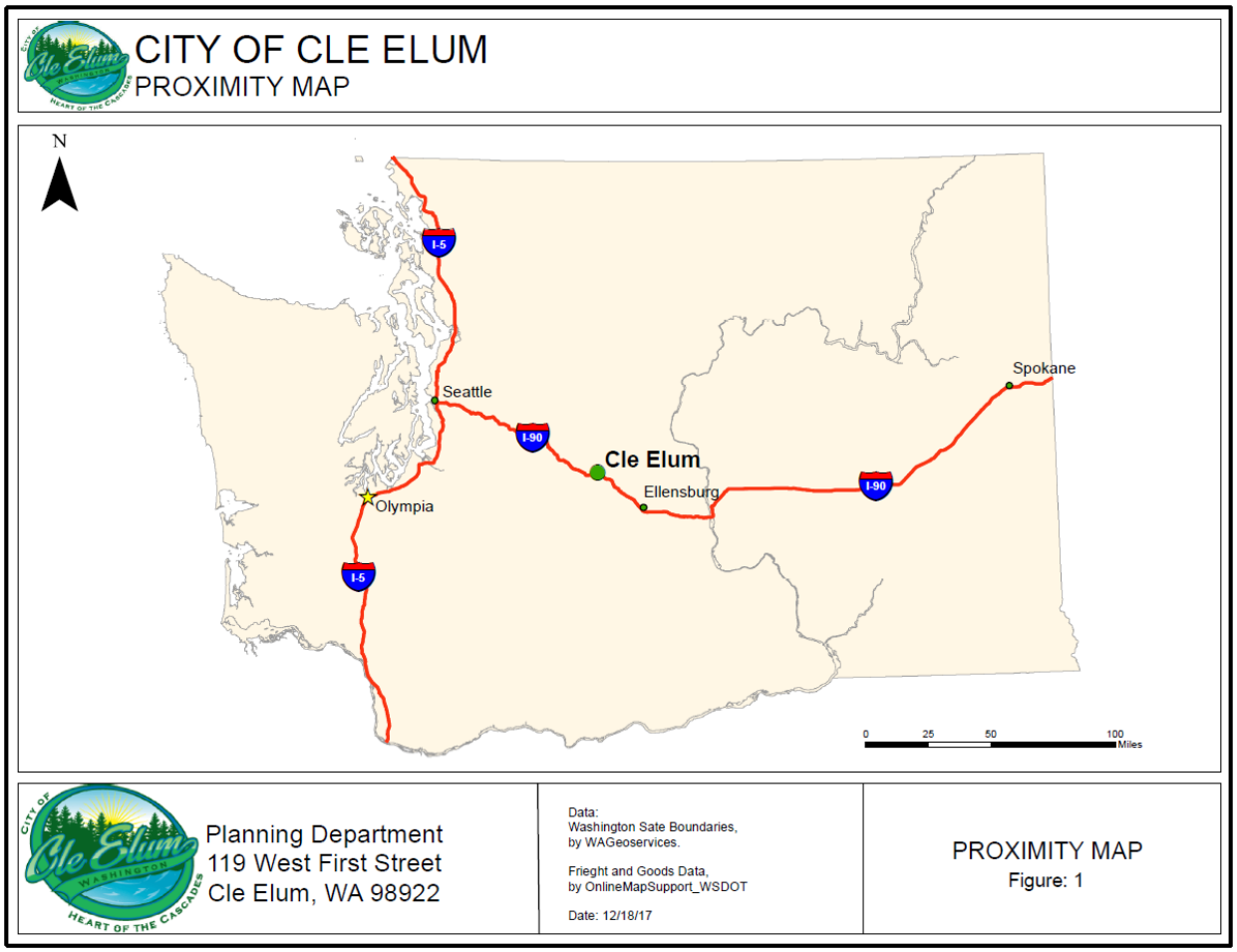
FEBRUARY 2018

BACKGROUND

A. Purpose

As Interstate 90 (I-90) leaves Snoqualmie Pass eastward from the west coast, one of the first easy-to-access cities is Cle Elum, the second largest city in Kittitas County with a 2015 population of 1,865. Many smaller towns in northern Kittitas County come to Cle Elum for goods and services. The City has the only medical facilities, only true grocery store, service stations, and court house in a 77 mile stretch between North Bend, Washington and Ellensburg, Washington. Cle Elum is also located near a variety of public and private lands supporting year-round outdoor recreation opportunities.

Figure 1. Washington State Vicinity Map



In 2017, Cle Elum began the lengthy process of updating the City's Comprehensive Plan. During the pre-planning phase, the City decided to separate the Parks and Recreational section from the Capital Facilities element in the Comprehensive Plan. By broadening the context and delivering the Plan as a stand-alone document, Cle Elum is elevating the importance of recreational planning beyond merely satisfying the Growth Management Act Comprehensive Plan (RCW 36.70A.070) requirements and satisfying the State of Washington Recreation and Conservation Office (RCO) requirements for funding opportunities occurring in 2018.

The City has developed many green spaces and parks throughout the community and is seeking community guidance on how best to use and preserve this open, valuable, and accessible public land for the enjoyment of the local residents and visitors alike.

Although this will be Cle Elum's first Parks and Recreation Plan, the City wishes to lay a solid foundation of recording current conditions and facilities, exploring unmet needs, developing short-term, mid-term, and long-term project lists into a program of feasible investments, defining community-determined levels of service targets, and discussing expectations for monitoring and assessing progress.

B. Self Certification

The March 2016 RCO guidance for creating a Parks and Recreation Plan recommends a minimum of six sections: Goals and Objectives, Inventory, Public Involvement, Demand and Need Analysis, Capital Improvement Program, and Plan Adoption. RCO also requires that the sponsor of a RCO-approved Plan provide a Self Certification document with assurances that the projects contained in the Plan were developed "through an appropriate planning process."

The preliminary draft of the Plan was previewed by RCO in January 2018, detail was added to the 2nd Street Phase 1 and Phase 2 projects on the prioritized list, and the Final Plan was presented to City Council accompanied by the Self Certification document. Cle Elum's Parks and Recreation Plan was adopted by resolution at the February 13, 2018 City Council meeting and the Self Certification form was initialed and signed at that same meeting.

C. Relationship to Other Comprehensive Plan Update Elements and Plans

Cle Elum's planning efforts are designed to be coordinated and consistent with other City, county, state and federal plans. Details in the different levels of comprehensive planning become more specific as the reader moves from federal to state to regional or countywide and finally to local comprehensive planning.

State-wide Parks and Recreation Planning

Washington State Parks and Recreation Commission adopted the Centennial 2013 Plan and promote three priorities: Fix What We Have; Upgrade Existing Parks, Trails & Services; and Add New Trails & Services & Work Toward Opening New Parks in the Future. One of the new trails projects in that state-wide Plan is work towards completing cross-state trails connecting Seattle to Spokane. The trail closest to Cle Elum included in the potential cross-state trail system is the John Wayne Pioneer Trail. A nearby major historic site associated with that trail also made the state-wide prioritized project list – the Iron Horse/South Cle Elum Depot. Public opinion gathered during outreach for the development of the Cle Elum Parks and Recreation Plan supports the John Wayne Pioneer Trail and promotes connection between that trail and the City of Cle Elum.

Regional Planning

Cle Elum is one of 33 cities or towns, together with the four counties of Adams, Grant, Kittitas, and Lincoln, ports, major employers, related transportation agencies and businesses, and Washington State Department of Transportation (WSDOT), that collectively plan as an organization called Quad County Regional Transportation Planning Organization (QUADCO). In 2017, the organization updated its regional transportation plan (QUADCO 2017-2037 RTP). The purpose of the RTP is to describe the region's current values, goals, policies, travel patterns, local, state, and interstate transportation infrastructure and services. Land use changes, population changes, and anticipated legislative changes are then projected over the next 20 years and the resulting transportation infrastructure and services needs identified to accommodate those changes are assessed. Grant money that is reasonably expected from federal, state, and local sources is budgeted to determine how the infrastructure and service changes can be accomplished and when. The Cle Elum Parks and Recreation Plan will ensure consistency with QUADCO's RTP sections describing tourism travel impacts and pedestrian and bicycle facilities.

County-wide Parks and Recreation Planning

Kittitas County's Park, Recreation & Open Space (PROS) Plan includes much greater detail than the statewide and regional plans and was developed to define the strategic role and responsibilities the County has assumed to coordinate, support, and promote recreational facilities and services. Recreation Programs, Cultural Arts, and Trail Systems are among the goals for Kittitas County. Much of the data and analysis performed by the County will be used in this Plan for coordination and consistency.

The *Kittitas County Comprehensive Plan* was adopted and became effective on December 6, 2016. In the same manner, Kittitas County chose to separate the Recreation and Parks Element from direct inclusion into the Capital Facilities Plan and drafted it as Chapter 11 of their Comprehensive Plan. The Recreation

City Planning Consistencies

Cle Elum's Bicycle and Pedestrian Plan was adopted October 10, 2017 and opened discussions in the community about where best to concentrate City resources and efforts to begin purposefully building connective, non-motorized, urban pathways in the City. Additionally, a section of Cle Elum's Bicycle and Pedestrian Plan identified the most desired connections to pathways near the City which would require coordination and cooperation with neighboring South Cle Elum, Roslyn, Kittitas County, and a number of named resource agencies. Resoundingly, the connection to the nearby John Wayne Pioneer Trail was identified as the top-most priority corridor that the City should make strides toward. The 2017 Bicycle and Pedestrian Plan can be found in Appendix A.

As was stated earlier, Cle Elum is currently updating their Comprehensive Plan. The Parks and Recreation section of a Capital Facilities Element must be consistent with other elements of the Comprehensive Plan such as the Land Use Element and the Transportation Element. Though being developed to also act as a stand-alone document, the Parks and Recreation Plan will cover the requirements found in Washington State law known as the Revised Code of Washington (RCW). Because of its dual purposes, the Parks and Recreation Plan will continue to illustrate how this Plan follows the goals and policies of the related County and State plans.

D. Applicable Countywide Planning Policies

Countywide Planning Policies (CWPP) must be considered and incorporated into the

Comprehensive Plan elements for the plan to achieve "interjurisdictional consistency." CWPP are developed by the county to ensure consistency and coordination among the comprehensive plans of the County and the Cities. The Kittitas County CWPP were last amended on April 16, 2013 through Ordinance No. 2013-005.

Customarily, parks and recreation facilities and programs are covered in a traditional Capital Facilities Element of the comprehensive plan. Since this Parks and Recreation Plan is designed to comply with the RCW requirements of the Comprehensive Plan, the following CWPP line items are applicable to this Plan:

URBAN GROWTH AREAS

1. *Development standards shall address such improvements as street alignment and grade, public road access, right-of-way, street improvements, sanitary sewer, storm water improvements, power, communications, utilities, park and recreation facilities, and school facilities. (I.3.C.)*

2. *Comprehensive Growth Management planning within UGAs associated with an incorporated city shall be accomplished on a joint basis between the City and the County. Primary planning responsibility should be vested with the City by virtue of the UGA designation. (I.6.A.)*

SITING OF ESSENTIAL PUBLIC FACILITIES

1. *The comprehensive planning process in each jurisdiction shall identify land for essential public facilities of city, countywide, or statewide significance, such as human services facilities, educational or solid waste handling facilities, transportation facilities, correctional facilities and in-patient care facilities. (I.1.A.)*

2. *Essential public facilities will not be located in Resource Lands or Critical Areas unless no feasible alternative site location exists, such as in the case of utility transmission facilities. (I.2.B.)*

3. *Essential public facilities shall be sited in places that enhance the region development strategy and that encourage their efficient use by the public. (I.2.D.)*

4. *The comprehensive plans of all jurisdictions shall demonstrate how lands useful for public purposes are coordinated with adjacent jurisdictions and the County. (I.3.B.)*

5. *All jurisdictions shall identify essential public facilities including but not limited to:*
    a. *Utility corridors, sewer, water, power, and communication facilities;*
    b. *All transportation facilities;*
    c. *Landfills, solid waste handling, and disposal facilities;*
    d. *Sewage treatment facilities;*
    e. *Recreational facilities;*
    f. *Schools;*
    g. *Municipal facilities (city halls, fire stations, police stations, libraries, and post offices);*
    h. *Parks;*
    i. *State and local correctional facilities;*
    j. *In-patient facilities.*

6. *The siting of any essential public facility requires that the facility location be compatible with area land uses. Local comprehensive plans and regulations will establish standards by which to judge and ensure compatibility. (I.4.D.)*

TRANSPORTATION

1. *The County and City shall cooperate in the analysis of and response to any proposed major regional industrial, retail/commercial, recreation, or residential development proposals that may impact the transportation system in Kittitas County. (I.3.B.)*

ANALYSIS OF FISCAL IMPACTS

1. *Financing methods for infrastructure (such as, but not limited to, roads, schools, sewers, and parks) shall be used which minimize the taxpayer's overall burden and provide equity between existing and new development. (I.2.A.)*

E. Major Considerations

Public or Private Pool

Cle Elum is actively evaluating the support for, gathering design ideas about, and considering potential locations for a community pool. City staff initiated a community discussion with a survey and have received comments on where to construct a pool, which amenities to include in a pool facility, and how to pay for the construction and operation of a pool. It will be important to maintain momentum with community engagement as different possibilities for these considerations are explored.

Parks and Desired Improvements in the City Limits

Cle Elum has variety of park types and locations. The community has weighed in on the desired amenities at the different parks maintained by the City during development of this Plan. Prioritizing which type of park to improve first and to what level each park should be improved are considerations that the City will need to prioritize.

Establishing Bicycle and Pedestrian Pathways in the City

Cle Elum recently completed a Bicycle and Pedestrian Plan and identified an initial multi-use pathway that can safely encourage pedestrian and bicycle movement along 2nd Street. The first two phases of the three-phase project have been better defined in this Parks and Recreation Plan with finer detailed estimates and enhanced exhibits.

Connecting to Outdoor Recreational Opportunities in and Near the City

Cle Elum is close to many year-round outdoor opportunities. Connecting City parks and recreational opportunities together in an easily communicated system, and then connecting the City system to the larger regional trail systems, is gathering interest in Cle Elum. Close coordination between Cle Elum and nearby communities, organizations representing the regional trails, potential public and private partners, and agencies having different regulatory interests in trail and recreational development will become increasingly important as the City trails begin connecting with those outside of Cle Elum's City Limits.

INVENTORY

A. City Parks and Recreational Facilities

The Cle Elum area is served by a variety of outdoor recreational facilities including parks and trails. Four seasons and year-round outdoor activities provide locals and visitors alike opportunities to take advantage of the easy access to parks and trails within the city limits for recreation. This Parks and Recreation Plan will explore facilities owned and under direct management of the City and briefly mention those nearby facilities to which Cle Elum plans making connections. The City acknowledges the inclusion of connections to nearby trails as worthy of pursuing, but the complexity of coordination and cooperation are beyond the scope of this Plan. Instead, the City is limiting the prioritization process and exploration of funding potential to the projects and programs that are under direct management of the City.

TABLE 1. PARKS AND RECREATIONAL FACILITIES INSIDE OF CLE ELUM'S CITY LIMITS AND URBAN GROWTH AREA (UGA)

Type of Park or Recreational Facility	Inside of Cle Elum City Limits	Inside of Cle Elum UGA
Centennial Park	X	
City Park	X	
Cle Elum Disc Course	X	
Coal Mine Trail	X	X
Fireman's Park	X	
Flagpole Park	X	
Hanson Pond Trail	X	X
Memorial Park	X	
Progress Path	X	
Rat Pack Trail	X	X
River Trail	X	X
Whispering Pines Trail		X
Wye Park	X	

TABLE 2. RECREATIONAL FACILITIES OUTSIDE OF CLE ELUM'S CITY LIMITS BUT NEARBY

Type of Park or Recreational Facility	Outside of UGA but Nearby
Rat Pack Trail	X
Coal Mines Trail	X
John Wayne Trail	X
WA State Horse Park Trails*	X
Suncadia Parks and Trails	X

TABLE 3. CLE ELUM'S CITY-MANAGED EXISTING PARKS AND RECREATION FEATURES

Facilitiy	Total Site Acreage or Miles of Developed Trail	Water Access	Hard or Sport Court	Swimming Pool	Walkway, Trail, or Trail Connection	Rest Rooms	Playground Equipment	Picnic Tables and/or Benches**	Predominately Greenspace	Parking Spaces	Other Facilities
Centennial Park	7.3								X		football / soccer field, community gardens
City Park	2.8		X			X	X	X	X	X	skateboard park, basketball court
Cle Elum Disc Course	10.0				X				X	X	frisbee disc golf course
Coal Mine Trail	1.0				X					X	New trail head improvements at Stafford St and SR 903
Fireman's Park	4.2	X			X	(on rental property)		X	X	X	horse shoe pits, picnic shelter (rental)
Flagpole Park	0.6				X			X	X	X	historical kiosk
Hanson Pond Trail	1.0	X									washed out pedestrian bridge
Memorial Park	8.1	X				X			X	X	Unimproved boat launch, 4 ball fields and concession area
Wye Park	1.51							X	X	X	sidewalk all around the perimeter
Progress Path	1.0				X						
Hanson Ponds Open Space	82	X			X				X		

Figure 2. Parks and Recreational Facilities Inside the Cle Elum City Limits and UGA

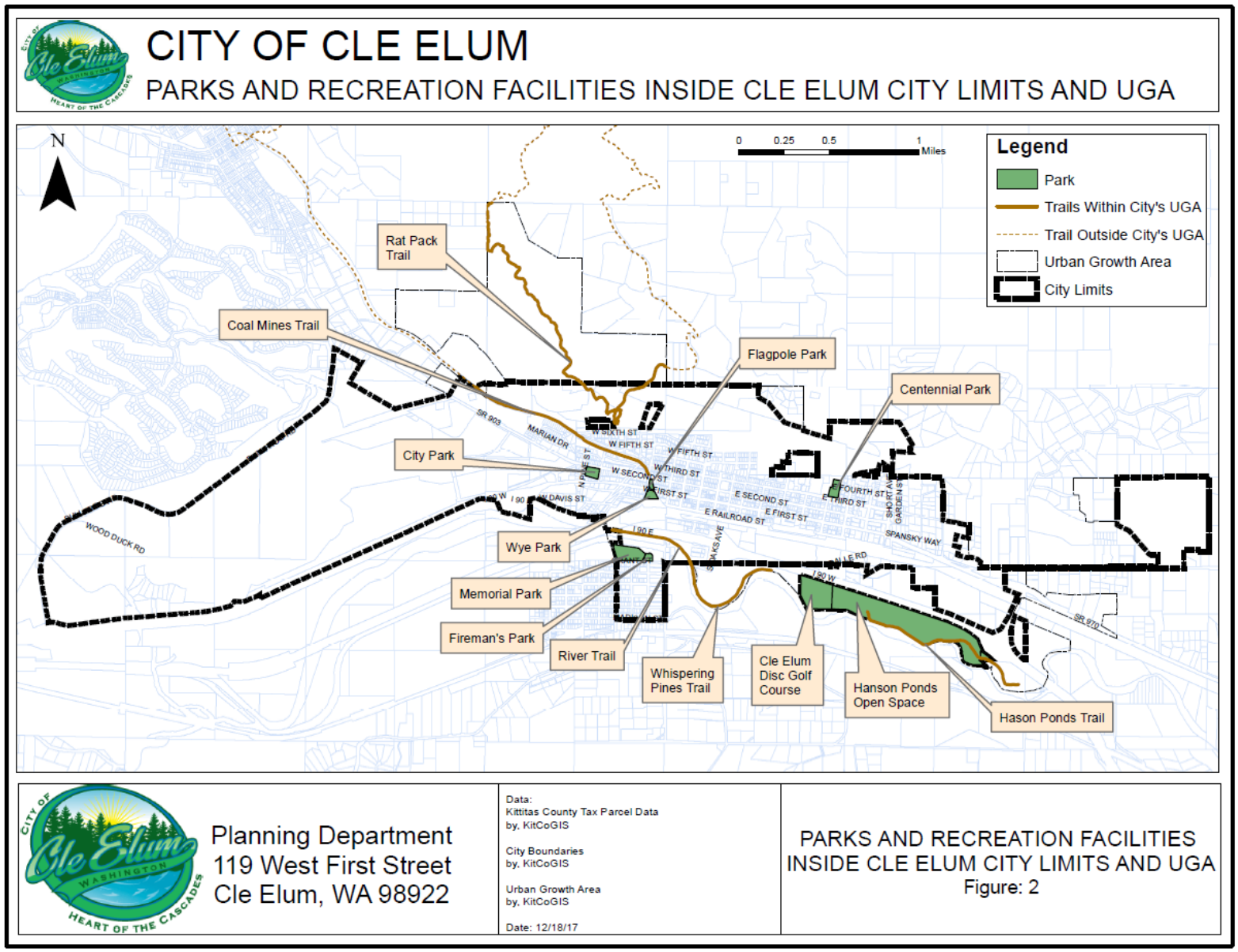
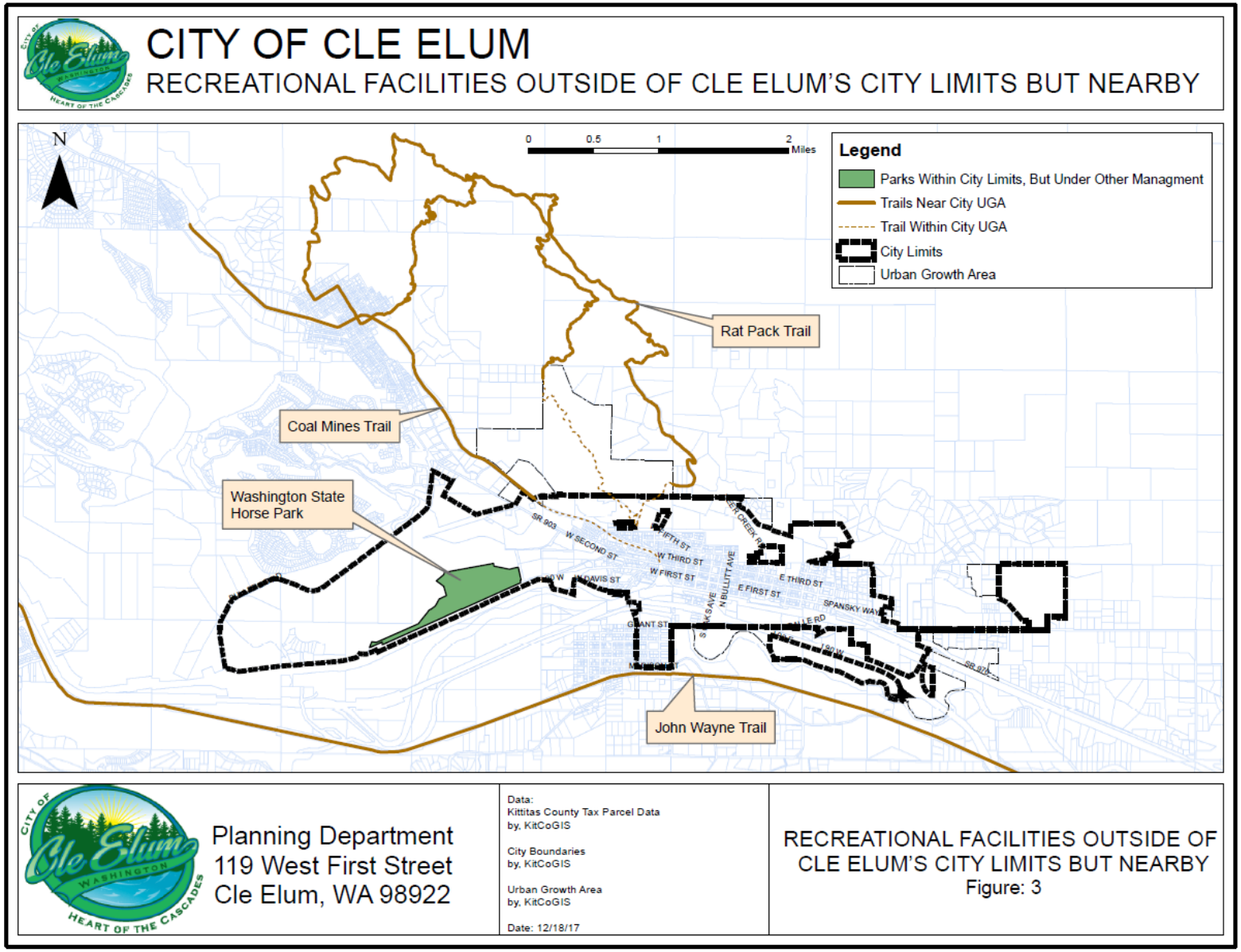


Figure 3. Parks and Recreational Facilities Outside of Cle Elum City Limits but Nearby



B. Nearby Regional Parks and Recreation

Nearby Trails

Cle Elum is in close proximity to other regional trail systems as shown on Figure 3. An exploration of the process to connect downtown Cle Elum to nearby trail systems was first identified in the Cle Elum Bicycle and Pedestrian Plan adopted in October 2017.

During public outreach for the development of the Bicycle and Pedestrian Plan, staff proposed to include an initial set of community-identified non-motorized corridors, namely: a priority bicycle corridor, a priority pedestrian corridor, and a priority corridor connecting from Cle Elum to one of the regional trails near the City. The main vehicle for gathering public input was an online survey conducted between July 18 and August 14, 2017.

Responses to the online survey identified that Cle Elum citizens would prefer to concentrate on connecting its community to the **John Wayne Pioneer** / Iron Horse Trail south of Cle Elum. Of the three local and regional trails identified in the survey, extending the **Coal Mines Trail** south to the John Wayne Pioneer / Iron Horse Trail was chosen by 63.9% of the 108 respondents as their top connection priority.

The Coal Mines Trail terminates at 2nd Street and Stafford Street across from Flag Pole Park. There are geographical and jurisdictional challenges of extending the Coal Mines Trail from Cle Elum's jurisdiction, south across the I-90 Interstate, over active railroad tracks, over the Yakima River bridge, through Kittitas County's and South Cle Elum's jurisdictions, and ultimately connecting with the John Wayne Pioneer / Iron Horse Trail.

There is one crossing of I-90 between Cle Elum and South Cle Elum. North Stafford Street becomes South Cle Elum Way, south of 1st Street in Cle Elum. South Cle Elum Way is a Major Collector road traversing under I-90 and over the Yakima River. The roadway continues through the Town of South Cle Elum and becomes a Minor Collector road named Lower Peoh Point Road as it exits the Town of South Cle Elum and enters Kittitas County. This road already intersects the John Wayne Pioneer / Iron Horse Trail and may be the most convenient alignment for the multi-use connecting trail the community desires. Currently, the road is a two-lane, tree lined, curvy road with narrow shoulders. Most intersections are not controlled with traffic lights or stop signs.

Sidewalks in the City of Cle Elum exist sporadically along North Stafford Street north of 1st Street. Sidewalks do not exist between West Railroad Street and the bridge crossing over the Yakima River. Once over the Yakima River, sidewalks are not present through the rest of this identified corridor where South Cle Elum Way intersects with the John Wayne Pioneer / Iron Horse Trail. Sidewalk does exist on one side of the bridge deck over the Yakima River on South Cle Elum Way, but it is only three feet wide and is not separated from vehicular traffic and may be inaccessible during snow events.

Strong and extensive partnerships will be key to making this corridor connection a reality. There are strong advocates for making connections between national, regional, and local trails and models of success to follow as property owners are identified and join with governmental, agency, and association partners for this effort.

The first step in bringing the planning partners together would be to determine a champion for the effort from the City of Cle Elum. A partial list of potential partners may be: Washington State

Departments of Transportation, Parks, Natural Resources, Recreation and Conservation; Kittitas County Aging and Long-term Care, Kittitas Public Health, Conference of Governments, Chamber of Commerce; QUADCO; U.S. Fish and Wildlife Service; various associations and commissions such as the Bicycle Alliance of Washington, Washington Bikes, and the John Wayne Pioneer Trail Advisory Committee.

Hanson Ponds Trail is a 1-mile unmaintained nature trail that follows the banks of the Yakima River and Hanson Ponds. A pedestrian bridge that would be crucial for the continuous connection of this trail is in disrepair and limits the accessibility of the trail at this time.

Progress Path is a 1-mile long graded and resurfaced path with a permanent all-weather surface treatment to accommodate a broader segment of users and conform to ADA accessibility standards. Progress Path serves as walking access from Cle Elum to the Cle Elum Roslyn School Campus [K-12]. The path was mentioned in the previous Park and Recreation Element of the 2007 Cle Elum Comprehensive Plan and accomplished.

Nearby Horse Park

The Washington State Horse Park is a non-profit organization horse show and competition facility, drawing competitors from the Greater Pacific Northwest and the Canadian Providence of British Columbia with purpose, establishment, and authority based in Revised code of Washington (RCW) Chapter 79.A.30. The privately owned and operated business leases 112 acres from the City.

Nearby School Facilities

The Cle Elum Roslyn School District operates a school campus located west of Cle Elum on SR-903. General public use is available through coordination with the school district. The 23 acres of recreational area of the school includes:

- four tennis courts,
- three baseball/softball fields,
- one soccer/football field,
- a surfaced track
- a practice filed,
- playground equipment, and
- open green space.

COMMUNITY-DEFINED FUTURE NEEDS AND PRIORITIZATION

A. Community Involvement

Gathering Public Opinion – Interest in a Public Pool

Even before the non-motorized discussion occurred during the development of the Cle Elum Bicycle and Pedestrian Plan, the City conducted an online survey from May 26, 2017 to June 30, 2017 requesting public opinion on whether the community would support the construction of an indoor, year-round, public pool. All but 26 of 688 responses came from the communities of Cle Elum, Easton, Ellensburg, Ronald, Roslyn, Snoqualmie Pass, South Cle Elum, and Thorp.

The survey questions and responses are in Appendix B of this Plan, but summarized below:

- 85.8% of 703 respondents indicated that an indoor, year-round, recreational, public pool would be very beneficial in the Roslyn/Cle Elum area;
- 91.9% of 703 respondents would welcome a public pool in this area if it was paid for by private investors;
- Activities over 50% of 703 respondents would like available to the community at the public pool include: family swim, recreational swim, adult, child and family swim, waterfit classes, lap swim, rental facilities, senior water aerobics, moonlight swim, and swim team practice;
- Amenities over 50% of 703 respondents would like the pool to include are: locker rooms with showers, training pool area for toddlers and infants, hot tub, diving boards, and wet/dry sauna;
- 88.2% of 703 respondents would be willing to pay a membership cost or fee for use of the pool;
- 88.3% of 703 respondents indicated the community would benefit from a pool within a greater community center;
- Amenities or facilities over 50% of 653 respondents indicated would be most beneficial if the pool was integrated within a community center was: indoor sports courts, youth center, fitness rooms, community services, gym with workout equipment, daycare/small child area, event rentals;
- Of 695 respondents, 58.7% do not currently use the Ellensburg City pool;
- Of 283 respondents, the frequency of use for the Ellensburg City pool varies from 13.4% indicating a weekly use to 37.8% indicating an annual use; and
- Of 283 respondents, 79.7% use the Ellensburg City pool for recreational swim.

During the kick-off open outreach meeting for this Parks and Recreation Plan, staff provided an additional information and opinion gathering board to continue discussion of the community pool interest on November 7, 2017. The table below summarizes write-in comments about a potential community pool received during the meeting.

TABLE 4. CLE ELUM'S CONTINUING PUBLIC COMMENTS ON POOL INTEREST 11/7/2017

2017 Recreation and Pool Survey: Did we miss anything?
Year-round facility, multi-use facility for kids' programs, day-care.
Meeting rooms, class rooms. (Community training such as first aid.)
Where would it go, what size?
Racquetball, squash courts, weight room.
Open to school district for swim teams.

The City's next move is to work with funding sources, stakeholders, and benefactors to narrow down the questions of where, how big, and what the cost should be.

B. Community Defined Priorities: Parks, Trails, a Pool; and Bicycle and Pedestrian Corridors

Looking back to Table 3, some of Cle Elum's parks are maintained as passive greenspace while others have a variety of amenities. To understand how citizens felt about their local parks, City staff designed an input gathering information board for each park. Attendees were provided with both color-coded circle stickers (voting) and large rectangular (write-on) stickers stapled to instructions about how to use each type.

After a brief presentation by staff explaining the Comprehensive Plan development in general and the development of the Parks and Recreation Plan in particular, the Central Washington University interns assisting staff, gave a verbal explanation about how to use the stickers for voting and comments.

The color-coded voting stickers were used to identify:

1. Each person's two most used parks
    a. green circle – most used park; and
    b. yellow circle - second most used park
2. Each person's least used park (red circle)
3. Each person's top priority connection to a regional trail (green half circle)
4. Each person's most used trail (blue circle)
5. Each person was asked to write their comments on as many of the white rectangular stickers as they desired, to provide answers to the following questions printed on each board:
    A. How can the _____ park be improved?
    B. Why do/don't you use the _____ park?

All responses to the park questions, to the trail questions, and the additional responses to the continuing pool questions can be found on the table in Appendix C. A summary of popular comments for each park are captured in Table 5 starting on the next page. Some of the overall take-aways are listed below in bullet form:

- The most-used park was identified as City Park (15 total votes; 9 of which were green circles. The next closest park, Flag Pole Park, had a combination of 7 total green or yellow circles).
- Two parks were separated by one vote for the least-used park: Wye Park (8 red circles) and the Cle Elum Disc Course (7 red circles).
- There was a sense of specific uses for the various parks: Cle Elum Disc Course wasn't used by some because they don't specifically play disc golf, Centennial Park wasn't used by some because they don't participate in organized football or soccer, Memorial Park wasn't used by some because Little League limited the use for others throughout the year.
- There was an overall request for signage, restrooms, and parking at most of the parks.
- Toys or programs in the parks for children was a popular request.
- Request for shade either by trees or building a shelter was a recurring theme.

Evaluating the timing and cost comparisons of the community's recommended amenities and priorities listed in Table 6 illuminates whether actions can occur quickly and with little capital or whether the action needs to be planned over time with considerable expense. From this evaluation, an initial, qualitative, prioritized project list can be developed. As funding opportunities arise, the City can then choose an appropriate project or package of projects that appropriately align with the community's desires and the funding source requirements. The community can develop refined project details at the time the project is considered and, with this method, can ensure that a realistic and comprehensive estimate is performed at the time it is considered.

In Table 5, there are two columns of evaluation:

Time frame for Development	Short-term	Mid-term	Long-term
Comparative Magnitude of Cost	Low cost	Mid cost	High cost

TABLE 5. EVALUATING CLE ELUM'S PARKS AND RECREATION PRIORITIES

Park or Recreation Focus	Requested Improvements	Short-, mid-, or long-term	Low-, mid-, or high cost
Centennial Park	Install playground equipment		
	Install restrooms		
	Expand community garden		
	Organize an Earth Day event in garden area		
	Needs an attraction		
	Promote soccer in addition to football		
City Park	Expand and improve picnic area shelter		
	Improve horse shoe pits to allow for tournaments		
	Improve skate park		
	Enforce noise limits from private parties		
	Improve playground equipment		
Cle Elum Disc Course	Install restrooms		
	Build a trailhead entry park		
	Promote Pro-circuit use		
	Promote multiple uses		
	Incorporate dog park		
	Patrol for safety purposes		
Fireman's Park	Create BBQ pits		
	Expand outdoor seating and tables		
	Organize and host community events		

Park or Recreation Focus	Requested Improvements	Short-, mid-, or long-term	Low-, mid-, or high cost
Flagpole Park	Remove parking from inside park		
	Make connection to Coal Mines Trail apparent		
	Make connection to Wye Park apparent		
	Install art and history pieces		
	Add a City Map of trails		
	Expand seating		
Memorial Park	Expand to include sports fields on the east half (adult sized)		
	Improve boat launch		
	Incorporate dog park		
	Organize youth programs for children		
	Make connection to Wye Park apparent		
Wye Park	Add vegetation – Zen or themed garden		
	Install restrooms		
	Dedicate as a dog park		
	Install water feature for children		
	Make connection to other parks and trails apparent		
Parks and Recreation Department	Maintain department		
	Plan and budget parks and rec programs for children		
General Parks Needs	Need to dedicate one park for city-wide events – gazebo and improvements such as electricity and shelters		
	Need a dedicated dog park		
	Need to connect parks through signage, mapping, and/or ground treatment		
	Need to provide parking off-site but close, perhaps a common parking area near the Wye Park?		
	Need to keep trees in the green spaces for shade		
	Need to determine where to put the pool		
Connections to Regional or Nearby Trails	Continue the Coal Mines Trail through Cle Elum		
	Repair the pedestrian bridge near Hanson Ponds		
	Expand priorities to include trails in the UGA		
	Make the regional trails connect to downtown		
	Organize events that highlight walking/hiking/biking in all seasons with start and finish in downtown		
	Public-Private Partnership - Design and print a Cle Elum map for public and private outdoor parks and rec opportunities		

Park or Recreation Focus	Requested Improvements	Short-, mid-, or long-term	Low-, mid-, or high cost
Pool	Make the pool an indoor, year-round, multi-purpose size for day and evening use for people of all abilities		
	Organize and offer childrens' swimming and water fitness programs, including team use		
	Organize and offer adults' swimming and water fitness programs		
	Include locker rooms with showers		
	Include indoor sports courts and rooms for racquetball, squash, weight lifting		
	Include multi-purpose rooms for community meetings, training, classes		
	Explore a reasonable and self-supporting membership fee or entry fee to support operations and maintenance		
Incorporate the Bicycle and Pedestrian Plan Priority Corridor	Phase 1 – 2nd Street Multi-use Path (Stafford Street Intersection through Billings Avenue Intersection)		
	Phase 2 – 2nd Street Multi-use Path (East of Billings Avenue through North Peoh Avenue Intersection)		
	Phase 3 – 2nd Street Multi-use Path (East of North Peoh Avenue through North Columbia Avenue Intersection)		
	Make the connection to the John Wayne Trail		

GOALS, POLICIES, AND TARGETS

A. Goals and Policies

This section presents the parks and recreation goals and policies set for the City of Cle Elum in the 2007 Comprehensive Plan update. These goals and policies are consistent with the 2018 Comprehensive Plan update Cle Elum is preparing currently, the Revised Code of Washington (RCW), Kittitas County's County-wide Planning Policy (CWPP), and QUADCO's Regional Transportation Plan (RTP.)

Goal PRO-1: Develop an outstanding parks, recreation and open space system in Cle Elum to meet the needs of a diverse community.

Policies:

PRO-1.1 Preserve a wide variety of lands for park, recreation, and open space purposes including, but not limited to:

a. Natural areas and natural features with scenic or recreational value.
b. Land that may provide public access to water bodies, trails, natural areas and parks.
c. Lands that visually or physically connect natural areas or provide important linkages for recreation and wildlife habitat.
d. Environmentally sensitive areas, including steep slopes, floodways, wetlands, stream corridors, and habitat.

PRO-1.2 Locate facilities and resources where they are easily accessible to the public.

PRO-1.3 Strive to achieve adopted level of service standards and integrate capital expenditures with municipal budgeting and capital facilities planning.

PRO-1.4 Seek funding from multiple sources for parks, recreation, and open space acquisition and development.

PRO-1.5 Establish an annual parks maintenance program which includes tasks for City staff, volunteers, and community groups.

PRO-1.6 Continue to support, and where appropriate, sponsor community events.

PRO-1.7 Acquire and develop a system of parks, recreation, and open spaces that any resident can access by walking no more than 15-minutes from their home.

PRO-1.8 Where appropriate and practicable provide parks, recreation, and open space facilities that are accessible to all.

PRO-1.9 Develop a variety of parks, recreation, and open space facilities to encourage access by persons of all abilities, ages, or interest groups.

PRO-1.10 Prepare a master plan for each facility in the City to identify site specific future improvements and needs.

Goal PRO-2: Acquire and develop a City-wide, integrated, multiple-use track, trail, and connection system that is functional, safe, and convenient.

Policies:

PRO-2.1 Develop specific design and maintenance standards for tracks, trails, and connections.

PRO-2.2 Develop a network of open space corridors, tracks, trails, paths, and connections throughout the City. This network should provide links between developments and subdivisions and also provide links to parks, open spaces, other trails, shopping, and local government services.

PRO-2.3 Provide for the safe integration of bicycle, pedestrian, equestrian, and motorized multi-use networks where appropriate.

PRO-2.4 Encourage the development of pedestrian rights-of-way and well lighted trails which can provide safe passage between neighborhoods, schools, commercial, and recreational areas.

PRO-2.5 Upgrade existing trails and acquire new easements or lands to extend trails.

PRO-2.6 Create a comprehensive system of on-road trails to improve connectivity for the pedestrian and bicycle commuter, recreationalist, and touring enthusiast using local road rights-of-way and alignments.

PRO-2.7 Develop the Cle Elum Skyline Trail to connect Cle Elum's trail system with other trail systems, parks, and open space resources in Upper Kittitas County.

Goal PRO-3: Work cooperatively with the State, Kittitas County, School District, Parks and Recreation District, and the community in parks planning, acquisition, and development.

Policies:

PRO-3.1 Promote the provision and development of park and recreation facilities through public and private funding, including impact fees, other mitigation, and partnerships with other agencies.

PRO-3.2 Require all new developments to contribute their fair share to parks, recreation, and open space. Contributions could either include land dedication or fees in lieu of land.

PRO-3.3 Require all new development projects along trail routes to provide easements for trails and/or for connections to the City's existing trail system.

PRO-3.4 Encourage the preservation and dedication of lands for parks, recreation, and open space through density incentives, trades, purchases of land, easements, or transfer of development rights.

PRO-3.5 Proactively participate in regional parks and recreation planning activities, forums, and joint projects when appropriate.

Goal PRO-4: Preserve and provide access to significant environmental features and lands where such access does not harm the functions associated with the feature.

Policies:

PRO-4.1 Identify and conserve critical wildlife habitat, foraging areas, and migration corridors within or adjacent to natural areas, open spaces, and developable urban lands.

PRO-4.2 Enhance habitat within parks, recreation, and open space lands by maintaining our healthy urban forest that provides food, shelter, and cover to wildlife.

PRO-4.3 Enhance habitat within environmentally sensitive areas by maintaining native vegetation.

PRO-4.4 Preserve and protect significant environmental features including wetlands, open spaces, woodlands, shorelines, water fronts, and other features that support Cle Elum's wildlife and natural heritage.

PRO-4.5 PRO 4-4 Preserve and protect significant environmental features including wetlands, open spaces, woodlands, shorelines, and cultural/historic sites that support Cle Elum's wildlife and natural and cultural heritage.

Goal PRO-5: Establish an open space pattern that will provide definition of and separation between developed lands, and provide open space linkages among parks and recreation resources.

Policies:

PRO-5.1 Define and conserve a system of open space corridors as urban buffers to provide definition between natural areas and urban land uses within Cle Elum.

PRO-5.2 Increase linkages of trails, in-street bike lanes, trails, and other connections with developed areas.

Goal PRO-6: Identify and protect significant recreation lands/opportunities before they are lost to development.

Policies:

PRO-6.1 Cooperate with developers, public agencies, and private land owners to protect land and resources for high-quality parks, recreation, and open space facilities before the most suitable sites and appropriate connections are lost to development.

PRO-6.2 In future land developments, preserve unique environmental features or areas,

and increase public use/access to those areas. Cooperate with public and private agencies and landowners to protect unique features, lands, and connections.

Goal PRO-7: Preserve, enhance, and incorporate historic and cultural resources and interests into the parks, recreation, and open space system.

Policies:

PRO-7.1 Identify, preserve, and enhance Cle Elum's heritage, history, and traditions; including historic sites, views, landscapes, and archaeological resources.

PRO-7.2 Identify and incorporate significant historic and cultural resources lands, sites, artifacts, and facilities into the Cle Elum parks, recreation, and open space system.

PRO-7.3 Work with the local Historical Society and museums to incorporate community activities at the Carpenter House and the Telephone Museum.

Goal PRO-8: Investigate and implement methods of financing parks, recreation, and open space acquisitions and improvements, such as grant funding and public-private partnerships.

Policies:

PRO-8.1 Investigate innovative and available methods such as growth impact fees, other mitigation, land set-a-side, or fee-in-lieu-of-donation ordinances, and inter-local agreements, to finance facility development, maintenance, and operating needs in order to reduce costs, retain financial flexibility, match use benefits with interests, and increase services.

PRO-8.2 Where feasible and desirable, consider joint ventures with Kittitas County, South Cle Elum, Roslyn, the Cle Elum Roslyn School District, Kittitas County Parks and Recreation District, state, federal, other agencies, and private organizations to acquire and develop parks, recreation, and open space facilities.

Goal PRO-9: Create a comprehensive system of multi-purpose tracks and trails that link parks and recreation resources with residential areas, public facilities, and commercial and employment centers within Cle Elum and the Upper Kittitas County Region.

Policies:

PRO-9.1 Provide connections from residential neighborhoods to community facilities like the Carpenter Memorial Library, City Hall, and the Upper Kittitas County Primary Care Facility.

PRO-9.2 Create a comprehensive system of on-road trails to improve connectivity for the pedestrian and bicycle commuter, recreationalist, and touring enthusiast using local road rights-of-way and alignments.

PRO-9.3 With proposed vacation of right-of-way and street improvement plans, consider potential connectivity with existing or proposed trail corridors, parks, open spaces, and neighborhoods.

PRO-9.4 Continue to enhance and maintain the Progress Path from the Cle Elum Roslyn School District Campus to the Carpenter Memorial Library.

Goal PRO-10: Furnish parks, recreation, and open space with convenient amenities and improvements.

Policies:

PRO-10.1 Furnish trail systems with appropriate improvements including: directory and interpretative signage; rest stops; drinking fountains; restrooms, emergency call boxes; and other services.

PRO-10.2 Where appropriate, locate trailheads at or near park sites, schools, or other community facilities to increase local access to and reduce the duplication of supporting improvements and amenities.

PRO-10.2 Design and develop parks, recreation, and open space improvements to emphasize access and safety for all users.

B. Population

As reported in the *DRAFT Preliminary Kittitas County Population Allocation Scenarios by Berk* report dated 12/10/15, Washington State Office of Financial Management - medium (OFM – medium) estimates Kittitas County will increase to a population of 54,001 persons by 2037 and the proportion of ages will increase in older age groups (60+ year old age group will increase from 20% in 2015 to 24% by 2037.)

In Cle Elum, using the same medium scenario forecast means the 2010 population of 1,872 is expected to increase to 2,370 by 2037.

C. Target Setting and Evaluation Criteria

In the 2007 Comprehensive Plan's Parks and Recreation Element, a measure labeled Level of Service Standards was used although the text immediately stated that universal standards no longer applied to parks and recreational activities and facilities. Instead, the City is identifying those previously vetted local standards as targets and adding evaluation criteria.

The purpose for identifying targets and evaluation criteria is to allow City staff to apply the evaluation criteria to the improvement needs identified by the community. The resulting prioritized list of needs can then be organized, for example by park or by type of improvement, in order to align with funding opportunities.

Specific 2038 targets already identified by the community, include:

1. fifteen acres of parks and open space in the City per 1,000 population,
    a. six acres of which should be for active parks, and

    b. the remaining nine acres should be passive open space;
2. one restroom per park,
3. one water fountain per park and trail head,
4. one aquatic facility,
5. eight basketball courts,
6. four soccer fields,
7. four tennis courts,
8. four miles of trails and trail connections in the City per 1,000 population;
    a. this can include hiking and walking trails, walking routes on new or existing streets/facilities, bicycle lanes, bicycle routes, tracks, trails, and connections.
    b. constructing a multi-use bicycle and pedestrian path in an east/west corridor on 2nd Street between Stafford Avenue and North Columbia Avenue.

Table 6 combines the population forecast, the parks and their amenities identified in Table 3, and the targets listed above to provide the current and forecast quantitative targets and the targets status'.

TABLE 6. CLE ELUM'S PARKS AND RECREATION TARGETS

Facility Need	Current Target (status) using 2010 Census population of 1,872	2037 Target (status) by population forecast of 2,370
Active parks	12 acres (~34 acres)	18 acres (~34 acres)
Open space	18 acres (82 acres)	27 acres (82 acres)
Tracks, trails, and connections	8 miles (2 miles)	12 miles (3 miles*)
Park restrooms	8 (1)	8 (1)
Park and trail head water fountains	8 (2)	10 (2)
Aquatic facility	1 (0)	1 (0)
Basketball courts	8 (1)	8 (1)
Soccer fields	4 (1)	4 (1)
Tennis courts	4 (0)	4 (0)

* The City has already identified a multi-use path project ~1.1 miles in length in the 2017 Bicycle and Pedestrian Plan.

Initial evaluation criteria the City will use for this first Plan is the following:

- Is the proposed need or improvement completely contained inside the City Limits or the City's UGA? If yes, continue through screening.
    - If no, is the proposed need or improvement part of a connection to regional trails that is being actively and properly coordinated with all partners? If yes, specify the portion that the City will include in this Plan and continue through screening.
        - If no, then do not proceed without proper City Council and Planning Commission concurrence.

- Is the need or improvement consistent with the City's Park and Recreation Plan goals and policies? If yes, list specific goals and policies.
    - If no, is there a compelling reason for amending the improvement or project into the Parks and Recreation Plan ahead of the next customary update?
    - If no, has the need or improvement been evaluated by City staff, the City Council, and Planning Commission and deemed of higher priority than the projects on the existing list?
        - If yes, state the purpose of the higher priority (i.e. immediate and

unanticipated funding program with unusual requirements, infrastructure emergency allows for accelerated consideration, etc.)

- Does the City budget allow for inclusion of the need or improvement in addition to the projects already identified on the prioritized list or does the City reasonably anticipate grant or other funding to complement the funding allowable in the City budget?
    - If yes, list the sources of funding that are anticipated for the inclusion of this need or improvement and the year the complete funding will be available.
    - If no, will the priority of this project supersede any of the existing needs or improvements on the priority list?
        - If no, then include the need or improvement for consideration during the next Plan update.

- Can the ongoing maintenance of the proposed need or improvement identified in the City's budget and sustainable? If yes, show the anticipated maintenance schedule and estimate of ongoing maintenance, and if known, the anticipated year of replacement consideration.
    - If no, has the public shown positive supportive of a user's fee to satisfy the ongoing maintenance? If yes, show the supportive action.
        - If no, the need or improvement can be shown as an unfunded, planned project without a year of anticipated construction or purchase.

Prioritizing the improvements list was accomplished with a sub-committee of City staff, City Council, and Planning Commission. The proposed list was shared at a Planning Commission Meeting and recommended to the City Council for adoption. The prioritization will consider the City's budget, customarily available funding, and answers to the evaluation criteria.

The first 6 years of the prioritized needs and improvements list appears as the Capital Improvement Program, the prioritized list in its entirety can be found in Appendix D.

D. Monitoring and Assessment

Developing funding applications for the improvements identified in this Plan includes a public process of seeking City Council and Planning Commission approval. As specific improvements are refined and estimates prepared for those improvements are completed, City staff will be recording the associated costs and details for inclusion in the next update of this Parks and Recreation Plan. It is the intention of the City to update this Plan when appropriate, which includes, but is not limited to:

- When directed through City Council and Planning Commission action.
- A majority of improvements identified in this Plan are funded and removed from the prioritized list.
- During the next update of the Cle Elum Comprehensive Plan.
- Substantive changes to the goals and policies are required to maintain consistency with other City, county, state, regional, or federal regulations or goals.

A draft of this Parks and Recreation Plan was prepared and submitted to be reviewed by the Washington State Recreation and Conservancy Office (RCO) prior to the Plan being finalized. No substantive comments or revision suggestions were made by RCO during the agency's review. As part of the finalization of the Plan, the City outlined the inclusion of transportation-related improvements into the local Transportation Improvement Program (TIP), the regional

RTIP, and the state-wide STIP. New TIP projects resulting from the development of this Plan have not yet been scheduled through City Council. The 2018-2023 STIP was approved in January 2018 and allowable 2018-2023 STIP amendments do not occur until February 2018.

Although the projects submitted to the 2018-2023 STIP are included in Appendix E, the City of Cle Elum fully anticipates that pursuing Parks and Recreation grant opportunities may add to the projects in the Cle Elum 6-year TIP.

Since this is the first submission of a RCO-oriented Parks and Recreation Plan, Cle Elum is sending this prior to adoption of Cle Elum's Comprehensive Plan Update. Though it may seem logical that the City hold off submitting this Plan to coincide with the update of the Comprehensive Plan, the critical timing for the Parks and Recreation Plan is now because of the RCO deadline of March 1, 2018 as a cut-off for accepting Plans. It is the intention of the City to be positioned to submit applications during the 2018 RCO funding cycle for some of the priorities in this Plan.

The City is therefore providing the illustrative list of prioritized projects in this preliminary draft prior to obtaining engineers' estimates with detailed descriptions, concept diagrams, drawings, and figures with the exception of the engineering work already completed for estimating 2nd Street project's Phase 1 and Phase 2 carried into this Plan from the Bicycle and Pedestrian Plan completed in October 2017.

The Monitoring and Assessment section therefore will highlight the intent of the City and this section will be more comprehensively written in the first update of this Plan.

Measuring the target can be done cyclically. Measurements can be reported annually in a public manner. Visual reporting on an annual basis can be easily accomplished on Cle Elum's website using any one of website dashboard tools such as a pie graph or filled in thermometer. The graphic used to display the goal should show the target and the progress made towards achieving the target.

Reviewing the goals and monitoring progress on an annual basis allows the City to adjust the schedule of projects for unexpected events such as the loss or gain of parks and recreation related funding and will keep the public aware of challenges and successes.

RELATED PLANS – EXISTING FORECASTS

A. Related Plans - Forecasted Parks and Recreation Needs

Kittitas County conducted a website tourism survey for the Kittitas County Tourism Plan. The tourism projections illustrate that the majority of the tourism comes to Kittitas County from the west side of the State. The top four outdoor activities on the RCO Washington State Tourist-Oriented Recreation Activities list are 1) picnicking, barbequing, or cooking out, 2) walking without a pet, 3) sightseeing, and 4) wildlife viewing and photography. The Kittitas County annual recreation volumes are anticipated to increase by 30% from 2015 to 2040.

A web-based visitor survey of visitors to Cle Elum, Ellensburg, and Kittitas County Chamber of Commerce generated 359 responses. The survey recorded the type of tourism the respondent was interested in most (historical, cultural, environmental, agricultural, and recreation.) Of the various categories of geotourism, respondents reported a desire to visit Kittitas County to experience:

- Historical districts and landmarks
- Historic railroads and roads
- Mining sites
- Art galleries, studios and performances,
- Museums and native American sites
- Interpretive centers, kiosks, trails
- Public lands
- Unique wildlife habitat areas,
- Farms, markets, and produce stands
- Wineries and breweries
- Water trails
- Hiking trails
- Picnic facilities
- Tent and RV campgrounds
- Fishing access sites

The related activities are closely aligned with the opportunities that Cle Elum is seeking to improve in their community. Because many of the items listed above are of local and visitor interest, Cle Elum wishes to increase the potential to be active in the Kittitas County tourism industry. Though many of the improvements in this Plan have been directed by and for the local residents, it follows that tourists would also find the improvements and connections attractive. Because of this, some of the funding opportunities Cle Elum will seek in the future may have an economic orientation as well.

CLE ELUM'S PARKS AND RECREATION CAPITAL IMPROVEMENT PROGRAM

From the prioritized list developed for this Plan, the first six years' of needs and improvements are shown in Table 7. The Capital Improvement Program for Parks and Recreation displays a qualitative range of potential cost for the preliminary version of this Plan and will be updated to show engineer's estimates as each Project listed by Park is performed.

In addition to a brief title, an anticipated cost range, and the year the City plans to implement the improvement, there is a column that displays potential funding sources. The funding sources displayed in the table are illustrative. The shown sources may change, new sources may emerge, and purposes and availability are subject to change as well through legislation and funding source. The acronyms are noted below the table in foot notes and more information is provided about how to contact the funding providers in the next section.

Table 7. CLE ELUM PARKS AND RECREATION SIX-YEAR CAPITAL IMPROVEMENT PROGRAM

Priority	Project Examples	Comparative Magnitude of Cost $ = Low $$ = Mid $$$ = High	Short-term, mid-term, or long-term?	Funding Source Examples
S-1	Need to provide parking off-site but close, perhaps a common parking area near the Wye Park	**$$**	Short-term	City Funds, Private Funds
S-2	Repair the pedestrian bridge near Hanson Ponds	**$$$**	Short-term	RCO, City Funds, Private Funds
S-2	Phase 1 – 2nd Street Multi-use Path (Stafford Street Intersection through Billings Avenue Intersection	**$156,880**	Short-term	RCO, SRTS, WSDOT Bike and Ped Program, TIB complete Streets, City Funds, Private Funds
S-4	Design and print a Cle Elum map for public and private outdoor parks and recreation opportunities	**$$**	Short-term	RCO, CDBG, City Funds, Private Funds
S-5	Maintain the City Parks and Recreation Department	**$$**	Short-term	RCO, CDBG, City Funds, Private Funds
M-1	Improve playground equipment at City Park	**$$$**	Mid-term	RCO, USDA-RD[3], City Funds, Private Funds
M-2	Make the connection to Coal Mines Trail apparent at Flagpole Park	**$$**	Mid-term	RCO, City Funds, Private Funds
M-3	Expand and improve picnic area shelter at City Park	**$$**	Mid-term	RCO, City Funds, Private Funds
M-4	Phase 2 – 2nd Street Multi-use	**$209,560**	Mid-term	RCO, SRTS, WSDOT Bike

	Path (east of Billings Avenue through North Peoh Avenue Intersection)			and Ped Program, TIB complete Streets, City Funds, Private Funds
M-5	Need to connect parks through signage, mapping, and/or ground treatment	**$$**	Mid-term	RCO, CDBG, City Funds, Private Funds
Priority	**Project Examples**	**Comparative Magnitude of Cost $ = Low $$ = Mid $$$ = High**	**Short-term, mid-term, or long-term?**	**Funding Source Examples**
L-1	Make the regional trails connect to downtown Cle Elum	**$$$**	Long-term	RCO, City Funds, Private Funds
L-2	Make the pool an indoor, year-round, multi-purpose size for day and evening use for people of all abilities	**$$$**	Long-term	RCO, CDBG, City Funds, Private Funds
L-3	Make the connection to the John Wayne Trail highlighted in the Cle Elum Bicycle and Pedestrian Plan	**$$$**	Long-term	RCO, CDBG, City Funds, Private Funds
L-4	Improve the skate park at City Park	**$$$**	Long-term	RCO, CDBG, City Funds, Private Funds
L-5	Organize and offer children's swimming and water fitness programs, including team use	**$$$**	Long-term	RCO, City Funds, Private Funds

[1] RCO – Washington State Recreation and Conservation Office
[2] CDBG – United States Department of Housing and Urban Development – Community Development Block Grant
[3] USDA-RD – Unites States Department of Agriculture – Rural Development
[4] STBG – United States Department of Transportation – Surface Transportation Block Grant
[5] TIB – Transportation Improvement Board
[6] WSDOT – Washington State Department of Transportation
[7] Kittitas County Sales and Use Tax

CITY OF CLE ELUM

2nd Street Pathway - Phase 1

Engineer's Opinion of Construction Cost

1/24/2018

HLA Project No. 18010G

Item No.	Description	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	FA	$10,000.00	1	$10,000.00
2	Mobilization	LS	$8,000.00	1	$8,000.00
3	Project Temporary Traffic Control	LS	$10,000.00	1	$10,000.00
4	Unclassified Exec. Incl. Haul	CY	$40.00	210	$8,400.00
5	Crushed Surfacing Top Course	TON	$40.00	125	$5,000.00
6	HMA Cl. 1/2-Inch PG 64-28	TON	$150.00	100	$15,000.00
7	Bollard	EA	$1,000.00	2	$2,000.00
8	Landscape Restoration	FA	$1,500.00	1	$1,500.00
9	Cement Conc. Traffic Curb and Gutter	LF	$40.00	260	$10,400.00
10	Cement Conc. Sidewalk 4-Inch Thick	SY	$125.00	140	$17,500.00
11	Cement Conc. Curb Ramp	EA	$2,000.00	5	$10,000.00
12	Permanent Signing	LS	$2,000.00	1	$2,000.00
13	Pavement Markings	LS	$2,500.00	1	$2,500.00

	Subtotal	$102,300.00
	Contingency 15%	$15,300.00
	Estimated Construction Cost	**$117,600.00**
	Design Engineering 15%	$17,640.00
	Construction Engineering 15%	$17,640.00
	WSDOT Intersection Plan	$4,000.00
	Total Estimated Project Cost	**$156,880.00**

Assumptions:

1. 10' Wide HMA Pathway (3" HMA, 3" CSTC)
2. Stafford Avenue through Billings Avenue (incl. Stafford intersection)
3. Does not include replacement or upgrade of utilities
4. Pathway offset from roadway; parking adjacent roadway
5. Existing sidewalk to remain
6. Tie into Coal Mines Trailhead and Flagpole Park sidewalk
7. Roadway transition to curb (0.50' HMA, 0.75' CSTC)
8.

Figure 4. Cle Elum's 2nd Street Phase 1 Plan View

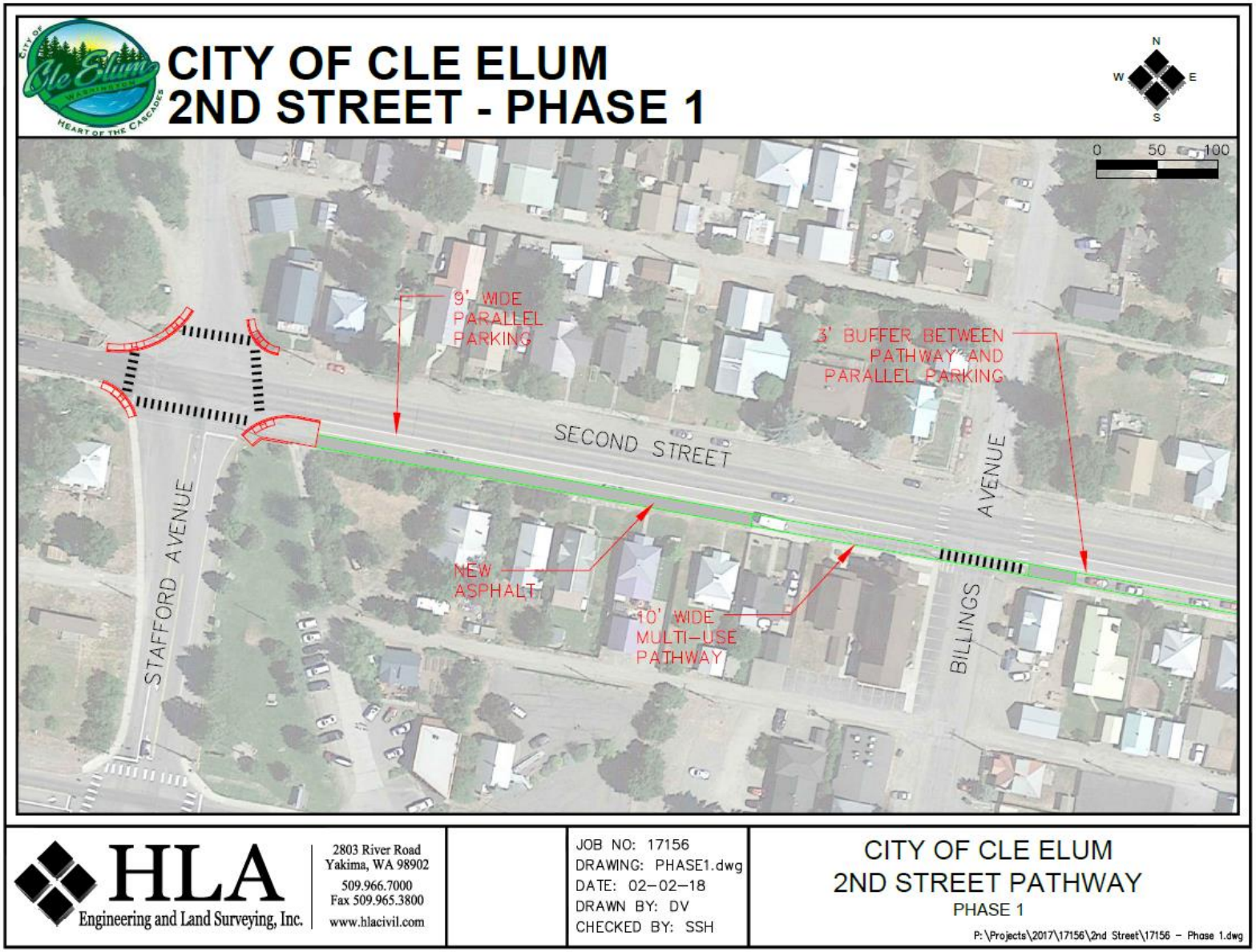
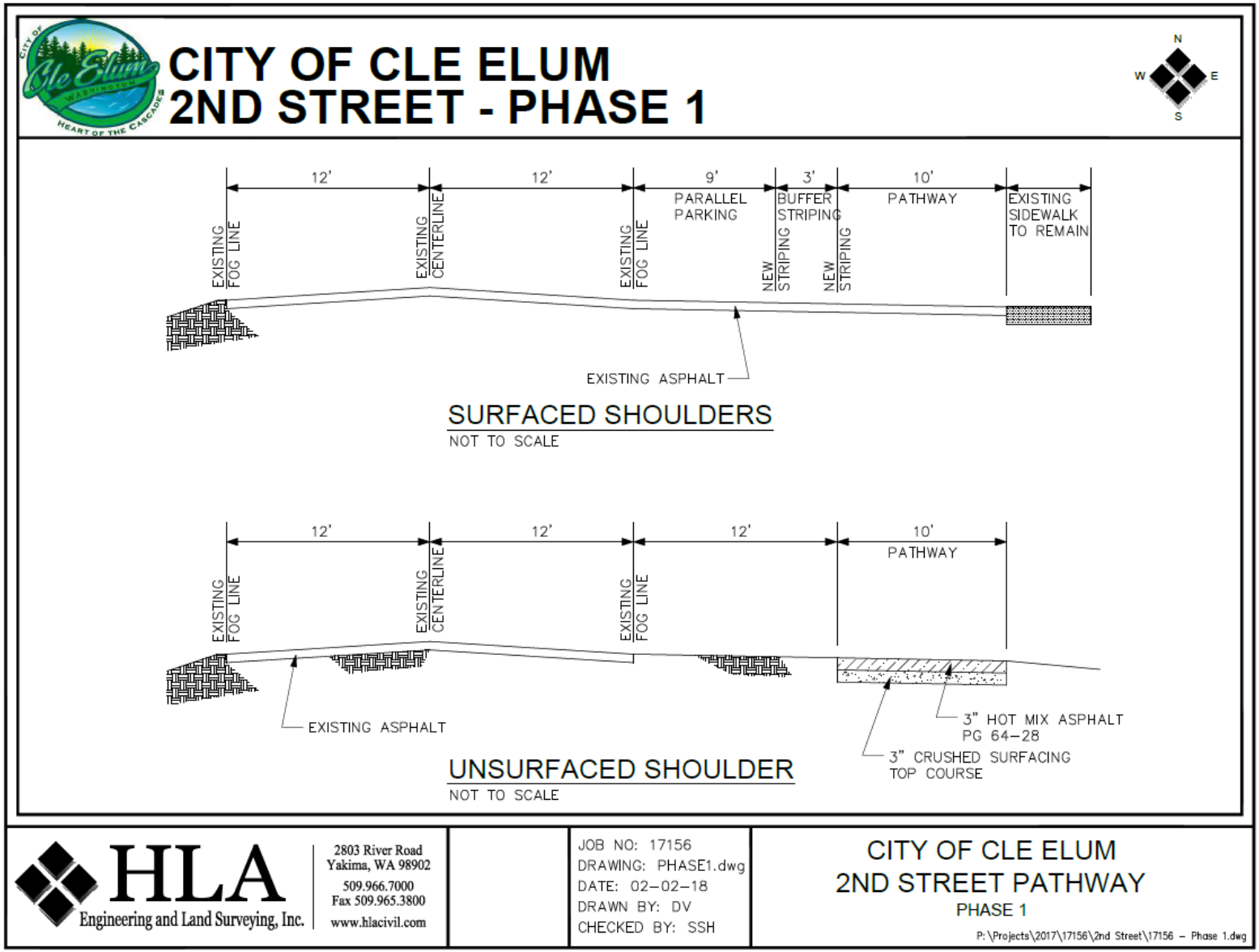


Figure 5. Cle Elum's 2nd Street Phase 1 Section View



CITY OF CLE ELUM

2nd Street Pathway - Phase 2

Engineer's Opinion of Construction Cost

1/24/2018

HLA Project No. 18010G

Item No.	Description	Unit	Unit Cost	Overall Quantity	Overall Cost
1	Minor Change	FA	$10,000.00	1	$10,000.00
2	Mobilization	LS	$10,000.00	1	$10,000.00
3	Project Temporary Traffic Control	LS	$10,000.00	1	$10,000.00
4	Unclassified Exec. Incl. Haul	CY	$40.00	330	$13,200.00
5	Crushed Surfacing Top Course	TON	$40.00	320	$12,800.00
6	HMA Cl. 1/2-Inch PG 64-28	TON	$150.00	350	$52,500.00
7	Bollard	EA	$1,000.00	18	$18,000.00
8	Cement Conc. Traffic Curb and Gutter	LF	$40.00	80	$3,200.00
9	Cement Conc. Curb Ramp	EA	$200.00	3	$600.00
10	Pavement Markings	LS	$3,500.00	1	$3,500.00

	Subtotal	$133,800.00
	Contingency 15%	$20,100.00
Estimated Construction Cost		**$153,900.00**
	Design Engineering 15%	$23,090.00
	Construction Engineering 15%	$23,090.00
Total Estimated Project Cost		**$200,080.00**

Assumptions:

1. 10' Wide HMA Pathway (3" HMA, 3" CSTC)
2. Billings Avenue through Peoh Avenue
3. Does not include replacement or upgrade of utilities
4. Pathway offset from roadway; parking adjacent roadway
5. Existing sidewalk to remain
6. In areas with existing curb and gutter, stripe bike lanes only

Figure 6. Cle Elum's 2nd Street Phase 2 Plan View

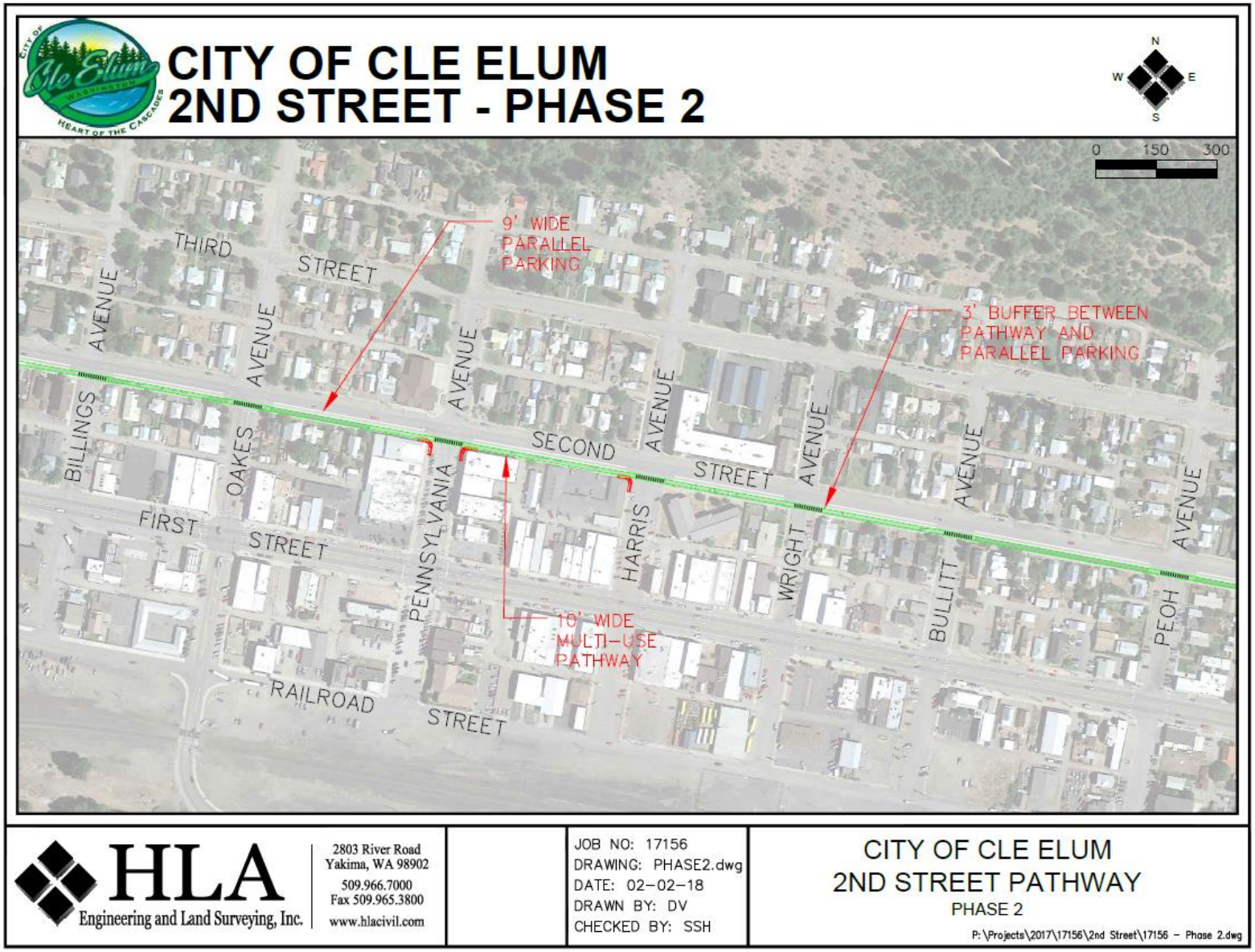


Figure 7a. Cle Elum's 2nd Street Phase 2 Section Views

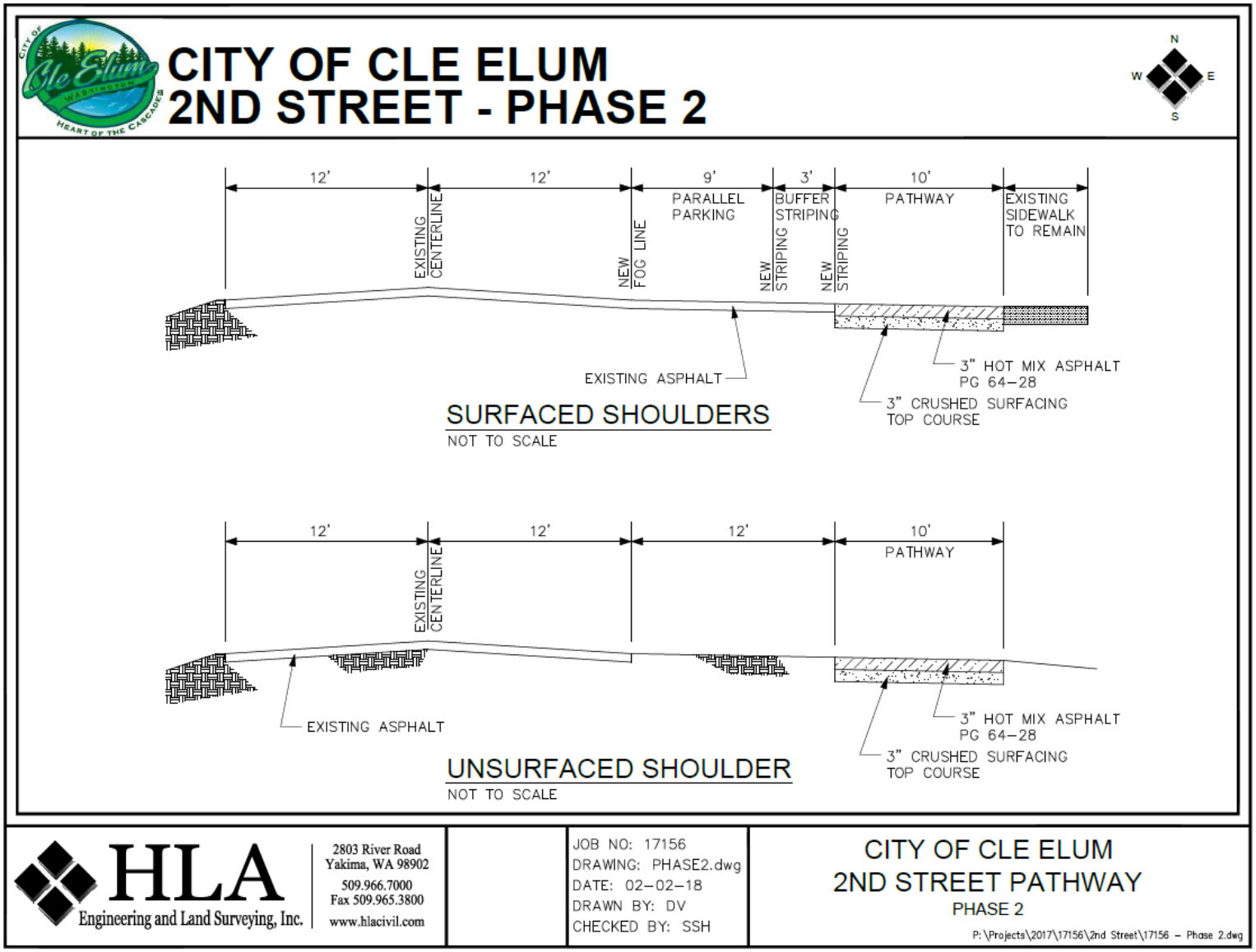
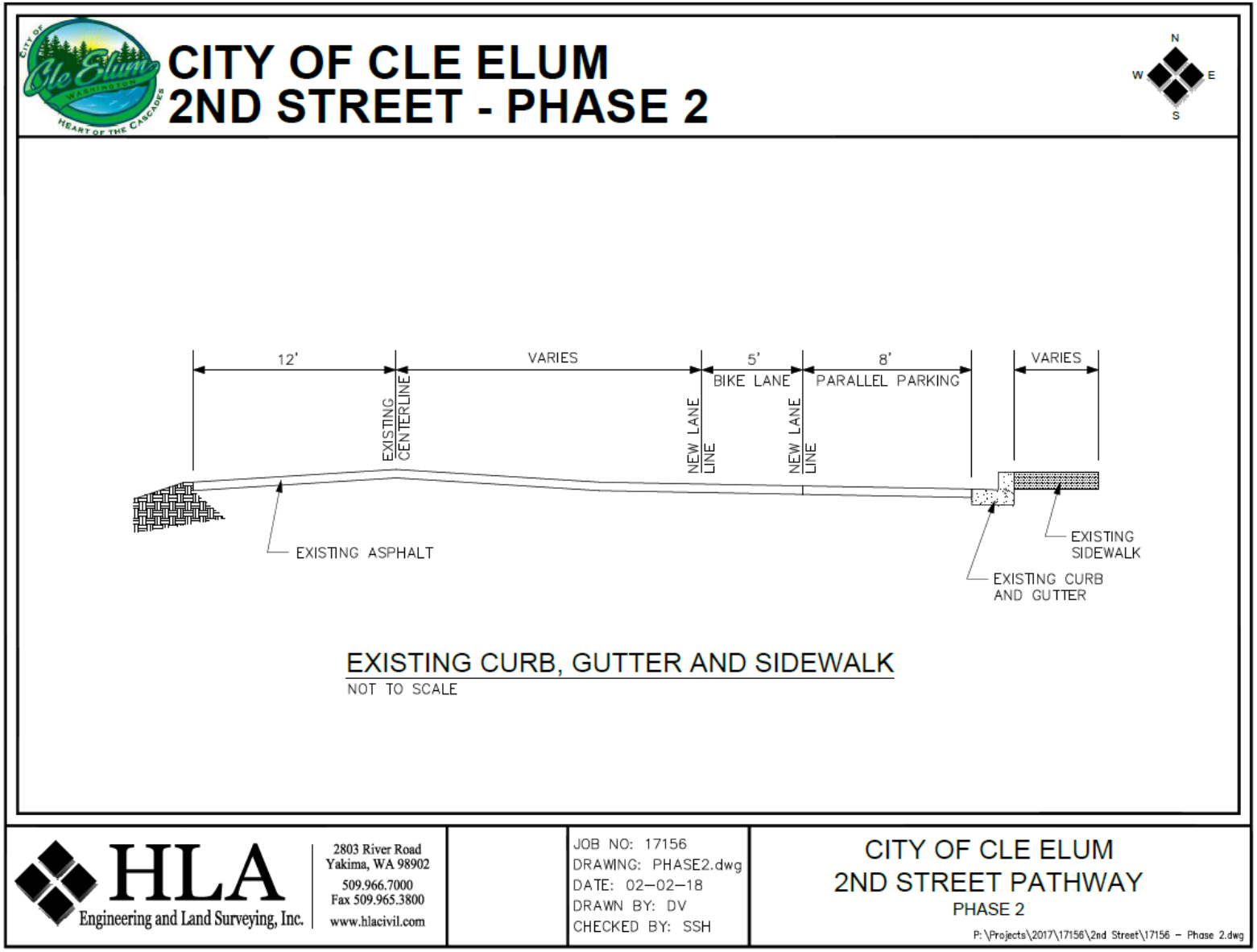


Figure 7b. Cle Elum's 2nd Street Phase 2 Section Views continued



FINANCING

A. Parks and Recreation Facilities and Program Funding

Table 7 identified possible funding sources for future improvements. Seven acronyms were used to indicate federal, state, and Kittitas County funding and are defined in the footnotes below the table.

Table 8 below identifies website locations to explore the funding sources mentioned for parks and recreation projects. Though comprehensive, the table does not list every opportunity.

For some of the grant or funding opportunities, park projects or recreation programs may be included as the primary project or alternatively, park and recreation elements may be incorporated into a larger project. For example, although the WSDOT Safe Routes to School Grants focus on providing funding for routes used by school-aged children and have coverage restrictions on how far a sidewalk is located from a school to be included in another project.

Some of the funding sources listed would require the City of Cle Elum to contribute matching funds to leverage the grants. The links listed in the table are current as of January 6, 2018.

Table 8. Potential Grant or Funding Sources for Parks and Recreation Capital Improvements

Funding Grant or Source	link
Washington Wildlife and Recreation Program	http://www.rco.wa.gov/grants/wwrp.shtml
Non-highway and Off-road Vehicle Programs	http://www.rco.wa.gov/grants/nova.shtml
National Recreational Trails Program	http://www.rco.wa.gov/grants/grants_available.shtml
Surface Transportation Block Grants	https://www.yvcog.org/
State of Washington Transportation Improvement Board	http://www.tib.wa.gov/
United States Department of Agriculture – Rural Development	https://www.rd.usda.gov/wa
Community Development Block Grant	http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/

B. Finance Plan

Proposed funding of the recommended parks and recreation needs and improvements is the continued use of a combination local government, state, regional, federal funding, and private grants and loans. Cle Elum will continue to explore and apply for other state and federal grant funding.

Cle Elum's Six Year Parks and Recreation Capital Improvement Program (CIP) on page 29 shows the fully-funded and planned parks and recreation needs and improvements and their associated financing or potential funding sources for each improvement project.

Appendix A:

2017 Bicycle and Pedestrian Plan

CITY OF CLE ELUM

BICYCLE AND PEDESTRIAN PLAN

Prepared by:

HLA
Engineering and Land Surveying, Inc.

PROJECT NO. 17068E

OCTOBER 2017

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City of Cle Elum

BICYCLE AND PEDESTRIAN PLAN

BACKGROUND

A. Purpose

Improvements such as pedestrian level lighting, crosswalk markings, increasing the width of sidewalks, and narrowing distances between street corners by installing “bulb outs” are designed elements often used to encourage people to opt for walking during daily activities. Likewise, increasing the lane width to accommodate for bicycle use, providing bicycle racks, and designing for reduction in automobile/bicycle traffic conflict at intersections are some ways in which cities and towns encourage people to explore bicycling as a viable alternative to using an automobile.

For over a decade, Cle Elum has planned and designed bicycle and pedestrian improvements to make areas in the City safer and friendlier for non-motorized transportation options. The improvements are illustrated on Figure 1. This figure was included as part of a 2017 Complete Streets grant package that Cle Elum created to secure funding for developing this Plan and showcases the commitment the City has maintained for improving mobility since 2003. The City was successful in obtaining the grant and has dedicated a portion of the funding to producing a single document that communicates Cle Elum’s existing and planned bicycle and pedestrian transportation systems.

This document explores:

- the surge for embracing non-motorized transportation options in state, county, and local government;
- the current conditions of Cle Elum’s bicycle and pedestrian systems;
- the gaps and missing links preventing a connective system in initial priority bicycle and pedestrian corridors; and
- the strategies to actualize the community vision for each priority corridor.

Completing Cle Elum’s Bicycle and Pedestrian Plan by the fall of 2017 allows Cle Elum to apply for funding opportunities during fall and winter of 2017 and beyond. Various funding opportunities that Cle Elum can apply for are included in a Bicycle and Pedestrian Project Funding Potential section at the end of this plan.

FIGURE 1. CLE ELUM'S NON-MOTORIZED IMPROVEMENTS SINCE 2003



B. Bicycle and Pedestrian Planning Encouragement and Consistency

Cle Elum's Bicycle and Pedestrian Plan is designed to be coordinated and consistent with other city, county, state and federal plans. Details in the different levels of comprehensive planning become more specific as the reader moves from federal to state to regional or countywide and finally to local comprehensive planning.

In 2008, the State of Washington published the Washington State Bicycle Facilities and Pedestrian Walkways Plan 2008 – 2027. The concept of promoting and maintaining a larger transportation system that explored options other than an automobile on a paved road was formally introduced to the citizens of Washington State. The federally mandated State Plan discussed trends and acknowledged the potential for reducing congestion and improving connections, although bicycle and pedestrian projects were largely unfunded at the time.

Within eight years, the regional transportation plan for the counties of Adams, Grant, Kittitas, and Lincoln known as the Quad County Regional Transportation Plan 2017-2037 had incorporated bicycle and pedestrian transportation to the extent that non-motorized transportation options are discussed throughout the document, and the funding available to address bicycle and pedestrian needs covers half of the sources identified.

Likewise, although the City's Comprehensive Plan has summary detail in the main body, even more specific information is contained in this Bicycle and Pedestrian Plan. Because this Bicycle and Pedestrian Plan precedes the City's Comprehensive Plan update due June 30, 2019, this Plan may be included in the Cle Elum Comprehensive Plan as an appendix.

The majority of this document concentrates on current and planned bicycle and pedestrian facilities within the Cle Elum city limits, although there is mention and indications on the associated lists and maps of more regional trails and systems. For example, there is reference to and some detailed information about the bicycle and pedestrian connections between the City of Cle Elum transportation system and both the John Wayne Pioneer Trail and Coal Mines Trail.

In recent legislation, the Washington State Department of Transportation and local governments have been encouraged to consider all users in transportation related projects. The concepts included in the legislation are termed "Complete Streets." Cle Elum embraced the Complete Streets concepts and in 2016, the City adopted Ordinance No. 1455 and amended by ordinance 1469 establishing Cle Elum municipal code 10.40 relating to Complete Streets policy. This progressive movement has opened additional state funding to the community.

The notion of reestablishing a walkable and bikeable community that fosters mobility in harmony with the motoring public has gained momentum. On October 10, 2017, the City of Cle Elum adopted the Cle Elum Bicycle and Pedestrian Plan. The collaborative effort between City staff and Cle Elum citizens has been vital in capturing the desired vision of future non-motorized mobility in this community.

The majority of this document concentrates on current and planned bicycle and pedestrian facilities within Cle Elum's city limits. A larger area map is of other regional trails and systems is provided to help the reader understand how the system in Cle Elum ties into nearby bicycling and pedestrian opportunities.

C. Using an Example to Illustrate Planning Steps

In this section, a simple example is used to illustrate the process Cle Elum will use in planning a priority corridor. The example shows how a community:

- identified and defined commonly used corridors;
- evaluated the conditions of a priority corridor;
- determined the vision for the priority corridor;
- decided which strategies to use to accomplish the projects in the corridor; and
- set a timeline to complete the work.

Example:

After the Pleasantville planning staff conducted a "there/not there" assessment of the City's sidewalks, a public meeting was held at the library to share the resulting map with the community. The community was asked to draw corridors they use connecting two different types of activities together.

Three different themes were introduced to engage the audience. At three separate drawing stations in the library, staff asked attendees to draw pathways between any two activities that would encourage or promote: 1) "people of all ages and abilities to get out and play," 2) "walk and roll to work," and 3) "stroll and shop locally Friday - explore downtown shopping."

From the sketching exercise, a ten-block walking corridor between City Park and a grocery store/restaurant area emerged as the top priority. Other corridors were identified as well, but this corridor embraced the idea of encouraging families to make use of a city park and allow the family to make the most of a day of activities by taking advantage of a walking excursion along the avenue of local merchants to the grocery store or nearby restaurants for refreshments.

Staff then completed a detailed assessment of the conditions of the pedestrian facilities in the corridor:

- *sidewalks in the corridor were evaluated for existing conditions (six and one-half of the ten blocks of sidewalk are eight years-old and in good condition);*
- *missing segments of sidewalks were recorded (three and one-half of the ten blocks of sidewalks do not exist and ADA ramps are missing at all but four corners);*
- *records for collisions between pedestrians, bicyclists, and automobiles would be researched (of the nine intersection crossings in the corridor, only two are at traffic signals and there have been no pedestrian/auto, pedestrian/bicycle, or bicycle/auto collisions); and*
- *the ability to cross streets at corners in the corridor would be evaluated (it was noted that pedestrians avoid crossing one of the non-signalized intersections necessary to access the grocery store/restaurant area due to high speeds and wide lanes on the arterial).*

Next, staff advertised and set up a table at the weekend farmer's market to gather opinion about what the "vision of the corridor" should be. Staff had photos of the entire corridor at the pedestrian's level of perspective. Citizens were asked to look at a variety of photos and drawings to vote for a preferred look and feel of each segment. When finished putting together the entire corridor of pictures and sketches, each participant had the opportunity to add their vision to a wall for others to view.

For example, one current photo showed a busy intersection with a signal. Two optional photos were photoshopped to show: 1) a pedestrian activated light strip in the road with a blinking sign, and 2) the corners treated with bulb-outs and a pedestrian friendly median.

The public participants and City staff agreed building a continuous and complete sidewalk system on one side of the corridor made sense. Additionally, participants expressed the sidewalks should accommodate people of all ages and abilities, traffic should be slowed at places where pedestrians cross the streets, and citizens and visitors using the corridor should have shade and places to rest.

Due to recent work on Pleasantville's Municipal Code, City staff was able to identify planning and funding strategies for sidewalk projects. The City also had involved citizens that could share the vision and actively build support for completing the corridor they envisioned.

Private businesses, private/public coalitions, and special interest groups existed that shouldered some of the efforts to start or maintain momentum of bicycle and pedestrian activities. Schools and the City joined together to target safe school routes and pursue grant funding available at state and federal levels. An economic development association, determined to focus on a core business corridor, actively promoted the idea of a walkable business boulevard.

City staff narrowed the vision to the one corridor treatment that received the most votes. Staff then explored the cost for each segment in the corridor and separated the entire corridor into four phases for ease of seeking funding. Each of the four segments went through the public process of being added as a planned project in Pleasantville's 6-year transportation improvement program.

The example illustrated above is not meant to only identify one corridor in Cle Elum. The identification of the City's corridors was initiated in June 2017 and will be an ongoing effort with the City planning staff and the community.

The rest of this Plan will: define Cle Elum's Complete Streets philosophy, record existing conditions, establish Cle Elum's initial priority bicycle and pedestrian corridor concepts, pair strategies with implementation, and capture the City's plan to measure success.

PLAN VISION

Mobility and safety are two words often found in vision statements because these words help communities envision and communicate a sense of place that is inviting, exciting, safe, and welcoming. Terms expressing ease of movement and options for a variety of transportation choices are often included in a vision statement because freedom and comfort of movement within a community deepens a positive sense of place. Connectedness to the greater environment with other nearby communities' recreation or business relieves a sense of isolation and increases a sense of opportunity and attractiveness.

The Complete Streets philosophy for Cle Elum has been stated as:

> *"Safely accommodating a variety of transportation modes for citizens and tourists of all ages and abilities has been a priority of the City."*

This plan will identify projects, programs, and efforts being planned in the short-term (one to six years), in the mid-term (seven to fifteen years), and in the long-term (fifteen to twenty-five years). The information in this plan may be used to inform County and Regional plans that are developed in the next two to three years.

EXISTING CONDITIONS

A. Existing Conditions for Bicycle Accommodations in Cle Elum

Figure 2. maps where current characteristics of the City streets accommodate bicycle traffic according to Municipal Code and Complete Streets Ordinance, though assessment of each of the streets on Figure 2. is beyond the scope of this Plan. Instead, a prioritized corridor approach was followed.

One bicycle corridor was identified by City staff and received a substantial amount of concurrence from Cle Elum's citizens during outreach efforts in July and August 2017. A concept was developed for defining the corridor, an approach for creating distinct segments of the corridor for planning purposes was employed, and an initial project on the priority corridor is recommended later in the **Strategies and Implementation** section of this Plan.

B. Existing Conditions for Pedestrian Accommodations in Cle Elum

Figure 2. also maps where sidewalk facilities exist throughout the City and where there are no sidewalks. Assessment of each of the sidewalks on Figure 2. is beyond the scope of this Plan. Instead, a prioritized corridor approach was initiated. Although the initial pedestrian corridor proposed by staff in a month-long survey wasn't highly supported, the amount and quality of public comment received allowed City staff to understand the desired amenities to include and the general area to locate pedestrian focus.

At this time, a downtown focus planning effort to encourage and promote revitalization is underway in Cle Elum. The support for that focus was evidenced in the comments received during the public outreach for this Plan. City staff have developed a recommended scope for a proposed pedestrian corridor that aligns with the concepts adopted in the Cle Elum Downtown Revitalization effort. The brochure developed for the *City of Cle Elum Downtown Revitalization Planning 1st Street Concept* is included in Appendix C. The recommended multi-use project scope, location for the project, and necessary project details are included in the **Strategies and Implementation** section of this Plan.

C. Bicycle and Pedestrian Trails in the Vicinity of Cle Elum

Cle Elum is in close proximity to other regional trail systems as shown on Figure 3. This plan explores how to begin a process to connect downtown Cle Elum to nearby trail systems.

The results of the public outreach for identifying a connecting corridor from Cle Elum to one of the regional trails near the City is included in Appendix B. Overwhelmingly, responses identified that Cle Elum citizens would prefer to concentrate on connecting its community to the John Wayne Pioneer / Iron Horse Trail south of Cle Elum.

Because this connection will require multi-jurisdictional and multi-agency coordination, the **Strategies and Implementation** section explores the needed partners and stakeholders to move this Connecting Corridor forward.

FIGURE 2. CLE ELUM'S EXISTING CONDITIONS - NON-MOTORIZED

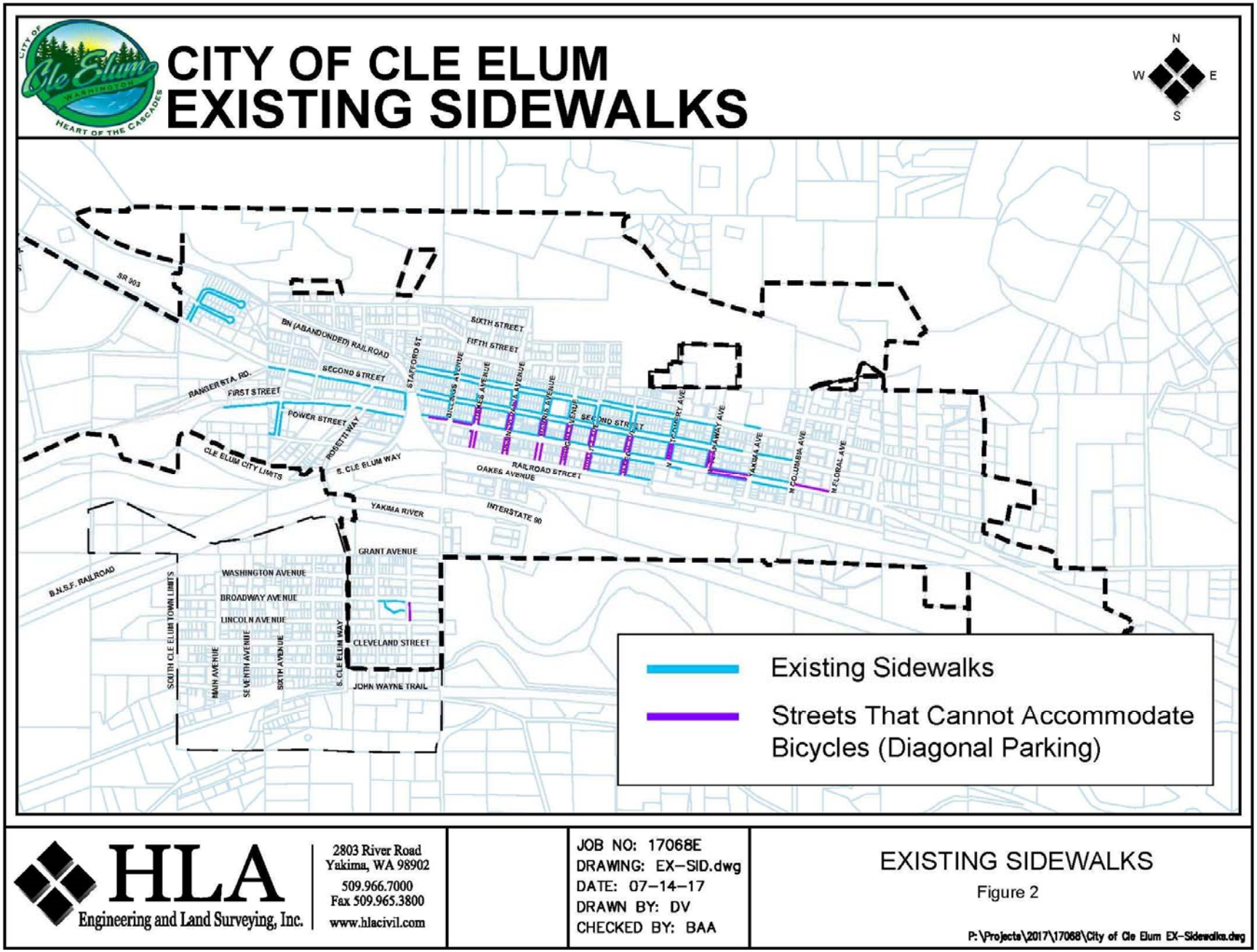


FIGURE 3. REGIONAL TRAILS IN PROXIMITY TO CLE ELUM

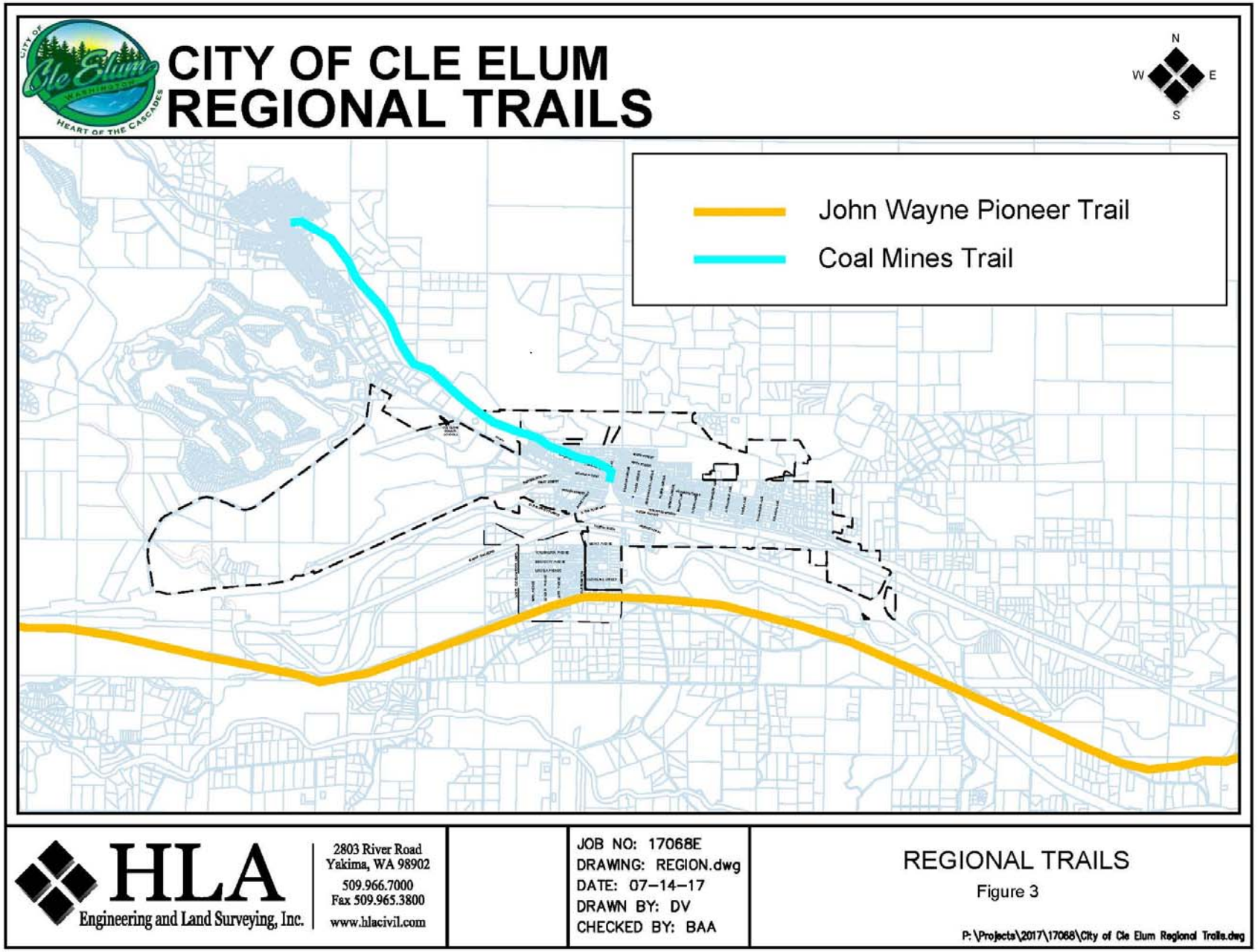
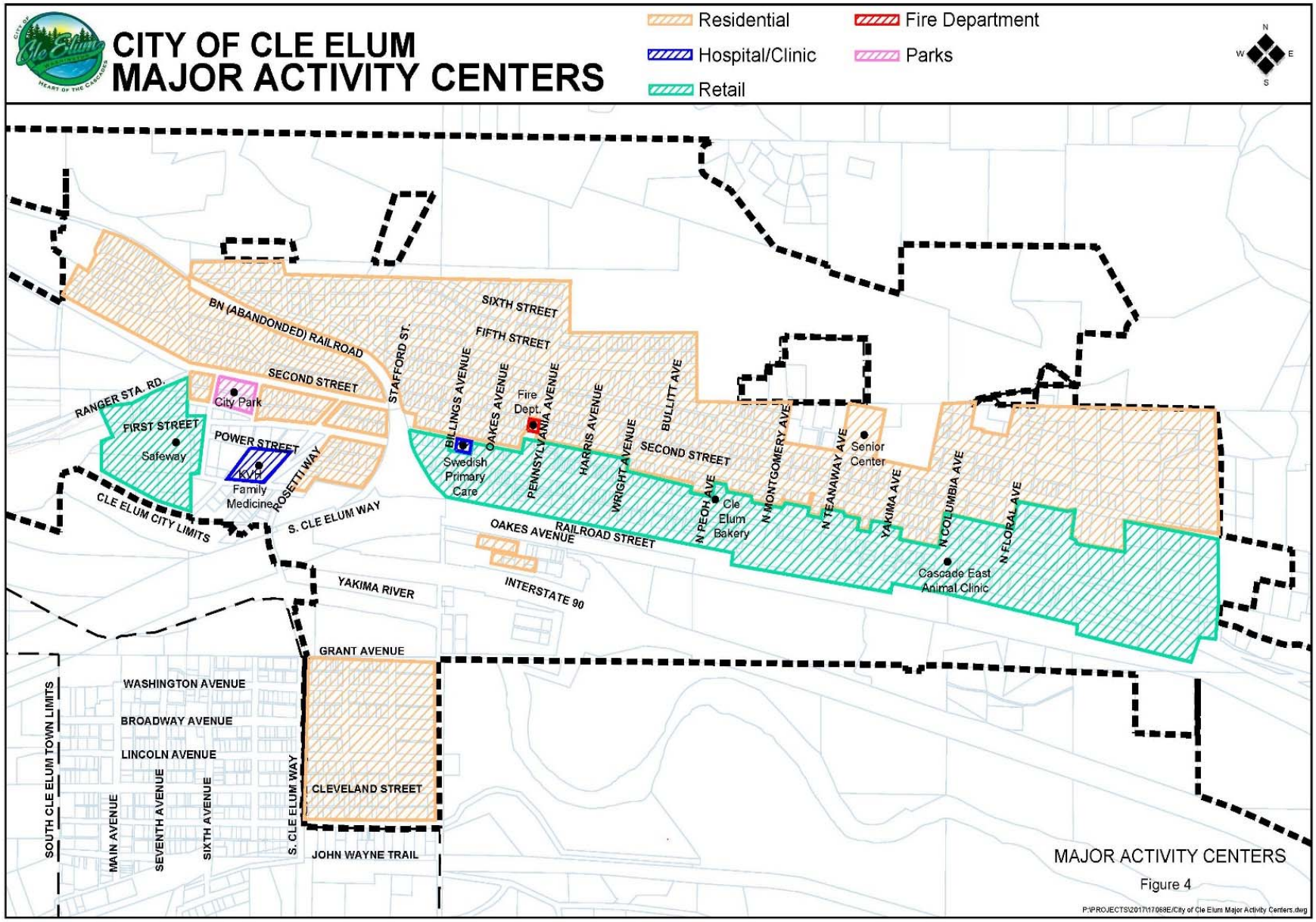


FIGURE 4. CLE ELUM'S MAJOR ACTIVITY CENTERS



IDENTIFYING PRIORITY CORRIDORS

A. Identifying Priority Bicycle and Pedestrian Corridors

1. Major Activity Centers

Figure 4., on the preceding page, illustrates major activity centers near the downtown core and along arterials in Cle Elum. In order to provide a starting place for community discussion, City staff chose one pedestrian and one bicycle corridor with the intent of identifying routes the community already uses or may need to make connections between appropriate major activity areas. City staff also identified three local and regional trails for potential connection to the downtown area, and included them as choices in an online survey.

Because of recent success with outreach for planning using the SurveyMonkey tool, the City chose a community survey as the method to educate the public on the current planning efforts, and to gather public comment on these non-motorized corridors. Notification of the survey was posted on the City's home page on July 18, 2017, online at: http://cityofcleelum.com/city-services/administrative-services/public-notices/, and on the Cle Elum Facebook page on July 18, 2017, at: https://www.facebook.com/City-of-Cle-Elum-149388615203396/.

The announcements and a blank copy of the survey are included in Appendix A of this Plan. Survey responses and other public comments are included in Appendix B.

2. Six-year Transportation Improvement Program (TIP)

Each year Cle Elum adopts a rolling Six-year Transportation Improvement Program (TIP). The TIP is the City's transportation infrastructure investment program listing all transportation projects that are planned to begin within the next six years. The TIP displays the project description, any planned funding source, the estimated cost of each project phase, the planned year that each phase of the project will obligate the identified funding, and the total cost of the project.

A project may use local funding, funding acquired by accessing state grants, funding acquired by accessing federal grants, or a combination of any of the three. If funding includes federal grant money or one of a few specific state grant resources, the TIP is required to be processed further so it is eventually entered into the State Transportation Improvement Program (STIP).

The Cle Elum TIP is shared with the Regional Transportation Planning Organization (RTPO) for inclusion in the Regional TIP (RTIP). In Cle Elum's case, the TIP is forwarded to Quad County Regional Transportation Organization (QUADCO). QUADCO receives the Cle Elum TIP and combines the TIPs from all cities, towns, and county governments in Adams, Grant, Kittitas, and Lincoln counties, transit agencies that operate in the four counties, and WSDOT projects in those counties into a more comprehensive regional program of projects.

The QUADCO TIP is forwarded to Washington State Department of Transportation (WSDOT). WSDOT collects all Regional TIPs throughout the State, evaluates the fully funded projects for financial feasibility and air quality impacts, and includes all eligible projects into the STIP.

If a transportation project uses federal funding, uses special state funding, or is determined to be "Regionally Significant," the project must be included in the STIP prior to receiving the funding.

Although the Cle Elum TIP, QUADCO's RTIP, and WSDOT's STIP are developed once per year, WSDOT provides monthly amendment opportunities from January through October to add, remove, or adjust projects in the STIP.

There are currently no specific bicycle or pedestrian projects in the 2017-2022 Cle Elum Six-year TIP. Combining the downtown revitalization planning and the corridor prioritization efforts involved with creating this document, City staff incorporated future bicycle and pedestrian projects into the 2018-2023 TIP, adopted by City Council on June 27, 2017.

Table 1 is a partial listing from Cle Elum's 2018-2023 TIP presenting the six, planned bicycle and pedestrian-related projects proposed for the program beginning on January 1, 2018.

TABLE 1. TRANSPORTATION IMPROVEMENT PROGRAM, CITY OF CLE ELUM, 2018 TO 2023

Priority Number	Project Title	Street	Functional Class	Length (miles)	Start Year	Improvements Needed	Estimated Cost	Funding Source
12	South Cle Elum Way Pathway	Railroad Street to Bridge			2019	Construct multi-use pathway.	$110,000	TIB
13	Downtown Revitalization	Billings Avenue to Peoh Avenue	Collector (sections of 2nd Street, 1st Street, North Oaks Avenue, and North Pennsylvania Avenue	0.520	2019	Reconstruct existing sidewalks by removal of existing sidewalk, and curb and gutter. Construct new widened area, new curb and gutter, sidewalks, illumination, landscaping, and amenities.	$6,000,000	CDBG TIB
14	Railroad Street Resurfacing	Harris Avenue to Peoh Avenue	Local Access	0.230	2020	Grind and overlay asphalt surface, pavement markings, update sidewalk ramps to ADA standards.	$167,000	TIB
15	SR903 and Stafford Street Sidewalk Improvements				2018	Construct curb and gutter, sidewalk, and ADA ramps.	$105,000	TIB
16	2nd Street Pathway – Phase 1	Stafford Avenue to Peoh Avenue	Collector	0.630	2021	Construct multi-use pathway adjacent to roadway.	$270,000	TIB
17	2nd Street Pathway – Phase 2	Peoh Avenue to Short Avenue	Local Access	0.700	2022	Construct multi-use pathway adjacent to roadway.	$295,000	TIB

Upon adoption of this Plan, it is anticipated that Cle Elum will amend the 2018-2023 TIP with the recommended bicycle, pedestrian, and regional trail connection projects identified as planned projects.

3. Collision/Safety Analysis

Washington State Department of Transportation maintains collision data for roadways in the state. In June, Cle Elum received collision data from WSDOT covering the period of 01/01/2012 through 12/31/2016. This source of safety data is often referenced in reports and used as evaluation criteria for state and federal grants.

For the five-year period noted, eight of the 147 reported collisions in Cle Elum occurred on 2nd Street. Of those eight, two involved bicyclists and one involved a pedestrian, none involved fatalities, and all reported possible injuries.

Other collision statistics that may be of interest for non-motorized planning considerations on or adjacent to the 2nd Street corridor, include:

- All collisions happened between March and October.
- All collisions happened on dry roadway surface conditions and during clear or partly cloudy weather.
- Six of the eight collisions happened at intersections and during daylight hours.
- All collisions involved a vehicle.

Interestingly, responses to Questions 2 and 4 of the online survey (Appendix B) complement the collision data findings. Respondents' top four choices, when asked to choose from a list of desired options that should be part of a completed bicycle or pedestrian corridor, were:

<u>Bicycle Corridor</u>

1) Designated bicycle striping and signing (62.61%)
2) Some separation from automobile traveling lanes (58.26%)
3) Connections from the City route to nearby regional trails (54.78%)
4) Unobstructed riding surface: no obstacles such as parked cars, bus stops, trash receptacles, etc. (43.48%)

<u>Pedestrian Corridor</u>

1) Walking path with some separation from automobile travel lanes (56.45%)
2) Pedestrian-friendly corner crossings (46.77%)
3) Connections to downtown (45.97%)
4) Connections to nearby regional trails (41.94%)

A comment box, Question 7, was included at the end of the survey to capture public response not easily communicated through the multiple-choice answer format of the online survey. Public comment was also received on the City's Facebook page. All comments are included in Appendix B of this document.

The comments originally received during the public outreach made a substantial change to the pedestrian corridor selected and evaluated by City staff. Because of the quantity and quality of the public responses, the resulting priority bicycle and pedestrian corridors were combined into a multi-use pathway, and the initial project was selected in part from the existing Six-year Transportation Program, aligning with the current concepts being promoted in the Downtown Revitalization efforts.

STRATEGIES AND IMPLEMENTATION

A. Identifying Bicycle and Pedestrian Projects in Priority Corridor

Because the initial pedestrian route did not receive favorable responses as the priority corridor (average sliding scale indication of 45 on a scale of 0-100, 0 = unfavorable, 100 = most favorable), staff explored the multiple comments and researched which non-motorized projects have already been illustrated in the City's TIP.

From the online survey, 2nd Street was identified and confirmed as a preferred bicycle corridor. Staff recommends that the 2nd Street corridor be developed as a multi-use corridor accommodating all non-motorized modes of travel. This conclusion was derived from the following:

- Both the pedestrian and bicycle responses indicated respondents desired a separated path from automobile travel lanes.
- Crash data from WSDOT shows that there are bicycle and pedestrian conflicts with automobiles in Cle Elum, specifically on 2nd Street.
- There is ample space on the south side of 2nd Street throughout the preferred bicycle corridor to accommodate a separated multi-use pathway and still offer on-street parking.
- The existing sidewalk facilities on 2nd Street do not meet ADA requirements and would need to be addressed any time the roadway was resurfaced or reconstructed or during sidewalk-specific reconstruction projects.
- The Coal Mines Trail intersects 2nd Street at Stafford Street and continues through Flag Pole Park. The 2nd Street multi-use pathway could make a logical connection to the established trail at an improved ADA compliant intersection.
- A number of project concepts for multi-use pathways have been identified in the 2018-2023 Transportation Improvement Program including a pathway on 2nd Street from Stafford Street to Peoh Avenue.
- Funding for non-motorized transportation projects includes sources that concentrate on recreation and on commuting. The location and uses of this pathway alignment would meet both criteria.
- Written public comment encouraged maintenance and focus on 2nd Street and 3rd Street specifically.
- Although budgetary cost estimates have been performed to give an illustrative concept of the costs involved in constructing pedestrian-friendly intersections for people of all abilities, the design details can be further explored through the extensive public process involved with the ongoing Downtown Revitalization effort.

Table 2. presents the initial phases of breaking the long, multi-use corridor into smaller sections. The most detail, though still preliminary in nature, is used to identify an initial bicycle and pedestrian project to kick-off the development of the 2nd Street corridor.

TABLE 2. CITY OF CLE ELUM, INITIAL PROJECT PRIORITY CORRIDOR – ESTIMATE OF INITIAL PROJECT

Project Title	Location	Start Year	Improvements Needed	Estimated Cost (2017)	Funding Source
2nd Street: Multi-use Path – Phase 1	Stafford Street Intersection through Billings Avenue Intersection	2018-2019	Construct ADA compliant intersections and crosswalks at Stafford Street and 2nd Street intersection and Billings Avenue and 2nd Street intersection. Remove partial concrete sidewalk on south side of roadway. Construct new ADA compliant, multi-use path between roadway and property frontages where asphalt is not present. Stripe on existing asphalt to continue pathway between intersections. Modify vehicle barriers to smoothly intersect Coal Mines Trail through Flag Pole Park.	Construction Material: $115,000 Design: $20,000 Construction Services: $20,000 Total: $155, 000	TIB
2nd Street: Multi-use Path – Phase 2	East of Billings Avenue through North Peoh Avenue Intersection	2020-2021	Construct ADA compliant intersections and crosswalks on 2nd Street at: North Oakes Avenue, North Pennsylvania Avenue, North Harris Avenue, North Wright Avenue, Bullitt Avenue and North Peoh intersections. Construct new ADA compliant, multi-use path between roadway and property frontages where asphalt not present. Stripe pathway on existing asphalt if present to continue pathway between intersections.	Recommend: prepare cost estimates through or in alignment with Downtown Revitalization efforts.	TIB
2nd Street: Multi-use Path – Phase 3	East of North Peoh Avenue through North Columbia Avenue Intersection	2022-2023	Construct ADA compliant intersection and crosswalks on 2nd Street at: North Peoh Avenue, North Montgomery Avenue, North Teanaway Avenue and Columbia Avenue intersections. Construct new ADA compliant, multi-use path between roadway and property frontages where asphalt not present. Stripe pathway on existing asphalt if present to continue pathway between intersections.	Recommend: prepare cost estimates through or in alignment with Downtown Revitalization efforts.	TIB

B. Identifying Priority Bicycle and Pedestrian Connector Corridor to Regional Trails

Responses to the online survey identified that Cle Elum citizens would prefer to concentrate on connecting its community to the John Wayne Pioneer / Iron Horse Trail south of Cle Elum. Of the three local and regional trails identified in the survey, extending the Coal Mines Trail south to the John Wayne Pioneer / Iron Horse Trail was chosen by 63.9% of the respondents as their top connection priority.

The Coal Mines Trail, as discussed earlier, terminates at 2nd Street and Stafford Street across from Flag Pole Park. There are geographical and jurisdictional challenges of extending the Coal Mines Trail from Cle Elum's jurisdiction, south across the I-90 Interstate, over active railroad tracks, over the Yakima River bridge, through Kittitas County's and South Cle Elum's jurisdictions, and ultimately connecting with the John Wayne Pioneer / Iron Horse Trail.

There is one crossing of I-90 between Cle Elum and South Cle Elum. North Stafford Street becomes South Cle Elum Way, south of 1st Street in Cle Elum. South Cle Elum Way is a Major

Collector road traversing under I-90 and over the Yakima River. The roadway continues through the Town of South Cle Elum and becomes a Minor Collector road named Lower Peoh Point Road as it exits the Town of South Cle Elum and enters Kittitas County. This road already intersects the John Wayne Pioneer / Iron Horse Trail and may be the most convenient alignment for the multi-use connecting trail the community desires. Currently, the road is a two-lane, tree lined, curvy road with narrow shoulders. Most intersections are not controlled with traffic lights or stop signs.

Sidewalks in the City of Cle Elum exist sporadically along North Stafford Street north of 1st Street. Sidewalks do not exist between West Railroad Street and the bridge crossing over the Yakima River. Once over the Yakima River, sidewalks are not present through the rest of this identified corridor where South Cle Elum Way intersects with the John Wayne Pioneer / Iron Horse Trail. Sidewalk does exist on one side of the bridge deck over the Yakima River on South Cle Elum Way, but it is only three feet wide and is not separated from vehicular traffic and may be inaccessible during snow events.

Strong and extensive partnerships will be key to making this corridor connection a reality. There are strong advocates for making connections between national, regional, and local trails and models of success to follow as property owners are identified and join with governmental, agency, and association partners for this effort.

The first step in bringing the planning partners together would be to determine a champion for the effort from the City of Cle Elum. A partial list of potential partners may be: Washington State Departments of Transportation, Parks, Natural Resources, Recreation and Conservation; Kittitas County Aging and Long-term Care, Kittitas Public Health, Conference of Governments, Chamber of Commerce; QUADCO; U.S. Fish and Wildlife Service; various associations and commissions such as the Bicycle Alliance of Washington, Washington Bikes, and the John Wayne Pioneer Trail Advisory Committee.

C. Goals and Targets

Goal setting, setting performance targets, and measuring performance are often used to monitor and evaluate the public investment in transportation systems. This approach of setting goals and targets and then measuring results follows federal, state, and regional trends of transparency and accountability in government at all levels.

For Cle Elum's bicycle and pedestrian systems, overall goals may include:

1. Envision, build, and maintain one priority east-west corridor and one priority north-south corridor connecting major activity centers within the City.
2. Provide south and west bicycle and pedestrian connections from downtown Cle Elum to identified nearby John Wayne Pioneer Trail and Coal Mines Trail, respectively.
3. Support at least one community event a year that promotes education for bicycle and pedestrian safety.
4. Seek out state bicycle and pedestrian grants for projects identified in the transportation improvement program.

Deciding what to measure and what is a "good" target is an iterative process and community driven. Some measures are data intensive and complicated. It may take time to gather data to

evaluate for elaborate targets or trends. Alternatively, choosing just a few logical targets for the City of Cle Elum may tell the investment story well.

1. Envision, build, and maintain one priority east-west corridor and one priority north-south corridor connecting major activity centers within the City.
    a. East-West corridor:
        - At least one Priority East-West Corridor identified and placed into the Cle Elum transportation improvement program within one year.
        - Initial East-West Priority Corridor: 25% built in three years; 50% built in six years; 100% built in ten years.
        - Assessment done each spring: 80% of the built corridor should be kept in good repair.
    b. North-South corridor:
        - At least one North-South Priority Corridor identified and placed into the Cle Elum transportation improvement program within two years.
        - Initial North-South Priority Corridor: 10% built in six years; 25% built in ten years; 75% built in fifteen years, 100% built in twenty years.
        - Assessment done each spring: 80% of the built corridor should be kept in good repair.
2. Provide south and west bicycle and pedestrian connections from downtown Cle Elum to identified nearby John Wayne Pioneer Trail and Coal Mines Trail outside the city limits, respectively.
    a. West connection from downtown Cle Elum to Coal Mines Trail
        - Initial West Connection: 50% connection completed in six years; 100% completed in ten years.
    b. South connection from downtown Cle Elum to John Wayne Pioneer Trail
        - Initial South Connection: 25% connection completed in ten years; 100% completed in twenty years.
3. Support at least one community event a year that promotes education for bicycle and pedestrian safety.
4. Seek out state bicycle and pedestrian grants for projects identified in the transportation improvement program.
    a. Seek out annual grants:
        - Track the number of bicycle and pedestrian grants awarded versus the number of grants applied for – target ratio of 15% successfully awarded.
        - Track the dollar value of grants applied for versus the dollar amount of identified unmet need for current year for bicycle and pedestrian projects in the transportation improvement program – target ratio of 60% unmet need for the current year sought through grants.

D. Measuring Success

Measuring the target can be done cyclically. Measurements can be reported annually in a public manner. Visual reporting on an annual basis can be easily accomplished on Cle Elum's website using any one of website dashboard tools such as a pie graph or filled in thermometer. The graphic used to display the goal should show the target and the progress made towards achieving the target.

Reviewing the goals and monitoring progress on an annual basis allows the City to adjust the schedule of projects for unexpected events such as the loss or gain of bicycle and pedestrian funding and will keep the public aware of challenges and successes.

BICYCLE AND PEDESTRIAN PROJECT FUNDING POTENTIAL

Table 3. below identifies a variety of local, state, and federal funding sources available for bicycle and pedestrian projects. Though comprehensive, the table does not list every opportunity.

For some of the grant or funding opportunities, the bicycle and pedestrian projects may be included as the primary project or alternatively, the bicycle and pedestrian elements may be incorporated into a larger project. For example, although the WSDOT Consolidated Public Transportation Grants focus on providing funding for transit-related operations and equipment, partnering with a public transportation provider such as People for People to include bicycle mounting equipment on new or existing busses can be an eligible grant request.

Some of the funding sources listed would require the City of Cle Elum to contribute matching funds to leverage the grants. The links listed in the table are current as of September 1, 2017.

TABLE 3. POTENTIAL GRANT OR FUNDING SOURCES FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

Funding Grant or Source	link
Safe Routes to Schools	https://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/funding.htm
WSDOT Pedestrian and Bicycle Safety Program	https://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm
Washington Wildlife and Recreation Program	http://www.rco.wa.gov/grants/wwrp.shtml
Small City Sidewalk Program	http://www.tib.wa.gov/grants/smallcity/SCSP.cfm
Non-highway and Off-road Vehicle Programs	http://www.rco.wa.gov/grants/nova.shtml
Traffic Safety Grants	http://wtsc.wa.gov/grants
Surface Transportation Block Grants - Set-aside Program	https://www.ezview.wa.gov/site/alias__1898/home/36282/home.aspx
National Recreational Trails Program	http://www.rco.wa.gov/grants/grants_available.shtml
Public Lands Highways Program	https://flh.fhwa.dot.gov/programs/
Surface Transportation Block Grants Program	https://www.ezview.wa.gov/site/alias__1898/home/36282/home.aspx
WSDOT Consolidated Public Transportation Grants	http://www.wsdot.wa.gov/Transit/Grants/
Non-motorized Vehicle Tax	https://www.co.kittitas.wa.us/public-works/construction/planning.aspx
Transportation Improvement Board	http://www.tib.wa.gov/grants/Grants.cfm
Federal Public Lands Access Program	https://flh.fhwa.dot.gov/programs/flap/
Local/Road Improvement Districts (LID or RID)	http://mrsc.org/Home/Explore-Topics/Public-Works/Finance/Local-Improvement-Districts.aspx
Transportation Benefit Districts	http://mrsc.org/Home/Explore-Topics/Finance/Special-Topics/Transportation-Benefit-Districts.aspx
Private Development Fees	http://cityofcleelum.com/wp-content/uploads/2017/03/Planning-Rates-Fees-and-Charges.pdf

Appendix A:

Notifications and Blank Online Survey Tool

Walking Route - Your Priorities

The City of Cle Elum is developing a Bicycle and Pedestrian Plan to guide future non-motorized improvements.

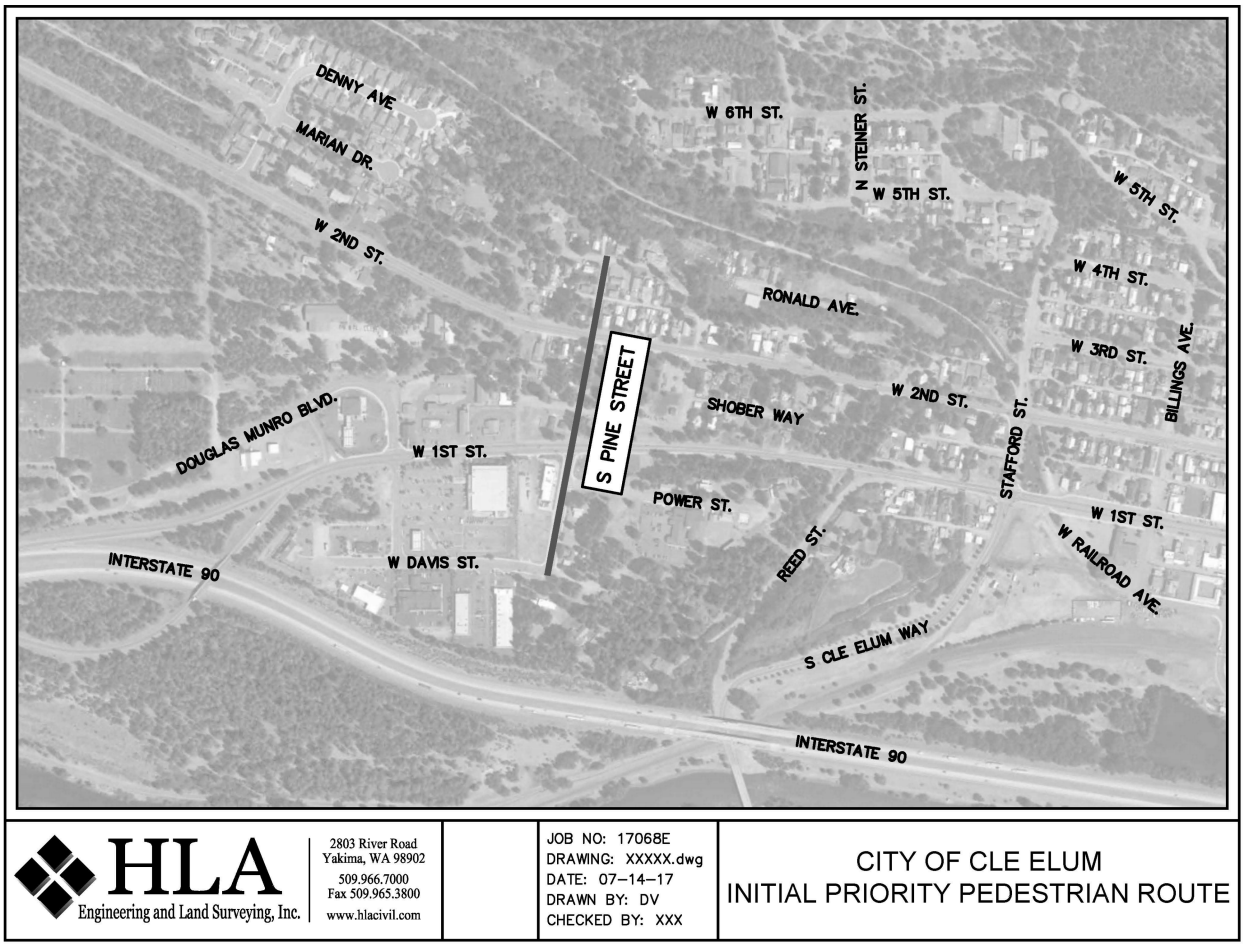
During the development:

- **initial bicycle and pedestrian corridors will be identified,**
- **community will be engaged to create a vision for the corridor,**
- **the corridors will be assessed for current conditions,**
- **improvements will be defined on the corridor, and**
- **potential funding sources will be identified for the improvements.**

A comment box is included at the end of the survey.

Please answer each of the questions about walking route priorities. An initial route has been chosen because it connects a residential area to some of the community's vital services, the City Park, and shopping (hardware store, pharmacy, grocery store, and emergency medical facility).

Proposed Priority Pedestrian Route



* 1. The City of Cle Elum should make this route the top pedestrian priority: pedestrian-related construction and maintenance money should be spent here first. Please move the slider to convey your level of agreement with the statement.

Do Not Agree Strongly Agree

* 2. Choose the top four (4) elements that should be part of this route when completed:

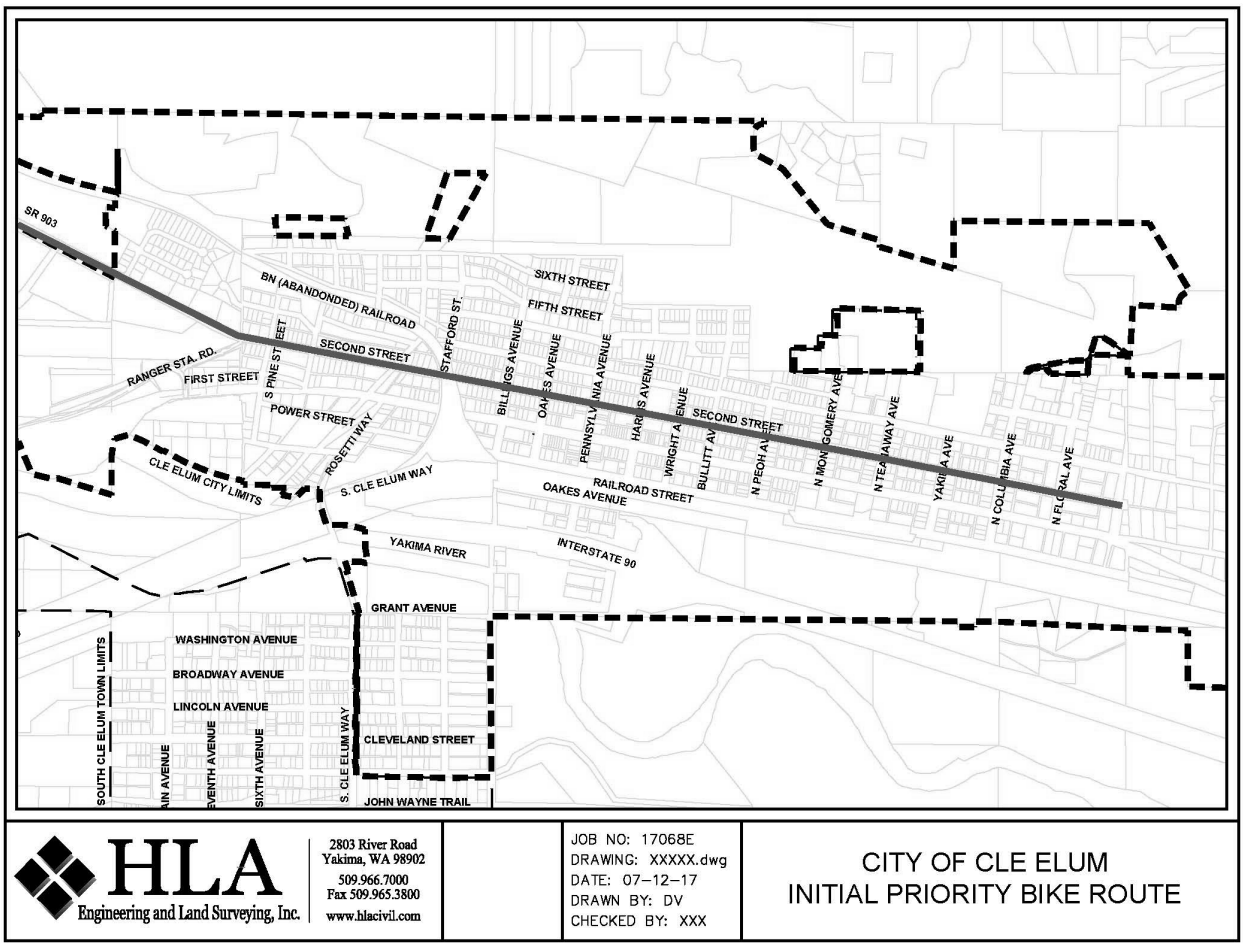
- [x] Unobstructed walking surface; no obstacles such as benches, landscape plantings, trash receptacles, etc.
- [x] Benches for resting.
- [x] Shade trees along the route.
- [x] Walking path with some separation from automobile travel lanes.
- [x] Signs identifying this is a priority pedestrian route.
- [x] Pedestrian-friendly corner crossings.
- [x] Slower vehicular speeds adjacent to the identified route.
- [x] Lighting at the pedestrian level.
- [x] Trash receptacles.
- [x] Landscape plantings or decorative treatments.
- [x] Connections to downtown.
- [x] Connections to nearby regional trails.

Bicycle Route - Your Priorities

Please answer each of the questions about bicycling route priorities.

This route is presented because it connects the entryway commercial area in the west side of town to the downtown commercial district and provides a commuting and shopping route for residents of the City of Cle Elum.

Proposed Priority Bicycle Route



* 3. The City of Cle Elum should make this route the top bicycling priority: bicycling-related construction and maintenance money should be spent here first. Please move the slider to convey your level of agreement with the statement.

Do Not Agree — Strongly Agree

* 4. Choose the top four (4) bicycle elements that should be part of this route when completed:

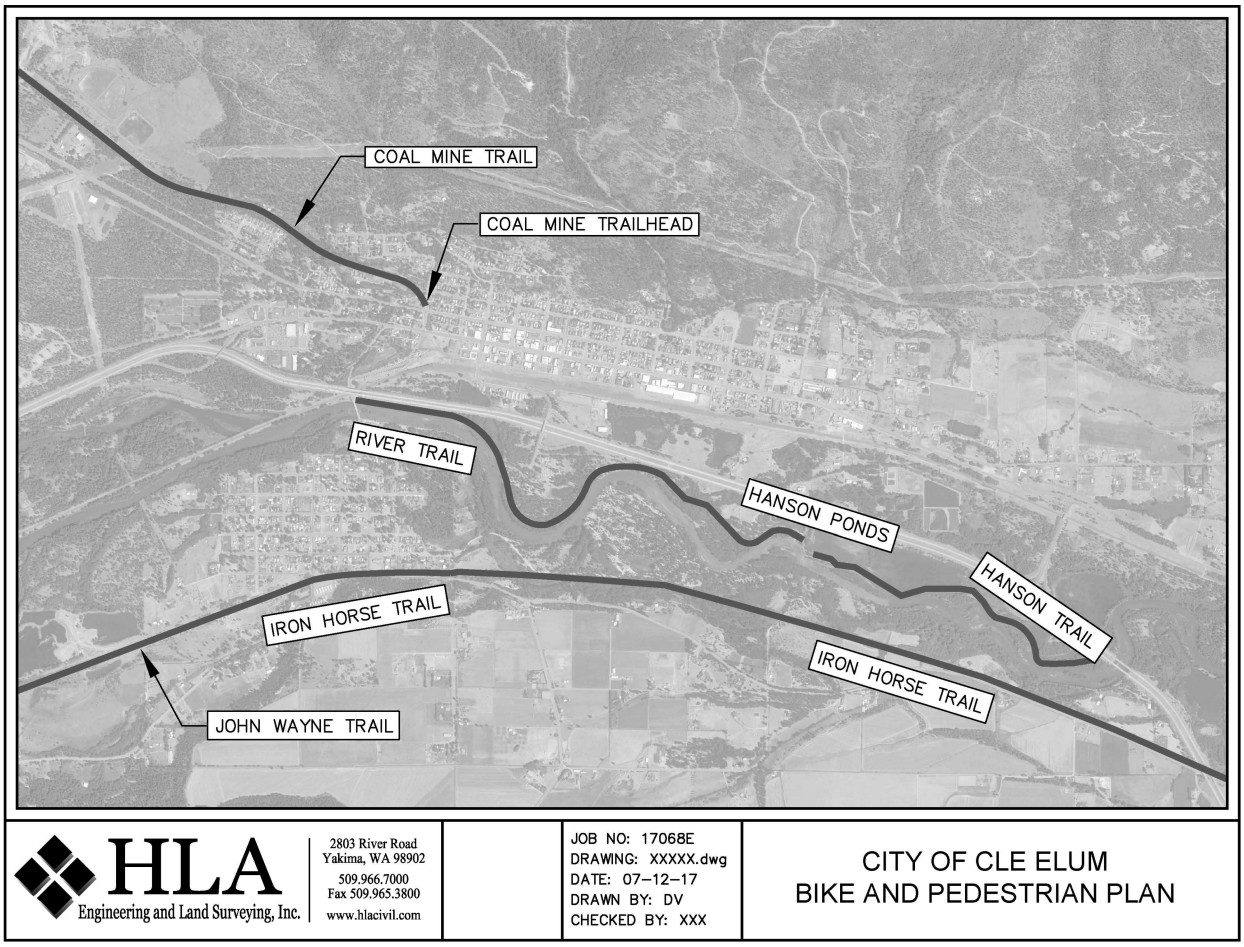
- [ ] Unobstructed riding surface: no obstacles such as parked cars, bus stops, trash receptacles, etc.
- [ ] Designated bicycle striping and signing.
- [ ] Shade trees along the route.
- [ ] Some separation from automobile travel lanes.
- [ ] Some separation from pedestrian walking paths.
- [ ] Bicyclist-friendly corner crossings.
- [ ] Slower vehicular speeds adjacent to the identified route.
- [ ] Lighting at the pedestrian level.
- [ ] Bike racks.
- [ ] Nearby landscape plantings or decorative treatments.
- [ ] Connections from the City route to nearby regional trails.

Connections to Regional Trails - Your Priorities

Please answer the questions about whether or which connections should be made between the City of Cle Elum walking and bicycling routes to nearby regional trails.

This map shows the nearby regional trails close to Cle Elum.

Various Regional Trails to Connect to in or near Cle Elum



* 5. The City of Cle Elum should make progress towards connecting with this regional trail the top connection priority: bicycle-related and pedestrian-related construction and maintenance money should be spent here first:

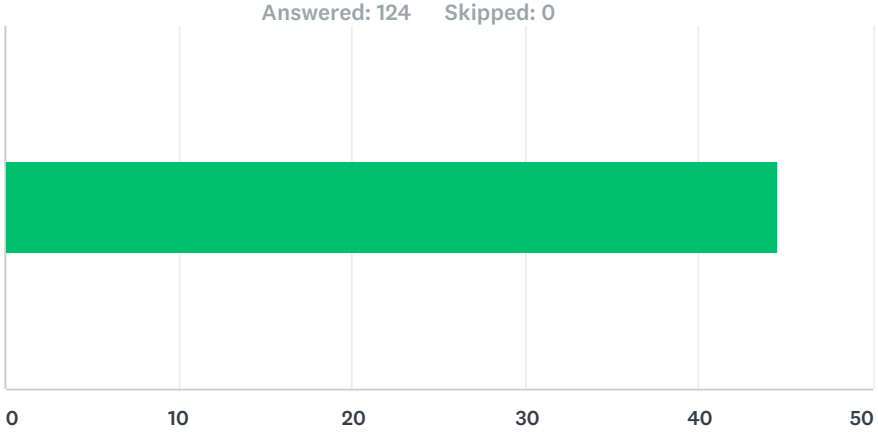
- ◯ Formalize a levy trail between the Yakima River and Interstate 90 creating a clear connection to the Hanson Ponds Trail
- ◯ Extend the Coal Mines Trail south to the Iron Horse / John Wayne Trail
- ◯ Reconnect the Hanson Ponds Trail along the Yakima River establishing lost connection to two miles of downstream trail

Appendix B:

Online Survey Results and Facebook Public Comments Received

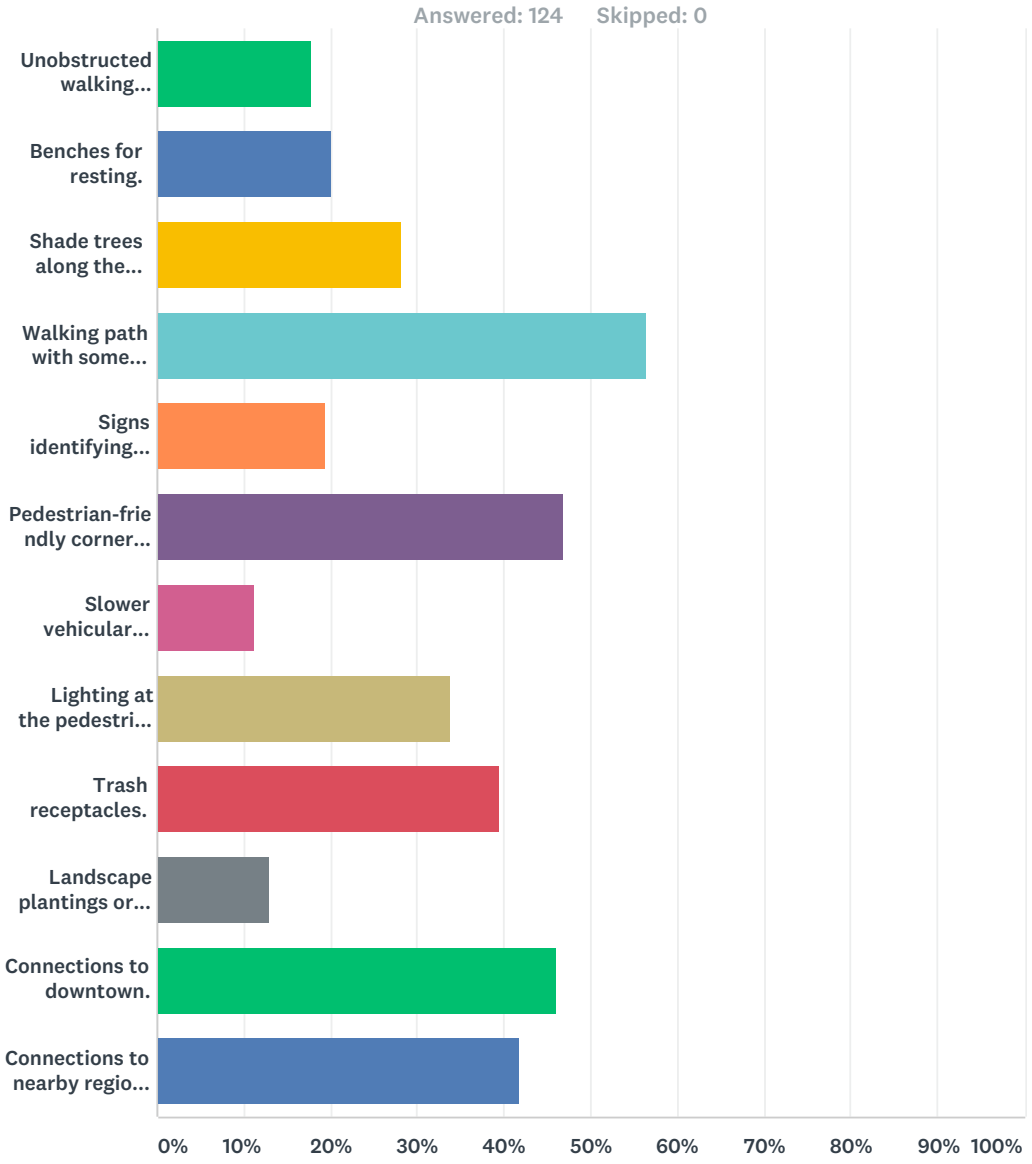
Q1 The City of Cle Elum should make this route the top pedestrian priority: pedestrian-related construction and maintenance money should be spent here first. Please move the slider to convey your level of agreement with the statement.

Answered: 124 Skipped: 0



Answer Choices	Average Number	Total Number	Responses
	45	5,525	124
Total Respondents: 124			

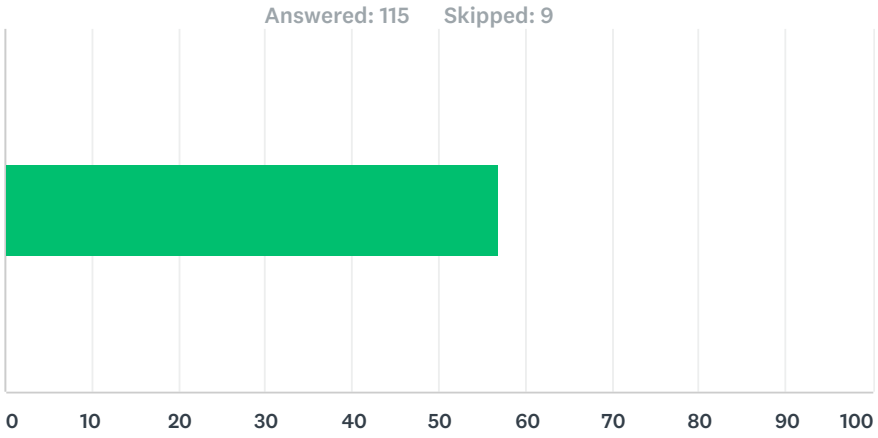
Q2 Choose the top four (4) elements that should be part of this route when completed:



Answer Choices	Responses	
Unobstructed walking surface; no obstacles such as benches, landscape plantings, trash receptacles, etc.	17.74%	22
Benches for resting.	20.16%	25
Shade trees along the route.	28.23%	35
Walking path with some separation from automobile travel lanes.	56.45%	70
Signs identifying this is a priority pedestrian route.	19.35%	24
Pedestrian-friendly corner crossings.	46.77%	58
Slower vehicular speeds adjacent to the identified route.	11.29%	14
Lighting at the pedestrian level.	33.87%	42

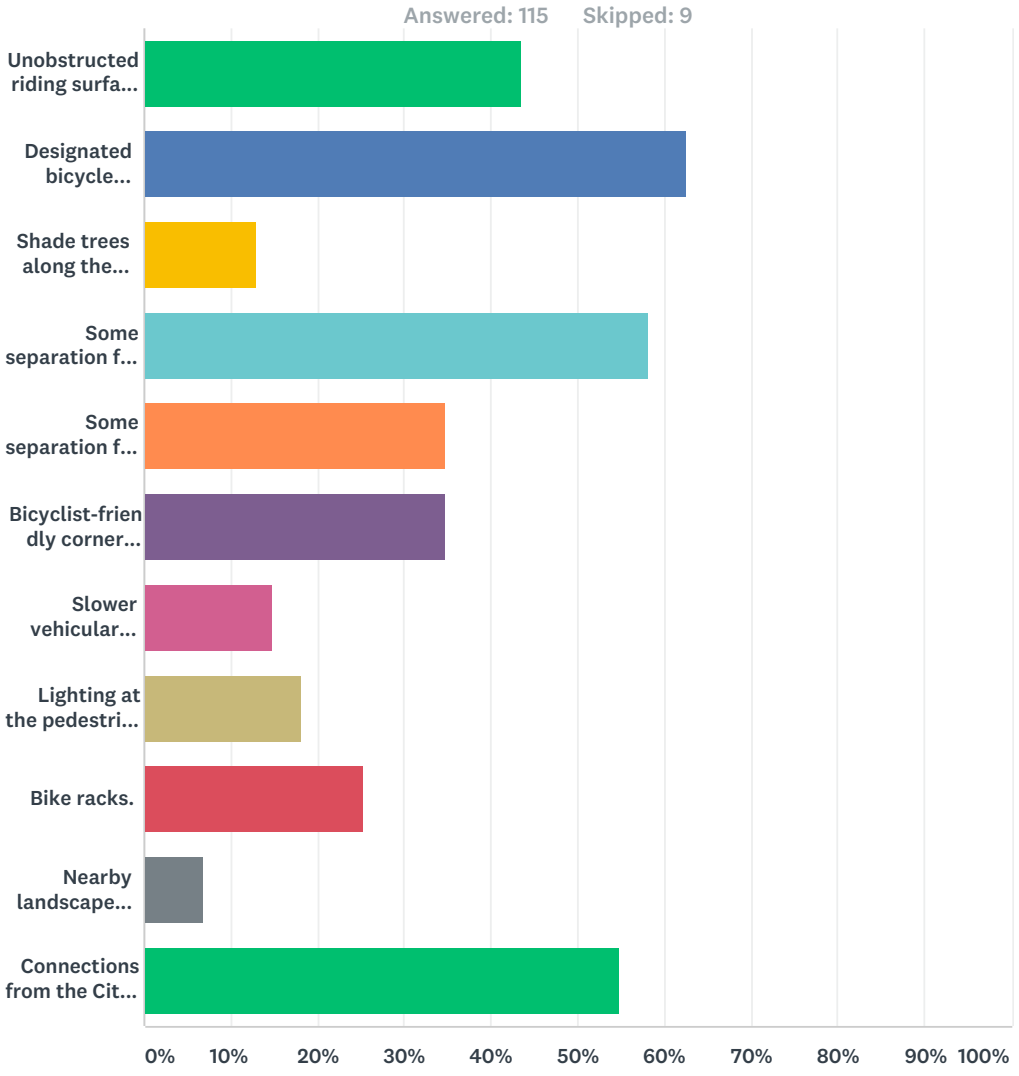
Trash receptacles.	39.52%	49
Landscape plantings or decorative treatments.	12.90%	16
Connections to downtown.	45.97%	57
Connections to nearby regional trails.	41.94%	52
Total Respondents: 124		

Q3 The City of Cle Elum should make this route the top bicycling priority: bicycling-related construction and maintenance money should be spent here first. Please move the slider to convey your level of agreement with the statement.



Answer Choices	Average Number	Total Number	Responses
	57	6,555	115
Total Respondents: 115			

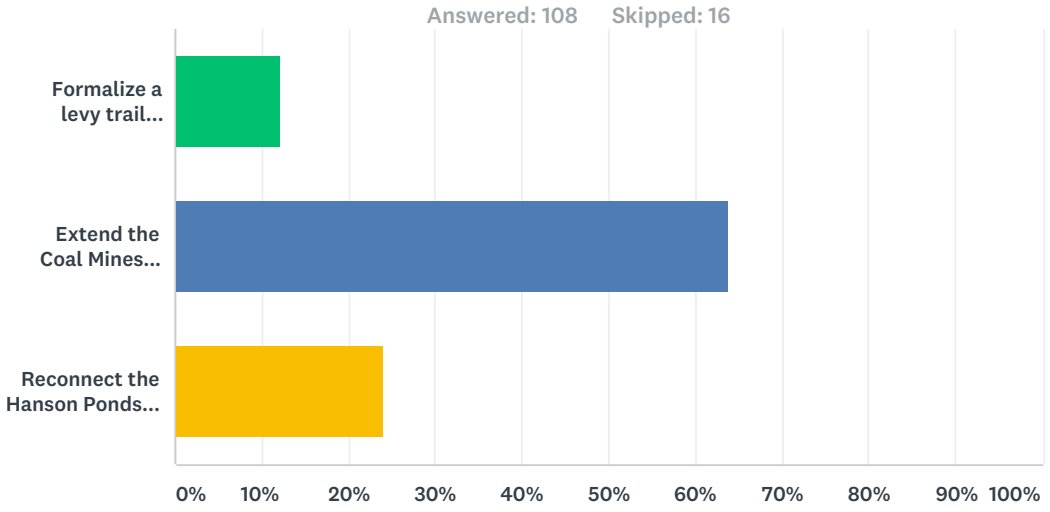
Q4 Choose the top four (4) bicycle elements that should be part of this route when completed:



Answer Choices	Responses	
Unobstructed riding surface: no obstacles such as parked cars, bus stops, trash receptacles, etc.	43.48%	50
Designated bicycle striping and signing.	62.61%	72
Shade trees along the route.	13.04%	15
Some separation from automobile travel lanes.	58.26%	67
Some separation from pedestrian walking paths.	34.78%	40
Bicyclist-friendly corner crossings.	34.78%	40
Slower vehicular speeds adjacent to the identified route.	14.78%	17
Lighting at the pedestrian level.	18.26%	21
Bike racks.	25.22%	29
Nearby landscape plantings or decorative treatments.	6.96%	8

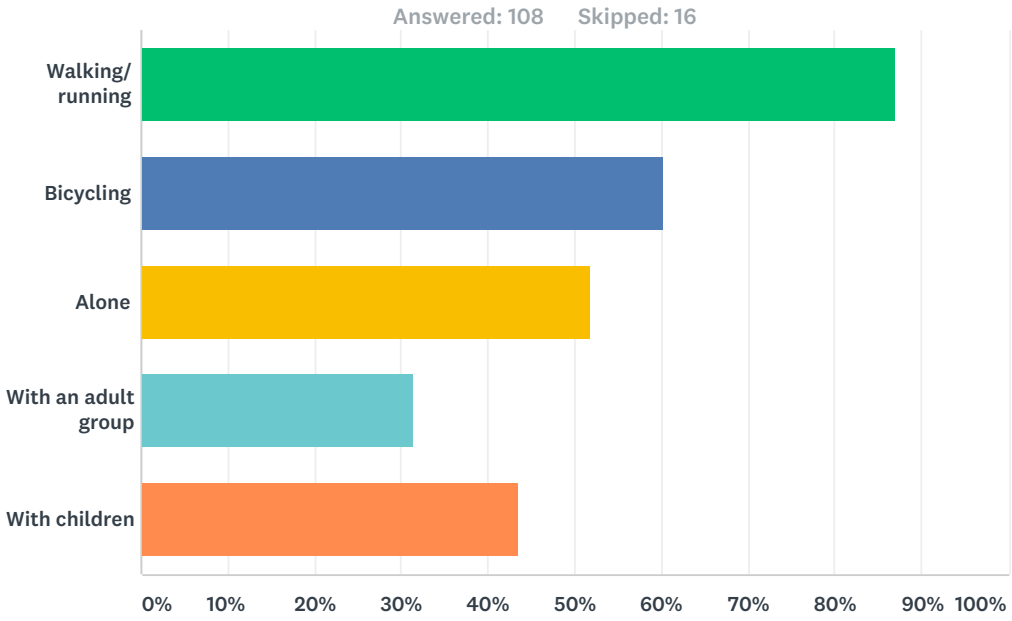
Connections from the City route to nearby regional trails.	**54.78%**	**63**
Total Respondents: 115		

Q5 The City of Cle Elum should make progress towards connecting with this regional trail the top connection priority: bicycle-related and pedestrian-related construction and maintenance money should be spent here first:



Answer Choices	Responses
Formalize a levy trail between the Yakima River and Interstate 90 creating a clear connection to the Hanson Ponds Trail	12.04% 13
Extend the Coal Mines Trail south to the Iron Horse / John Wayne Trail	63.89% 69
Reconnect the Hanson Ponds Trail along the Yakima River establishing lost connection to two miles of downstream trail	24.07% 26
TOTAL	108

Q6 Choose all of the ways you currently use the regional trails:



Answer Choices	Responses	
Walking/ running	87.04%	94
Bicycling	60.19%	65
Alone	51.85%	56
With an adult group	31.48%	34
With children	43.52%	47
Total Respondents: 108		

Q7 Please feel free to provide more information here about any of the proposed priority corridors. To follow Cle Elum's social media opportunities use the access addresses provided below:http://cityofcleelum.com/ http://cityofcleelum.com/city-services/administrative-services/public-notices/https://www.facebook.com/City-of-Cle-Elum-149388615203396/

Answered: 21 Skipped: 103

Q7 Please feel free to provide more information here about any of the proposed priority corridors. To follow Cle Elum's social media opportunities use the access addresses provided below:http://cityofcleelum.com/ http://cityofcleelum.com/city-services/administrative-services/public-notices/https://www.facebook.com/City-of-Cle-Elum-149388615203396/

Answered: 21 Skipped: 102

#	Responses	Date
1	Have law enforcement officer's do a better job of enforcing "no bikes/skateboards and the like" on city sidewalks.	7/27/2017 2:34 PM
2	Please don't turn Cle Elum into Seattle	7/20/2017 6:59 AM
3	These should not be a priority at all. There are plenty of other city needs that should be addressed for safety reasons first. Potholes, sidewalks, signage, etc. Quit adding more until we fix what we already have!	7/19/2017 10:35 PM
4	I dont think the main pedestrian route shoukd be so far W lest of downtown. People will go to Safeway and the fast food restaraunts regardless, lets get pedestrians in the downtown core. It would ne nice to see the bike path be on Third street.	7/18/2017 7:17 PM
5	Keep bicycle and walking paths totally away from streets and highways!!	7/18/2017 7:12 PM
6	Sidewalks on 2nd and 3rd need attention. Neither are passable in their entirety by a bike or stroller. People have to walk/ride on the road.	7/18/2017 6:52 PM
7	More stroller and bike friendly surfaces. Dog friendly too!	7/18/2017 6:37 PM
8	Fix all the horrible sidewalks on 3rd st and 2nd. Helps keep people from walking on the road	7/18/2017 6:26 PM
9	I feel the walking paths and biking paths do not need to be separated - maybe I miss understand the proposal. I also feel that these trails should be ADA compliant. That was not a question on the priorities, but should have been.	7/17/2017 1:39 PM
10	Improving the Hanson trail would significantly impact wildlife, especially nesting birds. Deepening parts of the ponds and using the material to build islands would add nesting and fish habitat.	7/17/2017 10:00 AM
11	For question # 5 I am forced to pick an answer that I do not agree with in order to complete the survey. I do not feel that the city should do any of the options offered. An answer of "Take no Action" should be offered to make the findings of this survey valid and to represent the voice of all citizens. Not just those in favor of additional trails. Before any new trails or walkways are constructed it is essential that planning and implementing snow removal from the existing routes be undertaken. Our city crew is overwhelmed with getting streets cleared after each significant snowfall. Often it is several days if not over a week before the walk way on swimming pool hill aka west 2nd is cleared so that pedestrians can safely walk up and down the hill. Far too often they are forced to walk in the street putting them in danger of being hit by vehicles traveling on 2nd as well as causing a traffic hazard. This is no fault of the city crew it is merely a reality of a small town with limited budgets. Mate improvements to the current infrastructure before creating new problems	7/16/2017 6:50 AM
12	Building and designing a town for pedestrians, displaying the values of the area, pine groves, adjacent to the river and pedestrian access with destination points such as a downtown center, water feature, community space will not only attract tourist but will facilitate a more cohesive community. Tourist will want to come because they will have a feeling that Cle Elum is a community of people whom value this place. Long term planning for healthy, sustainable community development will provide for all future needs for the current community and set the frame work for a growing town while preserving its local beauty.	7/14/2017 8:51 AM

13	Stoplight at pine st. and 1st st. Needs to happen asap! Stoplight at ranger station rd and 1st st.	7/14/2017 5:47 AM
14	Scared to cross the street as people do not stop. Need more signs or maybe a light further down east end of town.	7/13/2017 9:49 AM
15	Great ideas!	7/13/2017 9:25 AM
16	All great ideas! Part of plan should include a crosswalk between Safeway and the warrior quick stop.	7/13/2017 7:49 AM
17	As an avid cyclist who uses a bicycle to commute every day, I personally know these roads aren't too cycle friendly. I've personally been struck by three (3) separate vehicles while obeying street laws on my bicycle.	7/13/2017 4:40 AM
18	Snow removal on walking paths linking neighborhoods to Safeway needs to be a priority. Too often I have seent pedestrians scrambling over snowbanks or walking in the street. Very dangerous for people who don't have cars and need to get to essential services.	7/13/2017 1:34 AM
19	Pave some of the existing trails for bike riding and easy walking. Tired of walking in dirt. We don't need a bike path in town. The roads are bad enough w/o trying to add a bike lane.	7/12/2017 11:39 PM
20	I do not understand the placement of the pedestrian trail whatsoever.	7/12/2017 9:09 PM
21	Forget bikes; focus on people walking. Fix the walking trails that need help first. I rarely see bikes on the road, and honestly, they'd use the street where cars drive anyways.	7/12/2017 8:54 PM

* 6. Choose all of the ways you currently use the regional trails:

- [ ] Walking/ running
- [ ] Bicycling
- [ ] Alone
- [ ] With an adult group
- [ ] With children

7. Please feel free to provide more information here about any of the proposed priority corridors. To follow Cle Elum's social media opportunities use the access addresses provided below:

http://cityofcleelum.com/

http://cityofcleelum.com/city-services/administrative-services/public-notices/

https://www.facebook.com/City-of-Cle-Elum-149388615203396/

Comments retrieved by staff on the topic of the Online Survey

David Muzzall Let's start with getting bicycle riders to follow the rules of the road. For instance traveling on the proper side of the road, stopping at stop signs, yielding the lane when holding up traffic.
Like Show more reactions
· Reply · Message ·
6
· July 18 at 7:25pm
Manage



Rita M Benavides And then motorists passing on Sr903 and Denny ave going 45-50 in the 25, who ignore pedestrians in the crosswalks. All this right in front of the police station. A$$hats, the drivers not the police. I ❤ Them.
Like
· Reply · Message ·
2
· July 18 at 8:31pm
Manage



David Muzzall That too.
Like
· Reply · Message · July 18 at 10:06pm
Manage



Veronica Soderstrom This is the survey I was talking about on the other post, David. Not exactly what you mentioned, but possibly a step in the right direction. Fill out the survey with your thoughts. I did. I'd love to have a better/safer route between CE & SCE for bikes & pedestrians. There's a reason my girls weren't allowed to go to town without an adult when they were little. 😜
Like
· Reply · Message · July 25 at 3:53pm
Manage



Write a reply...



Brandon Vaade Bicycle lane on I-90 in center median. Boom, nailed it. I am just kidding. We could use a pedestrian\bicycle only bridge across the river into so. Cle. Lots of riders use this route through the area. And the sidewalk on the bridge is not designed for users.
Like Show more reactions
· Reply · Message · July 22 at 6:40am
Manage



Susan Watkins Bronkhorst And keeping bicyclists off the sidewalks!

Appendix C:

City of Cle Elum Downtown Revitalization Planning - brochure

Existing Conditions & Character











Acknowledgments

Mayor
Honorable Jay McGowan

City Council
John Glondo
Ken Ratliff
Christine Simpson
Mickey Holz
Steven Harper
Tom Hastings
Ron Spears

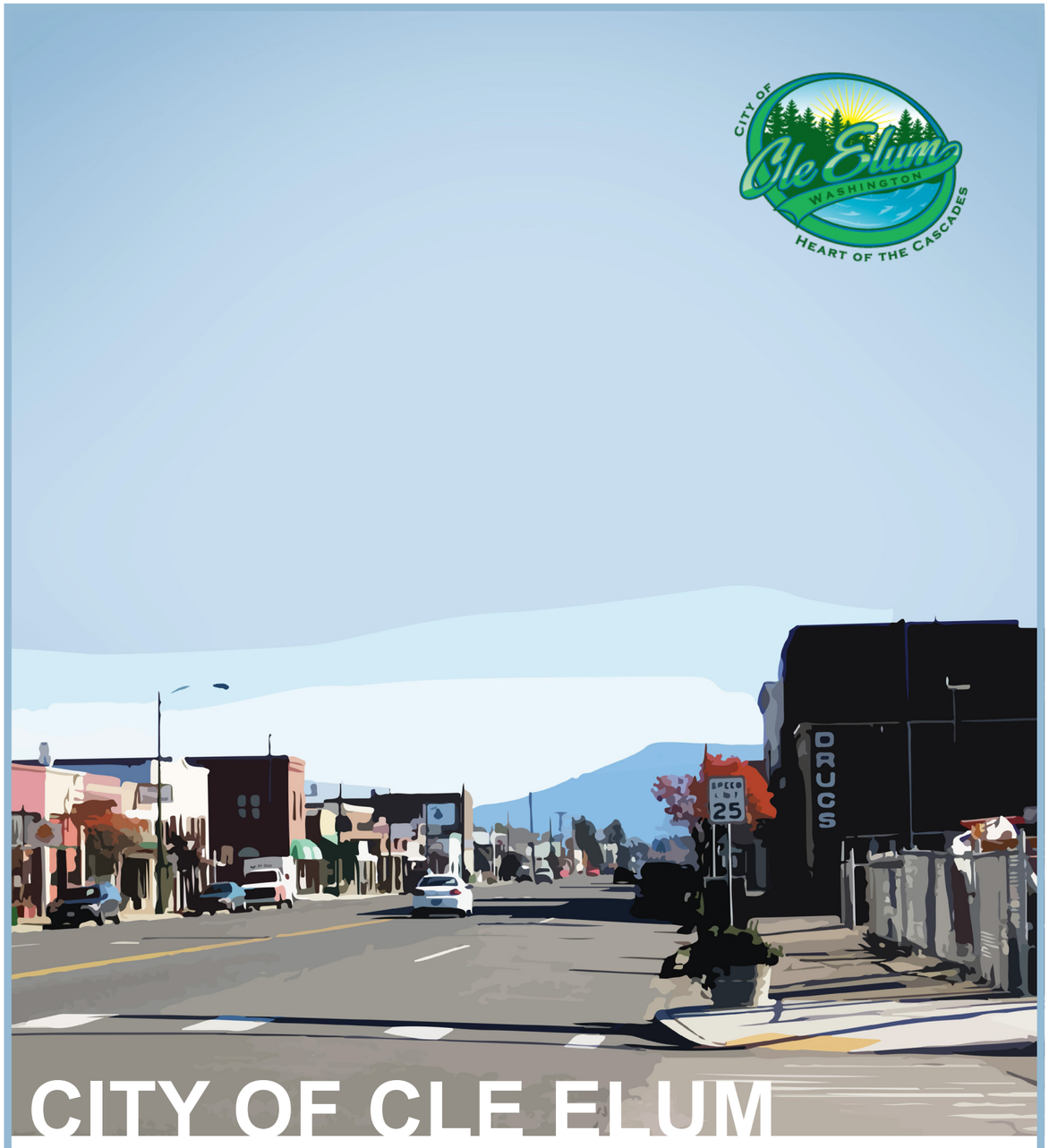
Planning Commission
Kerry Clark
Marc Kirkpatrick
Debra Davis
Theo Leonard
Travis Harris
Scotty Sewell

City Staff
Lucy Temple - Planner, Project Manager
Robert Omans - City Administrator
Jim Leonhard - Public Works Director

Consultants

HLA Engineering and Land Surveying, Inc.

HBB Landscape Architecture



Downtown Revitalization Planning

1st Street Concept

July 2017

Project Description

The City of Cle Elum initiated a Downtown Revitalization Planning Project to enhance the appearance of 1st Street, increase economic development, and create a safe walkable streetscape consistent with their Complete Streets Ordinance. Stakeholders, business and property owners, residents, the general public, Planning Commission and City Council provided valuable input throughout the process. As a result, the Planning Commission recommended approval of a Preferred Alternative to City Council. On June 27, 2017 City Council unanimously adopted the Preferred Alternative by Resolution. This Alternative establishes a conceptual plan for street and parking configuration, streetscape amenities, and landscape improvements for 1st Street. The plan will be used to secure funding and guide future projects.

Public Process

4/20/17 **Walk and Talk Site Visit**

4/20/17 **Focus Group Sessions**
25 participants

5/22/17 **Key Stakeholder Workshop**
28 participants

6/6/17 **City Council Planning Commission Study Session and Public Forum**
32 participants

6/20/17 **Planning Commission Recommendation**
20 participants

6/27/17 **City Council Adoption**
45 participants

Study Area




Focus Group Session


City Council Planning Commission Study Session and Public Forum

Site Furnishings

Existing:



Coal Cart
at intersections


Street Light with Banner

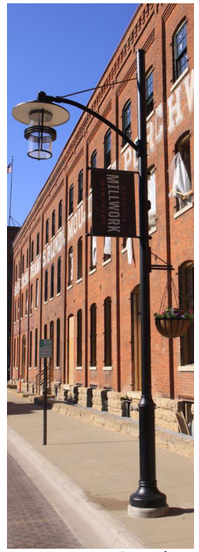
Proposed:

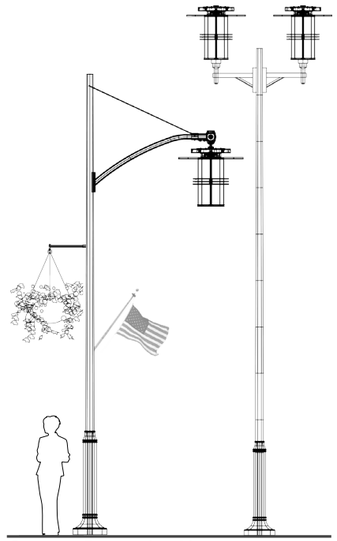

Concrete Sidewalk Paving Pattern

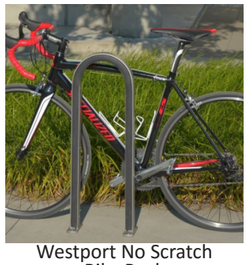


Banner to Announce Events


Public Art Opportunity Example
Artist - Abraham Anghik Ruben




Sternberg Chateau Pedestrian Light
single head along street, double head at intersections

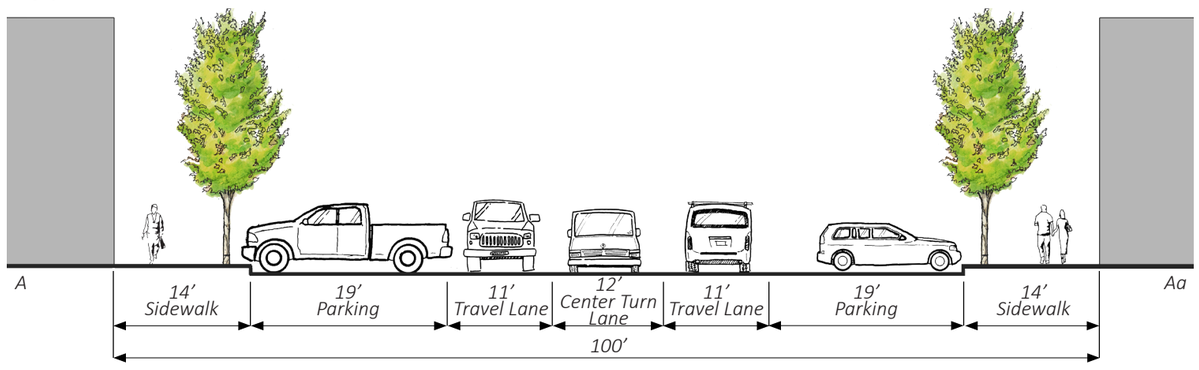

Westport No Scratch Bike Rack


Maglin MLB700 Wood Bench

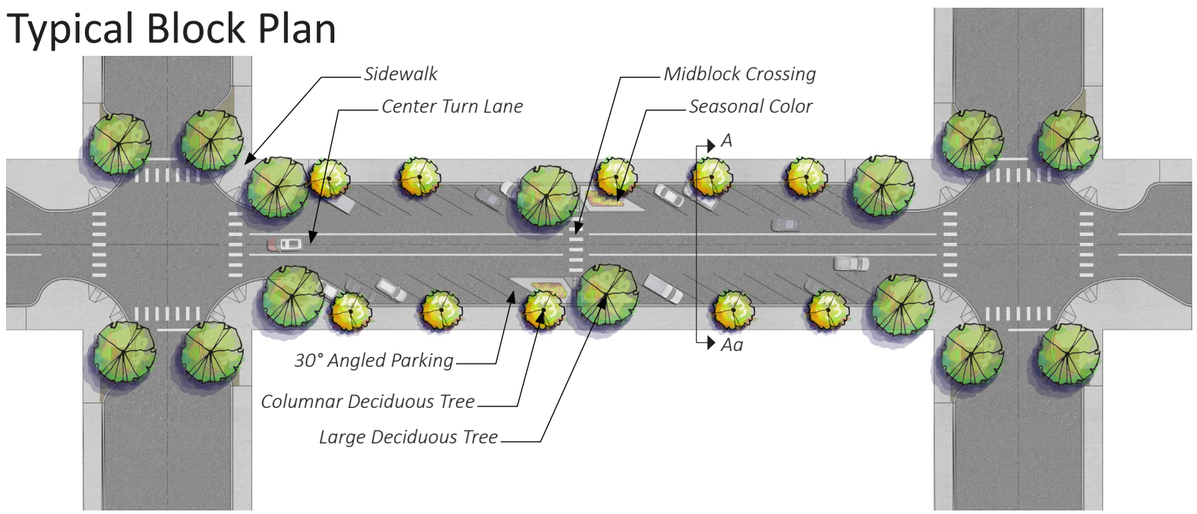

Landscapeforms Planter


Cantebury Designs Receptacle

Typical Block Section



Typical Block Plan



Appendix B:

Summer 2017 Pool Survey and Responses

Upper County Recreational Center and Pool Survey

Friday, June 30, 2017

Powered by SurveyMonkey

703

Total Responses

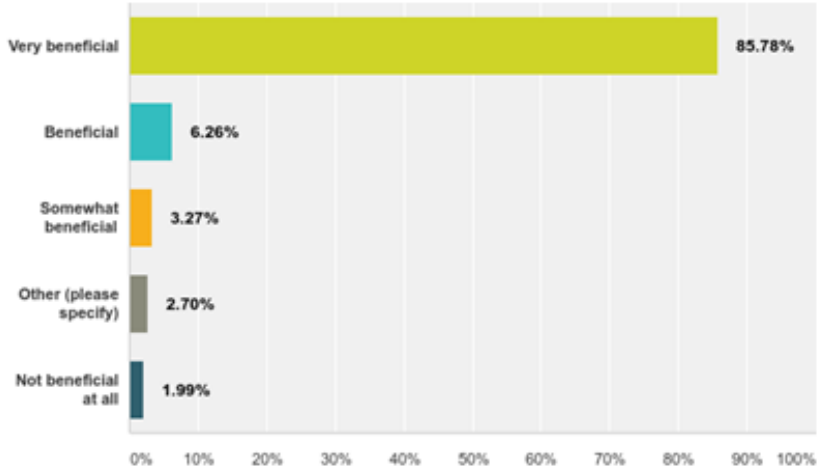
Date Created: Friday, May 26, 2017

Complete Responses: 691

Powered by SurveyMonkey

Q1: How beneficial do you think an indoor year-round recreational public pool would be in the Roslyn/Cle Elum area?

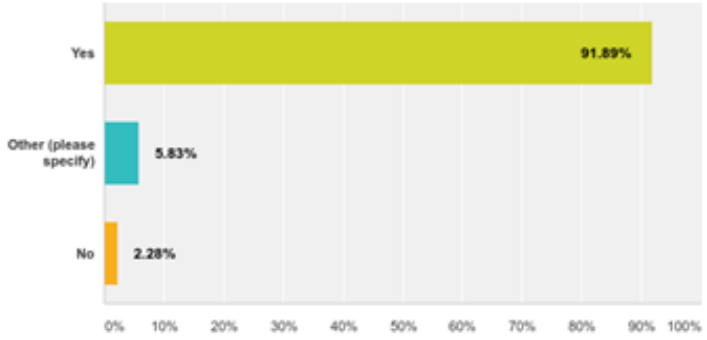
Answered: 703 Skipped: 0



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Q2: Would you welcome a public pool in this area if it was paid for by private investors?

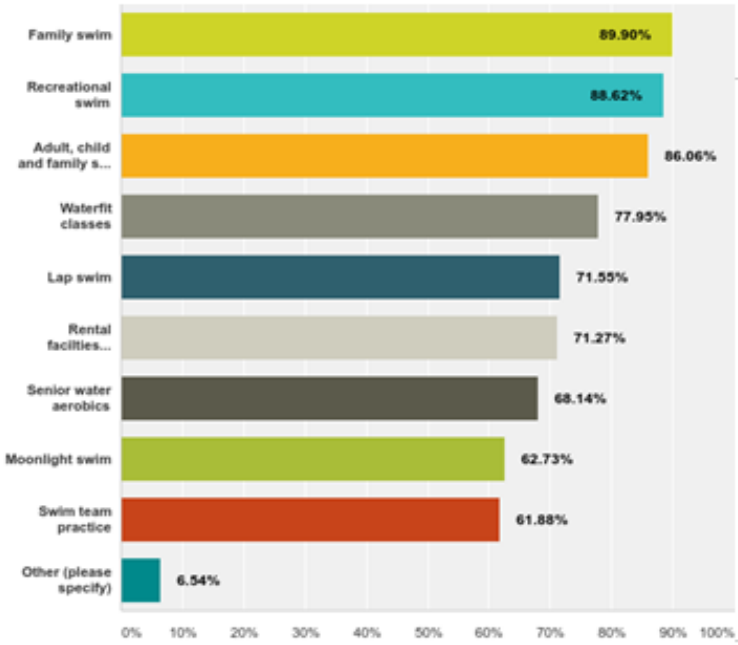
Answered: 703 Skipped: 0



Powered by SurveyMonkey

Answered: 703 Skipped: 0

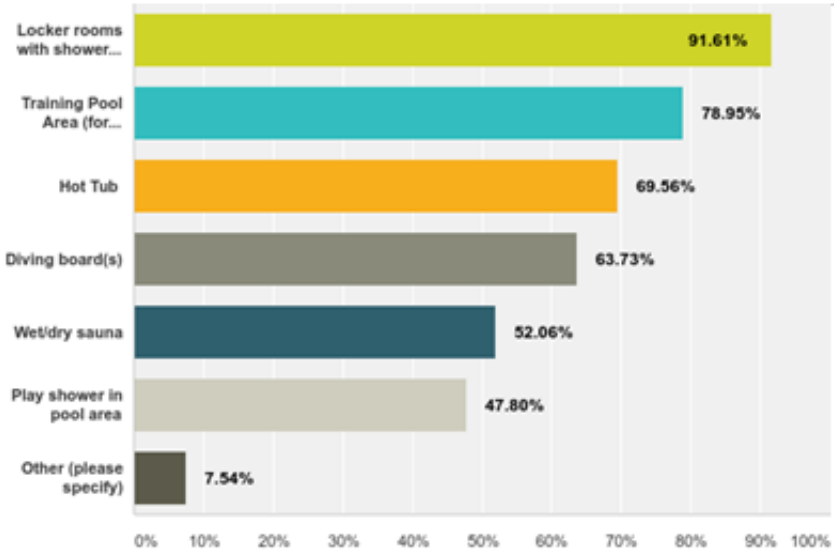
Q3: What activities would you like available to the community? Please check all that apply.



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Q4: What amenities would you like the pool to have? Please check all that apply.

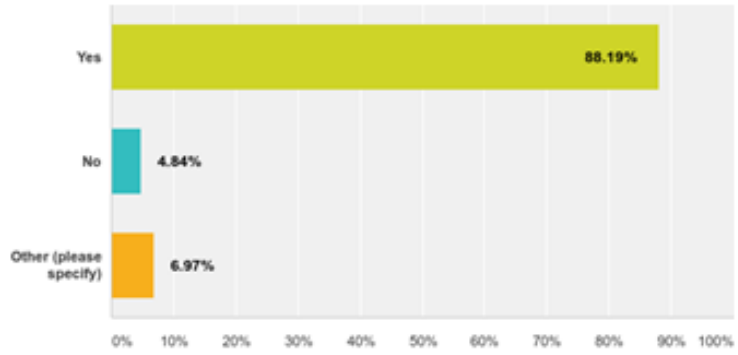
Answered: 703 Skipped: 0



Powered by SurveyMonkey

Q5: Would you be willing to pay a membership cost or fee for use of the pool?

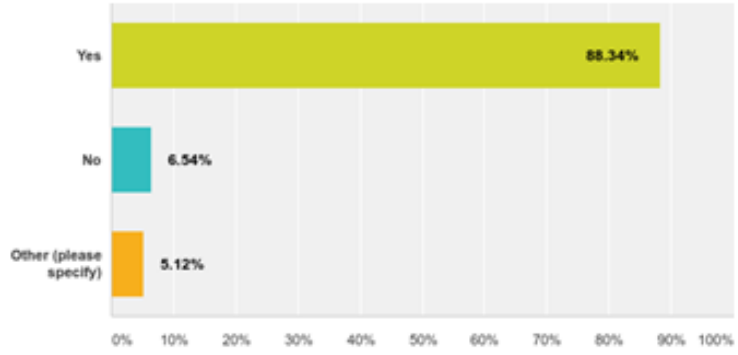
Answered: 703 Skipped: 0



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Q6: Would the communtiy benefit from a pool within a greater community center?

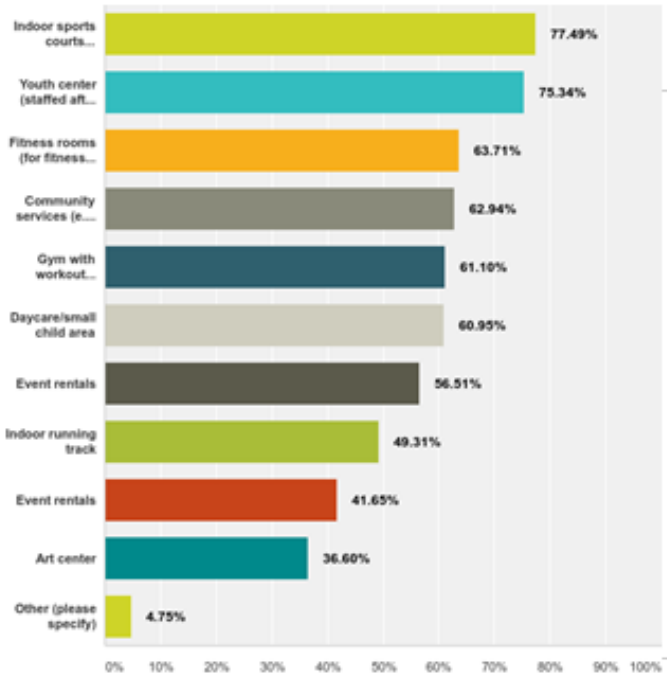
Answered: 703 Skipped: 0



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Q7: If so, which amenities or facilities would be most beneficial? Please check all that apply.

Answered: 653 Skipped: 50



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Question 8: Your zip code of residence...

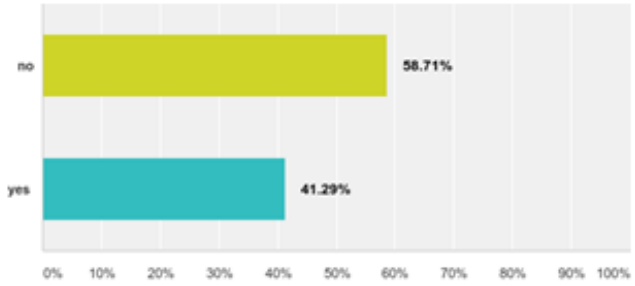
Answered: 688 Skipped: 15

CLE ELUM View all • Edit • Delete		57.56%	396
EASTON View all • Edit • Delete		1.89%	13
ELLENSBURG View all • Edit • Delete		4.36%	30
RONALD View all • Edit • Delete		7.56%	52
ROSLYN View all • Edit • Delete		15.84%	109
SNOQUALMIE PASS View all • Edit • Delete		0.15%	1
SOUTH CLE ELUM View all • Edit • Delete		8.28%	57
THORP View all • Edit • Delete		0.29%	2
Uncategorized View all		4.07%	28

Powered by SurveyMonkey

Q9: Do you use the Ellensburg city pool?

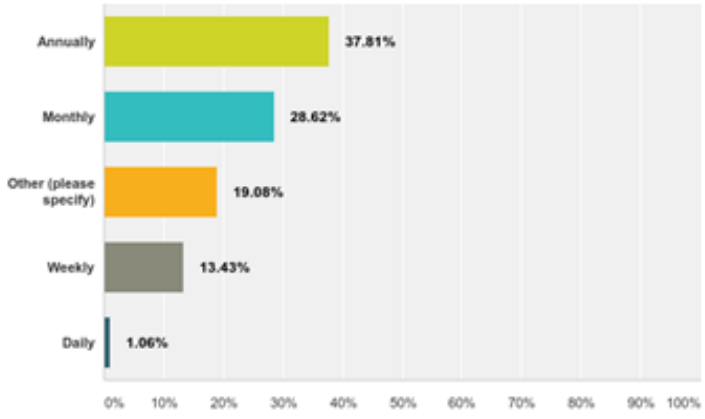
Answered: 695 Skipped: 8



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Q10: How often do you use the Ellensburg City Pool?

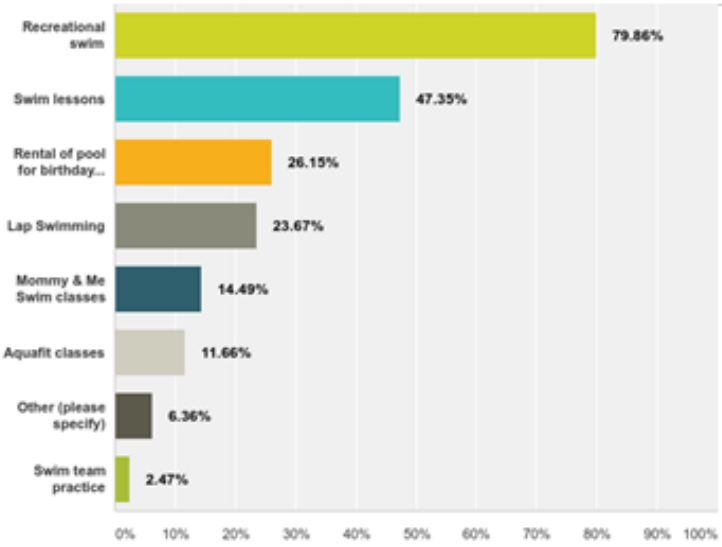
Answered: 283 Skipped: 420



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Q11: If so, what activities do you (or your family) participate in?

Answered: 283 Skipped: 420



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Appendix C:

November 2017 Parks and Recreation Plan Public Meeting Responses

Cle Elum wants to know…

WHAT DO YOU WANT

your City's future to look like?

Do you have input about Land Use that you want heard? Make your mark on the City's Land Use Map!

A public workshop for the City's Land Use Map will be held on **December 5th** from **6:00 PM to 7:30 PM** at **City Hall**, 119 West First Street. All interested community members are urged to attend and provide critical feedback to City Staff regarding the City's Land Use Map. Staff will be present to answer any questions and take verbal or written comments.

What is the Land Use Map?
The Land Use Map depicts a long-term vision of how and where the city will grow and change over the next 20 years

What is the Difference between the Land Use Map and Zoning Map?
The Land Use Map and the Zoning Map are like a leader and a follower. The Land Use Map is the leading map and the Zoning Map is the following map. The Zoning Map can "catch up" to the Land Use Map, but it can't go past it.

Where can I find a copy of the Land Use Map?
The Land Use Map will be made available by November 20th at City Hall and on the City website Comprehensive Plan page: http://cityofcleelum.com/city-servicesplanningcomprehensive-plan-update/

City of Cle Elum

119 West First Street

Cle Elum, WA 98922

PROJECT: CITY PARKS AND RECREATION PLAN
EVENT: CITY OF CLE ELUM COMPREHENSIVE PLAN UPDATE
DATE: NOVEMBER 7, 2017
PAGE 2 OF 2

Public agencies often monitor attendance to ensure equal opportunity. We appreciate your providing information on gender, race and/or disability. This information is optional, and will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Affiliation (if applicable)	Email	Phone	Please check the appropriate boxes	
Allison Yarnchak		allison.yarnchak@gmail.com	509 504-5023	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JOEL BURRESS		JDBURRESS@YAHOO.COM	[redacted]	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Nicky Pasi	MTS Co	nicky.pasi@mtsgreenway.org		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dylan Seydt		mpsmydot@gmail.com		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jacqueline VanDongen		jvandongen007@yahoo.com	(206) 669-3404	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Nancy Wagley		nancywagley@gmail.com	509 656-4323	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Beth Williams		cowichemedic@gmail.com	509-307-8500	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Deb LaCombe		dlacombe@hlacivil.com	509-966-7000	☐ Male ☒ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Name (Please print or write clearly)	Affiliation (if applicable)	Email	Phone	Please check the appropriate boxes	
JOHN STORCH	KCPRD #1	KPRDPOS1@GMAIL.COM	260-0604	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Marlo Frownfelder	Metic One			☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

City of Cle Elum
119 West First Street
Cle Elum, WA 98922

PROJECT: CITY PARKS AND RECREATION PLAN
EVENT: CITY OF CLE ELUM COMPREHENSIVE PLAN UPDATE
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Name (Please print or write clearly)	Affiliation (if applicable)	Email	Phone	Please check the appropriate boxes	
Camie Stevens			6014895465	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Craig Mabie	KCPRD No 1	Kprdpos2@gmail.com	206-462-9315	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Douglas Sutherland	Cle Elum Historical Pres. Comm		206-550-5501	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

Hello,

We would like to thank you for coming and voicing your opinion on Cle Elum's City Parks and Recreation. Your input will assist in the 2017 Parks and Recreation Element in the Comprehensive Plan as well as the City's Parks and Recreation Plan.

Around the room there are boards with aerial photographs of parks, trails and other recreational opportunities within Cle Elum. On the boards there are also spaces where you will place (when instructed) the stickers that are attached to this letter.

Green Circle: Place on the park's board that you use the most.

Yellow Circle: Place on the park's board that you use the second most.

Red Circle: Place on the park's board that you use the least.

White Rectangle: You have 8 of these stickers to place in the comment sections. The most important comments are those that address improvements you would like and why you use or don't use the park.

Blue Circle: Place on the trail board on the trail you use the most.

Green Half Circle: Place on the trail board to vote for which trail connection you would like to see happen first.

Thank you for your input,
The City of Cle Elum



Park Ranking
Most Used
Second Most Used
Least Used

Additional Comments

How Can Centennial Park Be Improved?

Why Do/Don't You Use Centennial Park?


Memorial Park
Park Ranking
Additional Comments
How Can Memorial Park Be Improved?
Why Do/Don't You Use Memorial Park


Fireman's Park
Park Ranking
Additional Comments
How Can Fireman's Park Be Improved?
Why Do/Don't You Use Fireman's Park


Park Ranking
Additional Comments
How Can Wye Park Be Improved?
Why Do/Don't You Use Wye Park?


Cle Elum Trails
Legend

	Park Ranking					
Display Poster - Parks	Green (Most Used)	Yellow (Second Most Used)	Red (Least Used)	How can the _____ park be improved?	Why do/don't you use the _____ park?	Additional Comments
Cle Elum Disc Course	1	2	7	· More signage, bathrooms, trailhead, picnic park feel. · This area is a hidden treasure even to locals. · Encourage Pro-circuit use. · Make it more multi-use. · Dog park!!	· I use it for trail walking. · Did not know it existed. (4) · Don't play disc golf. (2)	· Hanson Pond in general does not feel safe. I have found needles and homeless people living in RVs and cars.
Fireman's Park	2	1	0	· Outdoor amenities and even ground. · BBQ pits, signage. · Host more community events here.	· Didn't know it existed. · No idea it's here. · Other side of river.	
Flagpole Park	5	2	0	· Push parking out, expand park to shoulder. · Better parking. Marked parking. (2) · Connect it to Coal Mines Trail. (5) · Connect to Wye Park. (3) · Make it safer to go from park to trail. · Add art to this park. · Add history to this park. · More tables. (2) · Add a City Map of trails.	· Eating outside. · To watch 4th of July fireworks. · Too small a venue. · This is the closest thing we have to a common or downtown park/green space. (2)	
City Park	9	6	0	· Bigger, better skate park and playground equipment and cabana. · Replace or improve play structures and gazebo. · Improve skate park to a more permanent and modern amenity. · New or updated picnic area. (2) · More toys for kids. · Horse shoe tournament. · Better horse shoe pits, cement breaks horse shoes.	· Gazebo/shelter. · Picnics. · Basketball court. · Love the trees, shade in the summer. (2) · Private parties, no City or large events. · This is where we go when family/friends visit with children - love the playground and space. · I live in the neighborhood and dread private parties with a sound system, too much noise.	
Centennial Park	3	0	3	· Larger, better community garden. (3) · I love being able to fly kites here at times. · Add playground equipment and bathrooms. · Something interactive for the kids. · Soccer fields. (2) · Earth day event in garden. · Needs an attraction. · Needs to be center of community events.	· Restricted to sports teams - football; perception this is only for football. (2) · Don't play soccer or football. · Restricted to sports teams - football. · No trail connections. · No bathrooms, or marked parking spots.	· Needs signage, "No driving on fields."
Wye Park	0	1	8	· Trees, vegetation, Zen garden or themed garden. (4) · Tables, seating. (4) · Add bathrooms. (2) · Dog park. (4) · Needs a water feature for children, pool. (3) · Remove road. · Connect to trails, create walking path.	· Noise, traffic. · Wind. · Only suitable for parking. · Highly visible, ugly, nothing growing. (4) · Amphitheatre? Art park? (2) · Nothing to look at and nothing to do. · Limited parking. · Needs trees.	· Perfect for dog park. (2) · Play area, safe facility.
Memorial Park	0	4	0	· Needs parking access (integrate with Wye Park?) · Finish east half by adding adult size fields. · Improve boat launch area. · Dog park. (4) · Finish east half by adding some sort of sporting field, site all sports fields here. · Add soccer field. (2) · More sports programs for kids. · Fill east half with picnic benches.	· The little league set up limits use throughout the year.	

	Trail Preferrence		
Display Poster - Trails	Green Half Circle (Priority)	Blue (Most Used)	Additional Comments
River Trail		1	UGA - horse park/conservation area, walking trails, biking trails.
Whispering Pines Trail		1	I walk my dogs and mountain bike/cross country ski in the UGA weekly.
Coal Mine Trail		15	Connect to the horse park.
Hanson Pond Road		0	Make trails connect to downtown. (Bike and brew or bike and lunch events.)
Hanson Pond Trail		0	I would use more often (Hanson Pond trail) if bridge were more accessible.
Coal Mine Trail to John Wayne Trail	14		What if we had a nice map to let residents and visitors know where the trails are?
Pedestrian Bridge near Hanson Ponds	5		

2017 Recreation and Pool Survey: Did we miss anything?
Year-round facility, multi-use facility for kids programs, day-care?
Meeting rooms, class rooms. (Community training such as first aid.)
Where would it go, what size?
Raquetball, squash courts, weight room?
Open to school district for swim teams.

Appendix D:

Cle Elum's Prioritized Needs and Improvements List

Parks and Recreation Prioritization Packet for the Ranking Sub-committee

Thank you for participating as a member of this ranking sub-committee.

The first three sheets after this cover page are designed to be a handy reference during your ranking effort. Please feel free to remove them from the scoring sheets and mark all materials as needed. The scoring sheets will be gathered but not kept after the prioritized list is created and confirmed by the sub-committee. Only the prioritized list will be presented in the Parks and Recreation Plan as the proposed recommendation from this meeting to the Planning Commission and City Council.

This packet includes:

1. Goals from the Parks and Recreation Plan.
2. Targets from the Parks and Recreation Plan.
3. Evaluation Criteria from the Parks and Recreation Plan.
4. Short-term needs and improvements identified through the City's public processes.
5. Mid-term needs and improvements identified through the City's public processes.
6. Long-term needs and improvements identified through the City's public processes.

Goals listed on pages 18 – 22 of the preliminary Parks and Recreation Plan

Goal PRO-1: Develop an outstanding parks, recreation and open space system in Cle Elum to meet the needs of a diverse community.

Goal PRO-2: Acquire and develop a City-wide, integrated, multiple-use track, trail, and connection system that is functional, safe, and convenient.

Goal PRO-3: Work Cooperatively with the State, Kittitas County, School District, Parks and Recreation District, and the community in parks planning, acquisition, and development.

Goal PRO-4: Preserve and provide access to significant environmental features and lands where such access does not harm the functions associated with the feature.

Goal PRO-5: Establish an open space pattern that will provide definition of and separation between developed lands, and provide open space linkages among parks and recreation resources.

Goal PRO-6: Identify and protect significant recreation lands/opportunities before they are lost to development.

Goal PRO-7: Preserve, enhance and incorporate historic and cultural resources and interests into the parks, recreation, and open space system.

Goal PRO-8: Investigate and implement methods of financing parks, recreation, and open space acquisitions and improvements, such as grant funding and public-private partnerships.

Goal PRO-9: Create a comprehensive system of multi-purpose tracks and trails that link parks and recreation resources with residential areas, public facilities, and commercial and employment centers within Cle Elum and the Upper Kittitas County Region.

Goal PRO-10: Furnish parks, recreation, and open space with convenient amenities and improvements.

Targets listed on pages 22 and 23 of the preliminary Parks and Recreation Plan

Specific 2038 targets already identified by the community, include:

9. fifteen acres of parks and open space in the City per 1,000 population,
    a. six acres of which should be for active parks, and
    b. the remaining nine acres should be passive open space;
10. one restroom per park,
11. one water fountain per park and trail head,
12. one aquatic facility,
13. eight basketball courts,
14. four soccer fields,
15. four tennis courts,
16. four miles of trails and trail connections in the City per 1,000 population;
    a. this can include hiking and walking trails, walking routes on new or existing streets/facilities, bicycle lanes, bicycle routes, tracks, trails, and connections.
    b. constructing a multi-use bicycle and pedestrian path in an east/west corridor on 2nd Street between Stafford Avenue and North Columbia Avenue.

Table 7 combines the population forecast, the parks and their amenities identified in Table 3, and the targets listed above to provide the current and forecast quantitative targets and the targets status'.

TABLE 7. CLE ELUM'S PARKS AND RECREATION TARGETS

Facility Need	Current Target (status) using 2010 Census population of 1,872	2037 Target (status) by population forecast of 2,370
Active parks	12 acres (~24 acres*)	18 acres (~24 acres*)
Open space	18 acres (82 acres)	27 acres (82 acres)
Tracks, trails, and connections	8 miles (2 miles)	12 miles (3 miles**)
Park restrooms	8 (1)	8 (1)
Park and trail head water fountains	8 (2)	10 (2)
Aquatic facility	1 (0)	1 (0)
Basketball courts	8 (1)	8 (1)
Soccer fields	4 (1)	4 (1)
Tennis courts	4 (0)	4 (0)

* The Cle Elum .Disc Course acreage is not included in either the Active Parks nor Open space total acreage – I don't know the acreage to add to the Active parks total for this property.

** The City has already identified a multi-use path project ~1.1 miles in length in the 2017 Bicycle and Pedestrian Plan.

Evaluation Criteria listed on pages 23 and 24 of the preliminary Parks and Recreation Plan

Initial evaluation criteria the City will use for this first Plan is the following:

- Is the proposed need or improvement completely contained inside the City Limits or the City's UGA? If yes, continue through screening.
    - If no, is the proposed need or improvement part of a connection to regional trails that is being actively and properly coordinated with all partners? If yes, specify the portion that the City will include in this Plan and continue through screening.
        - If no, then do not proceed without proper City Council and Planning Commission concurrence.

- Is the need or improvement consistent with the City's Park and Recreation Plan goals and policies? If yes, list specific goals and policies.
    - If no, is there a compelling reason for amending the improvement or project into the Parks and Recreation Plan ahead of the next customary update?
    - If no, has the need or improvement been evaluated by City staff, the City Council, and Planning Commission and deemed of higher priority than the projects on the existing list?
        - If yes, state the purpose of the higher priority (i.e. immediate and unanticipated funding program with unusual requirements, infrastructure emergency allows for accelerated consideration, etc.)

- Does the City budget allow for inclusion of the need or improvement in addition to the projects already identified on the prioritized list or does the City reasonably anticipate grant or other funding to complement the funding allowable in the City budget?
    - If yes, list the sources of funding that are anticipated for the inclusion of this need or improvement and the year the complete funding will be available.
    - If no, will the priority of this project supersede any of the existing needs or improvements on the priority list?
        - If no, then include the need or improvement for consideration during the next Plan update.

- Can the ongoing maintenance of the proposed need or improvement identified in the City's budget and sustainable? If yes, show the anticipated maintenance schedule and estimate of ongoing maintenance, and if known, the anticipated year of replacement consideration.
    - If no, has the public shown positive supportive of a user's fee to satisfy the ongoing maintenance? If yes, show the supportive action.
        - If no, the need or improvement can be shown as an unfunded, planned project without a year of anticipated construction or purchase.

Short-term Improvements

Centennial Park	Expand community garden	
	Organize an Earth Day event in garden area	
	Promote soccer in addition to football	
City Park	Enforce noise limits from private parties	
Cle Elum Disc Course	Build a trailhead entry park	
	Promote multiple uses	
	Patrol for safety purposes	
Fireman's Park	Organize and host community events	
Flagpole Park	Remove parking from inside park	
	Expand seating	
Parks and Recreation Department	Maintain department	
General Parks Needs	Need to provide parking off-site but close, perhaps a common parking area near the Wye Park?	
	Need to keep trees in the green spaces for shade	
Connections to Regional or Nearby Trails	Repair the pedestrian bridge near Hanson Ponds	
	Organize events that highlight walking/hiking/biking in all seasons with start and finish in downtown	
	Public-Private Partnership - Design and print a Cle Elum map for public and private outdoor parks and rec opportunities	
Pool	Explore a reasonable and self-supporting membership fee or entry fee to support operations and maintenance	
Incorporate the Bicycle and Pedestrian Plan Priority Corridor	Phase 1 – 2nd Street Multi-use Path (Stafford Street Intersection through Billings Avenue Intersection)	

18 entries: Please rank these 1-18 with 1 being the most important to address.

Mid-term Improvements

Centennial Park	Install playground equipment	
	Install restrooms	
City Park	Expand and improve picnic area shelter	
	Improve horse shoe pits to allow for tournaments	
	Improve playground equipment	
Cle Elum Disc Course	Install restrooms	
	Promote Pro-circuit use	
	Incorporate dog park	
Fireman's Park	Create BBQ pits	
	Expand outdoor seating and tables	
Flagpole Park	Make connection to Coal Mines Trail apparent	
	Make connection to Wye Park apparent	
	Add a City Map of trails	
Memorial Park	Incorporate dog park	
	Organize youth programs for children	
	Make connection to Wye Park apparent	
Wye Park	Add vegetation – Zen or themed garden	
	Install restrooms	
	Make connection to other parks and trails apparent	
Parks and Recreation Department	Plan and budget parks and rec programs for children	
General Parks Needs	Need to dedicate one park for city-wide events – gazebo and improvements such as electricity and shelters	
	Need a dedicated dog park	
	Need to connect parks through signage, mapping, and/or ground treatment	
Connections to Regional or Nearby Trails	Continue the Coal Mines Trail through Cle Elum	
	Expand priorities to include trails in the UGA	
Pool	Need to determine where to put the pool	
Incorporate the Bicycle and Pedestrian Plan Priority Corridor	Phase 2 – 2nd Street Multi-use Path (East of Billings Avenue through North Peoh Avenue Intersection)	
	Phase 3 – 2nd Street Multi-use Path (East of North Peoh Avenue through North Columbia Avenue Intersection)	

28 entries: Please rank these 1-28 with 1 being the most important to address.

Long-term Improvements

Centennial Park	Needs an attraction	
City Park	Improve skate park	
Flagpole Park	Install art and history pieces	
Memorial Park	Expand to include sports fields on the east half (adult sized)	
	Improve boat launch	
Wye Park	Dedicate as a dog park	
	Install water feature for children	
Connections to Regional or Nearby Trails	Make the regional trails connect to downtown	
Pool	Make the pool an indoor, year-round, multi-purpose size for day and evening use for people of all abilities	
	Organize and offer childrens' swimming and water fitness programs, including team use	
	Organize and offer adults' swimming and water fitness programs	
	Include locker rooms with showers	
	Include indoor sports courts and rooms for racquetball, squash, weight lifting	
	Include multi-purpose rooms for community meetings, training, classes	
Incorporate the Bicycle and Pedestrian Plan Priority Corridor	Make the connection to the John Wayne Trail	

15 entries: Please rank these 1-15 with 1 being the most important to address.

Final Tally Sheet for Prioritization Sub-committee
Cle Elum Parks and Recreation Plan
12-19-2017

Short-term Improvements

		Scorer #1	Scorer #2	Scorer #3	Scorer #4	Scorer #5	Scorer #6	Scorer #7	Total Raw Score	Ranking	
Centennial Park	Expand community garden	6	12	9	18	3	5	9	62	7	
	Organize an Earth Day event in garden area	7	10	15	11	11	12	13	79	12	
	Promote soccer in addition to football	11	13	16	12	11	13	8	84	14	
City Park	Enforce noise limits from private parties	12	16	10	13	12	14	17	94	17	
Cle Elum Disc Course	Build a trailhead entry park	8	5	18	16	7	6	6	66	9	
	Promote multiple uses	9	14	11	15	11	17	14	91	16	
	Patrol for safety purposes	13	9	12	14	12	18	10	88	15	
Fireman's Park	Organize and host community events	15	11	13	18	11	15	15	98	18	
Flagpole Park	Remove parking from inside park	3	17	6	18	5	10	4	63	8	
	Expand seating	17	3	17	17	5	8	5	72	11	
Parks and Recreation Department	Maintain department	2	6	1	1	11	9	11	41	5	
General Parks Needs	Need to provide parking off-site but close, perhaps a common parking area near the Wye Park?	1	4	2	8	8	1	3	27	1	
	Need to keep trees in the green spaces for shade	14	7	3	5	1	16	12	58	6	
Connections to Regional or Nearby Trails	Repair the pedestrian bridge near Hanson Ponds	10	2	14	4	4	2	1	37	2	
	Organize events that highlight walking/hiking/biking in all seasons with start and finish in downtown	4	15	7	6	11	7	16	66	9	
	Public-Private Partnership - Design and print a Cle Elum map for public and private outdoor parks and rec opportunities	5	8	8	7	6	3	2	39	4	In progress already by the CEDA will need to accept as City-supported map
Pool	Explore a reasonable and self-supporting membership fee or entry fee to support operations and maintenance	18	18	4	3	10	11	18	82	13	
Incorporate the Bicycle and Pedestrian Plan Priority Corridor	Phase 1 - 2nd Street Multi-use Path (Stafford Street Intersection through Billings Avenue Intersection)	16	1	5	2	2	4	7	37	2	

Sub-committee Comments:
Can "Remove parking from inside Flagpole Park" and "Expand seating in Flagpole Park" be together?
"Enforce noise limits from private parties at City Park" and "Patrol for safety purposes at Cle Elum Disc Course" should be happening anyway.
1) Maintain Parks Department*; 2) Connect paths; 3) Manage parking; 4) Pool: 5) Organizing and Enforcement {* including infrastructure and facilities}
Non-profit for Centennial Park garden; Earth day organization - CEDA?; promotion = soccer in Centennial Park/multiple uses in Cle Elum Disc Course/org and host comm events/org events on trails/city-wide map of trails and rec.
Enforcement = noise limits at City Park/patrol for safety purposes at Cle Elum Disc Course; facility = expand seating at Flagpole Park/keep trees in green spaces for shade; Design and print a Cle Elum map= already in progress.
Move pool item to "Long-term".

Mid-term Improvements

		Scorer #1	Scorer #2	Scorer #3	Scorer #4	Scorer #5	Scorer #6	Scorer #7	Total Raw Score	Ranking
Centennial Park	Install playground equipment	24	3	11	24	5	28	7	102	24
	Install restrooms	25	13	12	11	2	4	1	68	11
City Park	Expand and improve picnic area shelter	1	2	19	15	4	1	9	51	3
	Improve horse shoe pits to allow for tournaments	6	28	20	16	9	1	13	93	22
	Improve playground equipment	2	3	5	17	5	1	14	47	1
Cle Elum Disc Course	Install restrooms	26	12	15	21	2	13	2	91	19
	Promote Pro-circuit use	27	11	28	20	7	2	27	122	27
	Incorporate dog park	28	28	16	28	3	3	15	121	26
Fireman's Park	Create BBQ pits	7	13	21	23	4	8	4	80	15
	Expand outdoor seating and tables	14	14	22	22	4	8	8	92	20
Flagpole Park	Make connection to Coal Mines Trail apparent	3	4	6	12	1	5	18	49	2
	Make connection to Wye Park apparent	18	4	7	13	1	5	19	67	10
	Add a City Map of trails	4	2	8	14	1	28	5	62	9
Memorial Park	Incorporate dog park	21	28	13	27	3	3	16	111	25
	Organize youth programs for children	19	28	28	18	6	2	24	125	28
	Make connection to Wye Park apparent	20	4	9	28	1	5	20	87	17
Wye Park	Add vegetation - Zen or themed garden	8	10	28	25	8	9	10	98	23
	Install restrooms	5	16	14	9	2	7	3	56	6
	Make connection to other parks and trails apparent	9	4	10	8	1	6	21	59	7
Parks and Recreation Department	Plan and budget parks and rec programs for children	10	1	28	1	6	2	23	71	13
General Parks Needs	Need to dedicate one park for city-wide events - gazebo and improvements such as electricity and shelters	11	15	28	7	4	2	25	92	20
	Need a dedicated dog park	12	8	17	26	3	3	17	86	16
	Need to connect parks through signage, mapping, and/or ground treatment	13	5	4	10	1	10	11	54	5
Connections to Regional or Nearby Trails	Continue the Coal Mines Trail through Cle Elum	22	4	1	6	1	5	22	61	8
	Expand priorities to include trails in the UGA	23	17	2	5	1	5	26	79	14
Pool	Need to determine where to put the pool	15	9	23	2	10	4	6	69	12
Incorporate the Bicycle and Pedestrian Plan Priority Corridor	Phase 2 - 2nd Street Multi-use Path (East of Billings Avenue through North Peoh Avenue Intersection)	16	6	3	3	1	11	12	52	4
	Phase 3 - 2nd Street Multi-use Path (East of North Peoh Avenue through North Columbia Avenue Intersection)	17	7	18	4	1	12	28	87	17

Sub-committee Comments:
Move the City Park "Expand and improve picnic area shelter" to short-term = Rotary; flagpole Park " map of city trails - short term = already in progress; Install restrooms at Wye Park - move to long-term;
"Connect parks through signage" will come after CEDA signage plan.
1) Trail connections; 2) dog park; 3) stuff for kids; 4) pool; 5) restrooms and park facilities
Improvements to Cle Elum Disc Course and to Flagpole Park = low.
Should incorporate a day park section and put into this table.
Move pool item to short-term.

Long-term Improvements

		Scorer #1	Scorer #2	Scorer #3	Scorer #4	Scorer #5	Scorer #6	Scorer #7	Total Raw Score	Ranking
Centennial Park	Needs an attraction	15	7	15	11	2	9	15	74	15
City Park	Improve skate park	1	4	6	12	5	8	4	40	4
Flagpole Park	Install art and history pieces	12	6	10	7	4	7	14	60	12
Memorial Park	Expand to include sports fields on the east half (adult sized)	4	8	15	8	3	6	12	56	11
	Improve boat launch	3	5	8	13	9	10	13	61	13
Wye Park	Dedicate as a dog park	15	15	9	15	10	1	7	72	14
	Install water feature for children	2	3	7	14	6	15	6	53	10
Connections to Regional or Nearby Trails	Make the regional trails connect to downtown	5	2	2	9	1	2	2	23	1
Pool	Make the pool an indoor, year-round, multi-purpose size for day and evening use for people of all abilities	6	1	3	1	7	3	3	24	2
	Organize and offer childrens' swimming and water fitness programs, including team use	7	1	15	2	8	5	5	43	5
	Organize and offer adults' swimming and water fitness programs	8	1	15	3	8	5	8	48	7
	Include locker rooms with showers	9	1	15	4	7	3	9	48	7
	Include indoor sports courts and rooms for racquetball, squash, weight lifting	10	1	15	5	7	4	10	52	9
	Include multi-purpose rooms for community meetings, training, classes	11	1	5	6	7	3	11	44	6
Incorporate the Bicycle and Pedestrian Plan Priority Corridor	Make the connection to the John Wayne Trail	14	2	1	10	1	2	1	31	3

Sub-committee Comments:
Combine the two organize pool programs items into one category; combine all other pool items into one category.
1) Pool; 2) Trail connections; 3) Sports fields; 4) Skate park; 5) Boat launch
Move "Improve skate park" item at City Park to mid-term.

Appendix E:

Cle Elum's Submitted 2018-2023 Transportation Improvement Program Projects

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	1	Chipseal, various locations to Chipseal and sweep the following locations: Fourth Street, Oakes to Bullit Bullit Street, Third to Fourth Wright Avenue, Third to Fourth Harris Avenue, Third to Fourth Penn. Avenue, Third to Fourth	WA-08102	06/27/17	06/27/17		2017-012	05		0.350	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2018		0		0	25,000	25,000
			Totals	**0**		**0**	**25,000**	**25,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	25,000	0	0	0	0
Totals	**25,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	2	HMA Overlays, various locations to HMA overlay the following locations: Madison Street, Second to end South Railroad Street, Oakes to Owens	WA-08103	06/27/17	06/27/17		2017-012	05		1.200	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2018		0		0	179,000	179,000
			Totals	**0**		**0**	**179,000**	**179,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	179,000	0	0	0	0
Totals	**179,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	3	Chipseal, various locations to Chip seal and sweep at the following locations: Columbia Avenue, First to Second Fifth Street, Steiner to Stafford	WA-08104	06/27/17	06/27/17		2017-012	05		0.410	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0		0	25,000	25,000
			Totals	**0**		**0**	**25,000**	**25,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	25,000	0	0	0
Totals	**0**	**25,000**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	4	Chipseal, various locations to Chipseal and sweep at the following locations: Billings Avenue, Railroad to Fourth Fourth Street, Billings to Stafford Rosyln Place, cul de sac to Miller Miller Avenue, Rosyln Place to Second Pine Street, Second to Rosyln Place	WA-08105	06/27/17	06/27/17		2017-012	05		0.420	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2020		0		0	39,000	39,000
			Totals	**0**		**0**	**39,000**	**39,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	39,000	0	0
Totals	**0**	**0**	**39,000**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	5	Chipseal, various locations to Chipseal and sweep at the following locations: Davis Street, Pine to Alpha Alpha South, to end	WA-08345	06/27/17	06/27/17		2017-012	05		0.060	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2021		0		0	4,000	4,000
			Totals	**0**		**0**	**4,000**	**4,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	4,000	0
Totals	**0**	**0**	**0**	**4,000**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	6	Chipseal, various locations to Chipseal and sweep at the following locations: Lincoln Street, Fourth to Third Madison Street, Fourth to Second Third Street, Grant to Madison Third Street, Lincoln to Madison	WA-08346	06/27/17	06/27/17		2017-012	05		0.690	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0		0	61,000	61,000
			Totals	**0**		**0**	**61,000**	**61,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	61,000
Totals	**0**	**0**	**0**	**0**	**61,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	7	Chipseal, various locations to Chipseal and sweep at the following locations: Stuart View Drive, Second to Pine Schober Way, Second to Reed	WA-08347	06/27/17	06/27/17		2017-012	05		0.480	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0		0	20,000	20,000
			Totals	**0**		**0**	**20,000**	**20,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	20,000
Totals	**0**	**0**	**0**	**0**	**20,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	8	Chipseal, various locations to Chipseal and sweep the following locations: Billings Ave, Second to Third Wright Ave, Second to Third Bullitt Ave, Second to Third Peoh Ave, Second to Third Teanaway Ave, Second to Third Yakima Ave, Second to Third	WA-09154	06/27/17	06/27/17		2017-012	05		0.340	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2018		0		0	30,000	30,000
			Totals	**0**		**0**	**30,000**	**30,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	30,000	0	0	0	0
Totals	**30,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	9	Chipseals, various locations to Chipseal and sweep the following locations: Pennsylvania Ave, First to Third Harris Ave, First to Third Columbia Ave, First to Third Floral Ave, First to Third Short Ave, First to Third	WA-09155	06/27/17	06/27/17		2017-012	05		0.600	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2018		0		0	48,000	48,000
			Totals	**0**		**0**	**48,000**	**48,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	48,000	0	0	0	0
Totals	**48,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	10	Third Street Chipseal Yakima Avenue to Cottage Avenue Chipseal and sweep.	WA-09156	06/27/17	06/27/17		2017-012	05		0.480	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2018		0		0	41,000	41,000
			Totals	**0**		**0**	**41,000**	**41,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	41,000	0	0	0	0
Totals	**41,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	11	Cottage Avenue Chipseal to Chipseal and sweep.	WA-09157	06/27/17	06/27/17		2017-012	05		0.440	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2018		0		0	37,000	37,000
			Totals	0		0	37,000	37,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	37,000	0	0	0	0
Totals	37,000	0	0	0	0

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	12	South Cle Elum Way Pathway Railroad Street to Bridge Construct multi-use pathway.	WA-10074	06/27/17	06/27/17		2017-012	28			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019		0	TIB	88,000	22,000	110,000
			Totals	**0**		**88,000**	**22,000**	**110,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	110,000	0	0	0
Totals	**0**	**110,000**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	13	Downtown Revitalization Billings Avenue to Peoh Avenue Reconstruct existing sidewalks by removal of existing sidewalk, and curb and gutter. Construct new widened area, new curb and gutter, sidewalks, illumination, landscaping, and amenities.	WA-10075	06/27/17	06/27/17		2017-012	04	C G P S T W	0.520	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2019	CDBG	2,000,000	TIB	3,500,000	500,000	6,000,000
			Totals	**2,000,000**		**3,500,000**	**500,000**	**6,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	6,000,000	0	0	0
Totals	**0**	**6,000,000**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	14	Railroad Street Resurfacing Harris Avenue to Peoh Avenue Grind and overlay asphalt surface, pavement markings, update sidewalk ramps to ADA standards.	WA-10078	06/27/17	06/27/17		2017-012	05	C G P S T W	0.230	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2020		0	TIB	150,300	16,700	167,000
			Totals	**0**		**150,300**	**16,700**	**167,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	167,000	0	0
Totals	**0**	**0**	**167,000**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	15	SR 903 and Stafford Street Sidewalk Improvements to Construct curb and gutter, sidewalk, and ADA ramps.	WA-10079	06/27/17	06/27/17		2017-012	28	C G P S T W		CE	Yes

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2018		0	TIB	94,500	10,500	105,000
			Totals	**0**		**94,500**	**10,500**	**105,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	105,000	0	0	0	0
Totals	**105,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	16	2nd Street Pathway - Phase 1 Stafford Avenue to Peoh Avenue Construct multi-use pathway adjacent to roadway.	WA-10080	06/27/17	06/27/17		2017-012	28	C G P S T W	0.630	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2021		0	TIB	243,000	27,000	270,000
			Totals	**0**		**243,000**	**27,000**	**270,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	270,000	0
Totals	**0**	**0**	**0**	**270,000**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	17	2nd Street Pathway - Phase 2 Peoh Avenue to Short Avenue Construct multi-use pathway adjacent to roadway.	WA-10081	06/27/17	06/27/17		2017-012	28	C G P S T W	0.700	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2022		0	TIB	265,500	29,500	295,000
			Totals	**0**		**265,500**	**29,500**	**295,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	295,000
Totals	**0**	**0**	**0**	**0**	**295,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2018 to 2023

Agency: Cle Elum
County: Kittitas
MPO/RTPO: Quad-Co RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	18	Columbia Avenue Extension 1st Street to Railroad Tracks Grind and overlay existing roadway. Extend roadway to railroad tracks and install railroad crossing equipment and pad.	WA-10082	06/24/17	06/27/17		2017-012	01	C G P S T W	0.100	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	ALL	2023		0	TIB	810,000	90,000	900,000
			Totals	**0**		**810,000**	**90,000**	**900,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	900,000
Totals	**0**	**0**	**0**	**0**	**900,000**

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Cle Elum	**2,000,000**		**5,151,300**	**1,204,700**	**8,356,000**

COMMENTS & RESPONSES

CITY of CLE ELUM WASHINGTON
EST. 1902

City of Cle Elum
119 West First Street
Cle Elum, WA 98922

Phone: (509) 674-2262
Fax: (509) 674-4097
www.cityofcleelum.com

July 3, 2019

Office of Growth Management Services
Washington State Department of Commerce
P.O. Box 42525
Olympia, WA 98504-2525

Attn: Scott Kuhta, Senior Planner – Growth Management Services

Re: City of Cle Elum, 2019 Comprehensive Plan Update
Revisions and June 25, 2019 Adoption Ordinance

Dear Scott:

Attached for Department of Commerce records is a copy of revisions made upon receipt of your Draft Review Summary letter dated June 17, 2019. Additionally, the City has attached Adoption Ordinance 1559 for the Final 2019 Cle Elum Comprehensive Plan Update.

Modifications have been made to the original 2019 Cle Elum Comprehensive Plan Update received by your office on April 11, 2018. We have incorporated the modifications into the Final 2019 Cle Elum Comprehensive Plan and are submitting the Revised Comprehensive Plan through your online portal.

Substantive modifications include:

- Revising Policy LU-3.5 to reference the updated 2019 Stormwater Management Manual for Eastern Washington rather than the previous 2004 version.
- The Capital Facilities Element (CFP) notes Cle Elum's current effort to develop a General Sewer Plan (GSP). This is the first GSP for Cle Elum and inventories and assessments are being performed for all sanitary sewer and connected stormwater infrastructure. Inventory of sewer facilities began last year while the City was assessing their infiltration and inflow issues. The City will continue inventory of remaining infrastructure elements and assessment of their system during 2019. The anticipated completion of the GSP is 2020.
    - The City intends to meet the GMA planning requirements and update their Comprehensive Plan upon completion of the GSP, to include:
        - A six-year plan that identifies a list of projects, projected costs, and specific revenue sources to accomplish the improvements.

        - The analyses for existing conditions and forecasts will use population and land use assumptions consistent with other elements in the Comprehensive Plan.
        - The inclusion of GSP information will be incorporated in the Comprehensive Plan CFP through Cle Elum's annual amendment process.
    - Other tables in the CFP were updated to include specific City revenue sources.
- Revisions to the Transportation Element include specific dates for QUADCO RTPO certification of the element and table modifications. The forecast table (Table 4-7) was modified so forecasted AADT matched the color-coded Level of Service appropriately. More local counts on City collector roads were added to the existing traffic count table (Table 4-4) and spreadsheet forecasts were performed to be included in the forecast table (Table 4-7) as well. These revisions were also incorporated in the CFP for consistency. A summary of traffic counts and a copy of nearby Kittitas County Road Log information were included in Appendix B.

Washington State Department of Transportation (WSDOT) comments included inquiries about potential future developments causing additional traffic on and near WSDOT facilities. The City is currently working with Kittitas County's travel demand model (TDM) consultant, WSDOT, and the City's engineer, to update the land use and network assumptions in the regional TDM. The updated forecast volumes will be incorporated in the Transportation Element once the update is complete and forecasts are final.

- The City intends to use the regional TDM to provide City staff and decision-makers the best available method of forecasting future travel demand. When the TDM analysis is complete, the City will:
    - Reevaluate their six-year plan which includes a list of projects, projected costs, and specific revenue sources to accomplish the improvements making adjustments according to new information derived from the TDM results.
    - Ensure revised forecasts will align with population and land use assumptions in the Comprehensive Plan.
    - Include any new information in the Comprehensive Plan Transportation Element and Capital Facilities Element (Plan) through Cle Elum's annual amendment process.

Should you have any questions or need more information, please contact our office.

Very truly yours,



Jay McGowan, Mayor

Letter submitted via Commerce PlanView Portal only

STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

June 18, 2019

Ms. Lucy Temple
City Planner
City of Cle Elum
119 West 1st Street
Cle Elum, Washington 98922

Sent Via Electronic Mail

Re: Comments on Cle Elum's draft comprehensive plan: Submittal ID 2019-S-66

Dear Ms. Temple:

Thank you for the opportunity to review and comment on the proposed amendment to the City of Cle Elum's comprehensive plan. Please consider these comments as the comprehensive plan is reviewed by the Planning Commission and City Council.

We particularly like the following:

- The comprehensive plan does a good job describing coordination and consistency requirements between regional, county and city planning policies.

- Each chapter provides an excellent inventory of facilities, services, housing, demographics, etc., as well as maps that will require future updates to ensure information is current and useful.

- The Land Use Element provides an excellent foundation and direction for future growth and development. In particular, goals and policies strike a balance between maintaining historic neighborhood character and promoting infill development and higher densities.

- We support the climate and sustainability goals and policies (LU-17), which shows Cle Elum to be proactive in planning for potential impacts resulting from our changing climate.

We have concerns about the following that you should address before you adopt your plan and development regulation:

- Policy LU-3.5 references the 2004 Eastern Washington Stormwater Manual. This manual was recently updated to the 2019 Stormwater Management Manual for Eastern Washington.

- The Capital Facilities Element provides detailed information for all facilities and services provided by the City and other service providers. The Growth Management Act requires the element to include "at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes".[1] To meet this requirement, each section (stormwater, domestic water, sanitary sewers, etc.) should include a list of projects, projected costs and specific revenue sources. The Capital Facilities Element references various functional plans where some of this information may be located, or will be developed in the future (ie.2019/2020 General Sewer Plan).

- We recommend developing a 6-year program for city facilities and services that can be updated annually. This is particularly helpful when developing annual budgets and allocating scarce financial resources. Individual programs for facilities and services can be consolidated into a summary chart showing projected costs and revenue sources for all capital facility projects.

The City of Cle Elum should be proud of the work represented in this draft comprehensive. It is clear that a significant amount of staff time and effort was expended on the public process and drafting of the plan. Although it is tempting to sit back and take a breath after its final adoption, we encourage the City to keep forward momentum and focus on plan monitoring and implementation.

Congratulations to you, your Planning Commission, staff, and involved citizens for the good work represented by your update. If you have any questions about our comments or any other growth management issues, please contact me at scott.kuhta@commerce.wa.gov or (509) 795-6884.

We extend our continued support to Cle Elum City in achieving the goals of growth management.

Sincerely,

Scott Kuhta

Scott Kuhta, AICP
Senior Planner
Growth Management Services

cc: Dave Andersen, AICP, Managing Director, Growth Management Services

[1] RCW 36.70A070(3)

City of Cle Elum

119 West First Street

Cle Elum, WA 98922

Phone: (509) 674-2262
Fax: (509) 674-4097

www.cityofcleelum.com

July 3, 2019

WSDOT South Central Region
Attn: Paul Gonseth, Planning Engineer
2809 South Rudkin Road
Union Gap, WA 98903-1648

Re: City of Cle Elum
2019 Comprehensive Plan Update
Response to 2019 Comprehensive Plan comments received June 17, 2019

Dear Paul:

Thank you for providing comments for our 2019 Comprehensive Plan Update. We believe our current actions are addressing the comments you made regarding the potential impact of future development on WSDOT facilities.

The City of Cle Elum is included in the Kittitas County regional travel demand model (regional TDM) in sufficient detail to retrieve and use forecasted volumes, once Cle Elum land use and network inputs are revised. Unfortunately, Cle Elum found the model input assumptions needed overall refinement and chose not to use the resulting volumes of the regional TDM to provide forecasts in the Comprehensive Plan update until revisions are made to the regional TDM.

Our concerns were communicated to Kittitas County upon discovery, and we asked for a cooperative update to the model using locally developed assumptions at the County's earliest convenience. Due to timing, the County's consultant had already completed the regional TDM and an update was impractical without a substantial unfunded contract supplement.

The City chose to use a manual spreadsheet analysis as a screening tool of travel demand during the development of the Comprehensive Plan update. The screening nature of the analysis was noted in the Transportation Element and increasingly detailed methods were identified for analyzing locations with a LOS B or worse condition. The City began collecting traffic counts using QUADCO RTPO counters in the City. Cle Elum is considering a traffic count program that will systematically count locations in the City and Urban Growth Area and is planning to budget these efforts in 2020.

Continuing discussions with Kittitas County about a model update have expanded and now include Kittitas County staff, Kittitas County's modeling consultant, Cle Elum's staff, Cle Elum's engineering firm, and WSDOT. The City plans to contract directly with the County's travel demand model consultant to update the regional model with the City's current and planned land use and current and planned network features in the future. The model enhancement will allow the City to evaluate impacts for a variety of potential development scenarios.

Cle Elum looks forward to WSDOT's continuing assistance and review of its facilities during the development and calibration of the TDM. We also welcome discussion about how other cities have included strategies in their Comprehensive Plan to adequately address remedies for potential impacts to the state system when forecasting includes future development not yet occurring.

Once the model is updated, the City intends to:

- Reevaluate their six-year plan which includes a list of projects, projected costs, and specific revenue sources to accomplish the improvements, making adjusts according to new information derived from the TDM results.
- Ensure revised forecasts will align with population and land use assumptions in the Comprehensive Plan.
- Include any new resulting information in the Comprehensive Plan Transportation Element and Capital Facilities Element (Plan) through Cle Elum's annual amendment process.

Should you have any questions or need more information, please contact our office.

Very truly yours,

Jay McGowan

Jay McGowan, Mayor

Enclosure

Washington State Department of Transportation

South Central Region
2809 Rudkin Road
Union Gap, WA 98903-1648
509-577-1600 / FAX: 509-577-1603
TTY: 1-800-833-6388
www.wsdot.wa.gov

June 17, 2019

City of Cle Elum
Planning Department
119 West First Street
Cle Elum, WA 98922

Attention: Lucy Temple, Planner

Subject: City of Cle Elum 2019 Comprehensive Plan Update

We have reviewed the proposed 2019 City of Cle Elum Comprehensive Plan update. We commend your efforts, generally support the proposed updates and have the following comments.

Interstate 90 (I-90) is designated as a highway of statewide significance per RCW 47.06.140 and is needed to connect communities within Washington and neighboring states. It is also an essential state public facility under the Growth Management Act (GMA), RCW 36.70A.200.

Per RCW 36.70A.070(6) of the GMA, local Comprehensive Plans must include a Transportation Element that identifies state facilities, their current level of service, and the estimated traffic impacts to these facilities by the proposed land use designations as well as how level of service standards will be maintained in order to meet concurrency requirements.

State Route 903 passes through the city limits of Cle Elum and is a Major Collector. Transportation related policies for this route are adequately addressed in the draft plan.

An area of concern pertains to the I-90 interchanges near Cle Elum. Specifically, Exit 80 (I-90/Bullfrog Frog Road interchange) provides access to the western end of Cle Elum and major developments like Suncadia. The proposed Planned Mixed Use designations for this area may or may not increase traffic impacts above existing conditions. Traffic count information and potential level of service impacts by the proposed land use changes need to be included in the plan update and associated environmental review.

Per the draft Comprehensive Plan and correspondence, traffic modeling that has been completed so far for Kittitas County does not reflect all land use assumptions for Cle Elum and will be updated in an iterative coordinated process with Kittitas County and QUADCO and others.

The draft Transportation Element, Traffic Forecast section states:

> *Because of the significant changes in land use that are planned to occur in Suncadia, other developments in the northern edge of the City Limits, and developments adjacent to the UGA north of the City, these anticipated projections should be checked against observed counts between now and the next update. Final assumptions used in developing the forecast traffic should be shared with Kittitas County, and should be considered to be included in the next update to Kittitas County's Regional Travel Demand Model.*

Draft Land Use Policies LU 1-3 and LU 10.1 state that new development to occur only when and where adequate facilities exist or can be provided. We understand and support efforts to update modeling and forecasts. We recommend that appropriate language be developed in the plan update or adopt impact fee requirements to ensure that transportation impacts to the state system are adequately addressed.

Finally, we support the endorsement and promotion of multi-modal and active transportation policies and actions for bicycle and pedestrian facilities that are included in the proposal.

Thank you for the opportunity to review the proposed updates and provide comments. If you have any questions regarding these comments, please contact John Gruber at (509) 577-1636.

Sincerely,

Paul Gonseth, P.E.
Planning Engineer

PG:jg/df
cc: Harry Nelson, Area 3 Maintenance Superintendent