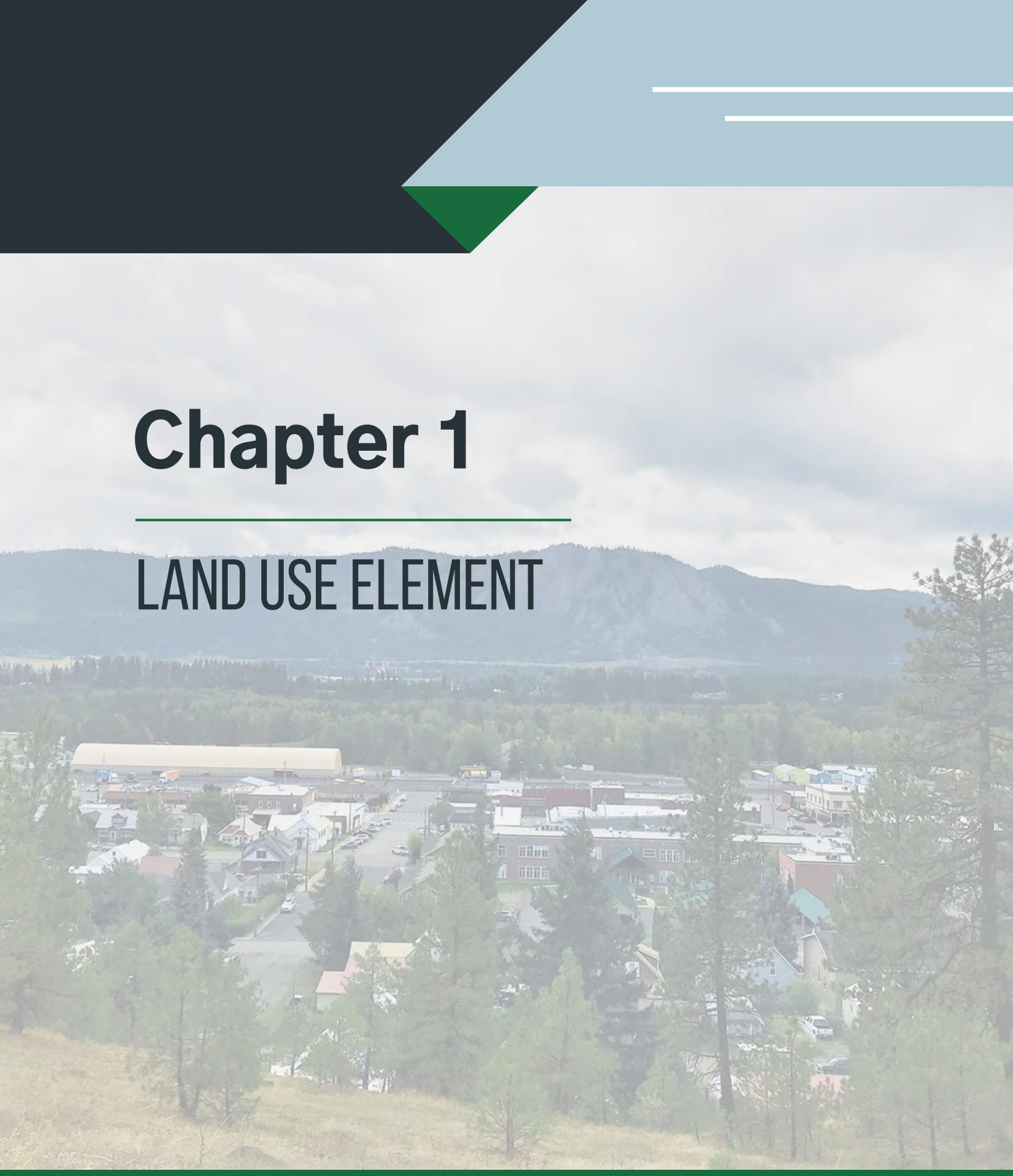
CITY OF CLE ELUM

COMPREHENSIVE PLAN 2026



119 West First Street
Cle Elum, WA 98922
(509) 674-2262
cleelum.gov

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Chapter 1

LAND USE ELEMENT

City of Cle Elum

CITY OF CLE ELUM

Land Use Element

2026

I. 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.

A. 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.

B. Growth Management Act

The Washington State Growth Management Act (GMA) requires that the following be addressed by the Land Use Element (RCW 36.70A.070(1)):

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- A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, and green spaces, urban and community forests within the urban growth area general aviation airports, public utilities, public facilities, and other land uses.
- The land use element shall include population densities, building intensities, and estimates of future population growth.
- The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies.
- The land use element must give special consideration to achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities.
- Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state.
- Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.
- The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to adoption of portions or all of the wildland urban interface code developed by the international code council or developing building and maintenance standards consistent with the firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risk to residential development in high risk areas and the wildland urban interface area. Separating human development from wildfire prone landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaption measures. [RCW 36.70A.070(1)]

C. Countywide Planning Policies

Under the Growth Management Act, cities, towns and their associated UGAs have been identified as the primary areas where future urban levels of growth will be permitted. The Kittitas Countywide Planning Policies were last updated on July 5, 2016 (Kittitas County Ordinance 2016-013). To achieve the Act's goal of "inter-jurisdictional consistency," the existing Countywide Planning Policies are integrated with the Land Use Element of Cle Elum's Comprehensive Plan. The following 2016 Countywide Planning Policies apply to discussion of the Land Use Element.

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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.

Policy **LU-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.

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

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

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

Policy **LU-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 **LU-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 **LU-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 **LU-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

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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 **LU-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 **LU-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 **LU-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 **LU-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 **LU-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.

D. 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 . 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

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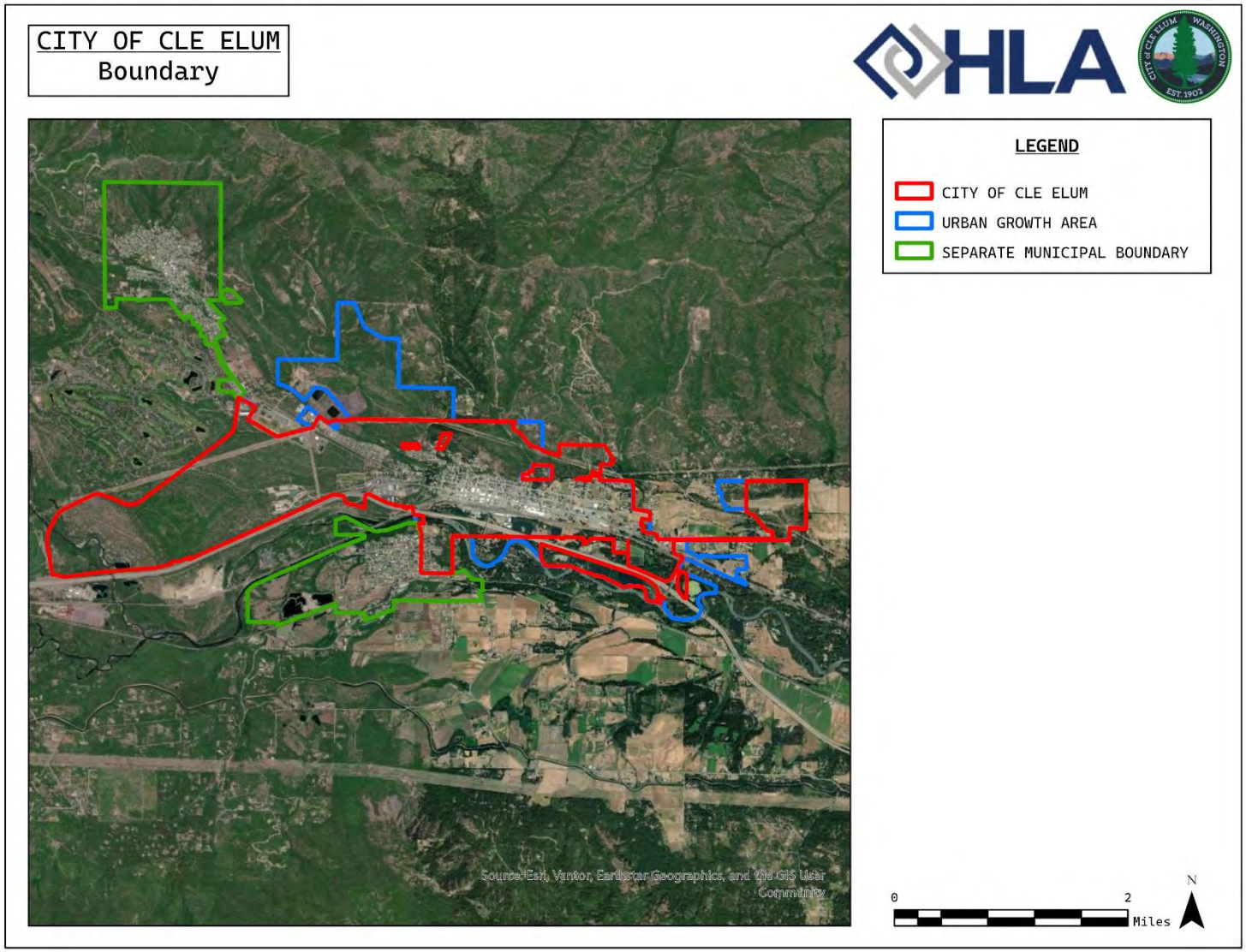
Land Use Element in the central role of defining the direction of the Comprehensive Plan and thereby defining the vision of the community. The Land Use Element concludes with land use goals and policies.

E. 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.

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Figure 1-1. City of Cle Elum City Limits



II. Existing Conditions and Future Needs

A. 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 1,909 feet, 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 Central Washington. 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 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 depend 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.

B. Parks

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 for wildlife habitat as well as providing multimodal trails and pathways. 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 – Parks. 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 tree preservation. 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. Trees have been planted during many Arbor Day events over the years.

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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 (CEMC Title 18) extend protection to the following: wetlands, frequently flooded areas, fish and habitat conservation areas, critical aquifer recharge areas, and geologic hazard areas.

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 and expensive to replicate or replace.

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 several 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 (FEMA) 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. The original platting of Cle Elum was located adjacent 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. 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 patterns in city limits. Residential development on the south side of the river is limited due to floodplain and floodway constraints as well as geographic scope. Several other areas throughout the City are designated as FEMA floodplains or floodways, which

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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.

Fish and wildlife habitat conservation areas

Fish and wildlife habitat conservation are 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 – Priority Habitat and Species Map, and Figure 6A – Streams 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 –

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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.

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Figure 1-2. Parks and Schools

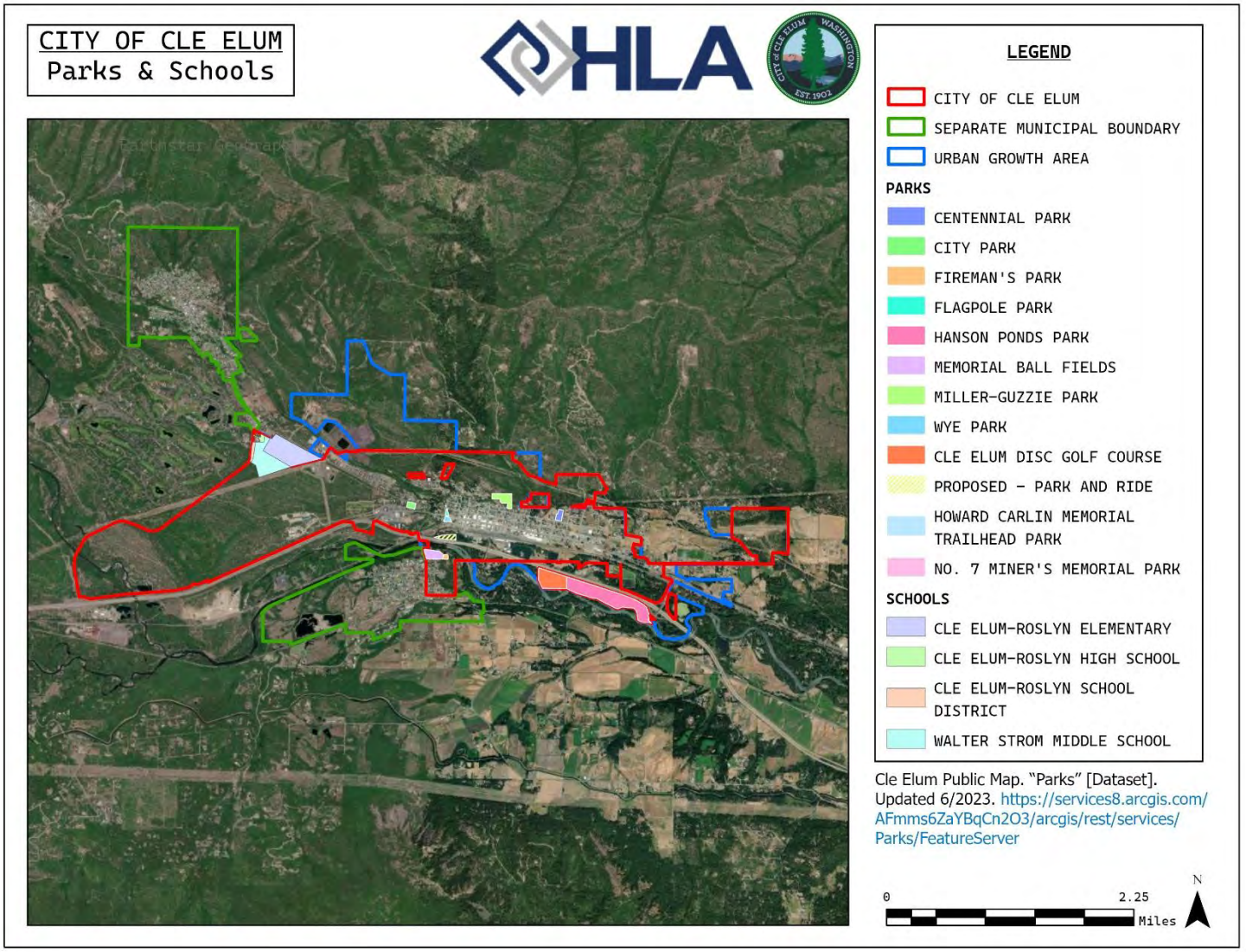


Figure 1-3. Wetlands

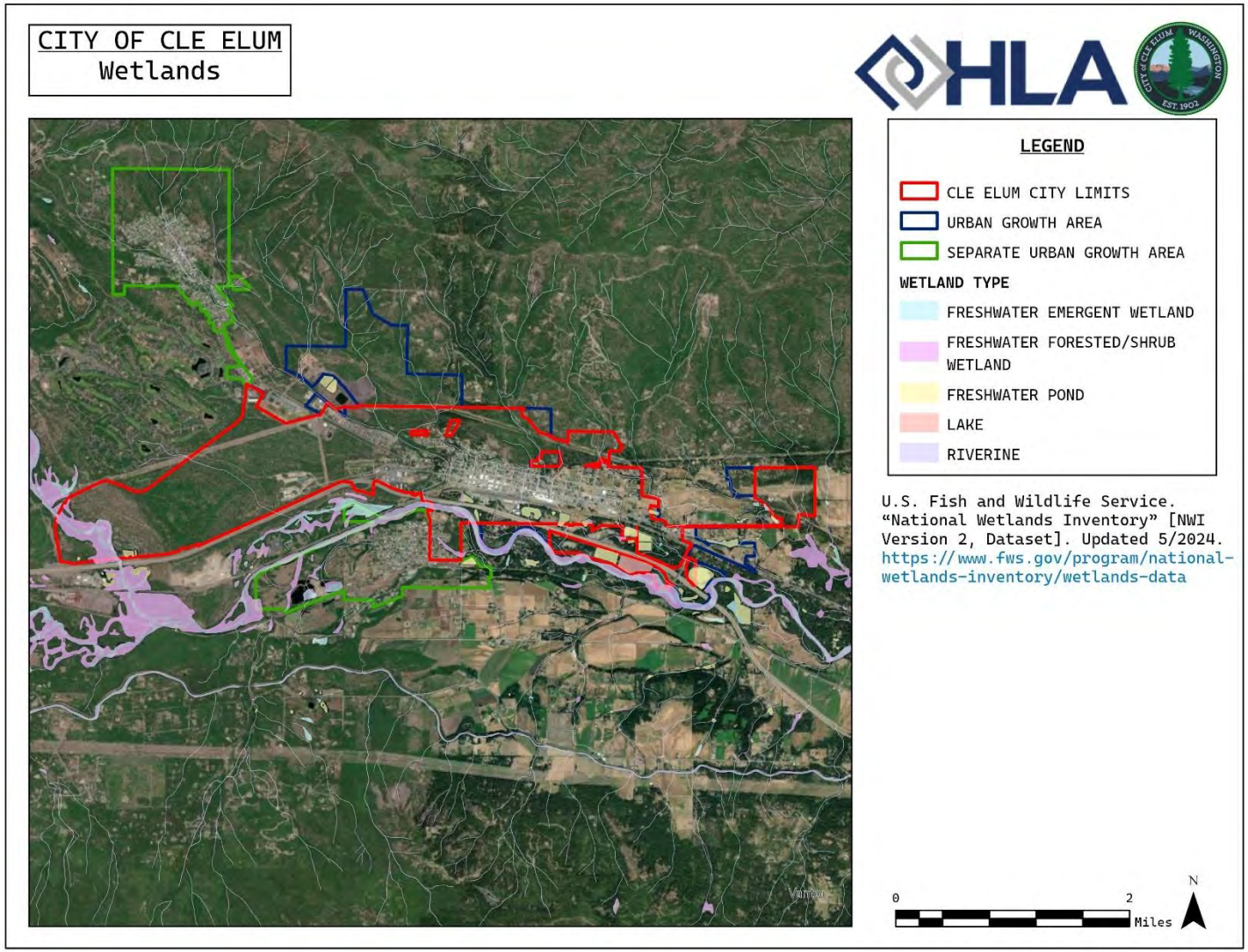


Figure 1-4. Frequently Flooded Areas

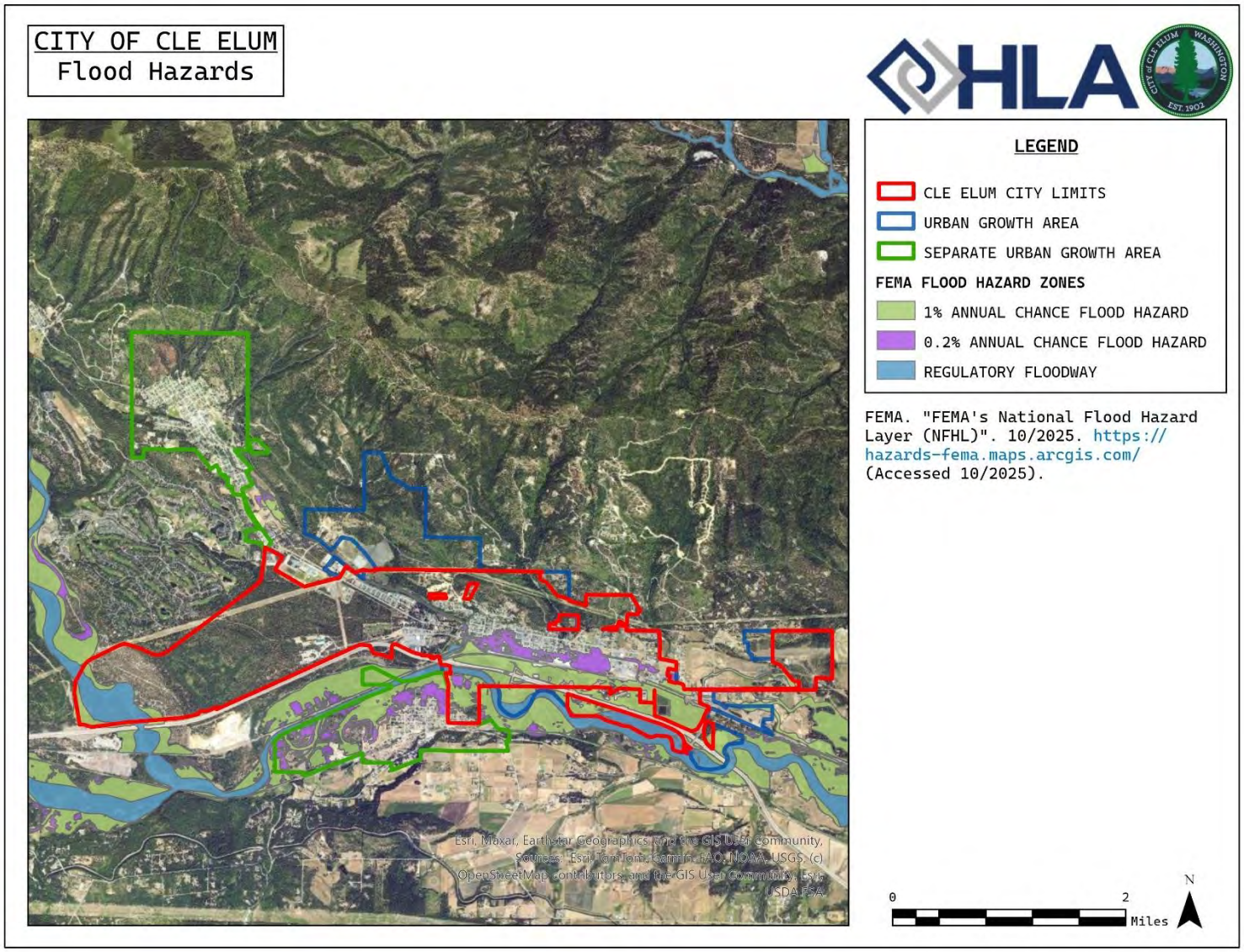


Figure 1-5. Priority Habitat and Species

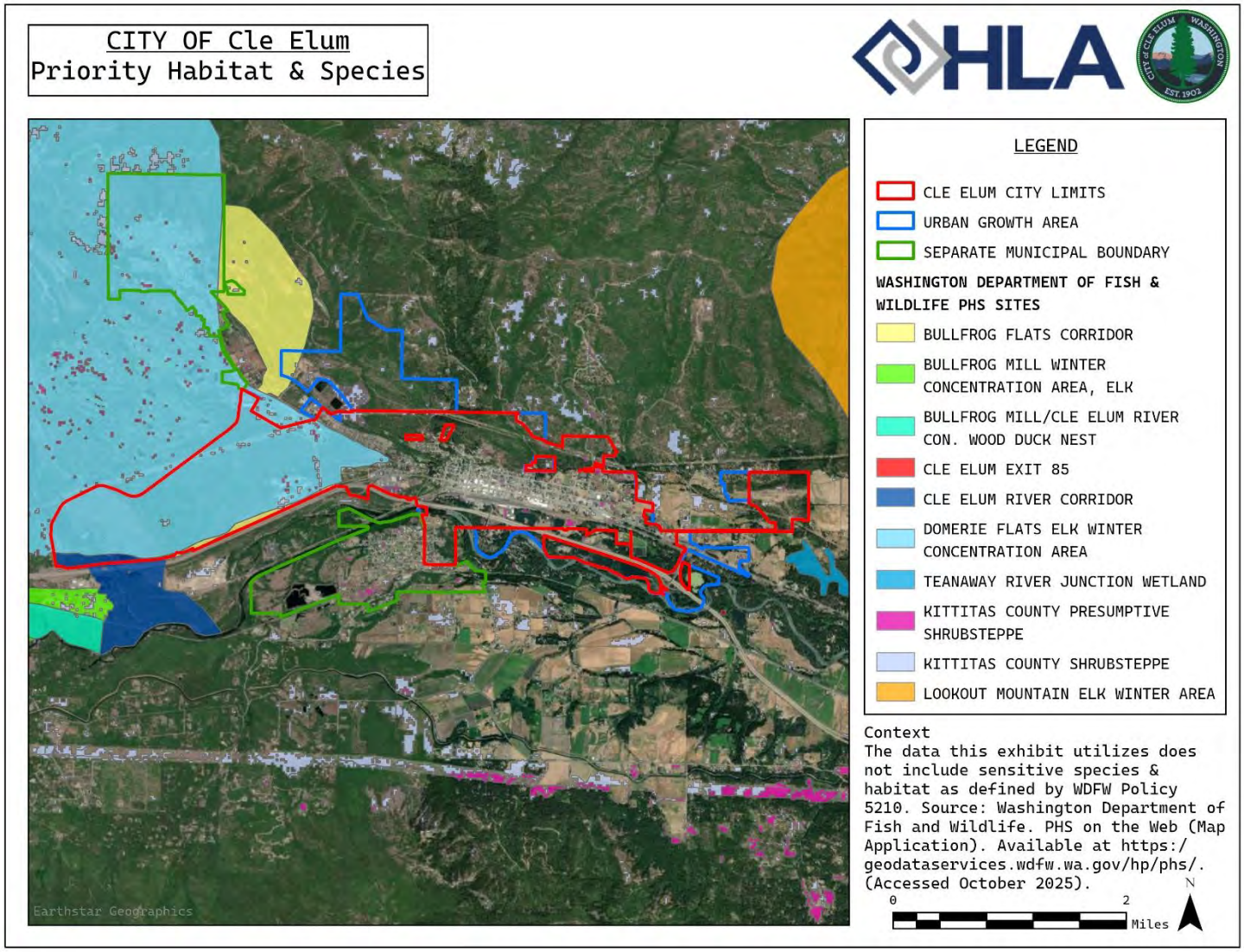


Figure 1-6. Streams

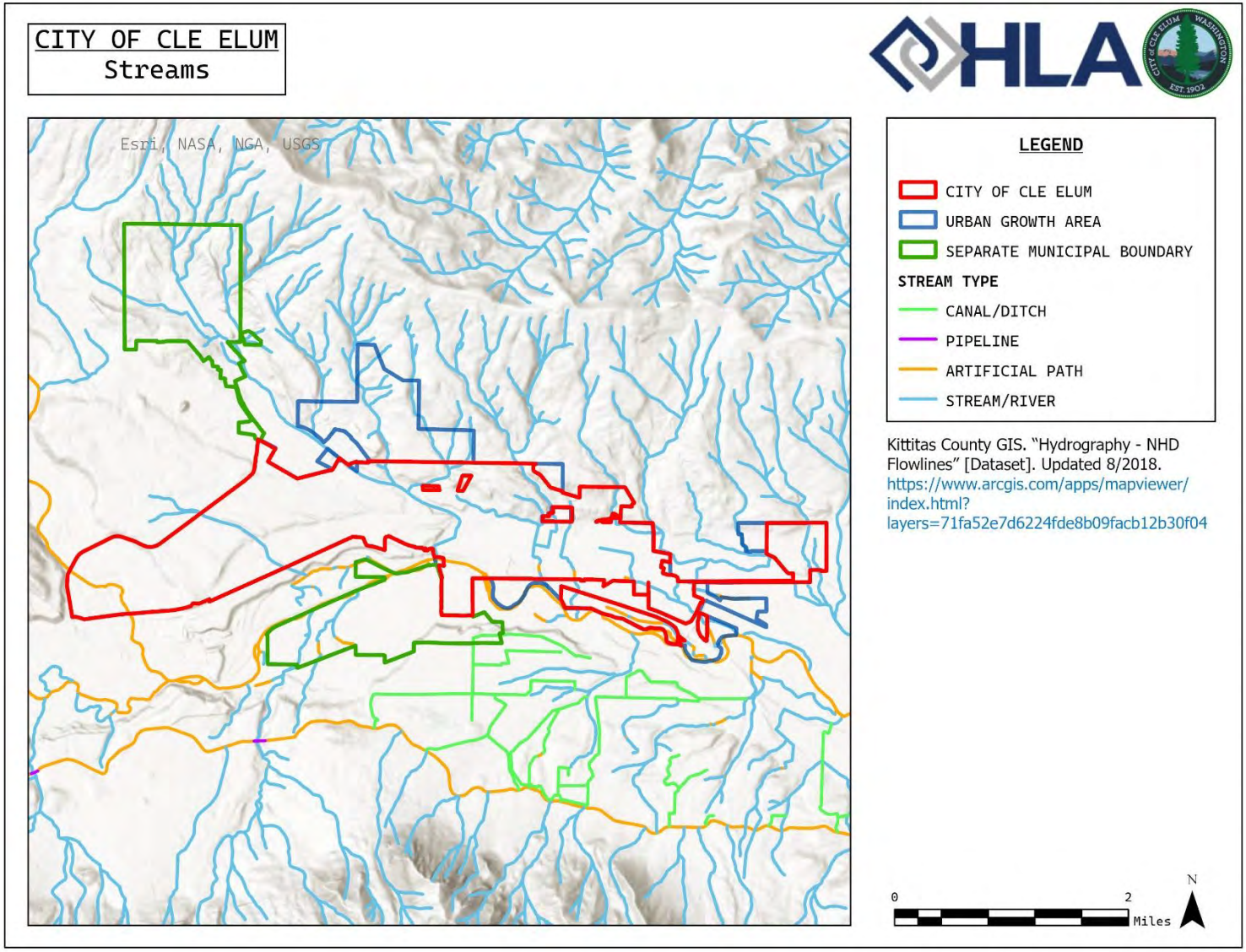


Figure 1-7. Critical Aquifer Recharge Areas

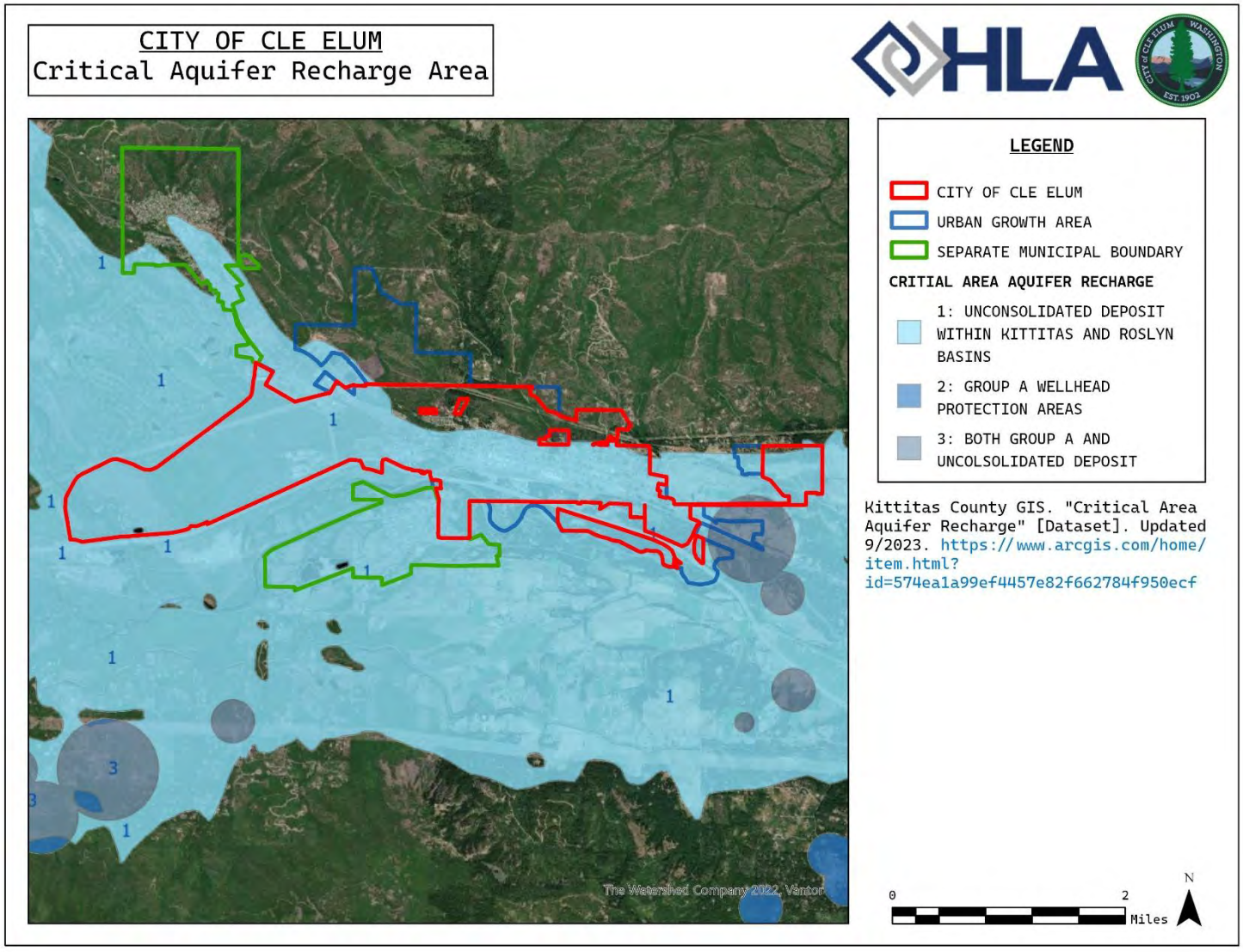


Figure 1-8. Hazardous Slopes

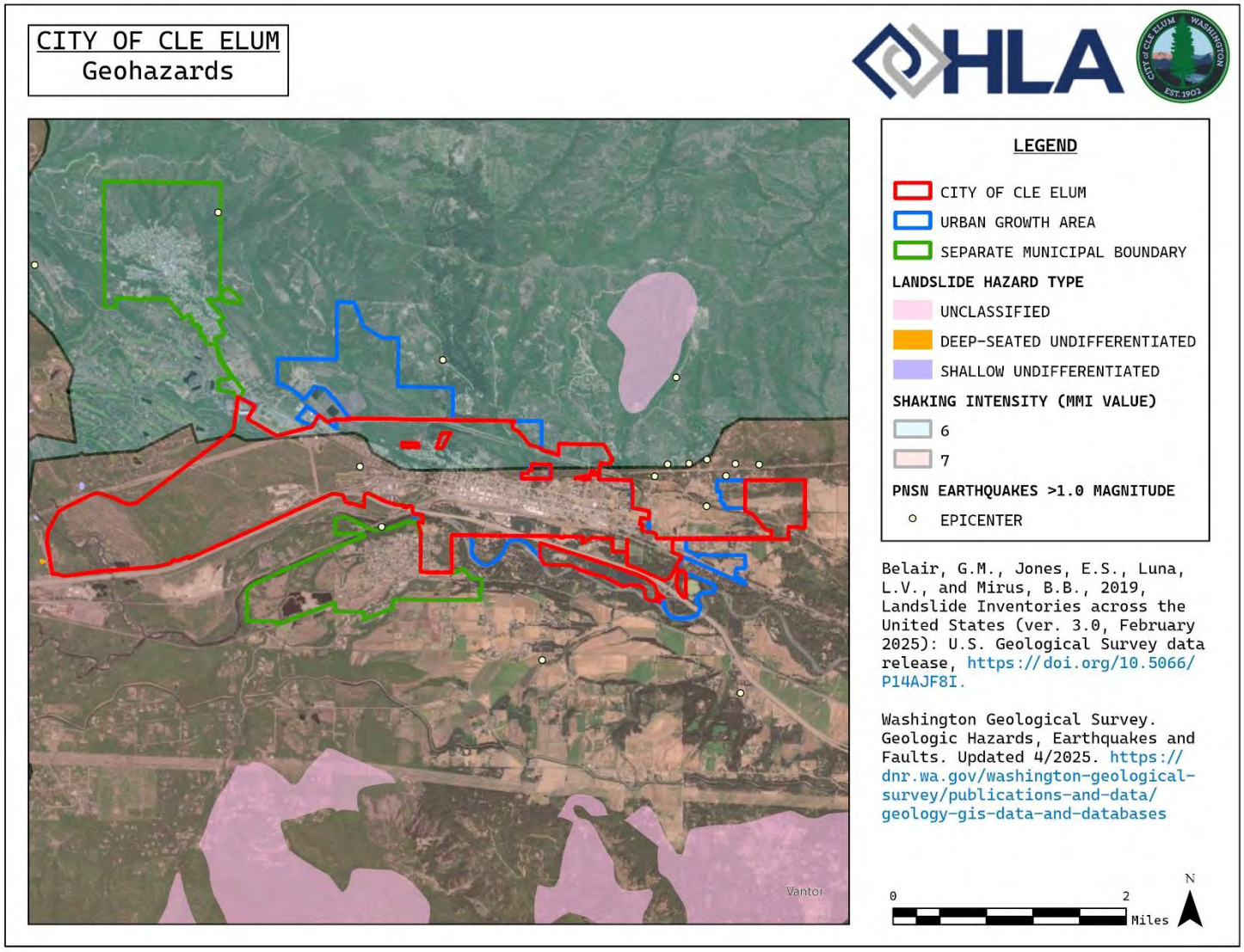


Figure 1-9. Historic Landslides

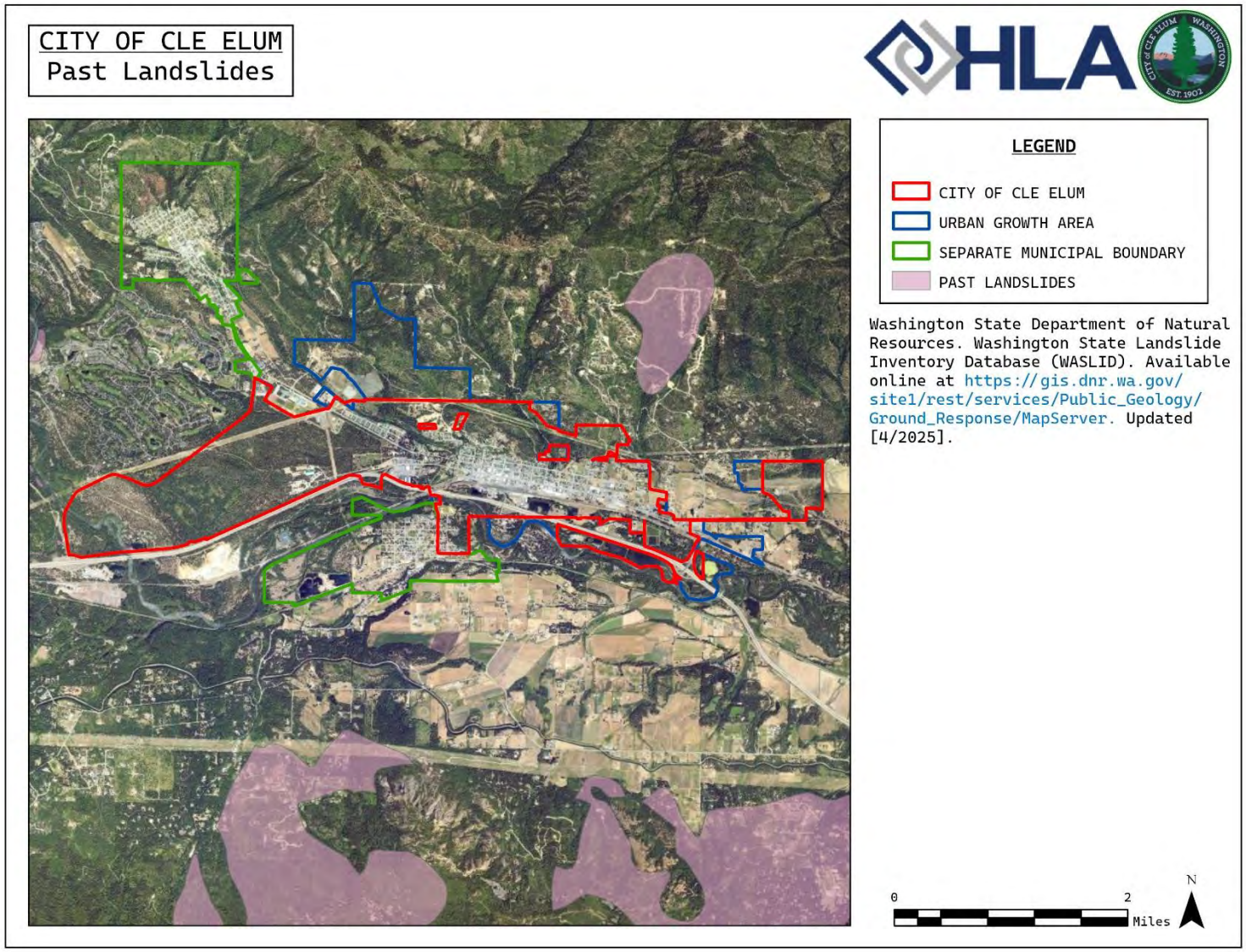


Figure 1-10. Liquefaction Susceptibility

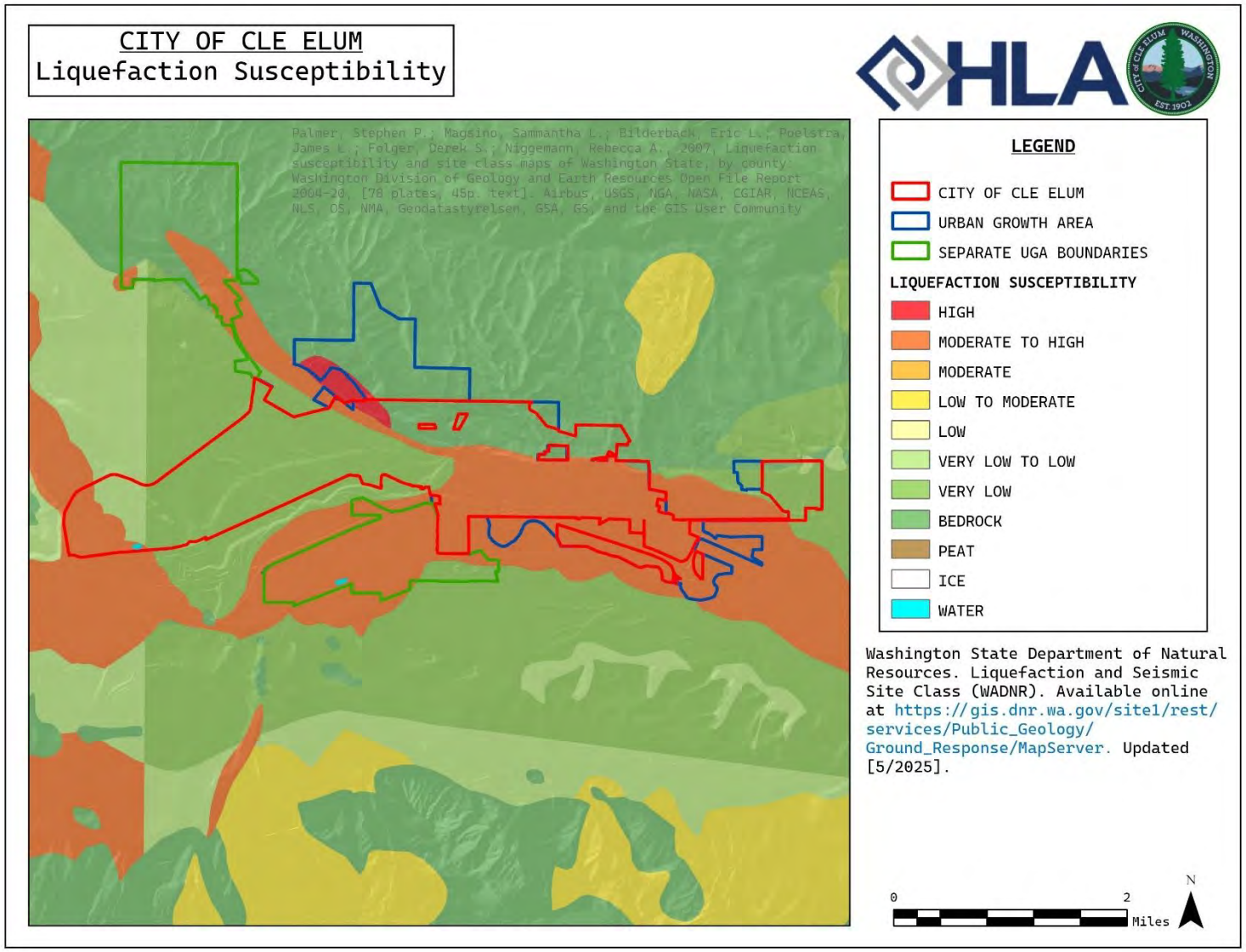
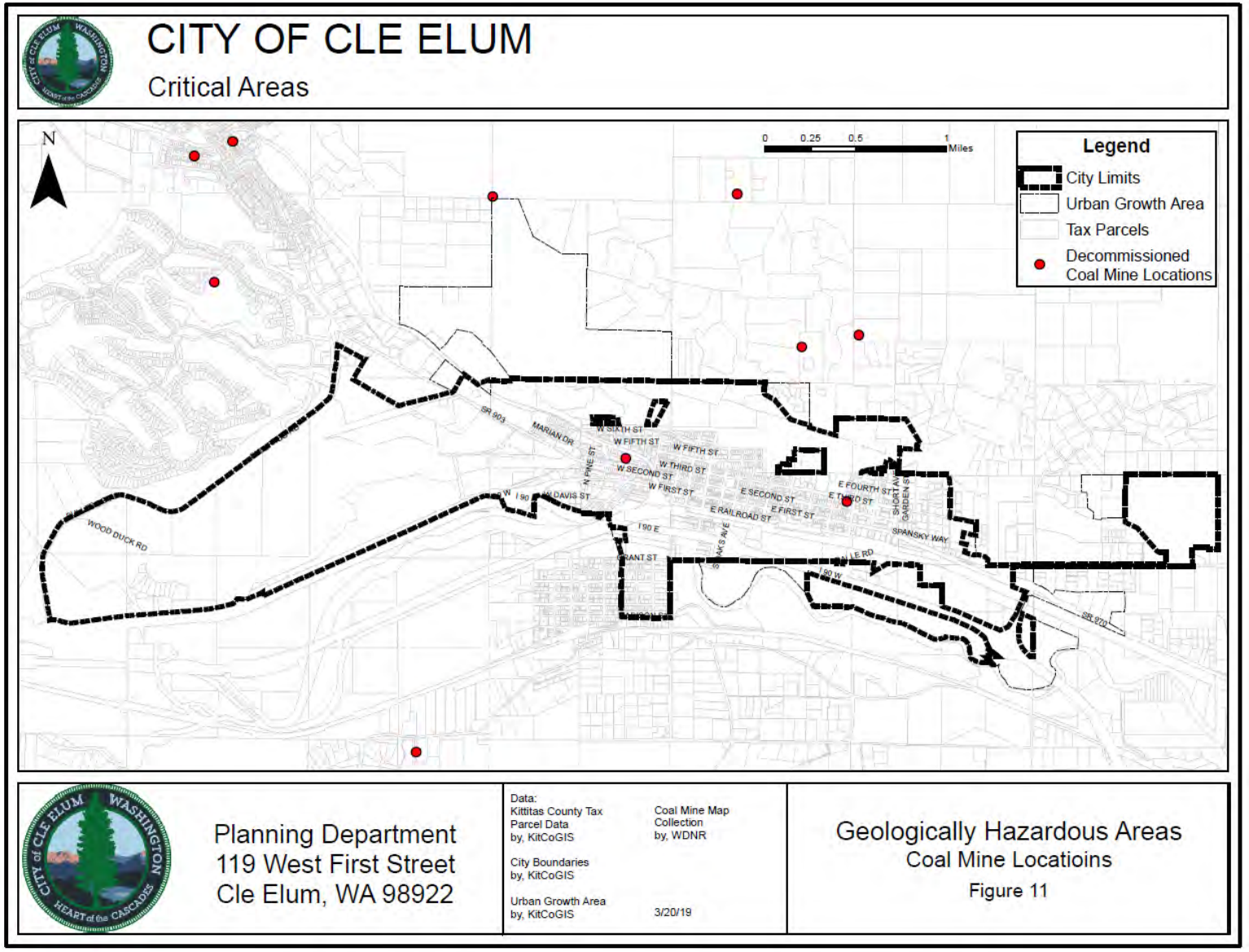


Figure 1-11. Coal Mine Locations



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.

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.

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 Cle Elum SMP was last updated in 2021..

Hazardous Materials and Sites

Several 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.

C. Current Land Use Inventory

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.

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

Land Use	Total Acres by Zone Inside Cle Elum City Limits	% of Total Acres by Zone Inside City Limits
Residential	**357.87**	**14.34 %**
Single Family Residential	283.41	11.36%
Multi-family Residential	74.46	2.98%
Commercial	**152.2**	**6.10%**
Downtown Commercial	26.48	1.06%
Entry Commercial	29.35	1.18%
General Commercial	96.38	3.86%
Industrial	**128.19**	**5.14%**
Planned Mixed-use	**1,391.53**	**55.77%**
Public Reserve	**465.14**	**18.64%**

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

Land Use Category	Category Abbreviation
Residential	
Residential	R
Multiple family Residential	MFR
Commercial	
Downtown Commercial	DC
Entry Commercial	EC
General Commercial	GC
Industrial	I
Planned Mixed-use	PMU
Public Use	P

Future Land Use Designations

Comprehensive Plan Designation	Description	Implementing Zones
Residential	The purpose and intent of the Residential designation is to provide for a variety of residential uses and densities within City limits. This designation provides for a range of housing types including, but not limited to, single family dwellings, duplexes, triplexes, multifamily dwellings, townhomes, cottage development, and accessory dwelling units (ADUs).	R – Residential MFR – Multifamily Residential

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	Neighborhood connectivity for multi-modal transportation is encouraged. Residential areas within and adjacent to the Wildland-Urban Interface (WUI) are encouraged to incorporate wildfire preparedness and fire adaptation measures in their design and layout. To reduce and mitigate wildfire risk to lives and property, Cle Elum will incorporate relevant portions of the wildland urban interface code and develop building and maintenance standards consistent with Firewise USA.	
Commercial	The purpose and intent of the Commercial designation is to allow for a broad range of commercial, retail, office, and mixed-uses such as high-density residential and live-work units. Infrastructure should be coordinated with new development to include pedestrian-oriented facilities and multi-modal opportunities.	EC – Entry Commercial DC – Downtown Commercial GC – General Commercial
Industrial	The purpose and intent of the Industrial designation is to provide areas for manufacturing, processing, storage and other industrial-related uses. 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.	I – Industrial
Planned Mixed Use	The purpose and intent of the Planned Mixed Use designation is to provide a broad and balanced mix of land uses that including, recreation, commercial, residential, and education. Development is by imaginative site planning in a compatible mixture of land uses that will encourage multimodal transportation, and encourage building design to retain the traditional rural, small town, mountain character of Cle Elum. All Planned Mixed Use areas within and adjacent to the Wildland-Urban Interface (WUI) are encouraged to incorporate wildfire preparedness and fire adaptation measures in their design and layout. To reduce and mitigate	PMU – Planned Mixed Use

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	wildfire risk to lives and property, Cle Elum will incorporate relevant portions of the wildland urban interface code and develop building and maintenance standards consistent with Firewise USA.	
Public Use	The purpose and intent of the Public Use designation is to provide for and protect areas for government and civic functions. Such uses include parks and recreation, government buildings and uses, including essential public facilities, hospitals, educational institutions, libraries and museums, and schools.	P – Public Use

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Figure 1-12. Future Land Use

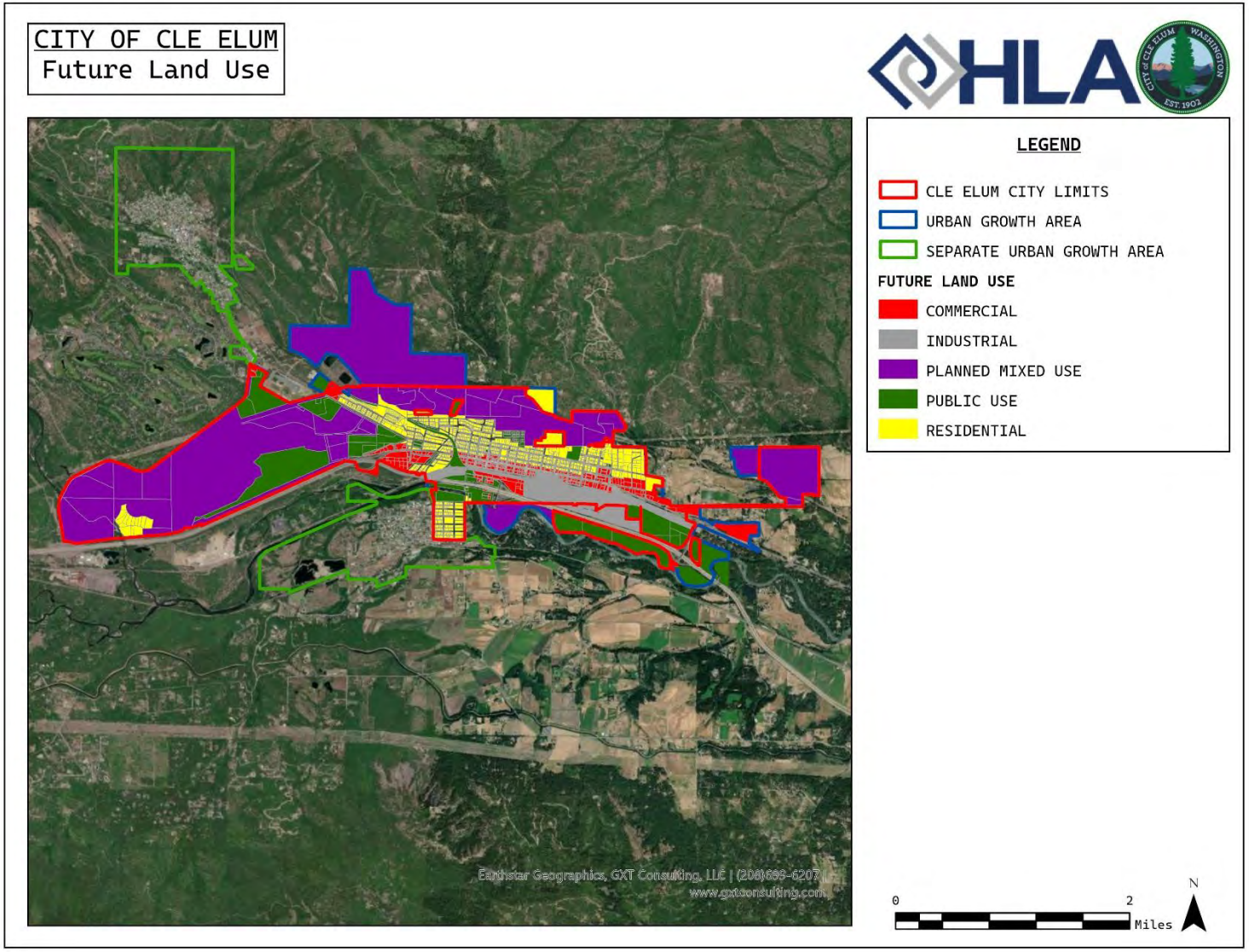


Table 1-3. Land Use and Zoning Compatibility Matrix

The Land Use and Zoning Compatibility Matrix identifies when a Rezone is considered to be compatible with the corresponding future land use designation. Empty boxes will require a concurrent Comprehensive Plan Amendment with the Rezone application. Examples:

- A property zoned R with a Residential designation may be rezoned to MFR without a comprehensive plan amendment.
- A property zoned MFR with a Residential designation will require a comprehensive plan amendment to rezone to DC or GC.

	Zoning Districts							
Land Use Designations	**R**	**MFR**	**DC**	**EC**	**GC**	**I**	**P**	**PMU**
Residential	X	X						
Commercial			X	X	X			
Industrial						X		
Planned Mixed-use								X
Public Use							X	

Outside of the Cle Elum City limits, land uses are designated by Kittitas County as outlined in the Kittitas County Comprehensive Plan.

III. Population Trends, Demographics and Projections

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 twenty (20) years. This analysis sets the stage for the level of growth and development, which this plan will accommodate.

A. 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 that timeframe. 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.

Table 5. City of Cle Elum Population Trends 1940-2020 and Projections for 2025-2046

Year	Cle Elum Census Population	Total Change per Decade	Compound Annual Rate Change
1940[1]	2,230	---	---

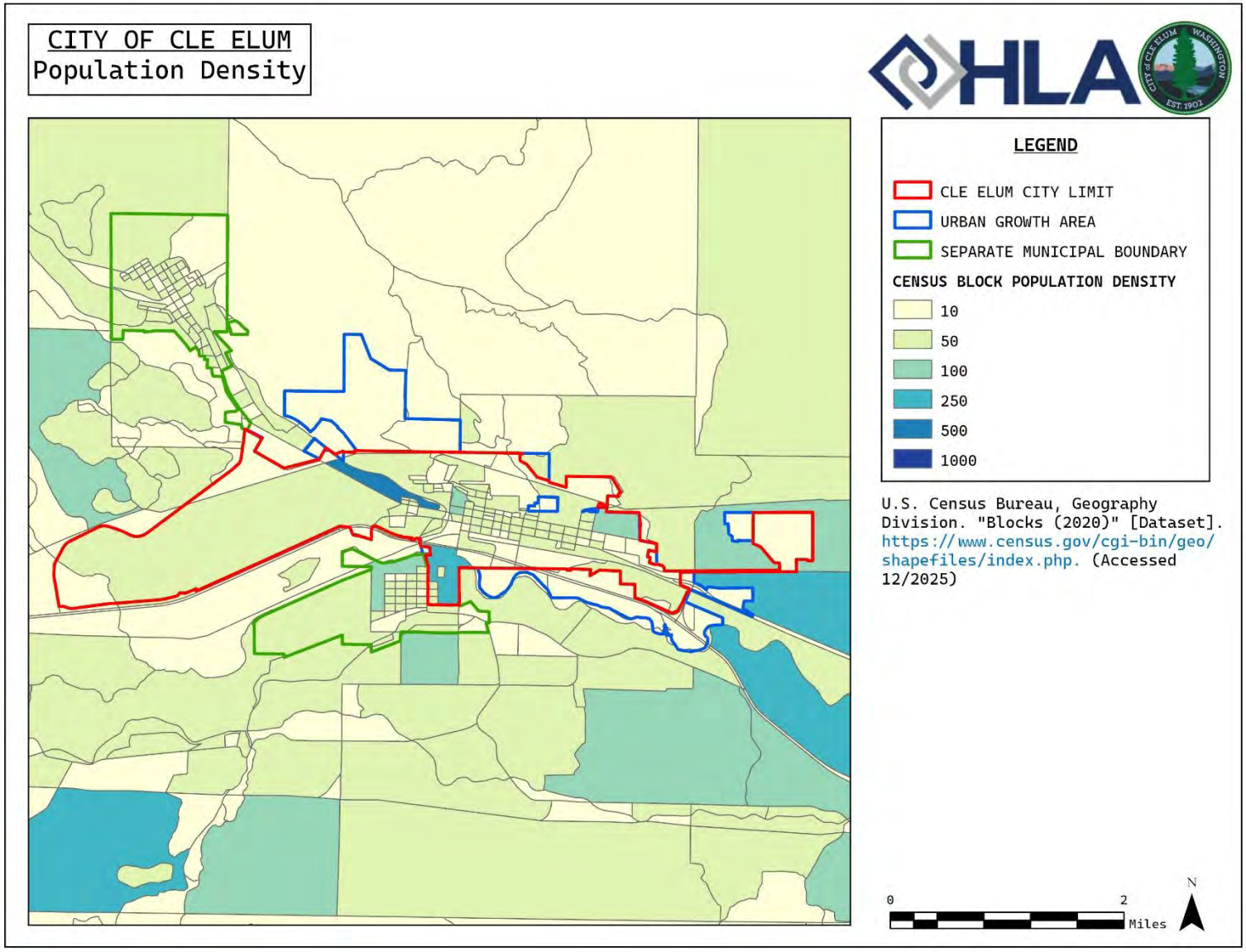
1950[1]	2,206	-24	-0.1%
1960[1]	1,816	-390	-1.9%
1970[1]	1,725	-91	-0.5%
1980[1]	1,773	48	0.3%
1990[1]	1,778	5	0.0%
2000[1]	1,755	-23	-0.1%
2010[1]	1,872	117	0.7%
2020[1]	2,157	285	15.22%
2025[2]	2,300	143	6.63%
2035[2]	2,659	502	1.46%
2046[2]	3,005	848	1.46%

[1] https://www.ofm.wa.gov/washington-data-research/population-demographics/decennial-census [2]Kittitas County 20-year estimate shows Cle Elum with 1.46% annual increase from 2020-2046 in *April 15, 2025 population and employment projections recommended by the Conference of Governments of Kittitas County*.

Figure 1-13 shows the existing population densities in Cle Elum, by Census Block Group. The highest concentrations of people are generally in the southern and north central parts of Cle Elum, coinciding with newer subdivisions and multi-family development.

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Figure 1-13. Population Density



Kittitas County adopted the OFM 2045 medium projection, and has allocated Cle Elum a 20-year population which equates to a 1.46% annual growth rate.

B. Demographics

Based on 2020 Census population data, 87.1% of Cle Elum's population is white, while 6.7% is Hispanic or Latino (of any race). The remainder of the population consists of 0.7% American Indian, 1.4% Asian, and all other races are 3.1%. Approximately 15.8% of the population is under the age of eighteen (18), while 17.6% of the population is over sixty-five (65). The median age in Cle Elum is 44.5.

IV. Analysis of Economic Conditions

A. Economic Status of the Population

According to the 2023 American Community Survey (ACS) 5-Year Estimates, 13.7% of the Cle Elum population was living below the poverty level. In comparison, 14.3% of all persons in Kittitas County and only 9.9% of all persons in the state of Washington lived below the poverty level.

Cle Elum's median household income according to the ACS was $56,912. In comparison, the median household income in Kittitas County was $69,928 and $99,389 for Washington State.

B. Employment of Cle Elum Residents

According to the 2023 American Community Survey (ACS) 5-Year Estimates, an estimated 1,834 of the persons in Cle Elum were sixteen (16) years and over, and 58.0% (1,064) were employed in the civilian labor force, 0.3% were unemployed, and 42% (770) are not in the labor force. The four largest occupations included: Arts, entertainment, and recreation, and accommodation and food services (17.8%); Construction (17.6%); Professional, scientific, and management, and administrative and waste management services (11.5%); and Educational services, and health care and social assistance (10.6%). Approximately 70.4% of workers 16 years and over drove alone to work, with an average travel time of 23.0 minutes. Approximately 13.0% of the working age population worked from home.

C. 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-

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Central region. These estimates and forecasts were taken from the Industry Employment Projections data tables released by Employment Security Department (ESD) in July 2025. 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 July 2025)	Average Annual Growth Rate, 2023-2028	Average Annual Growth Rate, 2028-2033
Natural Resources and Mining	-7.79%	0.83%
Construction	0.65%	1.25%
Manufacturing	-0.19%	0.58%
Wholesale Trade	0.00%	0.38%
Retail Trade	-0.14%	0.70%
Transportation, Warehousing, and Utilities	0.43%	0.42
Information	0.00%	0.00%
Financial Activities	-0.63%	0.64
Professional and Business Services	0.60%	1.15%
Education and Health Services	1.97%	1.07%
Leisure and Hospitality	1.10%	1.04%
Other Services	1.61%	0.00%
Government	1.44%	0.82%

Land Capacity Analysis

To determine the full extent of buildable land, Cle Elum used GIS data to identify parcels based on a variety of factors. Buildable land is not only vacant land – for example, larger parcels can still be further developed or subdivided. Other parcels can be encumbered by critical areas such as steep slopes or floodplain that limit or exclude development. The following sections include the full Land Capacity Analysis, using the previously completed Population and Housing Allocations. The first step in the LCA is to determine what is buildable in city limits. To do this, GIS was used through a series of data analysis and calculations.

1. Total Gross Acreage: This is the total acreage of each zoning district within City Limits.
2. Identify Buildable Gross (Vacant) Acres: A parcel is assumed to be vacant and potentially developable if it has zero housing units and/or the improvement value is <$10,000.

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3. Identify Potential Infill Properties: Parcels in the Residential Zoning Districts that are greater than 0.25 acres and coded by the Kittitas County Assessor's Office as "Single-Family."
4. Identify Agricultural Land: Parcels coded by the Kittitas County Assessor's Office as "Agriculture."
5. Critical Areas: Identify areas with wetlands, streams, floodplain, floodway, and slopes greater than 40%.
6. Identify Underutilized Land: Identify all parcels by zoning district where the ratio of improvement value to land value is <50%.

With all of these data points identified in GIS, the following calculation was used to determine the Net Buildable Acres:

Net Buildable Acres = Buildable Gross Acreage – (Critical Areas) + (Potential Infill and Underutilized)

Based on the data, Cle Elum has 2,168 acres of vacant, infill, and underutilized land. Vacant land is assessed a deduction of 15% to account for new facilities such as roads, utility corridors, open space, et. Infill and Underutilized land is assessed a higher deduction of 25% to account for new facilities and existing on-site development that is unlikely to be modified or see significant changes. After all deductions were removed, the net buildable acres are 1,564.

The net buildable acres are identified by zoning district and include further calculations to assess the capacity for new homes and new jobs. New homes are calculated based on the assumed or allowed density per zone, and new jobs are calculated based on an assumed floor-area-ratio along with an assumed distribution calculating how much of the buildable land would likely to be built as commercial rather than housing.

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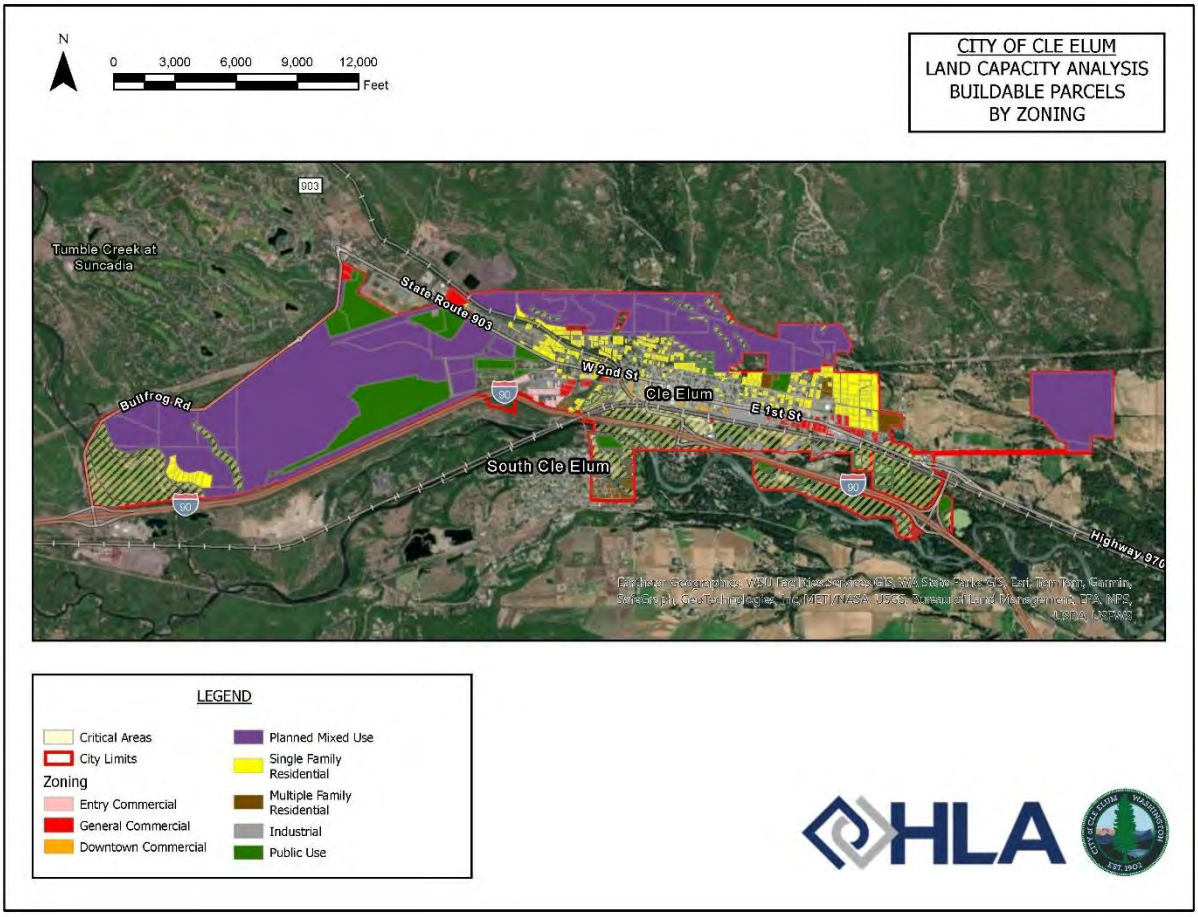


Table 1-7 summarizes the amount of vacant and agricultural land that is potentially available for future development, in each future zoning district. The current zoning designates how land can be developed under the current land use regulations. The future land use designation indicates how land is planned to be used in the future.

Table 1-7. Total Acres and Percentage of Developable Land by Zone

Zoning	Determine Net Buildable Acreage					Density and FAR		Housing and Jobs Capacity		
	Gross land in Acres		Deduction	Net (Acres)		Density	FAR	New Homes	EMP SqFt	New Jobs
Entry Commercial	Vacant	0.40	15%	0.34	8.64	15	0.4	32	142,954	408
	Underutilized	9.12	25%	6.84						
	Infill	1.94	25%	1.46						
General Commercial	Vacant	12.03	15%	10.22	39.06	20	0.4	195	484,945	970
	Underutilized	34.40	25%	25.80						
	Infill	4.05	25%	3.04						
Industrial	Vacant	2.98	15%	2.53	50.19	0	0.4	-	830,705	2,373
	Underutilized	52.31	25%	39.24						
	Infill	11.22	25%	8.41						
Downtown Commercial	Vacant	0.16	15%	0.13	4.58	15	0.4	17	56,919	57
	Underutilized	5.66	25%	4.25						
	Infill	0.27	25%	0.20						
Planned Mixed Use	Vacant	881.80	35%	573.17	948.54	4	0.35	2,846	1,086,278	3,104
	Underutilized	500.49	25%	375.37						
	Infill	0.00	25%	0.00						
Public Use	Vacant	211.98	15%	180.18	330.62	0	0.01	-	68,408	68
	Underutilized	200.58	25%	150.43						
	Infill	0.00	25%	0.00						
Single Family Residential	Vacant	6.50	15%	5.53	137.04	4	0.005	548	14,177	14
	Underutilized	51.42	25%	38.57						
	Infill	123.93	25%	92.95						
Multiple Family Residential	Vacant	29.33	15%	24.93	45.75	16	0.005	732	4,733	5
	Underutilized	20.28	25%	15.21						
	Infill	7.48	25%	5.61						
Total	-	**2,168**			**1,564**			**4,371**	**2,689,119**	**7,000**

V. Summaries of Supporting Services

A. 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 4,360,000 gallons a day (4.36 MGD) or 4,467 gallons per minute (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 2025, 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 Water System Plan forecasts a 2043 total future water demand for Cle Elum and South Cle Elum as approximately 2,663. In 2043 the demands of 5.58 MGD daily are within the system's capacity. The next update to the Water System Plan is required on or before January 23, 2033.

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

B. 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 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 2021, the City of Cle Elum completed its *General Sewer Plan* to evaluate the current connections and use from each partner, including capacity needs at full buildout. The GSP identifies the existing capacity of the WWTP will be exceeded by Cle Elum and Suncadia if the max flow rates continue.

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 are identified as parts of Cle Elum's General Sewer Plan (2021). The General Sewer Plan is based on population and land use estimates consistent with Cle Elum's Comprehensive Plan, Roslyn's Comprehensive Plan, and the Kittitas Comprehensive Plan.

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

C. 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 has been

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revitalized 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 which included replacing undersized storm drains, connecting stormwater piping to effectively remove storm water from the sanitary sewer as I&I, and increased run-off collection points to remove sediment and debris. Phase 1 was completed in 2018. In 2021, the second phase of stormwater improvements was completed, constructing all stormwater improvements for the entire six block corridor.

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

D. 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 465 acres, or 18.64% 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.

E. 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.

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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.

F. 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.

G. Government Facilities

Cle Elum-owned facilities and sites include::

- City Hall
- City Fire Station
- Public Works Facility
- Library
- Waste Water Treatment Plant
- Water Treatment Plant
- 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.

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H. 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, and Trail

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

I. Community Facilities

Community facilities in Cle Elum include:

- The Carpenter Memorial Library
- The Kittitas Valley Healthcare urgent care and medicine clinic
- The Upper Kittitas County Senior Center

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

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VI. 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 in order to guide annexation of appropriate lands at appropriate times.

A. Residential Land Use Needs

Based on the 2025 Kittitas County population and housing allocation, Cle Elum is expected to grow by 855 people, requiring 380 new homes by 2046. Cle Elum has significant capacity to achieve these goals, and in fact already has approved but not yet completed development in excess of these goals. New for this Comprehensive Plan update cycle is the allocation of housing by income band. Cle Elum's 2025 Land Capacity Analysis identified substantial capacity to accommodate the required growth, which will be discussed in greater detail in the Housing Element.

Table LC.5. – Housing Capacity by Income Level

Income Level (% AMI)	Projected Housing Need	Assigned Zone Category	Aggregated Housing Needs	Total Capacity	Capacity Surplus or Deficit
0-30% PSH	52	High Density and ADUs	345	870 (98 ADU)	**623**
0-30% Other	174				
>30-50%	96				
>50-80%	23				
>80-100%	18	Moderate Density	35	168	**133**
>100-120%	17				
>120%	0	Low Density	0	2,403	**2,403**
Total	380		380	3,296	**2,916**

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B. Commercial Land Use Needs

The 2025 Analysis identified that of the 152 gross acres zoned for commercial purposes, the net acres available for future development was approximately 48-acres once adjustments were made for critical areas, rights of way, public use reduction, and Market Factor. Of the 48-acres of developable commercial, half were assumed to be for mixed-use in the calculations. The amount of commercial lands equates to a 1,378-employee capacity for commercial business.

A significant portion of the undeveloped land in city limits is in the Planned-Mixed Use (PMU) zone. Of those 1,391 acres, approximately 948-acres are developable. While much of the PMU zone is slated for residential development via approved development agreements, there is also a substantial area of the Bullfrog Flats development that is designated for future commercial use. It is anticipated that this area, at full-buildout, could provide capacity for several thousand jobs.

C. 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 2025 Analysis identified approximately43 net acres of the industrial zoned 128 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 377-employee capacity for industrial business.

D. Public Facilities Land Use Needs

The 2025 Analysis identified 247 net acres as available for public use, however it should be noted that a substantial percentage of this land (80%) is designated underutilized, mostly in the form of open-space park land. 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.

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VII. 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 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: 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.

Policies:

LU – 1.1 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 – 1.2 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 – 1.6 The City shall actively engage in coordinated intergovernmental planning with adjacent jurisdictions, including Kittitas County, the City of South Cle Elum, and the City of Roslyn, to direct land use patterns, development intensity, and the efficient provision of public facilities and services.

LU – 1.3 Consider Annexation requests in accordance with review criteria, including, but not limited to:

- Areas to be annexed are within the UGA.
- The annexation should adjust any impractical or irregular boundaries created in the past.
- The annexation should provide for a contiguous and regular boundary with current city limits.
- The annexation should create and/or preserve logical service areas.
- The City should give priority consideration to annexation proposals that are financially self-sufficient or those where the fiscal impact can be improved.

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LU – 1.4 Support expansion of the UGA to acquire needed Industrial and Commercial lands to serve the city's population growth projections.

LU – 1.5 Support municipal annexation of lands that support critical municipal services, such as water and sewer infrastructure.

LU – 1.6 Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Cle Elum's vehicle miles travelled (VMT) and promote increased physical activity.

LU – 1.7 Encourage development in designated wildland urban interface (WUI) areas to follow Firewire USA recommendations.

Goal LU-2: Maintain residential quality and livability in City limits.

Policies:

LU – 2.1 Encourage the development of compact, human-scale neighborhoods as the nexus for civic, cultural, historic and commercial activities.

LU - 2.2 Develop multi-family design guidelines and affordability incentives which promote high quality affordable residential development.

LU - 2.3 Protect neighborhoods from adverse impacts such as excessive traffic, junk vehicles or other nuisances by actively and consistently enforcing City codes.

LU – 2.4 Protect residential zoning districts from adverse impacts created by land uses permitted in adjoining commercial or industrial zoning districts.

LU – 2.5 The City shall promote infill development and the provision of middle housing within existing residential neighborhoods by allowing appropriate densities and applying development standards that integrate new housing with the surrounding neighborhood and preserve residential livability.

LU – 2.6 Encourage the development of affordable housing that is "Fee Simple", either through development agreement [CEMC 17.140] or by code change.

LU – 2.7 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 – 2.8 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

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standards in the park element of the Comprehensive Plan, park impact fee requirements and City park maintenance objectives.

LU – 2.9 Identify and preserve historic districts, buildings, sites, structures, and objects of cultural and historic significance through designations, incentives, design guidelines, and other preservation tools.

LU - 2.10 Encourage alternative housing types in a variety of zoning districts, including but not limited to, as ADUs, duplexes, triplexes, fourplexes, townhomes, cottage housing, co-living, and other uses.

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

Policies:

LU – 3.1 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 – 3.2 All mapped critical areas shall be preserved to the maximum extent practicable through the use of the Cle Elum Critical Areas Ordinance, SEPA, the Cle Elum Shoreline Master Program and applicable local, state and federal, and tribal laws.

LU – 3.3 All new development must be in compliance with the provisions of the Stormwater Management Manual for Eastern Washington, as updated) and the Washington State Department of Ecology Best Management Practices.

LU – 3.4 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 – 3.5 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.

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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 – 4.3 Require fire-resistant 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 Linear, automobile oriented commercial development (strip) along First Street shall be minimized in favor of compact, walkable development patterns that support a cohesive commercial environment.

LU – 5.3 The City shall prioritize infill, expansion and redevelopment within the Downtown Commercial Core and Entryway Commercial Areas before extending the First Street commercial corridor.

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

LU – 5.6 Continue to encourage the development of a safe and functional pedestrian network through Cle Elum's commercial areas.

LU – 5.7 Require the use of shared driveways and controlled ingress/egress for new development in commercial areas, where feasible.

LU – 5.8 Encourage broad and diverse uses in existing commercial areas to promote maximum occupancy.

LU – 5.9 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 – 5.10 Promote a vibrant, walkable Downtown Commercial Core by promoting the creation of public parking areas along the Railroad Street corridor.

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LU – 5.11 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 – 5.12 Encourage safe pedestrian passage by including safe pedestrian crossings at and near busy intersections and trail entrances.

LU – 5.13 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 – 5.14 Encourage the rehabilitation and re-use of 2nd story spaces in the commercial zones for housing, commercial, and office use. Explore adopting incentives to encourage new uses in 2nd story spaces.

Goal LU-6: Preserve and Enhance Open Space Corridors.

Policies:

LU – 6.1 Discourage the disturbance of vegetation when not in conjunction with the actual development, except to incorporate firewise principles.

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 be designed with Firewise practices in mind, and provides for multiple open space benefits whenever possible, including active or passive recreation opportunities, scenic amenities, fish and wildlife habitat, etc.

LU – 6.4 Provide incentives for owners of public and private property to preserve open space as a visual amenity and Firewise strategy through techniques such as defensible space, 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: Promote Development and Job Creation on 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 industrial park development in appropriate area(s) of the city.

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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.

LU – 7.4 Explore opportunities to provide access, including truck access, to industrial zoned land.

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.

Goal LU-9: Protect and preserve the character of Cle Elum's historic Downtown Commercial Core.

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.

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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-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.

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LU – 12.4 Protect members of the public, 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 maintain existing open space and greenery, and reduce new impacts on the drainage system.

LU – 13.2 Require available best management practices to reduce erosion and sedimentation associated with development and construction projects within Cle Elum.

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.

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LU – 15.2 Reduce and prevent excessive noise and vibration in attached residential dwelling through construction requirements.

LU – 15.3 Establish a City-wide noise ordinance to clarify nighttime noise restrictions.

LU – 15.4 Consider noise impacts within development application review processes.

Goal LU-16: Shorelines

Policies:

LU – 16.1 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, including restoration of degraded shorelines.

LU – 16.5 Work with the appropriate tribes, agencies, and groups to enhance recreational uses of designated shorelines.

LU – 16.6 Protect the quality and quantity of water in designated shorelines by minimizing soil disturbance, erosion, sedimentation, and non-point runoff affecting water quality.

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 Develop and implement a City-wide wayfinding signage program to direct tourists to key locations throughout the City.

LU – 18.4 Encourage the development of spaces that attract both residents and tourists, and promote social and community interaction.

LU – 18.5 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.

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LU – 18.6 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 – 18.7 Locate open space and common areas to preserve existing views and vistas, or other significant site features.

LU – 18.8 Encourage architectural styles that reflect the City's built and natural environment.

LU – 18.19 Develop design guidelines for commercial, multi-family and high-density development dependent on zoning district and/or location.

Goal LU-19: Hazardous Materials and Sites

Policies:

LU – 19.1 Identify Brownfield sites within City limits and UGAs and consult with agencies such as Ecology to determine courses of remediation action.

LU – 19.2 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 – 19.3 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.

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Chapter 2

HOUSING ELEMENT



City of Cle Elum

CITY OF CLE ELUM

Housing Element

2026

I. Introduction

The housing element is intended to guide the location and type of housing that will be built in the city of Cle Elum over the next twenty years. This element establishes both long-and short-term policies to meet the community's housing needs and achieve community goals. The housing element specifically considers the condition of the existing housing stock; the cause, scope and nature of any housing problems; and the provision of a variety of housing types to match the lifestyle and economic needs of the community.

A. 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(2) To fulfill requirements set forth by the Growth Management Act, the Housing Element contains the following information and analysis:

- Inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, including:
    - Units for moderate, low, very low, and extremely low-income households; and
    - Emergency housing, emergency shelters, and permanent supportive housing.
- Statement of goals, policies, and objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes;
- Identification of sufficient capacity for housing, including, but not limited to, government-assisted housing, housing for low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities emergency housing, emergency shelters, permanent supportive housing, and consideration of duplexes, triplexes, and townhomes; and

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- Makes adequate provisions for existing and projected housing needs for all economic segments of the community, including:
    - Incorporating consideration for low, very low, extremely low, and moderate-income households;
    - Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;
    - Consideration of housing locations in relation to employment location; and
    - Consideration of the role of accessory dwelling units in meeting housing needs.
- Identifies local polices and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:
    - Zoning that may have a discriminatory effect;
    - Disinvestment; and
    - Infrastructure availability.
- Identifies and implements policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;
- Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and
- Establishes antidisplacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

B. Countywide Planning Policies

The Kittitas Countywide Planning Policies, adopted July 15, 2016, include the following Housing-related objectives and policies:

Objective: To encourage the availability of affordable housing to all economic statements 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.

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

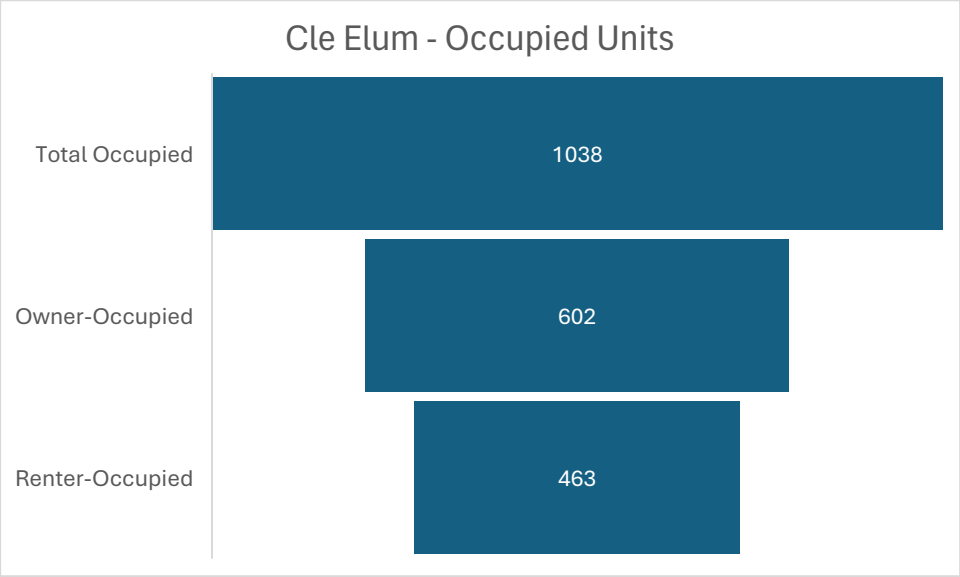
Policy 5.3: Multi-family housing meeting the needs of all income levels should be encouraged by all jurisdictions within Urban Growth Areas.

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

C. Existing Conditions

The are 1,038 occupied housing units within City limits (2023 ACS 5-year estimates), which is a 6% decrease from the 1,104 occupied units documented in 2018. Of the estimated 1,209 housing units in the city 171, or 14.14%, are vacant.

In terms of housing tenure, the Census data reports that 58% of households own their homes while 42% are renters. In comparison, the homeownership rate in Kittitas County is 62.3% and the overall Washington State rate is 62.9%. In terms of size, most households, 71.2%, include 2 or 3 bedrooms.. The average household size in Cle Elum is 2.79.



The majority (70%) of existing housing is in detached single-family units. This reflects a lack of diversity in the housing options available to local households. Since the previous Comprehensive Plan was adopted in 2018, the City has processed permits for 231 new homes. Approximately 41% of which were multifamily units.

Housing Permits and C-of-O: 2018-2025							
Year	Single Family	Duplex		ADU	Multi-Family		C-of-O
		# of permits	# of units		# of permits	# of units	# of units
2018	36	0		0	0		36
2019	25	0		0	1	24	49
2020	25	0		0	0		25
2021	12	0		1	0		13
2022	3	1	2	0	0		5
2023	13	1	2	2	1	24	41
2024	10	0		0	0		10
2025	3	0		1	2	48	4
Total	127	2	4	4	4	96	183
Total Units	231						

In terms of housing production, the bulk of the units in the city (~32.6%) were constructed prior to 1939. 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.

Age of Housing Units in the City of Cle Elum		
Year Built	Housing Units	
	Number	Percent
2020 or later	6	0.50%
2010-2019	56	4.60%
2000-2009	184	15.20%
1990-1999	138	11.40%
1980-1989	151	12.50%
1970-1979	141	11.70%
1960-1969	61	5.00%
1950-1959	32	2.60%
1940-1949	46	3.80%
1939 or earlier	394	32.60%
Total Units	1,208	
Source: 2023 ACS 5-year estimates		

Note that these estimates are based on survey data from the Census American Community Survey, and does not largely include recent permit data from the city, 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.

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II. Housing Needs Assessment

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. In accordance with Growth Management Act (GMA)

Jurisdiction	2020 Census Population Estimate	2046 Population Projection (OFM Medium Projection)	Projected Population Increase 2020-2046
Kittitas County	**46,468**	**60,621**	**14,153**
Unincorporated Kittitas County*	20,567	27,847	7,280
Cle Elum	2,157	3,005	848
Ellensburg	20,797	25,631	4,834
Kittitas	1,438	1,974	536
Roslyn	950	1,395	445
South Cle Elum	559	768	209

*Includes unincorporated UGAs of each City. Housing allocation table further breaks this down.

requirements, Kittitas County adopted Resolution 2025-078 on April 15, 2025, which formally adopted the population and employment projections recommended by the Conference of Government of Kittitas County. Kittitas County used the OFM 2046 Medium Projection, which allocated 848 new residents to the City of Cle Elum:

A. Housing Affordability

In addition to the population allocation noted above, Kittitas County also allocated necessary housing to Cle Elum. Using the Department of Commerce's Housing and Planning Tool (HAPT), the county-wide housing needs were allocated to the cities and unincorporated areas. The HAPT allocates housing to six identified income bands based on Area Median Income (AMI):

- 0-30% AMI (extremely low-income)
    - 0-30% AMI includes Permanent Supportive Housing (PSH) and Non-PSH
- 31-50% AMI (very low-income)
- 51-80% AMI (low-income)
- 81-100% AMI (moderate income)
- 101-120% AMI (middle-income)
- Over 120% AMI (higher-income)

The HAPT includes several methods for housing allocation. Kittitas County used Method C, which "provides a balanced and straightforward way to distribute housing across jurisdictions while reflecting demographic projections." The HAPT is intended to ensure that each city, including unincorporated area receives a fair share of the total housing needs.

In setting up the HAPT tool, the first step is to select the County, projection year, and population target. As indicated in the Population Allocation above, Kittitas County used the OFM Medium Projection. Step 1 identified a total housing need of 5,626 new units to be distributed throughout the county.

Table 1: OFM GMA Population Projections, 2046

Kittitas County Projected Population, 2046

	Low	Medium	High
Projected Population (2046)	50,962	60,621	69,188

Table 2: Projected Countywide Housing Needs Based on User Inputs

Kittitas County Population Target = 60,621	Affordability Level (% of Area Median Income)								Emergency Housing/Shelter Beds
		0-30%							
	Total	Non-PSH	PSH	30-50%	50-80%	80-100%	100-120%	120%+	
Total Future Housing Needed (2046)**	25,601	2,763	582	3,858	6,741	3,131	2,824	5,702	119
Estimated Housing Supply (2020)*	19,975	841	1	2,799	6,330	2,814	2,519	4,671	119
Net New Housing Needed (2020-2046)	5,626	1,922	581	1,059	411	317	305	1,031	0

Allocation method C in the HAPT then distributes housing to the cities and unincorporated areas of the County based on user input. The City of Cle Elum was allotted 6.75% of the overall County housing allocation, or 380 units.

Future Population (2046)	Total Units Allocated (2020-2046)	Permanent Housing Needs by Income Level (% of Area Median Income)						
		0-30%						
		Non-PSH	PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%
3,005	380	174	52	96	23	18	17	0

Before reviewing the 2046 allocation, Cle Elum looked at existing levels to establish a baseline. The HAPT includes estimated existing housing supply by affordability level:

ESTIMATED 2020 HOUSING SUPPLY BY AFFORDABILITY LEVEL

NOTE: 2020 supply by income level (% of Area Median Income) is only available for cities and towns. Total 2020 supply is provided for unincorporated UGAs and rural areas

	Total	0-30%		>30-50%	>50-80%	>80-100%	>100-120%	>120%
		Non-PSH	PSH					
Cle Elum city	1,116	27	0	241	442	206	76	124
Unincorporated UGA	19							

Analyzing the existing housing supply vs. the anticipated need yields completely different results for projected housing needs by income bracket. The calculated percentage of existing housing in each income bracket is:

Table H.1. – Housing allocation by income level (2020 Census)			
	Income Level (% of AMI)	Existing Percentage of Households by Income Level (2020 Census)	Estimated Housing
2020 Estimated Housing by Income Level: 1,116	0-30% Non PSH	2%	27
	0-30% PSH	0%	0
	>30-50%	22%	247
	>50-80%	40%	442
	>80-100%	18%	206
	>100-120%	7%	76
	>120%	11%	124

If the projected HAPT housing allocation was distributed throughout the city based on the 2020 Census estimate, the required housing by income level is completely different than allocated in the HAPT.

Table H.2. – Housing allocation by income level (2020 Census)			
	Income Level (% of AMI)	Existing Percentage of Households by Income Level (2020 Census)	Estimated Housing
2046 Estimated Housing by Income Level: 380	0-30% Non PSH	2%	9
	0-30% PSH	0%	0
	>30-50%	22%	84
	>50-80%	40%	151
	>80-100%	18%	70
	>100-120%	7%	26
	>120%	11%	42

Rather than allocate housing by income band based on the existing distribution, or using similar percentages as a starting point, the HAPT includes a substantially higher allocated percentage across the lowest income bands. When considering the distribution county-wide, there is no consideration for local trends or demographics. The HAPT required distribution percentages noted below are consistent for all cities in Kittitas County.

Table H.3. – Housing allocation comparison – HAPT and existing distribution						
	Income Level (% of AMI)	Existing Percentage of Households by Income	Estimated Housing	HAPT required distribution	HAPT allocated housing by	Change 2020 distribution

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		Level (2020 Census)			Income Level	vs HAPT requirement
2046 Estimated Housing by Income Level: 380	0-30% Non PSH	2%	9	46%	174	165
	0-30% PSH	0%	0	14%	52	52
	>30-50%	22%	84	25%	96	12
	>50-80%	40%	151	6%	23	-128
	>80-100%	18%	70	5%	18	-52
	>100-120%	7%	26	4%	17	-9
	>120%	11%	42	%	0	-42

As the difference in numbers indicate, the HAPT is requiring significantly more low-income housing than is currently in Cle Elum. When combining the existing low-income housing (0-80% AMI) it accounted for 64% of housing in 2020. In contrast, the HAPT is requiring 91% of the new housing to be allocated in the 0-80% AMI income level.

Notably absent from the HAPT for all cities in Kittitas County is any allocation for Higher Income housing (>120% AMI), despite the existence of those units in all cities based on the 2020 census estimates. All 1,031 allocated Higher Income units are allocated to Rural Kittitas County.

When reviewing demographics, Cle Elum has a 13.7% poverty rate, slightly lower than Kittitas County (14.3%) and higher than Washington State (10.3%). However, the median household income in Cle Elum is $56,912, lower than both Kittitas County ($69,928) and Washington State ($94,605). Given these metrics, while a lower income (0-80% AMI) allocation does make sense for the City of Cle Elum, it should not account for 91% of all future housing. The primary challenge with the 0-30% AMI will be the PSH allocation. While Cle Elum does have some services available in city limits, the majority of PSH-type services in Kittitas County are in and around the City of Ellensburg. The allocation of PSH housing will likely require an existing or new PSH provider to locate in Cle Elum.

B. Land Available for Housing

To determine the full extent of buildable land, Cle Elum used GIS data to identify parcels based on a variety of factors. Buildable land is not only vacant land – for example, larger parcels can still be further developed or subdivided. Other parcels can be encumbered by critical areas such as steep slopes or floodplain that limit or exclude development. To begin this exercise, Cle Elum outlined several data points assumptions using GIS, as follows:

1. Total Gross Acreage: This is the total acreage of each zoning district within City Limits.

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2. Identify Buildable Gross (Vacant) Acres: A parcel is assumed to be vacant and potentially developable if it has zero housing units and/or the improvement value is <$10,000.
3. Identify Potential Infill Properties: Parcels in the R, MFR, and PMU zones that are greater than 0.25 acres and coded by the Kittitas County Assessor's Office as "Single-Family."
4. Identify Agricultural Land: Parcels coded by the Kittitas County Assessor's Office as "Agriculture."
5. Critical Areas: Identify areas with wetlands, streams, floodplain, floodway, and slopes greater than 40%.
6. Identify Underutilized Land: Identify all parcels by zoning district where the ratio of improvement value to land value is <50%.

With all of these data points identified in GIS, the following calculation was used to determine the Net Buildable Acres:

Net Buildable Acres = Buildable Gross Acreage – (AG and Critical Areas) + (Potential Infill and Underutilized)



Based on the data, Cle Elum has 1,760 acres of vacant, infill and underutilized land. The vast majority of buildable land in Cle Elum is within the Planned Mixed Use (PMU) zoning district at the west and north city limits lines. The PMU zone allows for all principally and conditionally permitted uses identified in the Zoning District, CEMC Title 17. A significant portion of the vacant PMU land is subject to Development Agreements (DA) that outline uses, densities, and phasing across a variety of time horizons. While many uses are effectively "locked in" by a current DA, there are still provisions for modifications that could allow different uses.

Vacant land is assessed a deduction of 15% to account for new facilities such as roads, utility corridors, open space, et. Infill and Underutilized land is assessed a higher deduction

of 25% to account for new facilities and existing on-site development that is unlikely to be modified or see significant changes. In order to account for anticipated development in the PMU zones and the significant areas dedicated for managed open space and parks, the vacant PMU land was assessed a 35% deduction rather than 15%. After all deductions were removed, the net buildable acres in Cle Elum is estimated at 1,225.

Zoning	Determine Net Buildable Acreage					Density and FAR		Housing and Jobs Capacity		
	Gross land in Acres		Deduction	Net (Acres)		Density	FAR	New Homes	EMP SqFt	New Jobs
Entry Commercial	Vacant	0.40	15%	0.34	1.12	15	0.4	4	18,512	53
	Underutilized	0.00	25%	0.00						
	Infill	1.04	25%	0.78						
General Commercial	Vacant	9.64	15%	8.19	10.95	20	0.4	55	135,895	272
	Underutilized	2.38	25%	1.78						
	Infill	1.29	25%	0.97						
Industrial	Vacant	15.54	15%	13.21	17.91	0	0.4	-	296,539	847
	Underutilized	3.34	25%	2.51						
	Infill	2.93	25%	2.20						
Old Town Commercial	Vacant	1.80	15%	1.53	1.94	15	0.4	7	24,088	24
	Underutilized	0.28	25%	0.21						
	Infill	0.27	25%	0.20						
Planned Mixed Use	Vacant	1286.27	35%	836.08	836.08	4	0.35	2,508	1,086,278	3,104
	Underutilized	0.00	25%	0.00						
	Infill	0.00	25%	0.00						
Public Reserve Area	Vacant	221.62	15%	188.37	188.37	0	0.01	-	38,976	39
	Underutilized	0.00	25%	0.00						
	Infill	0.00	25%	0.00						
Residential	Vacant	71.35	15%	60.65	153.34	4	0.005	613	15,863	16
	Underutilized	11.48	25%	8.61						
	Infill	112.10	25%	84.08						
Multifamily Residential	Vacant	18.54	15%	15.76	15.76	16	0.005	252	1,630	2
	Underutilized	0.00	25%	0.00						
	Infill	0.00	25%	0.00						
Total	-	1,760			1,225			3,440	1,617,782	4,356

Job capacity was determined using Kittitas County methodology of 0.9 job to housing ratio. Based on the Housing analysis of 380 new homes, the baseline job ratio is 342 new jobs.

Employment Target and Methodology

Per state guidance, a baseline employment projection methodology should use a consistent jobs-to-housing ratio. As of 2022, the existing ratio in the County is 0.90 jobs per occupied household. With a countywide housing supply target of 25,601 per HAPT, the resulting countywide job target is 22,983. The County proposes to finalize this job target and adopt it using the existing jobs-to-housing ratio methodology. These calculations are detailed in the table below. Allocation of employment to each city will depend on final housing allocations and existing employment numbers.

Employment Projections	2022	2046	
Total All Jobs	17,932	**22,983**	(2046 occupied housing projection * 2022 jobs-to-housing ratio)
Total Occupied Housing Units	19,975	25,601	(from HAPT countywide housing need)
Jobs to Housing Ratio	0.90	0.90	Existing jobs to housing ratio used to calculate future job needs.
Source: OnTheMap Work Area Profile Analysis (employed in Kittitas County, WA in 2022)			
Source: ACS 2019-2023 5-Year Estimates, Table DP04			

C. Categorize Zones by Allowed Housing Types or Density Level

Zoning districts in Cle Elum allow for a variety of housing types and density levels, as outlined below. Many zoning districts allow for a variety of housing uses. For example, the MFR zone allows both Single Family, Duplex and Multifamily uses. In a subsequent step, we will identify the assumed distribution of allowed uses throughout the different zones.

Table LC.1. – Allowed Housing and Density by Zoning District		
Zoning District	Housing Type(s) allowed	Density allowed
R-Residential	• Single Family • Duplex / Common-Wall / Zero Lot Line • ADU • Adult Family and Group Homes	Approximately 8.7 du/ac Single Family and 12.5 du/ac Duplex
MFR-Multifamily Residential	• Single Family • Duplex / Common-Wall / Zero Lot Line • Multifamily • Adult Family and Group Homes	Density range: 7-16 du/ac
DC-Downtown Commercial	• Single Family on existing lots 5,000 s.f. or less • Multifamily • Mixed-Use Building • Adult Family and Group Homes	No max density
EC-Entry Commercial	• Single Family on existing lots 5,000 s.f. or less • Multifamily • Mixed-Use Building • Adult Family and Group Homes • Retirement Home	No max density
GC-General Commercial	• Single Family on existing lots 5,000 s.f. or less • Multifamily • Mixed-Use Building • Mobile Home Park • Nursing/Convalescent Home • Retirement Home • Adult Family and Group Homes	No max density
I-Industrial	• Single Family on existing lots 5,000 s.f. or less • Mixed-Use Building	No max density
PMU-Planned Mixed Use	• Single Family • Duplex / Common-Wall / Zero Lot Line	Single family – Average density 4 du/ac. Multifamily – 12-15 du/ac

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	• ADU • Multifamily • Mixed-Use Building • Adult Family and Group Homes • Retirement Home • Nursing/Convalescent Home • Mobile Home Park	

Accessory Dwelling Units (ADUs) – the City of Cle Elum currently allows ADUs only in the R zoning district. The addition of ADUs to other zoning districts as requried by state law will happen during this periodic update. Even though ADUs are currently allowed, there is limited to no historic permit data that can be utilized to project ADU construction in the future. To estimate potential ADU construction in the future, the City of Cle Elum used GIS data to determine the number of Single Family Homes in city limits, and added those to the projected Low Density capacity. There are currently 855 single-family homes in city limits. When added to the projected 2,403 capacity, it is estimated that Cle Elum could support approximately 3,258 single-family homes in city limits by 2046. To begin this analysis, we modestly estimate that 2% of homes, existing and projected, will construct ADUs during the planning period. State law changes require all cities to allow at least 2 ADUs on lots with single-family dwellings, but logistically that will be challenging in many areas of Cle Elum. If 2% of homes elect to construct ADUs at a rate of 1.5 per lot, that yields approximately 98 ADUs by 2046.

D. Relate Zone Categories to Potential Income Levels and Special Housing Served

As shown in Table LC.1. above, Cle Elum allows for a wide range of housing options across its zoning districts. Those housing types will be combined into a zone category to determine capacity based on affordability. The identified zone categories will be assigned an assumed affordability level based on market rate and subsidized housing.

Table LC.2. – Zone Categories and Housing Served

Zone Category	Typical Housing Allowed	Lowest Potential Income Level Served		Assumed Affordability Level
		Market Rate	With Subsidies	
Low Density	Single Family Detached	Higher Income >120% AMI	Not typically feasible	Higher Income >120% AMI
Moderate Density	Common Wall, Duplex, Zero Lot Line, Townhomes	Moderate Income 81-120% AMI	Not typically feasible	Moderate Income 81-120% AMI
High Density	Multifamily, Mixed-Use	Low income 51-80% AMI	Very low income 0-50% AMI	Low Income 0-80% AMI

ADU	Accessory Dwelling Units	Low income 51-80% AMI	Very low income 0-50% AMI	Low Income 0-80% AMI

E. Summarize Capacity by Zone Category

The GIS analysis provided unit capacities for each zoning district. This was based on a variety of factors including the net developable land in acreage and average or assumed densities. Where multiple housing types are allowed within each zone, the capacity was then distributed based on an assumed buildout rate of those housing types.

Table LC.3. – Capacity by Distributed Zone Category

Zoning District	Assigned Zone Category	Capacity (Units)	Assumed Future Residential Distribution	Capacity
R-Residential	Low Density	613	85%	521
	Moderate Density		15%	92
MFR-Multifamily Residential	Moderate Density	252	30%	76
	High Density		70%	176
Commercial Zones	High Density	66	100%	66
PMU Zone	Low Density	2,508	75%	1,881
	High Density		25%	627
ADU	High Density	98	100%	98

Table LC.4. – Summary of Capacity by Zone Category

Zone Category	Capacity in Zone Category
Low Density	2,403
Medium Density	168
High Density	870
ADU	98

F. Compare Projected Housing Needs to Capacity

In this final step, all preceding analysis is combined. The identified housing capacity by income level is summarized for each zone category and assessed per the identified capacity.

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Table LC.5. – Housing Capacity by Income Level					
Income Level (% AMI)	Projected Housing Need	Assigned Zone Category	Aggregated Housing Needs	Total Capacity	Capacity Surplus or Deficit
0-30% PSH	52	High Density and ADUs	345	870 (98 ADU)	**623**
0-30% Other	174				
>30-50%	96				
>50-80%	23				
>80-100%	18	Moderate Density	35	168	**133**
>100-120%	17				
>120%	0	Low Density	0	2,403	**2,403**
Total	380		380	3,296	**2,916**

Cle Elum has a significant amount of vacant land, and therefore substantial capacity to meet all housing targets across all income levels. Realistically, full-buildout of all identified 2046 capacity is not likely to happen. There are a number of market factors that would potentially weigh-in, but the primary reason will be access to utilities. Water and sewer capacities in Cle Elum will need to be significantly increased to realize anywhere near full buildout of the total capacity. Given Kittitas County projections of 855 people and 380 new homes, there is more than sufficient capacity in the existing systems to accommodate those numbers. In the Land Use, Utilities, Capital Facilities, and Transportation Elements of the Comprehensive Plan, Cle Elum will assess how much of the total capacity identified in the LCA is feasible, and what potential system upgrades will need to be planned in order to meet those thresholds.

III. Adequate Provisions

GMA Requirement:

- Makes adequate provisions for existing and projected housing needs for all economic segments of the community, including:
    - Incorporating consideration for low, very low, extremely low, and moderate-income households;
    - Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;
    - Consideration of housing locations in relation to employment location; and
    - Consideration of the role of accessory dwelling units in meeting housing needs.

To establish adequate provisions and document potential barriers to affordable housing, this section of the Housing Element will consider the following topics:

- Development Regulations
- Potential process obstacles
- Land/environmental constraints
- Funding gaps

A. Development Regulations

Development regulations in Cle Elum are primarily codified in the following Cle Elum Municipal Code (CEMC) Titles:

- CEMC Title 14 – Unified Development Code
- CEMC Title 15 – Buildings and Construction
- CEMC Title 16 – Subdivisions
- CEMC Title 17 – Zoning
- CEMC Title 18 – Critical Areas Development

Many code sections within the development regulations have not been updated in several years. This will be explored in greater detail in the review matrix below.

B. Potential Process Obstacles

Cle Elum has a dedicated webpage for the Planning Department. While there is a link to all available forms and fees, it is not clear how that is accomplished for all application types. The forms and fees page includes all application types city-wide. This will be explored in greater detail in the review matrix below.

C. Land and Environmental Constraints

This will be explored in greater detail in the Climate Element, but Cle Elum is highly susceptible to wildfire events due to its proximity to national forest lands. Development in the Wildland Urban Interface (WUI) areas is likely to increase development costs. This will be explored in greater detail in the review matrix below.

D. Funding Gaps

Cle Elum does not receive direct HUD funding for housing programs, which limits its ability to provide or solicit funding for affordable housing. This requires private and/or nonprofit housing organizations to obtain and secure funding for new affordable housing developments. This will be explored in greater detail in the review matrix below.

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Adequate Provisions Matrix			
Barrier	**Likely to affect housing production?**	**Why or why not**	**Actions needed**
Development Regulations			
Allowance of moderate density housing types such as: Duplex, Triplex, 4-6 plex, Townhomes, Cottage Housing, etc.	Yes	Cle Elum does allow several different housing types, but not all available or recommended housing is defined.	Update code provisions to include other residential uses such as triplex, 4-6 plex, cottage housing, etc. that can provide alternative residential uses.
Accessory Dwelling Units (ADUs)	Yes	Cle Elum does allow for ADUs, but will need to further update the code to incorporate recent changes in state law.	Update the code to include required provisions and communicate with the public that ADUs are an available option. Ensure that staff and the public are aware of this new opportunity for residential development.
Lot size requirements	Yes	Lot size requirements for single family dwellings is the same across residential districts. For multifamily development, the lot size calculation is based on density, which can be confusing.	Consider a single-family lot size reduction in higher density zones. Simplify the density calculation for multifamily uses.
Development Agreement	Yes	Cle Elum does allow a developer to propose deviations to the development standards through the application of a Development Agreement, which is a lengthy and expensive process.	Consider minor deviations to code provisions, such as setbacks, lot coverage, parking, etc. through a modified process that includes public comment without a public hearing requirement.
Outdated public works requirements	Yes	Several development regulations have not been updated in many years. For example, Cle Elum requires alleyways to be included with new subdivision applications – this can be burdensome on new development, particularly	Consider deviations to access and infrastructure requirements that make sense for the geographical context of the development.

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		when it is proposed in areas that have no adjacent alleyways.	
Potential Process Obstacles			
Unclear development process	Yes	The Cle Elum webpage provides limited guidance on the development process.	Update the website to provide clear instructions on how to initiate the development process. Include all available application types online. Consider an online permit tracking software program.
Reimbursable Fees	Yes	Cle Elum uses reimbursable fee agreements for Planning-related projects. While this is a common practice for many local jurisdictions, the total fees owed can be quite high, particularly for large projects that require an environmental review and/or a public hearing.	Ensure that project applicants are aware of how the reimbursable agreement works and how the fees are structured.
Land and Environmental Constraints			
Outdated SEPA Thresholds	Yes	Flexible thresholds in Cle Elum have not been updated for several years.	Review higher residential exemption levels, including infill, as outlined in WAC 197-11-800(1) and consider increases that would support additional housing in Cle Elum.
Floodplain	Yes	The majority of the city limits south of I-82 are within the Yakima River's 100-year floodplain.	While removal from the floodplain is not a likely option, there are several steps that Cle Elum could take: 1. Provide information to staff and residents on the impacts of being in the floodplain by coordinating a training with County and/or FEMA staff.

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			2. Produce a brochure or online link to materials that inform residents of building code and process requirements for development within the floodplain. 3. Include a link to FEMA's webpage to provide residents information on floodplain insurance. 4. Participate in any future Floodplain analysis as undertaken by the County, FEMA, or others.
Oversteepened Slopes	Yes	Much of the northern areas in Cle Elum are designated as oversteepened or hazardous slopes which are difficult or potentially impossible to build on.	Develop guidance for the public and property owners related to the various process and development requirements that are present in oversteepened slope areas. Utilize online mapping to clearly identify where these areas are located.
Funding Gaps			
Identify and work with Local Partners	Yes	Cle Elum has some existing development from affordable housing partners such as Hopesource and Habitat for Humanity.	Identify other potential housing partners that could develop affordable housing in Cle Elum. Provide support letters for grant applications when requested.
Affordable Housing Programs	Yes	Cle Elum does not include any code provisions for programs that would provide a density bonus, height bonus, parking restrictions, etc.	Explore affordable housing incentive programs to include in the development regulations.

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III. Racially Disparate Impacts and Displacement

GMA Requirement:

- Identifies local polices and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:
    - Zoning that may have a discriminatory effect;
    - Disinvestment; and
    - Infrastructure availability.
- Identifies and implements policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;
- Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and
- Establishes antidisplacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

The GMA requires the Housing Element to identify and implement policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans and actions.

A. Demographics

The City of Cle Elum has a population of 2,157 people, 7% of whom are Hispanic or Latino. The city has 1,116 households and an average household size of 2.76 persons. English is the primary language spoken at home at 93.6%, 5.6% of homes speak Spanish.



The median age in Cle Elum is 48.6. 16.1% of the population is under 18 years old and 20.9% of the population is over the age of 65.

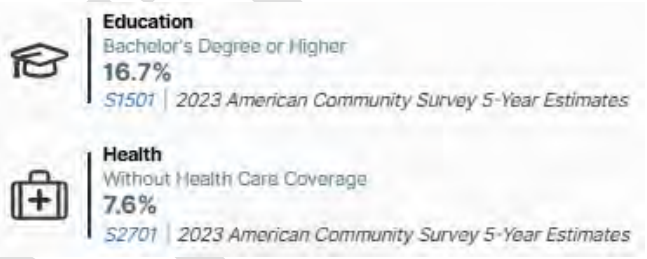
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The median household income in Cle Elum is $56,912 which is below both Kittitas County ($69,928) and WA State ($94,952). Approximately 16.7% of Cle Elum residents have a bachelor's degree or higher.

The city has a 57.7% employment rate, with the top 3 sectors being Arts, entertainment, recreation, accommodation, and food services (17.8%), Construction (17.6%), and Professional, scientific, management, and administrative and waste management services (11.5%).

About 59.7% of homes are owned in the city limits. The median gross rent for rental housing is $1,075 per month.



Racially disparate impacts can occur when policies or development regulations can result in a disproportionate effect on one or more racial groups. Metrics and data below will examine impacts among residents in Cle Elum.

Race and Ethnicity

The following race and ethnicity data was provided by the Department of Commerce Racially Disparate Impacts (RDI) Toolkit. The majority of this data is from 2016-2020 ACS 5-year estimates or the HUS 2015-2019 Comprehensive Housing Affordability Strategy (CHAS), rather than the 1999-2023 ACS 5-year estimates utilized elsewhere in this document.

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Table 1. Racial composition of Cle Elum and Kittitas County, 2015 and 2020

	Cle Elum			Kittitas County		
Race or Ethnic Category	2015	2020	Change	2015	2020	Change
American Indian and Alaska Native	0	0	0	334	201	-133
Asian	10	0	-10	948	617	-331
Black or African American	0	0	0	398	473	75
Hispanic or Latino (of any race)	147	253	106	3,575	4,248	673
Native Hawaiian and Other Pacific Islander	0	0	0	23	325	302
Other Race	0	204	204	28	308	280
Two or more races	72	56	-16	1,178	2,252	1,074
White	2,315	2,149	-166	35,720	38,673	2,953
Total	**2,544**	**2,662**	**118**	**42,204**	**47,097**	**4,893**

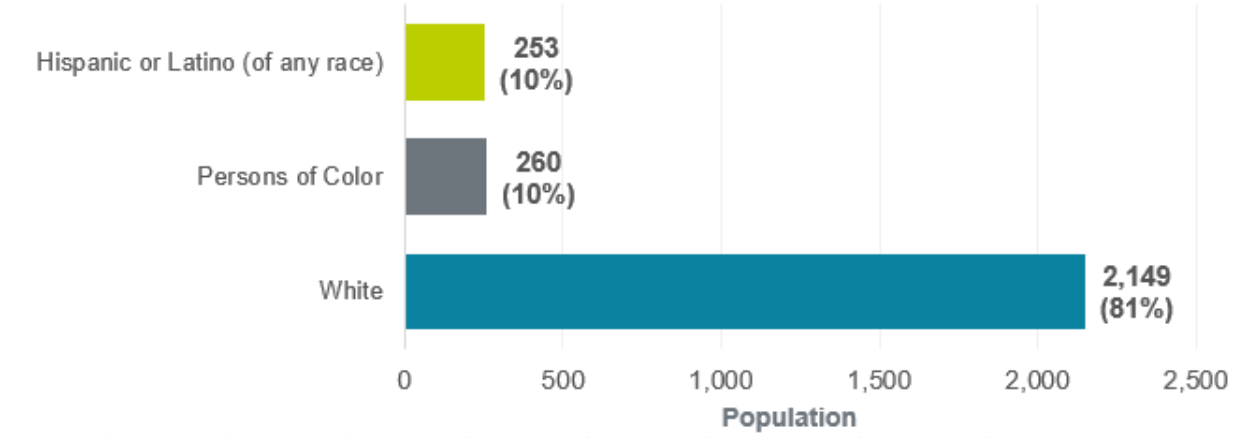
Source: US Census Bureau, 2011-2015 and 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

Table 1 presents the 2015 and 2020 estimates published by the American Community Survey. Population estimates for small groups may be unreliable due to sampling error. If the coefficient of variation of the estimates for the Asian, Black or African American, Hispanic or Latino (any race), or White population is above the threshold specified on the Inputs tab we recommend using the alternative charts (indicated with an "a") for informing your analysis.

Based on a Coefficient of Variation of 30% alternative charts are:

Recommended

Chart 1a. Cle Elum population by race and Hispanic ethnicity, 2020



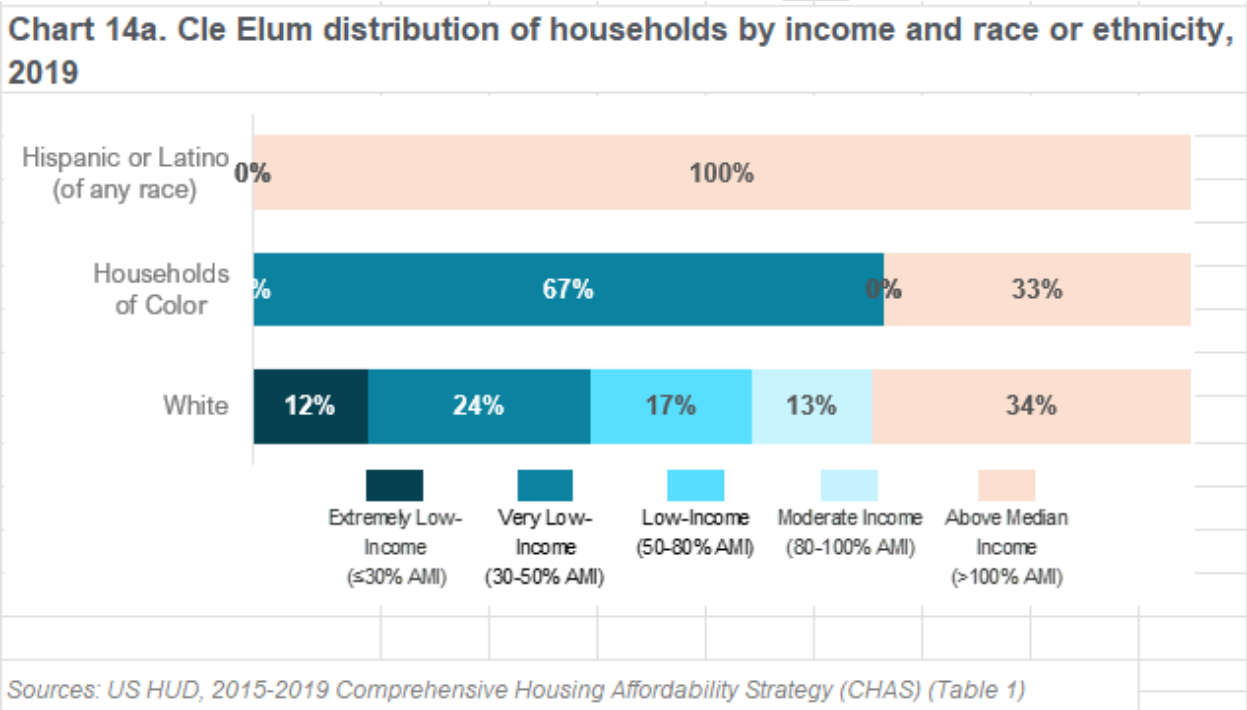
Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

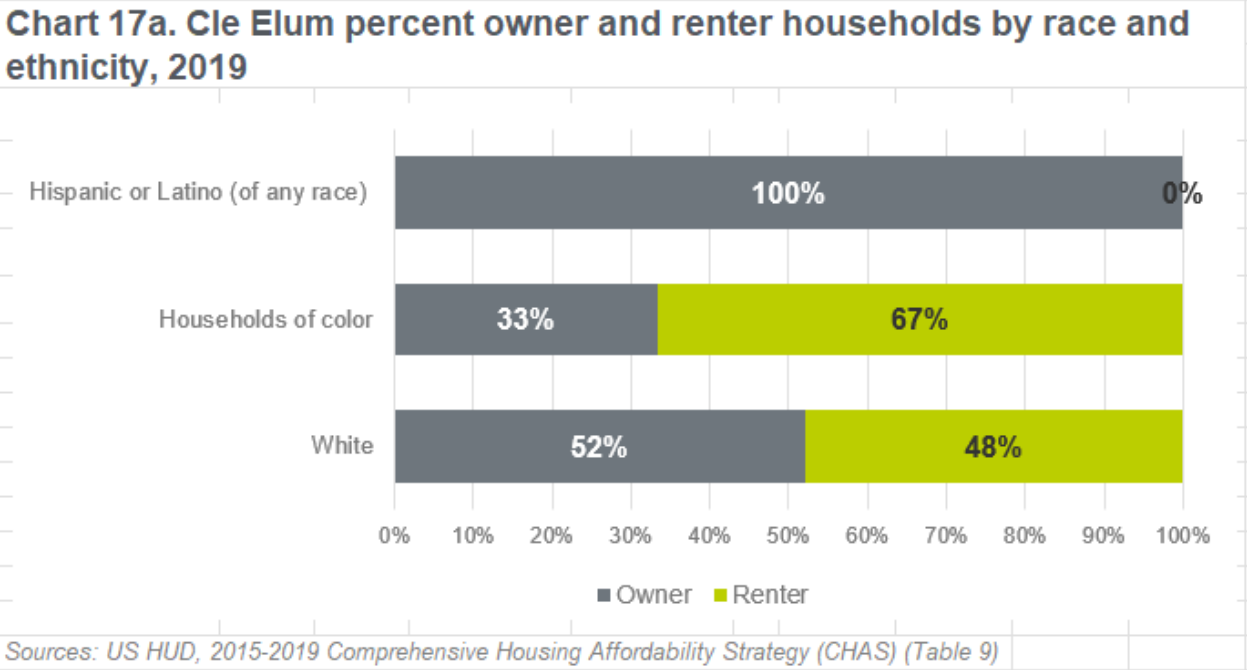
B. Occupancy and Homeownership Rates

Of the occupied housing units in Cle Elum, a little over half (58%) are owner-occupied, with about 42% renter-occupied.

Occupancy Characteristics			
	Total	Owner	Rental
Total Units	1,209	-	-
Occupied Units	1,038	602	436
Vacant Units	171		
Source: 2023 ACS 5-year estimates			

When looking at distribution of households by income and race or ethnicity, we see that more households of color are in the Extremely Low- Very Low, and Low-Income categories.





C. Overcrowding

Another measure of living conditions is overcrowding. The accepted standard defines overcrowding as the presence of more than one person per room. The 2023 ACS 5-year estimates shows that only 1.5 % of the dwellings are overcrowded using the standard of more than one person per room. Overcrowding increases wear and tear on a home and is very hard on aging houses in a state of decline. Overcrowding is, in large part, due to the short supply of available affordable housing in Cle Elum. Table 5.5 compares overcrowding in Cle Elum with Kittitas County and Washington State. The rate of overcrowding in Cle Elum is lower than both Kittitas County and Washington State.

Persons Per Room - Comparison				
Location	More than 1.01 Persons Per Room		1.00 or Fewer Persons Per Room	
	Number	Percent	Number	Percent
City of Cle Elum	16	1.50%	1,022	98.50%
Kittitas County	852	2.90%	19,019	97.00%
WA State	114,496	3.60%	3,053,584	96.40%
Source: 2023 ACS 5-year estimates				

D. Cost Burden

As indicated in Table 5.6, a significant amount of the owner-occupied homes in Cle Elum in 2023 were valued above $200,000. The median value of an owner-occupied home in Cle Elum is $379,300 compared to $459,900 in Kittitas County, and $519,800 in Washington

State. When comparing housing value and cost to income and poverty rates (Table 5.7), Cle Elum again ranks slightly lower than Kittitas County and higher than Washington State.

Value of Owner Occupied Housing						
Value	Cle Elum		Kittitas County		WA State	
	Number	Percent	Number	Percent	Number	Percent
Total	602	-	12,221	-	1,929,694	-
Less than $50,000	13	2.20%	398	3.30%	56,115	2.90%
$50,000-$99,999	0	0.00%	89	0.70%	36,479	1.90%
$100,000-$149,999	8	1.30%	129	1.10%	39,785	2.10%
$150,000-$199,999	22	3.70%	394	3.20%	50,078	2.60%
$200,000-$299,999	112	18.60%	1,447	11.80%	185,461	9.60%
$300,000-$499,999	220	36.50%	4,524	37.00%	558,101	28.90%
$500,000-$999,999	222	36.90%	4,437	36.30%	734,021	38%
$1,000,000 or more	5	0.80%	809	6.60%	269,654	14%
Median	$379,300	-	$459,900	-	$519,800	-
Source: 2023 ACS 5-year estimates						

Income and Poverty - Comparison			
Jurisdiction	Median Household Income		Poverty Rate
City of Cle Elum	$	56,912.00	13.70%
Kittitas County	$	69,928.00	14.30%
WA State	$	94,952.00	9.90%
Source: 2023 ACS 5-year estimates			

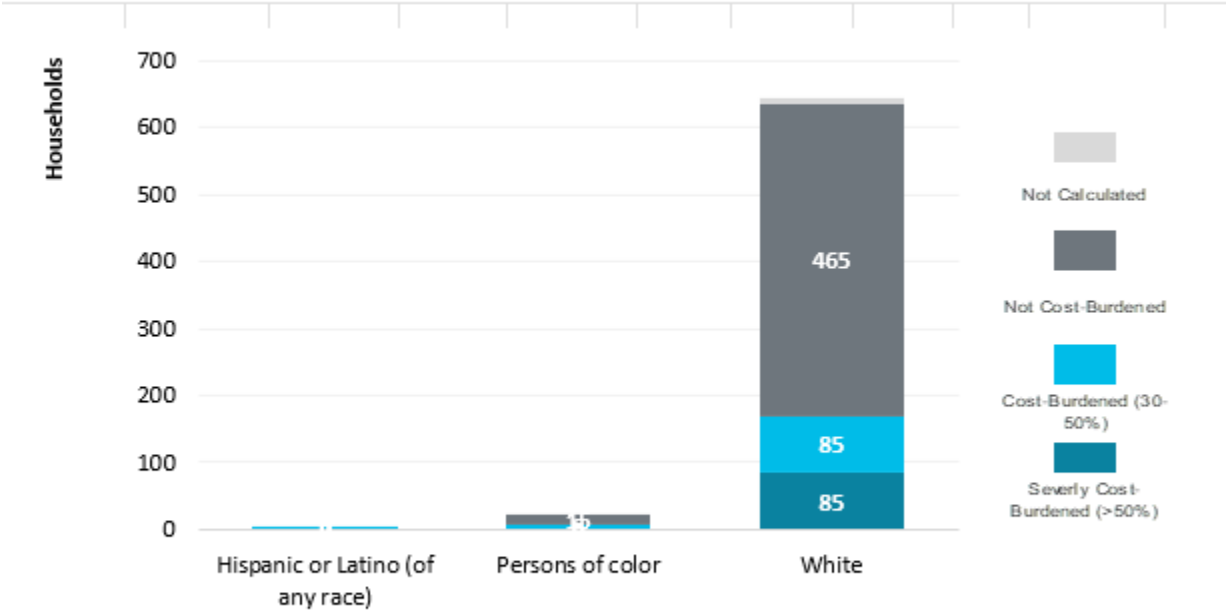
Housing Costs are also identified as a percentage of household income. As Table X shows, a significant amount of homes with a mortgage spend more than 30% of their income on housing.

Percentage of Household Income			
% of Household Income	Housing Units with a Mortgage	Housing Units without a mortgage	Rental Units
< 20%	33.40%	79.40%	25.90%
20-24.9%	6.80%	7.40%	27.90%
25-29.9%	7.40%	3.00%	2.70%
30-34.9%	30.00%	12.80%	2.90%
> 35%	52.10%	9.10%	40.60%
Source: 2023 ACS 5-year estimates			

The Commerce RDI Toolkit further breaks down housing cost burden by racial and ethnic groups. As indicated in the charts below, those of Hispanic or Latino origin are more likely to be cost-burdened or severely cost burdened. This is applicable primarily to owner

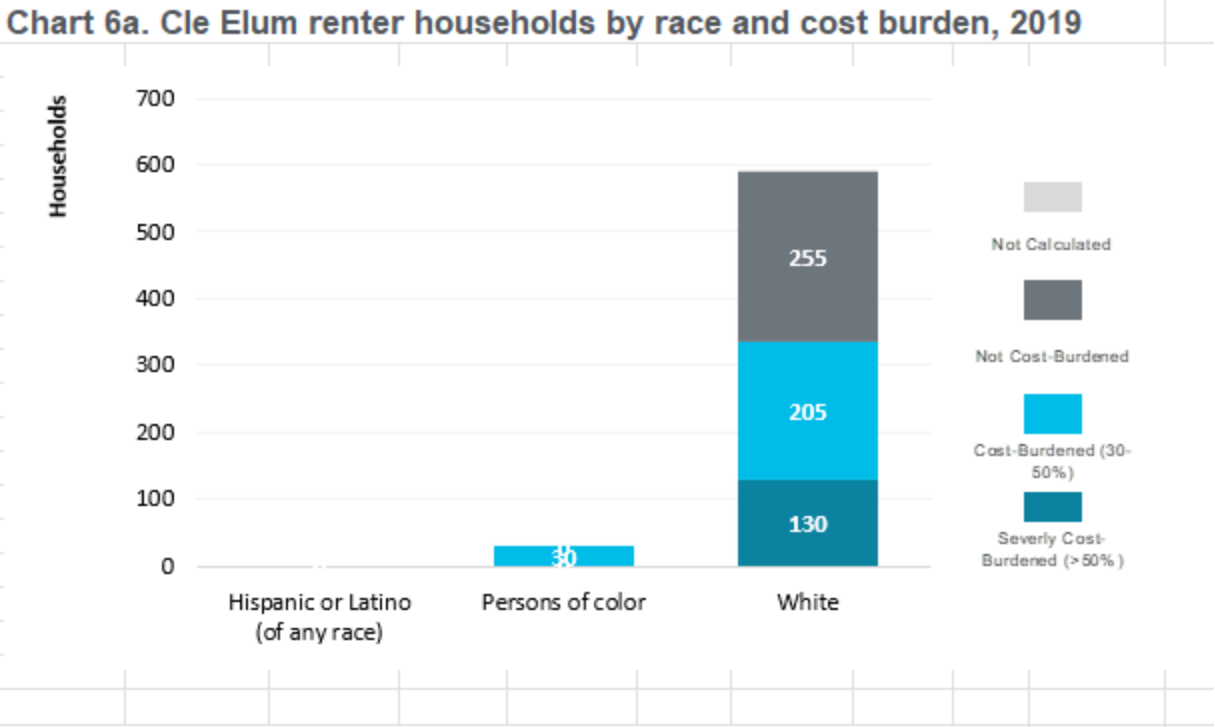
households. The number or renter households provides a similar amount of cost-burdened and severely cost-burdened households for Hispanic or Latino and White groups, but there are more White renter households that are not cost-burdened.

Chart 5a. Cle Elum number of owner households by race and cost burden, 2019



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

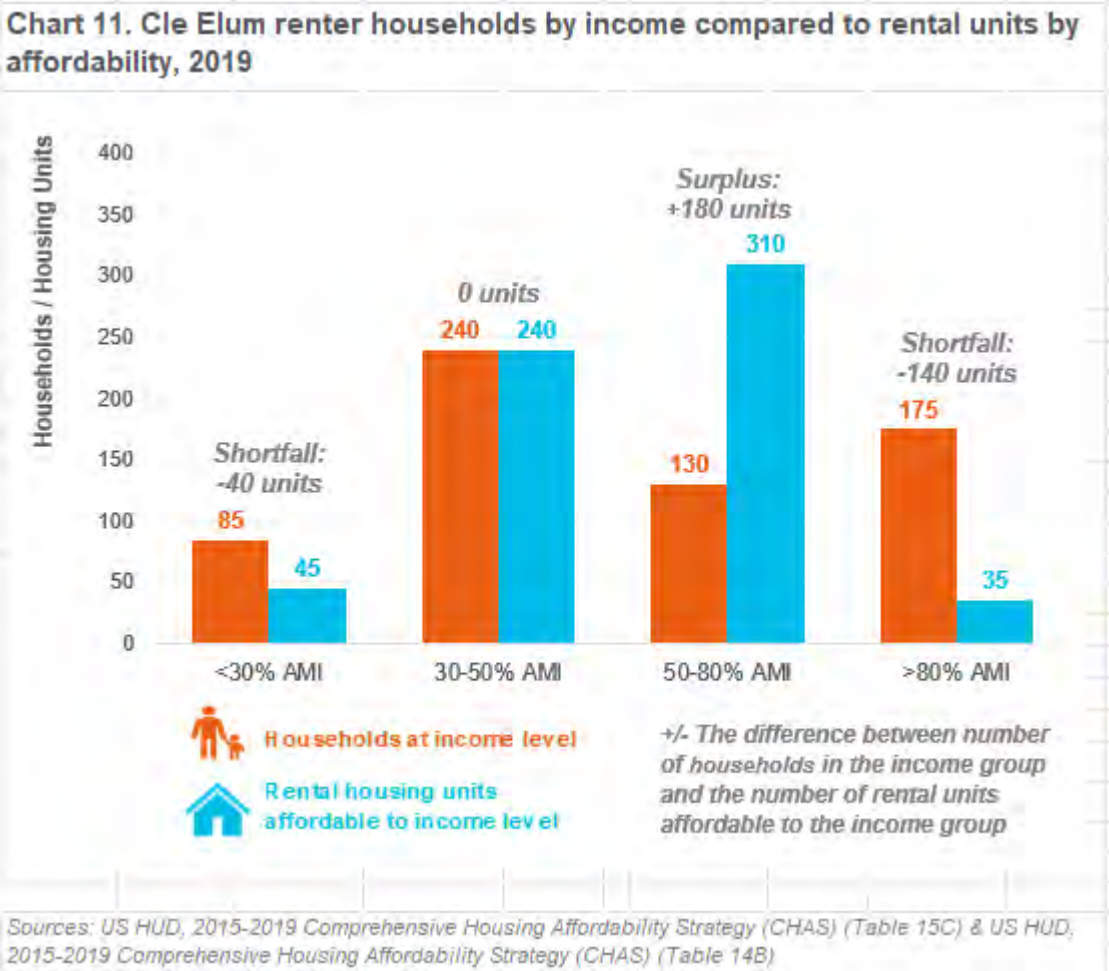
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Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

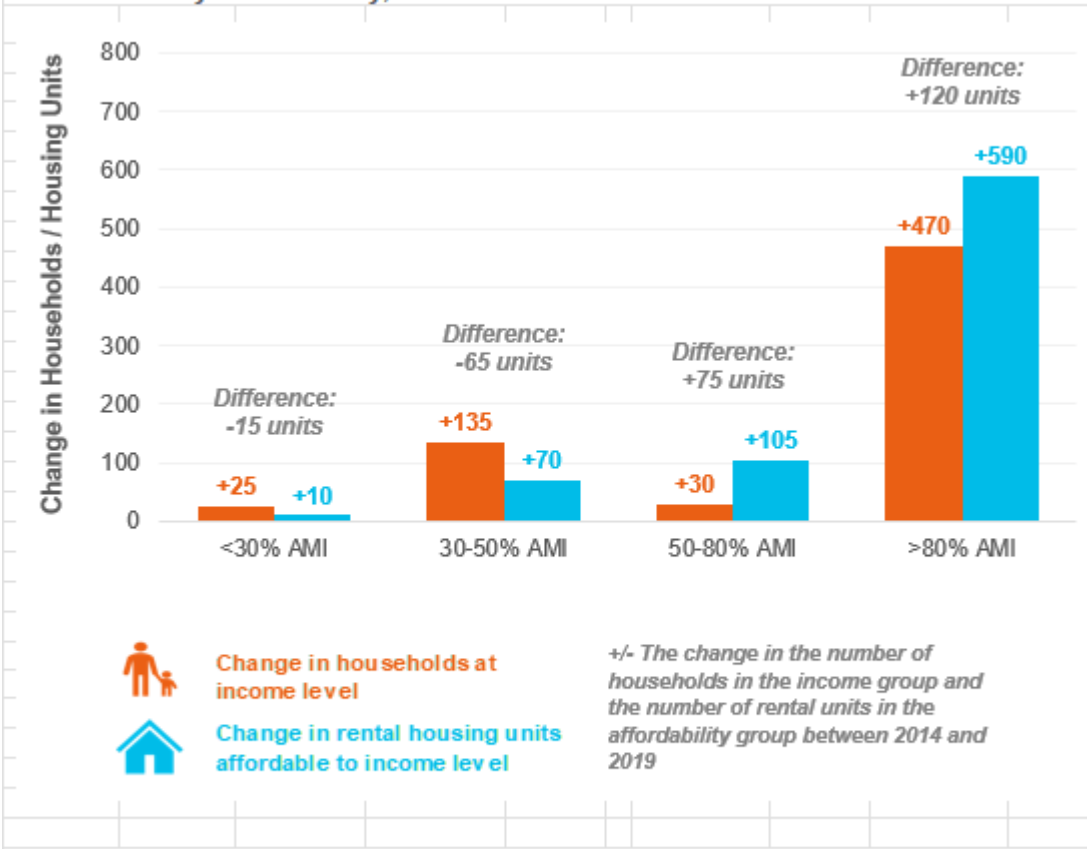
The following chart compares rental households by income to rental units by affordability. The comparison helps identify gaps in the available rental housing. Shortfalls and surpluses suggest a mismatch between the rental housing need and availability. A surplus indicates that either a lower-income household is experiencing housing cost burden by paying more than 30% of its income on housing or a higher-income household is "down-renting" by paying less than they can afford in rental housing.

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The following chart compares the estimated change in the number of households in the income group and the number of housing units in the affordability group. The change in households could be new households built in the city or households switching between income groups due to an increase or decrease in income.

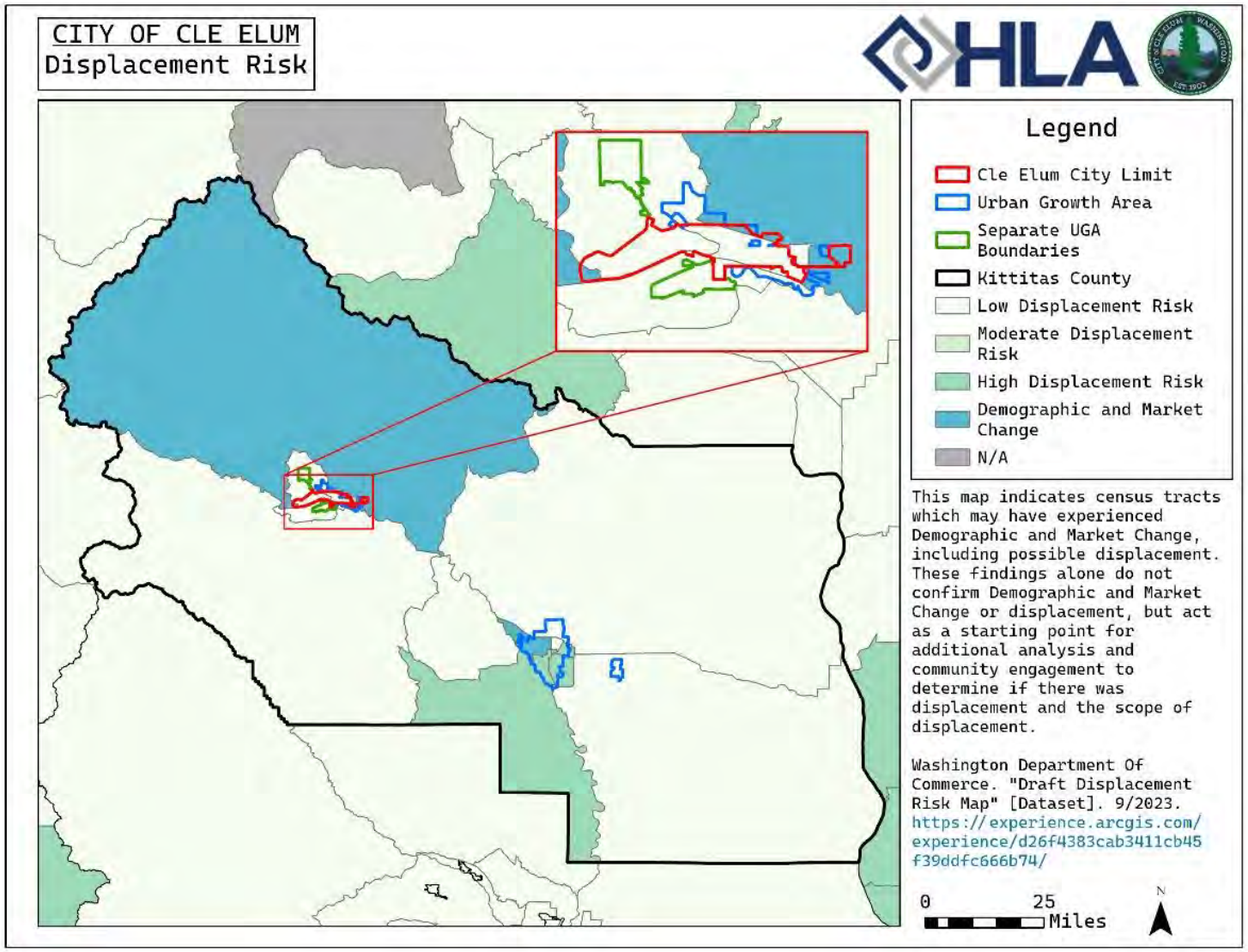
Chart 12. Cle Elum five year change in renter households by income and rental units by affordability, 2014 - 2019



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B) & US HUD, 2010-2014 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2010-2014 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)

When analyzing available data alongside the Displacement Risk map, there are no moderate or high displacement risk areas mapped in Cle Elum. However, considerations in the Housing Element, along with corresponding updates to development regulations should still be implemented in this Periodic Update to minimize displacement risk and mitigate racially disparate impacts. This is particularly important when considering the number of homes with a mortgage that would be considered cost-burdened.

Figure 2-1 Displacement Risk



E. 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. 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 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.

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Residents in Kittitas County who meet certain income guideline qualify for the weatherization program.

F. 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.

IV. Goals and Policies

This Housing Element of the Comprehensive Plan outlines the City's direction to three primary 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.

Strategy I – Infill Housing Within Residential Areas

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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.

Goal H-1: Allow a mix of housing types that meets the needs of diverse households at all income levels. 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 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 moderate- to high- density residential developments such as townhouses, multifamily complexes, duplexes, triplexes, cottage housing, accessory dwelling units, 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

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detached, zero lot line, attached housing, accessory units, cluster housing, cottages, duplexes, townhouses, and apartments, as well as manufactured housing units.

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: Preserve and enhance existing residential neighborhoods without implementing barriers to different housing types.

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.

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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 proportional share of on-site and off-site improvements needed to serve 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.

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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.

H – 4.6 Review and update SEPA flexible thresholds for consistency with state allowances in WAC 197-11-800.

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:

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H – 5.1 Consistently enforce building maintenance, health and safety codes for the city's housing stock to limit the potential damage resulting from wildfires or other extreme weather events.

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 and home improvements including those that will help efficiency for wildfire smoke and extreme heat, and maintenance efforts such as creating defensible space so that residents can 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: Support and allow housing for residents of Cle Elum with special housing needs, including permanent supportive housing.

Policies:

H – 6.1 Support the preservation and development of special needs housing and permanent supportive 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.

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H – 6.6 Meet the cities affordable and moderate-income housing needs by implementing a range of strategies that will result in the production of new affordable and moderate-income housing. These strategies include:

- Seeking funding from state and federal sources to implement housing development and preservation programs.
- Promote the use of innovative housing types to stimulate new higher density affordable and moderate-income housing stock on vacant and underutilized parcels.

Goal H-7: Actively participate in local and 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 and reduce the risks of displacement.

H – 7.3 Identify populations with a high risk of displacement and take into account the various factors of displacement risk when implementing development regulations.

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Chapter 3

CAPITAL FACILITIES ELEMENT



City of Cle Elum

CITY OF CLE ELUM

Capital Facilities Element

2026

I. Introduction

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:

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1. An inventory of existing capital facilities owned by public entities, including green infrastructure and special purpose districts that own capital facilities, 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 and to;
   ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities element are coordinated; and consistent with the comprehensive plan; and
6. Park and recreation facilities shall be included in the capital facilities plan element.

C. Relationship to Comprehensive Plan Elements and Land Use Development

D. 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.

E. 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.

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F. Applicable County Wide Planning Policies (CWPP)

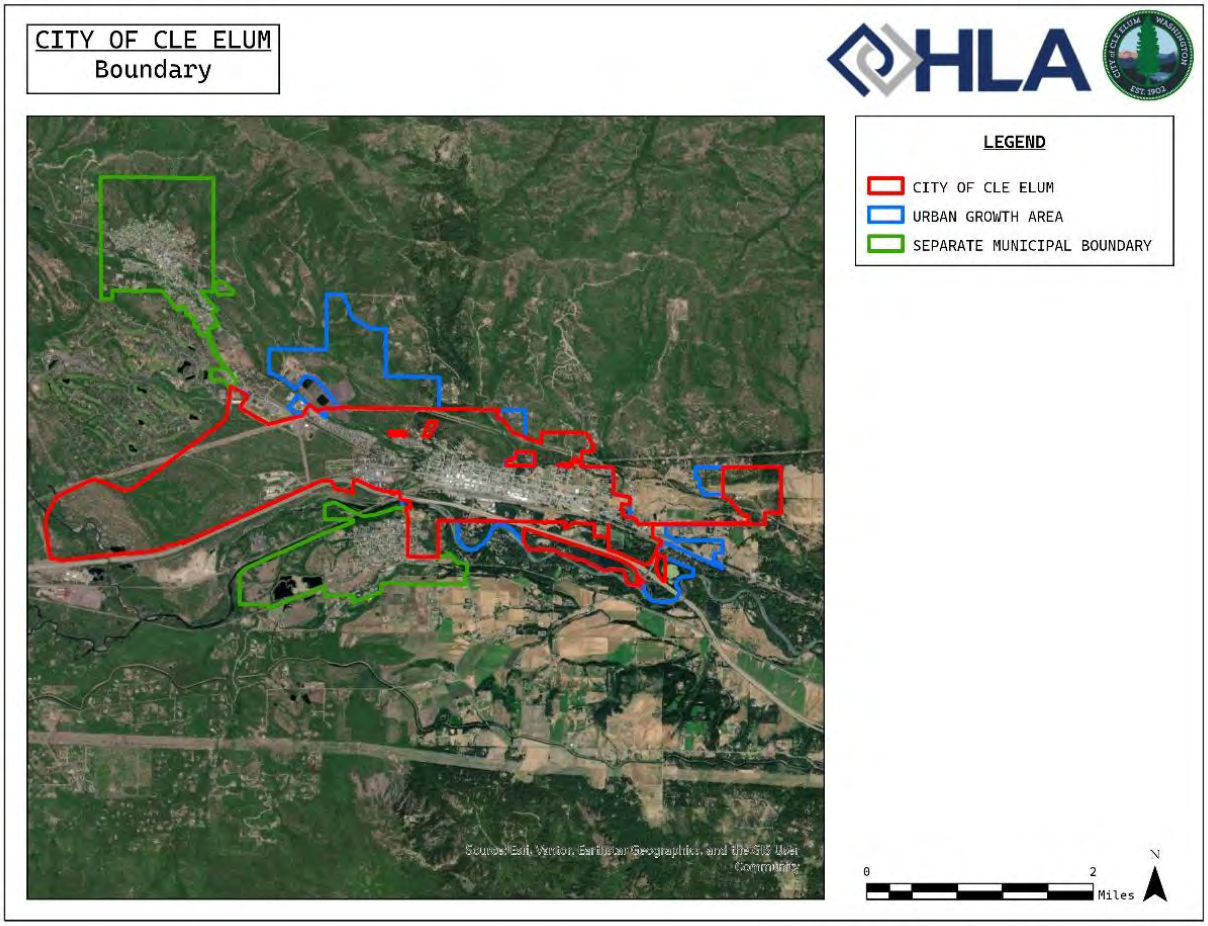
In addition to following State of Washington requirements, planning efforts in the City of Cle Elum require consistency with County Wide Planning Policies (CWPP). The CWPP recognizes cities as the providers of urban governmental services as identified in the GMA and adopted urban growth management agreements.

G. 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?
- The land use element shall be reassessed where probably funding falls short of meeting existing or projected needs and ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent with the comprehensive plan.

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Figure 3-1 - City Limits and UGA Boundary



II. 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 3-1. In some cases, capital facilities supporting the services listed are located outside of the UGA.

Table 3-1. Service Providers in the City of Cle Elum's City Limits and UGA

Type of Service	City of Cle Elum	Remainder of UGA
Protective Services		
Fire Protection	City of Cle Elum	Kittitas County Fire District No. 7
First Aid / Rescue	City of Cle Elum	Kittitas County Fire District No. 7
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	None

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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

III. 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 the Transportation Element.

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 *2027-2032 Transportation Improvement*

Program (TIP) in Appendix C. The largest projects planned for the City of Cle Elum, are a bridge replacement over Crystal Creek, Roundabout projects at the Pine St and 2nd St intersection and Ranger Station Road and Miller Ave/2nd Street Intersections, full-depth reconstruction of 3rd St from Stafford Ave to Short Ave.. Other top priority projects include additional phases of the 2nd St Pathway from Wright Ave to Montgomery Ave (Phase 2) and Montgomery Ave to Short Ave (Phase 3).

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.

Table 3-2. Forecast AADT for Roadways Within Cle Elum City Limits and UGA

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2026)	AADT (2030)	AADT (2040)	AADT (2046)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	41,212	45,491	58,232	67,531
	I-90	E/O	SR 970 / White Road Interchange	41,926	46,278	59,240	68,700
	I-90 Eastbound Off-ramp (Exit 84)	To	West First Street	3,487	3,849	4,927	5,714
	I-90 Westbound On-ramp (Exit 84)	From	West First Street	3,042	3,358	4,299	4,985
	I-90 Westbound Off-ramp (Exit 84A)	To	Oakes Avenue	1,146	1,265	1,620	1,879
	I-90 Eastbound On-ramp (Exit 84A)	From	Oakes Avenue	1,143	1,261	1,615	1,872
	I-90 Eastbound	To	White Road Interchange	1,956	2,159	2,763	3,205

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	Off-ramp (Exit 85)						
	I-90 Westbound Off-ramp (Exit 84)	From	White Road Interchange	1,402	1,548	1,982	2,298
	I-90 Westbound Off-ramp (Exit 85)	To	White Road Interchange	1,171	1,293	1,655	1,920
	I-90 Westbound On-ramp (Exit 85)	From	White Road Interchange	1,883	2,079	2,661	3,086
	I-90 Eastbound Off-ramp (Exit 85)	From	Bullfrog Road	626	691	884	1,025
	I-90 Westbound Off-ramp (Exit 80)	To	Bullfrog Road	641	707	905	1,050
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	6,017	6,642	8,502	9,860
	SR 903 (First Street)	E/O	Yakima Avenue	8,783	9,695	12,411	14,392
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	4,942	5,455	6,983	8,098
	SR 903 (Second Street)	W/O	Oakes Avenue	5,500	6,071	7,771	9,012
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	7,256	8,009	10,252	11,890
Major Collector	SR 903 (First Street)	W/O	Peoh Avenue	9,163	10,114	12,947	15,014
	West First Street	E/O	North Pine Street	10,247	11,311	14,479	16,791

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	North Pennsylvania Avenue	N/O	(SR 903) First Street	8,771	9,681	12,393	14,372
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1,828	2,018	2,583	2,996
	North Oakes Avenue	N/O	Railroad Avenue	3,354	3,703	4,740	5,497
Minor Collector	Airport Road	E/O	SR 903 Intersection	3,235	3,570	4,570	5,300
Local	Wright Avenue	S/O	Second Street	624	689	882	1023
	Second Street	W/O	Wright Avenue	2,994	3,304	4,230	4,905
	N Columbia Avenue	N/O	Fourth Street	172	190	244	282
	Pennsylvania Avenue	N/O	Third Street	81	90	115	133
	Pennsylvania Avenue	S/O	Third Street	293	324	415	481
	Third Street	W/O	Pennsylvania Avenue	593	655	838	972

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

B. Capital Improvement Program

The City's Comprehensive Plan includes the *2027-2032 Six Year Transportation Improvement Program* (Six-year TIP) adopted on June 22, 2026. The Six-year TIP is updated and adopted by the City on an annual basis. Table 3-3 presents Cle Elum's projects in Cle Elum's *2027-2032 Six-Year TIP* and is considered the current transportation Capital Improvement Plan. Monthly amendments to the TIP are available to the City from January through October. 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.

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

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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.

. However, 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 2027-2032 TIP which 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.

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Table 3-3. Transportation Improvement Program, City of Cle Elum, 2027 to 2032

Priority Number	Project Title	Improvements Needed	Start Year	Length (miles)	Federal Funds	State Funds	Local Funds	Estimated Cost	Funding Source
1	First Street Downtown Revitalization	Full depth reclamation, curb and gutter, sidewalk, storm drainage, pavement markings, and ADA curb ramps. Improvements will preserve First Street downtown revitalization. From Pennsylvania Avenue to Harris Avenue, improvements only include curb and sidewalks on north side.	2027	0.4	1,275,000		198,988	1,473,988	DEMO
2	Stafford Avenue Sidewalk	Project will construct sidewalk on the east and west sides of Stafford Avenue.	2027	0.05	161,470			161,470	TA(R)
3	Chipseal, local access streets	Chipseal and sweep several locations	2027	10.82			540,000	540,000	Local
4	Freight Vehicle Parking Feasibility Study	Prepare feasibility study for freight truck parking.	2027	--		229,000		229,000	Freight Mobility
5	Citywide Active Transportation Connector	Second Street – Wright Avenue to Montgomery Avenue. Multi use pedestrian pathway.	2027	0.3	1,100,00				Discretionary
6	Hartwig Boulevard and Stafford Avenue Sidewalk	Stafford Avenue/Hartwig Boulevard. Yakima River Bridge to Reed Street. Construct new sidewalk on sections of the west and east side of the roadway.	2027	0.5		762,220			SRTS
7	Pine Street and First Street intersection Improvements	Construct a roundabout at the intersection of Pine Street and First Street	2027	--		1,386,100	221,900	1,608,000	Freight Mobility
8	Ranger Station Road and Miller Avenue and	Improvements include restricting left-turns on Ranger Station Road at the intersection of Ranger Station Road and Miller Avenue and Second Street.	2027	--	878,000			878,000	HSIP

	Second Street Intersection Improvements								
9	Pine Street and Second Street Roundabout	Construction of a roundabout at the intersection of Pine Street and Second Street.	2027	--	947,000			947,000	HSIP
10	Chipseal, major street locations; 4-year cycles	Chipseal and sweep several locations	2028	5.3			286,100	286,100	Local
11	Second Street Resurfacing	Reed Street to Pennsylvania Ave. 2-inch grind and overlay.	2028	0.09	450,000			450,000	STBG
12	Second Street Resurfacing	Pennsylvania Ave to Short Ave: 2-inch grind and overlay.	2028	1.06		1,045,00	55,000	1,100,000	TIB
13	Roslyn CR-W First Street Bridge Replacement	Stafford Avenue to End of Bridge. Full replacement of the First Street Bridge over Crystal (Roslyn) Creek including two vehicular travel lanes, sidewalks on both sides, and single-slope concrete barriers to improve safety and ADA accessibility.	2028	0.010	3,309,900			3,309,900	FBP
14	Railroad Street Truck Route Extension	Railroad Street – Peoh Avenue to Columbia Avenue. Construct roadway extension for truck route including roadside swales.	2028	0.48			1,855,400	1,855,400	Local
15	Second Street Pathway – Phase 3	Second Street – Montgomery Avenue to Short Avenue. Multi use pedestrian pathway.	2029	0.59	1,500,000			1,500,000	Discretionary
16	Third Street Reconstruction	Third Street – Stafford Avenue to Short Avenue. Full depth reclamation of the roadway.	2031	1.35		3,851,000		3,851,000	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.

IV. DOMESTIC WATER SYSTEM

A. Background

In 2022, 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 January 23, 2033.

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).

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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 a 200,000 gallon steel reservoir owned by South Cle Elum and a 100,000 gallon concrete reservoir owned by Cle Elum on the east side of the system. 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 3-4. 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 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
		Total	2,200,000		

[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 3-5 below summarizes the City's distribution system.

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Table 3-5. 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) during maximum day demand conditions. One ERU is the demand of a typical single-family home in the system. Other common user types include Commercial at 1.2 ERUs, Restaurants at 3.6 ERUs, City Parks at 3.1 ERUs, and Motels at 8.9 ERUs. This system facilitates the forecasting of future demands. Table 3-6 summarizes existing demand and demand forecasts for various years through 2043 as reported in the 2022 Water System Plan.

Total reservoir storage gallons don't directly translate to ERU capacity. And, since Cle Elum has three elevation zones, the City's total storage volume doesn't actually apply to the entire system. The lower zones have greater storage capacity since water can trickle down

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from the upper zones, but it can't go backwards from the lower to upper zones. The storage in the upper zone is the most limiting factor at this time. In a single water reservoir, there could potentially be four different "types" of storage from top to bottom of the reservoir: Operating storage, Equalizing storage, Standby Storage, and Fire flow storage. For the most part, only standby storage limits ERU capacity because the City needs to provide 200 gallons per day per ERU of standby storage to meet DOH requirements. Zone 3 development (Bullfrog flats and others) is limited by reservoir storage capacity which will require an additional reservoir in the next few years. When looking at the broader system, the water treatment plant capacity is the most limiting factor (Table 3-35 in the 2022 WSP).

Table 3-6. Summary of the City of Cle Elum's Existing and Future Water Demands

Current and Future Demand Summary						
Year	System Water Demand					
	ERU_{ADD}	ERU_{MDD}	Total Annual Demand	ADD	MDD	PHD
			MG/Year	MGD	MGD	GPM
2023	4,712	4,950	358.453	0.982	2.968	3,427
2033	7,786	7,937	591.981	1.622	3.910	4,518
2043	9,210	9,357	700.134	1.918	5.581	6,450

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 2022 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 2022 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 2022 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 3-7 The City of Cle Elum's Schedule of Recommended Domestic Water Operations and Maintenance (O&M) Improvements (Years 2025-2033); and Table 3-8 The City of Cle Elum's Schedule of Recommended Major Capital Improvements (Years 2025 through 2033). The prioritized improvements are shown on Figure 2-4.

In each improvement category table, the project name of the recommended improvement and estimated project costs were transferred from the 2022 Water Systems Plan. Greater detail and estimate assumptions can be found in Chapter 8 of the 2022 Water Systems Plan.

The O&M improvements shown in Table 3-7 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 3-7. The City of Cle Elum's Schedule of Recommended Domestic Water Operations and Maintenance Improvements (Years 2026-2033)

Priority Number	Improvement Description	Estimated Cost in 2026 Dollars	Completion Year	Funding Source
1	Source and Service Meter Calibration	$5,796	Annually	City water fund
2	Fire Hydrant Replacements / Installations	$3,377	Annually	City water fund
3	Variable Frequency Drive Replacements / Installations	$115,927	Annually	City water fund
4	In-House Water Main Replacement	$40,574	Annually	City water fund
5	Wellhead Protection Plan Update	$580	Alternating Annually	City water fund
6	Reservoir Cleaning and Inspection	$10,433	Every 2 Years	City water fund
7	DOH Sanitary Survey	$6,381	Every 3 Years	City water fund
8	Well No. 1 and 7 Rehabilitation	$164,640	2020-2033	City water fund
9	Water System Plan Update	$159,535	2033	City water fund
Note: Improvement costs for years following 2026 include 5% inflation per year.				

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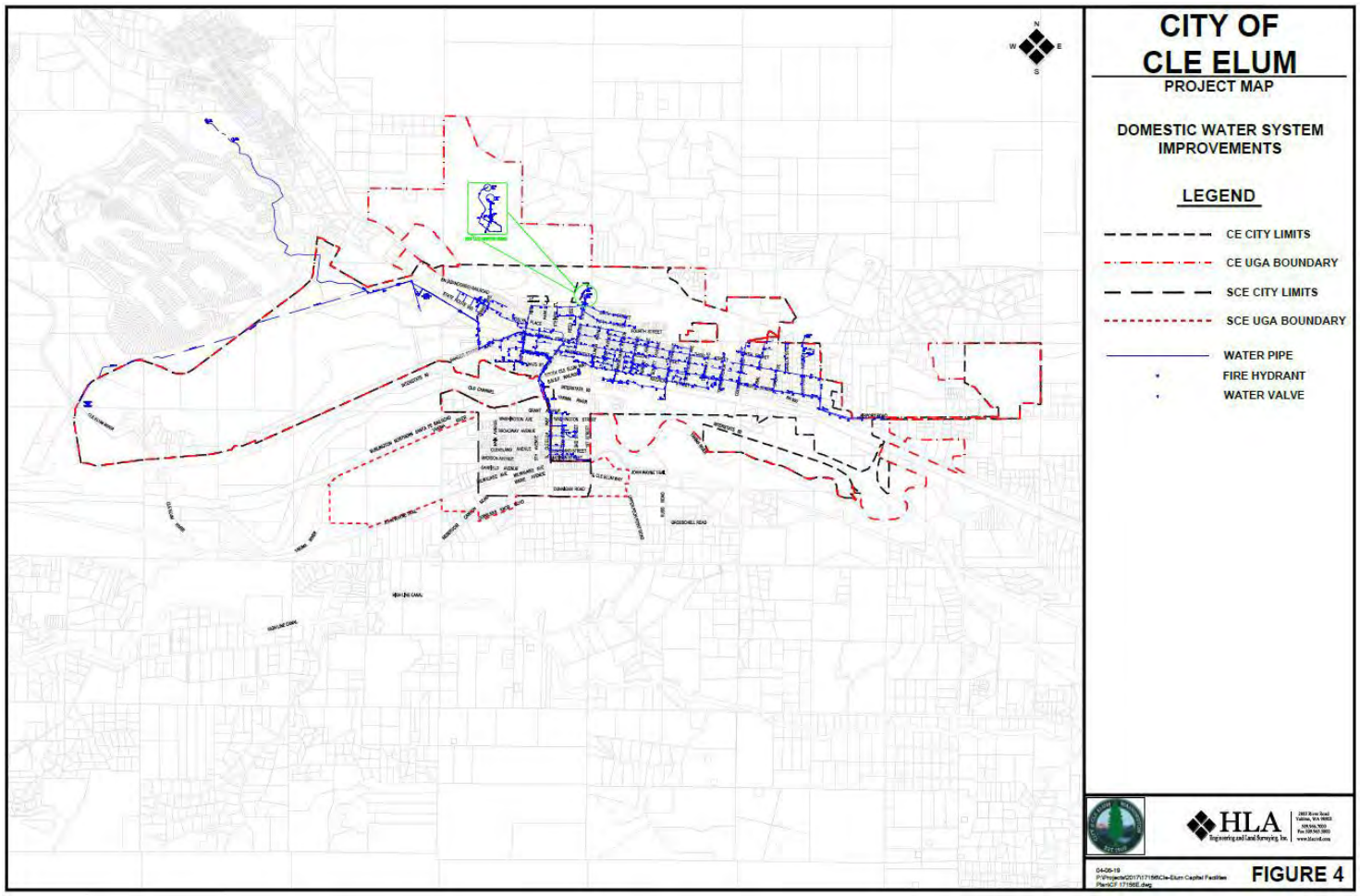


Figure 2-4 – Cle Elum's Domestic Water System Projects – 2022-2033

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 January 2033, the City will likely begin the update in 2030.
- In 2022, the current and forecasted physical capacity of the water system was evaluated. They total system is limited by finished water capacity, but Zone 3 is limited by standby storage. The additional reservoir storage would be required for future development in Zone 3, and has been included in the City's past two water system plan updates. The filter plant finished water capacity was prepared for when the treatment plant was initially designed and constructed. Currently, three (3) 2.0 MGD filter trains are installed, and expansion space remains for one final 2.0 MGD filter train. Once the final water filter is installed, the water treatment plant will provide enough treatment capacity to meet and exceed the forecasted need.
- Raw Water Source: The system is 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. The maximum capacity will be increased to 6.432 GPM with the planned improvements of a Cle Elum River water diversion structure and an additional filter train in the WTF.
- 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.

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- Equalizing storage: The water system is not deficient in equalizing storage, and only requires a minimal volume to satisfy the requirements. The system's future
- Standby storage: Standby storage is required to support 200 gallons per day per ERU. The total system is currently not limited by standby storage, but Zone 3 is limited by standby storage because of elevation. For future development to occur in Zone 3, an additional reservoir would be required to provide standby storage.
- Fire suppression storage: The City of Cle Elum's fire suppression storage is contained within the Zone 3 reservoir. The fire flow volume of 480,000 gallons meets the local fire department's requirements.
- Fire flow: Fire flow north east of the City of Cle Elum is deficient in fire protection due to a long, dead-end pipe that does not meet minimum pressure requirements, along with the lack of a nearby hydrant. This area is identified in the WSP as deficient, and improvements are recommended to bring this area into compliance, which includes upsizing the pipe from 4" to 8" to meet fire flow requirements. 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.
- Total storage: The current available storage capacity is adequate to meet existing and future needs through the year 2033, except for future development in Zone 3. Additional standby storage will be required in Zone 3 to meet demand in 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 January 2033, the City will likely begin the update in 2030.

3. The water treatment plant will need to add an additional filter train 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

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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 2025 - 2031. 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.

8. An additional 1.0 MG water storage reservoir will be required to support development in Zone 3.

V. 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

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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 2-5.

B. Stormwater System Inventory

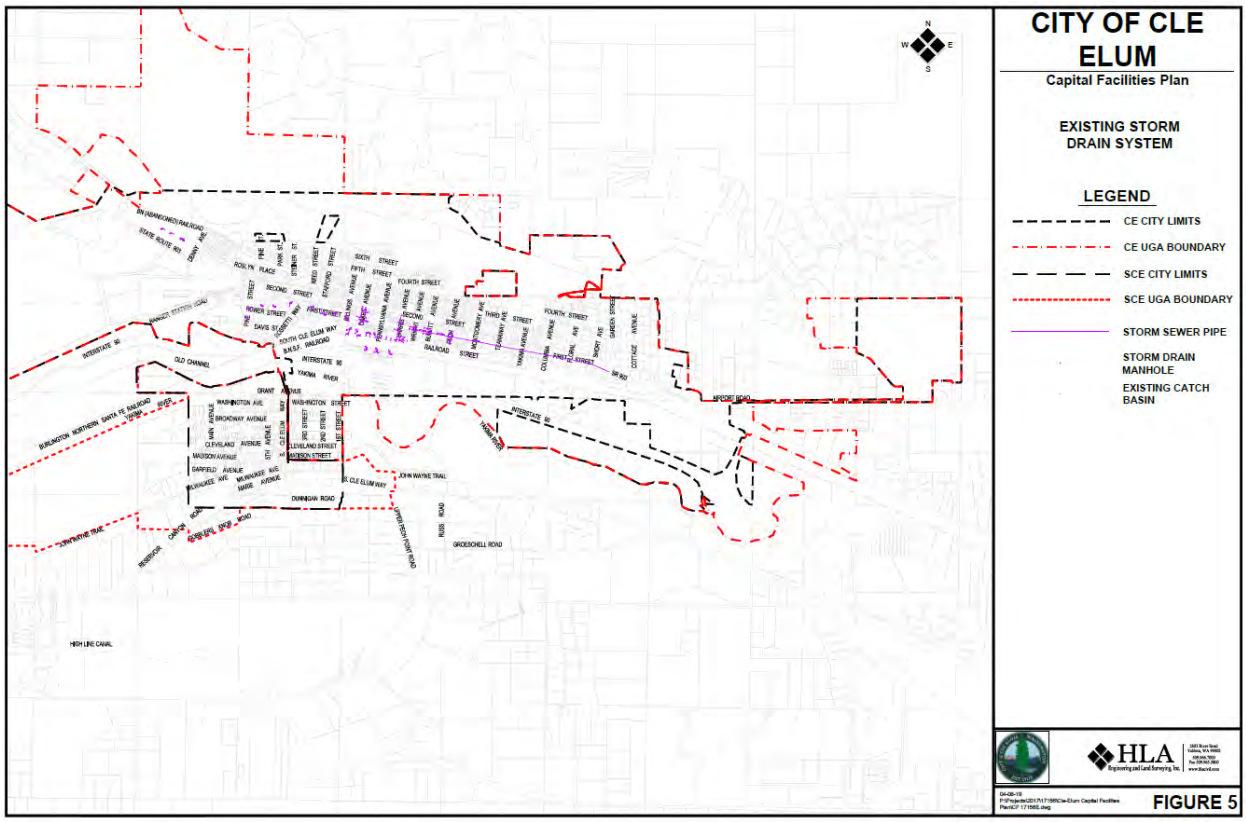
The City of Cle Elum is preparing to develop a 2026 General Stormwater Plan.

Stormwater Capital Improvement Program

TABLE 3-8 PIPE REPLACEMENT CAPITAL IMPROVEMENT SUMMARY				
Project Name	**Pipe Length (ft)**	**Additional Structures**	**Sidewalk/Curb Replacement**	**Conceptual Project Cost**
Schedule A: GIS Structure ID (148E, 149SW, 290E)	595	No	No	$ 273,000
Schedule B: GIS Structure ID (518E, 435E, 434E, 436S)	155	No	No	$ 159,000
Schedule C: GIS Structure ID (304NE, 517S, 432N, 633E, 625E New)	540	No	Yes	$ 293,000
Schedule D: GIS Structure ID (499S, 499W, 275N, 644N, 287S)	470	Yes	Yes	$ 232,000
Schedule E: GIS Structure ID (167S, 431W, 308W	850	Yes	No	$ 324,000
Schedule F: GIS Structure ID (371W, CB-523, 371N, CB-658, 169W)	230	Yes	Yes	$ 169,000
Schedule G: GIS Structure ID (176W, 286S, 668N, 652E, 654E, 175S, 500N, 173S	1,600	No	No	$ 840,000
Schedule H: GIS Structure ID (178E, 182W, 519W, 659S, 519S, 661W, CB-661, 662W, 655N, 281W, 281E, 282W)	2,500	No	No	$ 930,000
Schedule I: GIS Structure ID (669N, 670N, CB-676, CB-671, 676E, 671N, 206S, 673S, 206E)	1,220	Yes	No	$ 393,000
Schedule J: GIS Structure ID (353N, 205S, 285 SW)	590	No	No	$ 247,000
Schedule K: Railroad Infiltration	2,060	Yes	Yes	$1,640,000
Total	**10,810**	**---**	**---**	**$5,500,000**

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Figure 2-5 – Cle Elum's Stormwater System



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VI. 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 operates 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 3-9. 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 Cle Elum and when the combined influent flows from 2013-2019 are graphed, the trends show the maximum month of yearly combined flows occur typically in February (maximum flow approximately 3.6 MGD in 2019) and the minimum flows typically occur in October (consistently less than fifteen (15) million gallons). Cle Elum 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.

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.

The General Sewer Plan for Cle Elum was adopted in 2021, and further amended in 2023. The plan outlines recent development and summarizes the known existing conditions and future estimates of sanitary sewer collection, treatment, and disposal facilities.

B. Summary of System Analysis

A hydraulic analysis of the existing Cle Elum collection system was performed to evaluate the capacity of the system and to identify specific hydraulic loading problem areas within the system. The computer assisted analysis involves using pipe sizes and slopes to develop a model of the main trunk lines of the sewer system. The analysis also examined the capacities of the existing lift stations. The results of the analysis show:

- Existing System: No hydraulic problems were found in the existing system. Collection system pipelines, lift stations, and force mains all have adequate capacity to handle the existing flows and no improvements are needed for capacity reasons. Improvements to the existing system are needed to address high-maintenance areas and I/I which was determined to be excessive per EPA standards.
- Year 2040 System: The 2040 system projections include completion of the Bullfrog Flats and City Heights developments and an accelerated growth period for Suncadia. Even with these higher than historical average growth projections, the year 2040 hydraulic analysis did not result in any capacity related limits being reached within the existing collection or treatment system. Therefore, the City'existing collection system does not have any identified deficiencies for the Year 2040 projected peak flows. Treatment capacity of the WWTP for total suspended solids (TSS) may need to be increased prior to 2040 if growth occurs at the rate projected by current ongoing developments.

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- Full Build-Out System: The hydraulic analysis was completed to examine existing and proposed future sewer network at peak flows generated by the complete development within both the City and Urban Growth Area (UGA). Flows from future collection basins were modeled and routed through the existing collection system to examine system capacity and determine potential problem areas. Based upon projected type and location of future growth, the City's sewer trunk mains conveying sewer to the WWTP were found to have sufficient capacity to handle projected full buildout flows. The capacity rating of the plant to treat for TSS will need to increase to meet the projected full build-out conditions. Decreasing peak flows caused by I/I may be enough to adequately reduce the loading to the WWTP and avoid future improvements.

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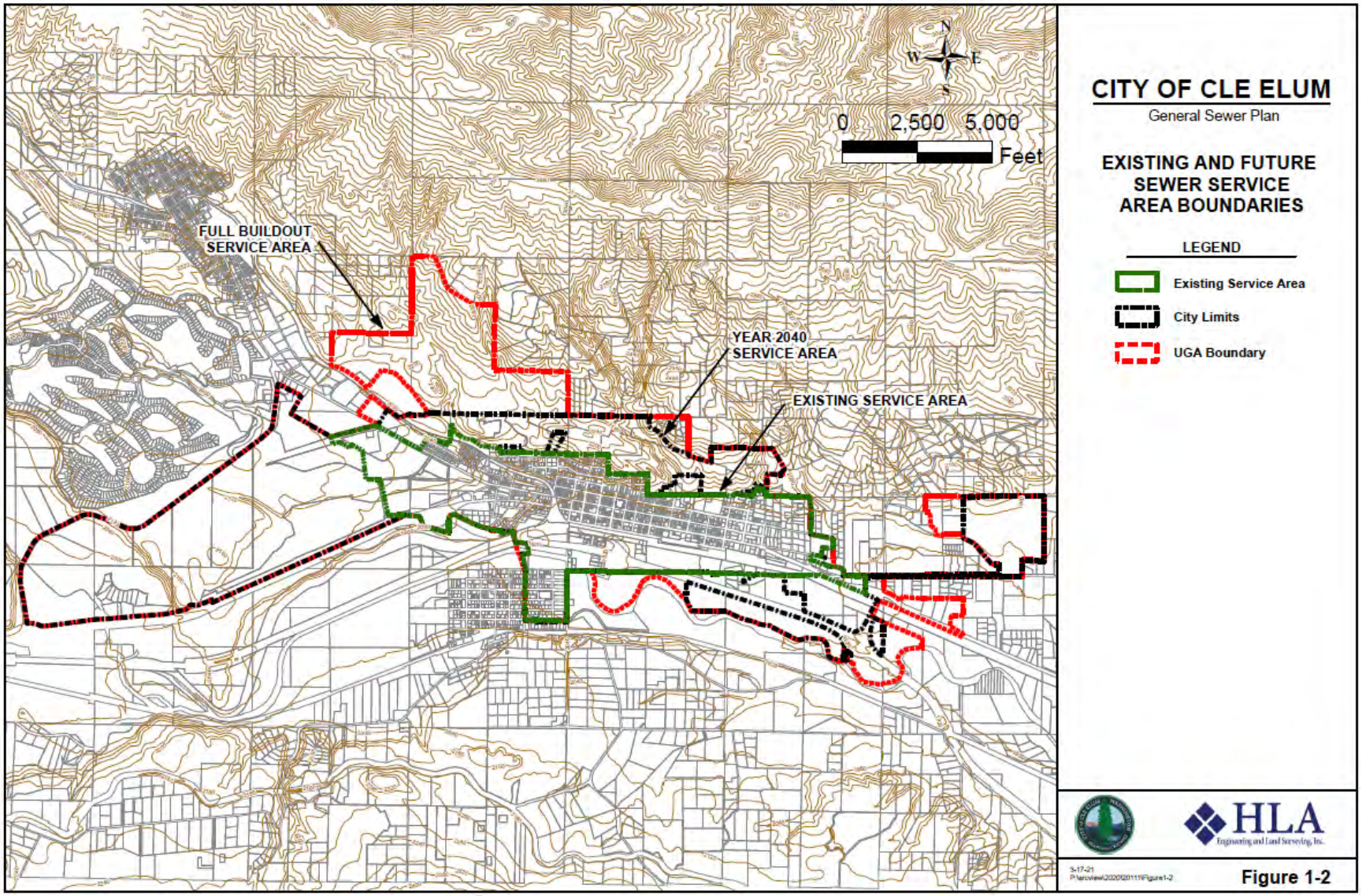


Figure 6 – Cle Elum's Existing and Future Service Area Boundaries Map

Table 3-10. Full Build-Out Collection System Basin Flows.

A summary of the projected future basin flows at full build-out, including land uses type and acreage, average flow per acre, and total projected flow is presented below. The land use categories have been broken down into known or anticipated zoning categories for the Cle Elum basin to be consistent with unit flow rate categories and correspond with projected future uses.

Basin No	Zoning	Total Full Build-Out (Acres)	Average Flow Per Acre (GPD/Acre)	Projected Full Build-Out Flow (MGD)	Projected Max Month Flow (MGD) Max/Ave Month Ratio
Cle Elum	Residential	480	205	1.667	3.334
	Commercial	187	1,134		
	Industrial	294	2,267		
	Public Reserve	345	227		
	Planned Mixed Use	2,308	265		
Roslyn		1,365		0.301	0.622
Suncadia		12,475		0.830	1.984
South Cle Elum		420		0.096	0.145
Totals		17,069		2.894	5.267

Table 3-11. Current Community Capacity Allocations of WWTP

The table below shows the layout of the future collection system within the city limits and UGA. The table indicates the existing capacity of the WWTP will be exceeded by Cle Elum and Suncadia if the max month flow ratios continue. Some of the capacity may be able to be met by purchasing unused capacity from South Cle Elum and Roslyn/Ronald. These future needs may be exaggerated by the I/I flows as I/I is reduced to levels not determined to be excessive per EPA standards, the actual allocation needs are expected to be reduced and may not require additional treatment capacity to meet projected loadings.

Community	Capacity Allocation (%)	Allocated Maximum Month Flow Equivalent (MGD)	Projected Max Month Full Build-Out Flow (MGD)	Future WWTP Need at Full Build-Out (MGD)
Cle Elum	46.758%	1.683	3.334	1.651
Roslyn/Ronald	21.127%	0.761	0.662	-0.099
Suncadia MPR	22.535%	0.811	1.984	1.173
South Cle Elum	9.579%	0.345	0.145	-0.200
Totals	100%	3.600	6.125	-2.525

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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.

E. Capital Improvement Program

The complete Capital Improvement Plan is contained within Chapter 7 of the General Sewer Plan, and is summarized below:

The General Sewer Plan identifies deficiencies in the existing City of Cle Elum wastewater collection system, including maintenance-related improvements. No capacity deficiencies were identified under current flow conditions. The ability of the existing system to handle flows from full build-out was examined. Although full build-out projections indicate the need for minor additional WWTP capacity, the original allocation includes the existing collection system I/I, which is excessive by EPA standards. By reducing collection system I/I to acceptable levels, the future WWPT capacity needs will be reduced with no capacity

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deficiencies identified for the system. Recommended improvements to the system address both current and future maintenance-related items. An estimated schedule for completion of recommended system improvements is provided in Table 3-12:

Table 3-12 Schedule of Recommended Improvements

Improvement Description	Estimated Cost in 2020 Dollars	Completion Year	Estimate Cost*	Funding Source
Replacement of 540 LF of 6-inch and 1,115 LF of 8-inch gravity sewer main in alley between 2nd and 3rd St from Oakes Ave to just past Bullitt Street.	$733,000	2022	$778,000	City
Replacement of 1,455 LF of 8-inch gravity sewer main in alley between 2nd and 1st Street from Pennsylvania Avenue to Peoh Avenue.	$622,000	2024	$700,000	City
Replacement of 1,669 LF of 6-inch and 511 LF of 8-inch gravity sewer main in 3rd Street from Oakes Avenue to just past Bullitt Street.	$777,000	2026	$928,000	City
Replacement of 540 LF of 8-inch gravity sewer main in alleys both north and south of 2nd Street between Peoh Avenue and Montgomery Avenue.	$230,000	2028	$291,000	City
Replacement of 555 LF of 6-inch gravity sewer main north of Railroad Street from Peoh Avenue and Bullitt Avenue.	$243,000	2028	$308,000	City
Replacement of 360 LF of 8-inch gravity sewer main in Billing Avenue starting near Railroad Street and heading north.	$156,000	2028	$198,000	City
Replacement of 275 LF of 8-inch gravity sewer main alley south of 2nd Street between Teanaway Avenue and Yakima Avenue.	$115,000	2030	$155,000	City
Replacement of 1,010 LF of 8-inch gravity sewer west of Stafford Avenue and in Stafford Avenue between Steiner Street and Park Street	$362,000	2030	$486,000	City
Replacement of 940 LF of 12-inch gravity sewer in Ronald Avenue between Alpha Way and Reed Street.	$301,000	2030	$405,000	City
Replacement of 1,115 LF of 8-inch gravity sewer in Reed Street starting near the railroad tracks and heading north.	$386,000	2032	$550,000	City
WWTP Projects	$765,000	2021-2028	$100,000/year	City

*Estimated future improvement costs beyond year 2020 include 3% inflation per year.

F. Sanitary Sewer System Funding

The 2021 General Sewer Plan identifies possible funding sources for future improvements. In the event a major project is necessary, Cle Elum has identified potential financing from

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several sources. The sources are similar to those listed in the Domestic Water and Stormwater System sections of this document. Potential funding sources include:

- Local Public Enterprise Funds
- Use of Local Public Powers
    - General Obligation Bonds
    - Special Assessment Bonds (LID or ULID)
    - Revenue Bonds
- State Assisted or Guaranteed Resources
    - Centennial Clean Water Fund
    - State Revolving Fund
    - Public Works Trust Fund (PWTF)
- Federally Assisted or Guaranteed Resources
    - USDA Rural Development Program
    - Public Works Grants and Loans Program
    - Community Development Block Grant Program (CDBG)
- Private Devleopment

VII. 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*.

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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.

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

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- 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.

VIII. PUBLIC EDUCATION SYSTEM

A. Background and Current Demand

The Cle Elum-Roslyn School District #404 includes over 1,000 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 (1,008 student enrollment in 2025 – Source: WA State Office of Superintendent of Public Instruction). 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.

Enrollment statistics for the 2025-26 school year (Source: WA State Office of Superintendent of Public Instruction):

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Cle Elum-Roslyn School District
2025-26

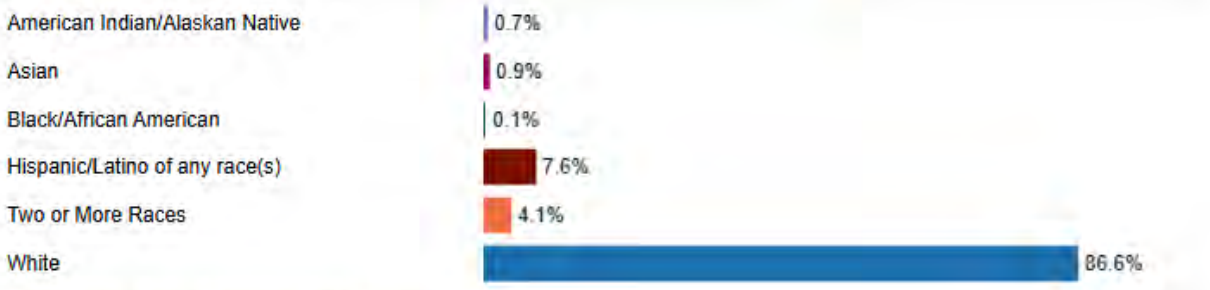
Total Student Enrollment

1,008

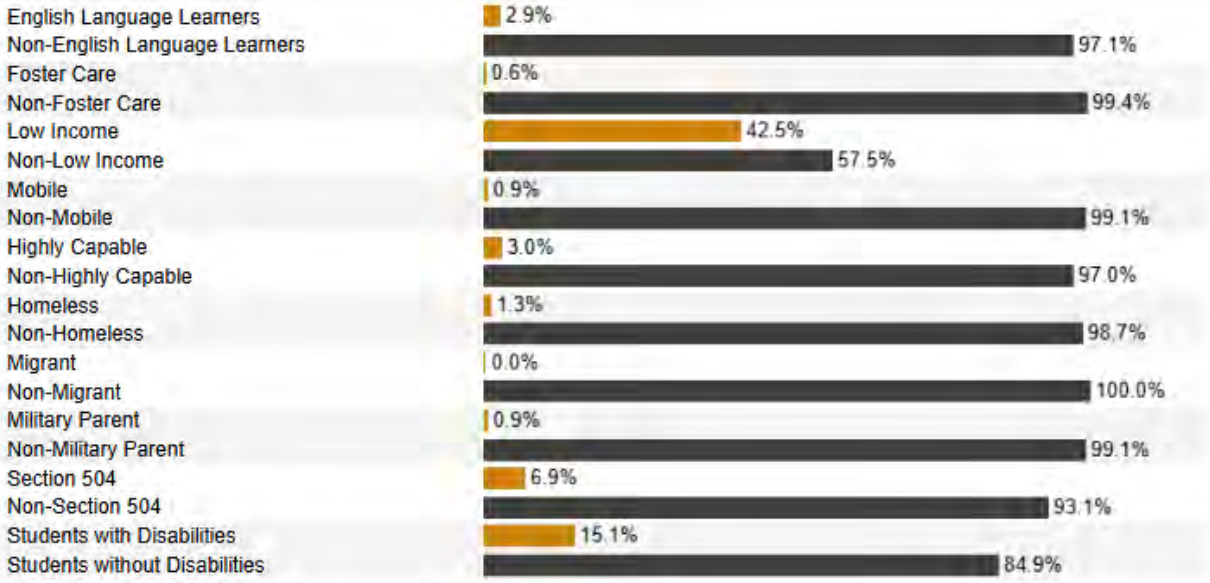
Gender



Race/Ethnicity



Program and Characteristic



https://reportcard.ospi.k12.wa.us/ReportCard/ViewSchoolOrDistrict/100046#

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.

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IX. 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 3-13 presents the current City-owned parks and trails and the presence or lack of recreational equipment or infrastructure at each place.

B. 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.

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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.

C. Cle Elum Parks and Recreation Inventory

The City owns several park and open space areas totaling approximately thirty-seven (37) acres and one (1) large unimproved open space known as Hanson Ponds (an additional eighty-two (82) acres) for public recreation.

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Figure 7 – Parks and Recreation Facilities in the City Limits and Urban Growth Area

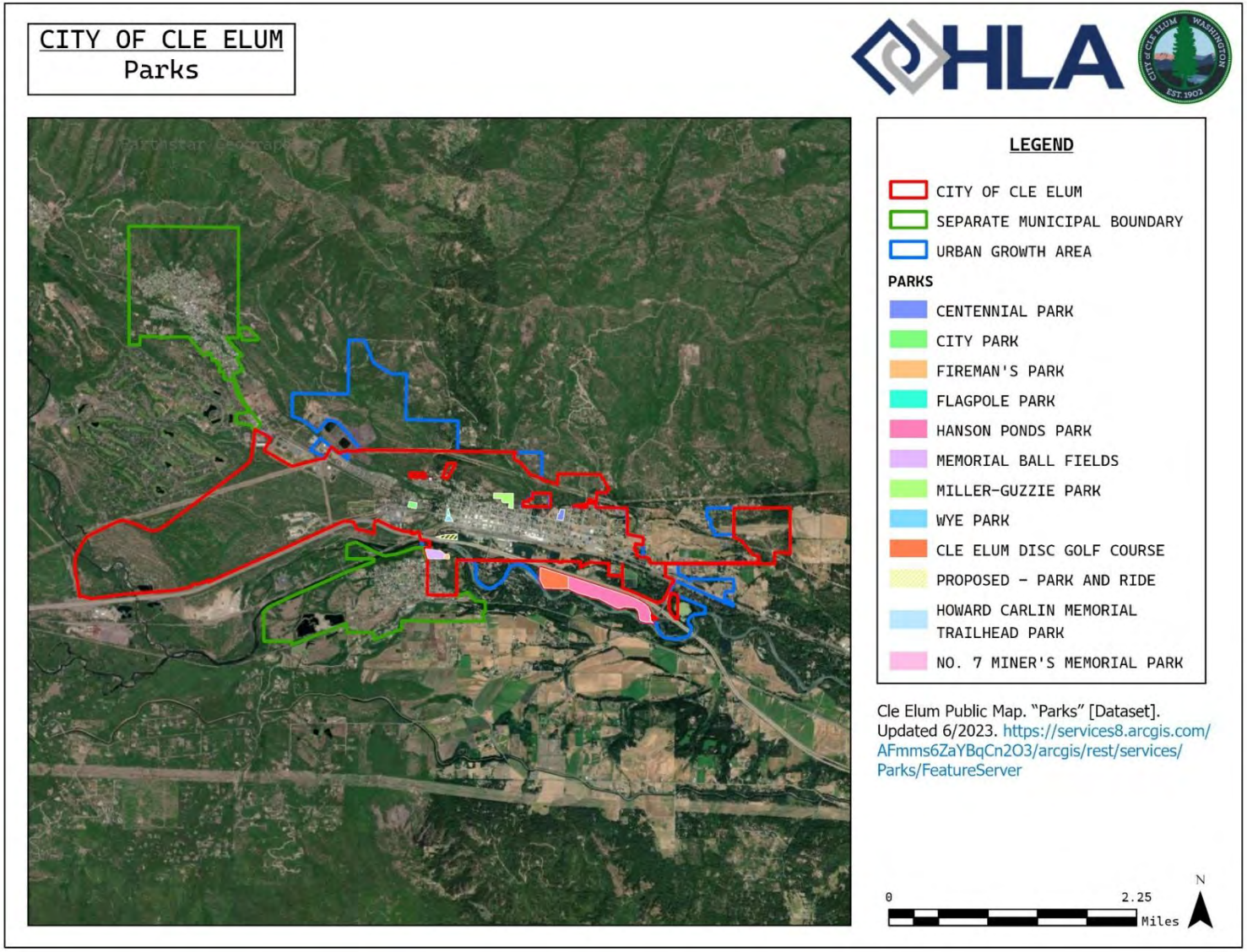


Table 3-13. Elum's Existing Parks and Recreation Facilities

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		

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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 3-14 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 3-14. Cle Elum Parks and Recreation Six-year Capital Improvement Program

Priority & Time Frame	Needed / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Sources
S-1	Need to provide parking off-site but close, perhaps a common parking area near the Wye Park	Short-term	Mid	City Park and Recreation Funds, Private Funds
S-2	Repair the pedestrian bridge near Hanson Ponds	Short-term	High	RCO, City Park and Recreation Funds, Private Funds
S-3	Phase 1 – 2nd Street Multi-use Path (Stafford Street Intersection through Billings Avenue Intersection)	Short-term	$156,880	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	Mid	RCO, CDBG, City Park and Recreation Funds, Private Funds
S-5	Maintain the City Parks and Recreation Department	Short-term	Mid	RCO, CDBG, City Park and Recreation Funds, Private Funds
M-1	Improve playground equipment at City Park	Mid-term	High	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	Mid	RCO, City Park and Recreation Funds, Private Funds

Continued

Priority & Time Frame	Needed / Recommended Project	Estimated Timing	Estimated Cost	Potential Funding Sources
M-3	Expand and improve picnic area shelter at City Park	Mid-term	Mid	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)	Mid-term	$209,560	RCO, SRTS, WSDOT Bike and Ped Program, TIB Complete Streets, City Park and Recreation Funds, Private Funds
M-5	Need to connect parks through signage, mapping, and/or ground treatment	Mid-term	Mid	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-1	Make the regional trails connect to downtown Cle Elum	Long-term	High	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	High	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	High	RCO, CDBG, City Park and Recreation Funds, Private Funds
L-4	Improve the skate park at City Park	Long-term	High	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	High	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 3-14 and are defined in the footnotes below the table. Table 3-15 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.

Table 3-15. 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/

X. 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 3-16. Inventory of City Facilities and Properties not previously identified

Facility	Address
City Hall	119 West First Street
Carpenter Memorial Library	302 Pennsylvania Avenue
Fire Station	301 Pennsylvania Avenue

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Police Station	807 West Second Street
Cle Elum Municipal Airport	2150 Airport Road
Laurel Hill Memorial Park (Cemetery)	Douglas Munro Boulevard

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. Carpenter Memorial Library

The Carpenter Memorial Library, located at 302 N. Pennsylvania Avenue, was constructed in 1978 after the Carpenter family provided an endowment to the City of Cle Elum in 1976 to fund construction of a new public library.

Service Area:

All Kittitas County residents are welcome to use the Carpenter Memorial Library, but it primarily serves Cle Elum, Roslyn, South Cle Elum, and surrounding unincorporated areas of Kittitas County. Kittitas County annually contributes general tax funds in support of the

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Carpenter Memorial Library operations, and the city has reciprocal agreements with all other Kittitas County municipal libraries. Because the library serves a population beyond Cle Elum city limits, future facility and staffing needs should be evaluated using the broader service area rather than Cle Elum population projections alone.

As of September 2026, the library has 1,732 cardholders (most of which are "family/ household cards") and a collection of 13,617 items. Use of the library's physical collection has grown substantially in recent years. Circulation has increased from 11,053 items in 2022 to 16,897 in 2025, an increase of approximately 53 percent.

Year	Physical Circulation	# of Library cards issued
2022	11,053	205
2023	12,385	227
2024	13,850	261
2025	16,897	231

Library programming also demonstrates significant community demand. Since 2023, summer reading programs have been held off-site because the library building (with a maximum occupancy of 38) cannot accommodate expected attendance.

Year	Total Participants	Average Participants per Event
2023	**616**	**81**
2024	**456**	**91**
2025	**501**	**100**
3-Year Average	**524**	**87**

Staffing and Operational Capacity

Carpenter Memorial Library is currently operated by one full-time director with assistance from one seasonal employee working less than 15 hours a week.

Current staffing limits the library's ability to expand programming and services and should be reassessed as the library service-area population, circulation, programming, hours of operation and public use increases.

Existing Facility Constraints

The library building contains approximately 2,650 square feet. Approximately 650 square feet consists of a mezzanine that is not ADA accessible and has a maximum occupancy of 8. As a result, this portion of the building has limited public use and is primarily used for staff workspace, storage, and occasional small-group programming.

The main floor has a maximum occupancy of 30 and is largely occupied by shelving. There is no dedicated large programming area, meeting room, or designated quiet work areas. Youth collections and activity areas are located on opposite sides of the building, making it difficult to provide active children's programming while also meeting the needs of patrons seeking quiet reading or workspace.

Collection capacity is also constrained. The library must frequently weed materials to accommodate incoming items, including materials that continue to circulate.

Parking is limited to street parking on Pennsylvania Ave and consists of eight angled parking spots. There is one handicapped space, and two spaces are signed as reserved for the library. The remaining spots are often occupied by the neighboring fire department, local businesses and residents, and can be a deterrent for patrons with mobility issues or small children.

The building has not undergone a significant remodel since its construction. Staff are increasingly dealing with maintenance and operational problems associated with an aging facility that has not received adequate long-term maintenance and cannot adequately meet the needs of a growing population. A professional building-condition assessment is needed to identify and prioritize deferred maintenance, accessibility, life-safety, structural, mechanical, electrical, plumbing, building-envelope, and other facility needs. The assessment should provide a documented basis for identifying capital improvement priorities and determining whether renovation, expansion, or a combination of improvements is appropriate.

Site and Opportunity for Expansion

The library sits on an approximately 6,000-square-foot City-owned lot. The site includes a small enclosed outdoor patio and raised brick planting beds. The patio is used during warmer months, but the brick walls, paving, and raised beds are deteriorating and require repair.

The existing property provides an important opportunity for long-term planning. The feasibility of renovating and /or expanding should be evaluated before considering acquisition of a new library site.

The appropriate size and capacity of a future renovation or expansion have not yet been determined. A facility and service needs assessment and site feasibility study should establish projected space requirements based on service-area population, library use, programming, collections, technology, staffing, accessibility, and long-term community needs.

The feasibility study should also evaluate possible renovation and expansion configurations, including use or redevelopment of existing exterior areas, while maintaining the library's current central location.

Future Facility Needs

Over the 20-year planning period, the City should plan for a library facility capable of adapting to population growth, increased library use, changing technology, and evolving community needs.

Based on the facility and service needs assessment, the future renovation or expansion should evaluate the need for:

- Dedicated programming and community gathering space

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- Flexible youth areas supporting early learning, school-age children, and tween/teen services
- Small meeting and study rooms
- Designated quiet work and reading areas
- Adequate shelving and collection capacity based on documented and current and projected collection needs
- Adequate staff workspace, processing areas, storage, and other operational space
- Technology-ready public and program spaces
- Adequate electrical capacity, outlets, public charging, broadband and Wi-Fi infrastructure
- Public computers and other technology resources appropriate to future community needs
- Improved ADA accessibility throughout public areas
- Flexible spaces that can be adapted as library services and technology change
- Improved and usable outdoor library space where feasible
- Durable, energy efficient, and maintainable building systems and materials

Six-Year Capital Priorities: 2027–2032

The City should use the first six years of the planning period to establish the information, project scope, cost estimates, funding strategy, and immediate improvements necessary to support longer-term renovation or expansion. The following six-year capital priorities are listed in descending order of priority, with the highest-priority actions shown first. Together, they focus on addressing immediate facility needs and completing the necessary planning to determine appropriate scope, timing, and funding of future library improvements.

Project (and cost)	Comprehensive Plan Purpose	Planning Horizon	Potential Funding Sources
Comprehensive facility & service needs assessment ($) Assess building condition, accessibility, space, technology, collections, programming, staffing, and operational needs.	Establish future facility requirements	2027-28	City funds; applicable grants
Site and expansion feasibility study ($) Evaluate the existing building and City-owned site for renovation and/or expansion, including structural, utility, drainage, access, and other site constraints.	Determine feasible renovation/expansion options	2027-28	City funds; applicable grants

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Project (and cost)	Comprehensive Plan Purpose	Planning Horizon	Potential Funding Sources
Conceptual architectural & space planning ($-$$) Develop renovation/expansion alternatives, preliminary layouts and capacity, phasing options, and preliminary cost estimates.	Establish preferred facility concept and preliminary cost	2028-29	City funds; applicable grants; supplemental private support
Address urgent deferred maintenance & accessibility ($-$$) Complete priority repairs and accessibility improvements identified through the facility assessment.	Preserve existing facility and address deficiencies	2027-32	City funds; applicable facility grants
Technology infrastructure assessment & improvements ($-$$) Address electrical, network, broadband/Wi-Fi, public technology, charging, security, and related infrastructure needs.	Modernize essential infrastructure	2028-32	City funds; applicable technology and facility grants
Develop funding & implementation strategy ($) Identify funding opportunities, local match requirements, project phasing, City funding capacity, and supplemental private/ philanthropic resources.	Establish feasible funding and phasing	2028-30	City funds; grants
Architectural & engineering design ($$) Prepare detailed plans and construction documents for the selected renovation or expansion project once funding is identified.	Advance preferred project if funding permits	2030-32	City funds; grants; supplemental private/philanthropic support

Long-Term Capital Needs: 2033–2046

Following completion of the initial planning, assessment, and design work, long-term capital improvements should be based on documented community demand, facility conditions, available funding, and the City's ability to sustainably staff and operate the facility.

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Project (and cost)	Planning Horizon	Potential Funding Sources
Interior renovation and reconfiguration ($$-$$$)	2033–2046	City capital funds; applicable state/federal grants; supplemental private/philanthropic support
Expansion on the existing City-owned site ($$$)	2033–2046	City capital funds; applicable state/federal grants; supplemental private/philanthropic support
Furniture, shelving, fixtures, technology, and equipment ($$)	With renovation/expansion	Project funding and applicable grants; supplemental private support

Staffing and Operating Considerations

Facility expansion should not occur without corresponding planning for staffing and ongoing operations.

Before approving a significant renovation or expansion, the City should identify the staffing level, operating budget, technology support, maintenance requirements, and other recurring resources necessary to operate the improved facility effectively.

Ongoing operations should be supported through predictable and sustainable City funding. Grants, Friends support, donations, and other philanthropic resources can enhance library services and help fund special or capital projects, but should be treated as supplemental resources rather than replacements for the library's regular operating budget.

Long-Range Direction

Carpenter Memorial Library should remain a welcoming, accessible, flexible, and sustainable public facility capable of serving a growing regional community.

Over the planning period, the City should pursue a phased strategy of facility assessment, preservation, modernization, renovation, and potential expansion. Planning should make effective use of the City's existing building and property while providing adequate space, technology, staffing, and operational resources to meet future community needs.

The goal should not simply be a larger library, but a library facility that the City can sustainably staff, maintain, and operate for the long term.

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Implementation

The City should use the results of the facility and service needs assessment and site feasibility study to establish the scope, timing, funding strategy, and implementation schedule for future library improvements. The resulting capital projects should be incorporated into the City's Capital Facilities Plan and Capital Improvement Program as priorities and funding are established. The library plan should be reviewed and updated as facility conditions, service demand, population, funding availability, and City priorities change.

3. 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.

4. 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 17 presents customary funding sources for city facility improvements for City Hall, Libraries, Fire Stations, Police Stations, and other community facilities.

Table 3-17. 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/

5. 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 six 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 – McAllister 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) was updated in 2025, to incorporate a previous *Airport Facilities and Services Report* (Report) from April 2019. Projects from the Capital Improvement Program are listed in Table 3-18.

Cle Elum developed Municipal Code updates in 2019 to address airport land uses, restrictions and fees to be compatible with Washinton State and federal regulations. Additional, airport-related goals and polices are being added to this update of the Comprehensive Plan.

Table 3-18. Summary of the Cle Elum Municipal Airport's Capital Improvement Program

Year	Project or Program	Status (Planned or Secured)
2019	Apron & Taxi lane	Secured
2026	Runway Maintenance – Crack seal, fog seal, repaint markings	Secured
2026	Remove Obstructions – Trees on airport property	Secured
2029	West Taxi lane Rehabilitation	Planned
2030	East Taxi lane Rehabilitation	Planned
2032	Install Fence	Planned
2033	Apron Expansion	Planned
2034	RPZ EA – Environmental Assessment for land acquisition	Planned
2035	Construct Helipads	Planned

Table 3-19. 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/2026_aip_grants
Washington State Department of Transportation State Aviation Grants	https://www.wsdot.wa.gov/aviation/Grants/

7. 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 3-20. 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

XI. GOALS AND POLICIES

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 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.

CF-1.10: The land use element shall be reassessed where probable funding falls short of meeting existing or projected needs and ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent with the comprehensive plan.

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.

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CF-3.7: Development proposals within the city should incorporate construction designs including, but not limited to, gray/green infrastructure, alternative energy sources (solar, wind, etc.), and resilient building materials 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. Capital Facilities

CF-4.5: Consider the establishment of Impact Fees, in accordance with RCW 82.02.050-110, to provide additional funding options for public improvements.

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 Master Plan succeeds, to identify compatible land uses surrounding the airport, and to protect surrounding land uses from airport impacts.

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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.

Goal CF-6: The City should plan for adequate library facilities to serve the current and projected needs of Cle Elum and the library's broader service area.

Policies

CF-6.1: The City should prioritize preservation, maintenance, accessibility, and modernization of Carpenter Memorial Library and address documented facility deficiencies.

CF-6.2: The City should complete a library facility and service needs assessment to establish future space, capacity, accessibility, technology, staffing, and operational requirements.

CF-6.3: The City should evaluate the feasibility of renovating and/or expanding Carpenter Memorial Library on its existing City-owned site.

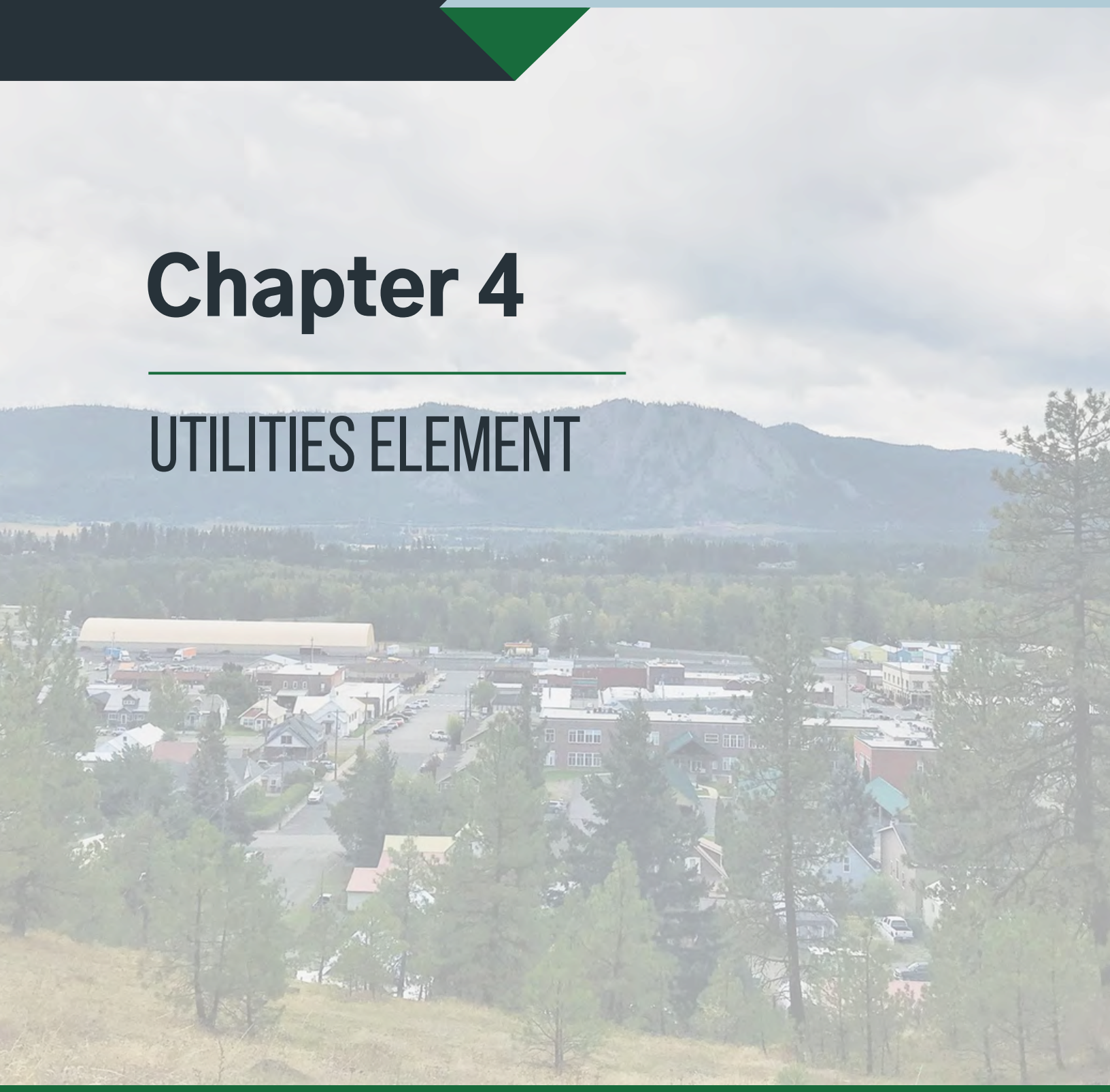
CF-6.4. Library capital improvements identified through the facility planning process should be incorporated into the City's Capital Facilities Plan and Capital Improvement Program as priorities and funding are established.

CF-6.5: Significant library facility improvements should be accompanied by a sustainable plan for staffing, maintenance, technology, utilities, and other ongoing operating costs.

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Chapter 4

UTILITIES ELEMENT



City of Cle Elum

CITY OF CLE ELUM

UTILITIES ELEMENT

2026

I. Introduction

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.

A. Growth Management Act (GMA) Requirements

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

(4)(a) A utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including but not limited to, electrical, telecommunications, and natural gas systems.

(b) The city shall identify all public entities that own utility systems and endeavor in good faith to work with other public entities, such as special purpose districts, to gather and include in its utilities element the information required in (a) of this subsection. However, if, after a good faith effort, the city is unable to gather the information required in (a) of this subsection from the other public entities, the failure to include such information in the utilities element shall not be grounds for a finding of noncompliance or invalidity under chapter 228, Laws of 2023. A good faith effort must, at a minimum, include consulting the public entity's capital facility or system plans, and emailing and calling the staff of the public entity. (RCW 36.70A.070(4)).

B. 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.

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C. 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 2021Northwest Power and Conservation Plan Mid-Term Assessment, published September 2024, the Council recommended the following strategies

- Acquire between 750 and 1,000 average megawatts of cost-effective energy efficiency.
- Acquire at least 3,500 megawatts of renewable energy.
- Acquire low-cost and frequently deployable demand response, such as 720 megawatts of time-of-use and demand voltage regulation potential identified in the plan.
- Use the existing system conservatively to provide additional reserves to help integrate new resources (roughly double the assumed existing reserve levels)

D. PSE Integrated System Plan (ISP).

PSE is in the process of developing the first Integrated System Plan in Washington State history, and one of the first in the nation. The ISP will build on past planning efforts including the 2017 Integrated Resource Plan, the 2021 Clean Energy Implementation Plan, and the 2023 Biennial Clean Energy Implementation Plan update.

E. Applicable Countywide Planning Policies

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.

F. 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.

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G. Federal and State Laws/Regulations

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 CO2 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

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reasons. The Act called for encouraging the development of natural gas vehicle refueling stations.

II. Inventory and Analysis

Several utilities are available to serve the City of Cle Elum. While the specific location of utilities listed below are not inventoried or mapped at the city-level, it can be stated that they are generally within or directly adjacent to city right-of-way (ROW). New subdivisions and short plats are required to dedicate 10-foot utility easements along their street frontages for utilities to be extended through. Where utilities are not within or directly adjacent to ROW, they are on private property within dedicated easements.

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.

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Table 6.1. Utility Service Providers, City of Cle Elum and Urban Growth Area

Type of Service	City of Cle Elum	Remainder of UGA	Phone Number	Website
Natural Gas	Puget Sound Energy	Puget Sound Energy	1-888-225-5773	www.pse.com
Electric Utility	Puget Sound Energy	Puget Sound Energy	1-888-225-5773	www.pse.com
Telecommunications	Inland Networks	Inland Networks	509-649-2211	inlandnetworks.com
	CenturyLink	CenturyLink	888-320-2794	fast.centurylink.com
Cellular Telephone	Various providers	Various providers	Varies	Varies
Internet	Inland Networks	Inland Networks	509-649-2211	inlandnetworks.com
	CenturyLink	CenturyLink	888-320-2794	fast.centurylink.com
	Hugesnet	Hugesnet	855-504-8648	www.hugesnet.com
	Starlink	Starlink	n/a	www.starlink.com
	Others	Others	Varies	Varies
Cable Television and Satellite	Inland Networks	Inland Networks	509-649-2211	inlandnetworks.com
	Dish Network	Dish Network	1-833-875-1313	www.dish.com
	Directv	Directv	844-244-5413	www.directv.com
	Others	Others	Varies	Varies

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A. 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.

B. 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.

C. 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.

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D. Cable Television/ Phone/ Internet

Cable television providers in Cle Elum include Inland Networks, CenturyLink, DirectTV. There are several phone and internet providers, many of which offer both, or also include television options. Several cellphone providers also offer home internet packages as well.

III. Goals and Policies

Goal U-1: **Designate the general location, proposed location, and capacity of existing and proposed utility facilities in the City and Urban Growth Area (UGA).**

Policy:

U - 1.1: 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.

U - 1.2: Appropriately place utilities within public rights-of-way.

U - 1.3: 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.

U - 1.4: 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.

U - 1.5: 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 U-2: **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.**

U - 2.1: 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.

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GOAL U-3: 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:

U - 3.1: 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.

U - 3.2: Site utilities away from critical areas, or site them in a manner that is compatible with critical areas.

U - 3.3: 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 U-4: 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:

U - 4.1: 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.

U - 4.2: Develop right-of-way and infrastructure improvements for future development through the planning process, including, but not limited to, public and private utilities.

Goal U-5: 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:

U - 5.1: The City shall coordinate the formulation and periodic update of the Utility Element and relevant development regulations with adjacent jurisdictions.

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U - 5.2: 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

U - 5.3: 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.

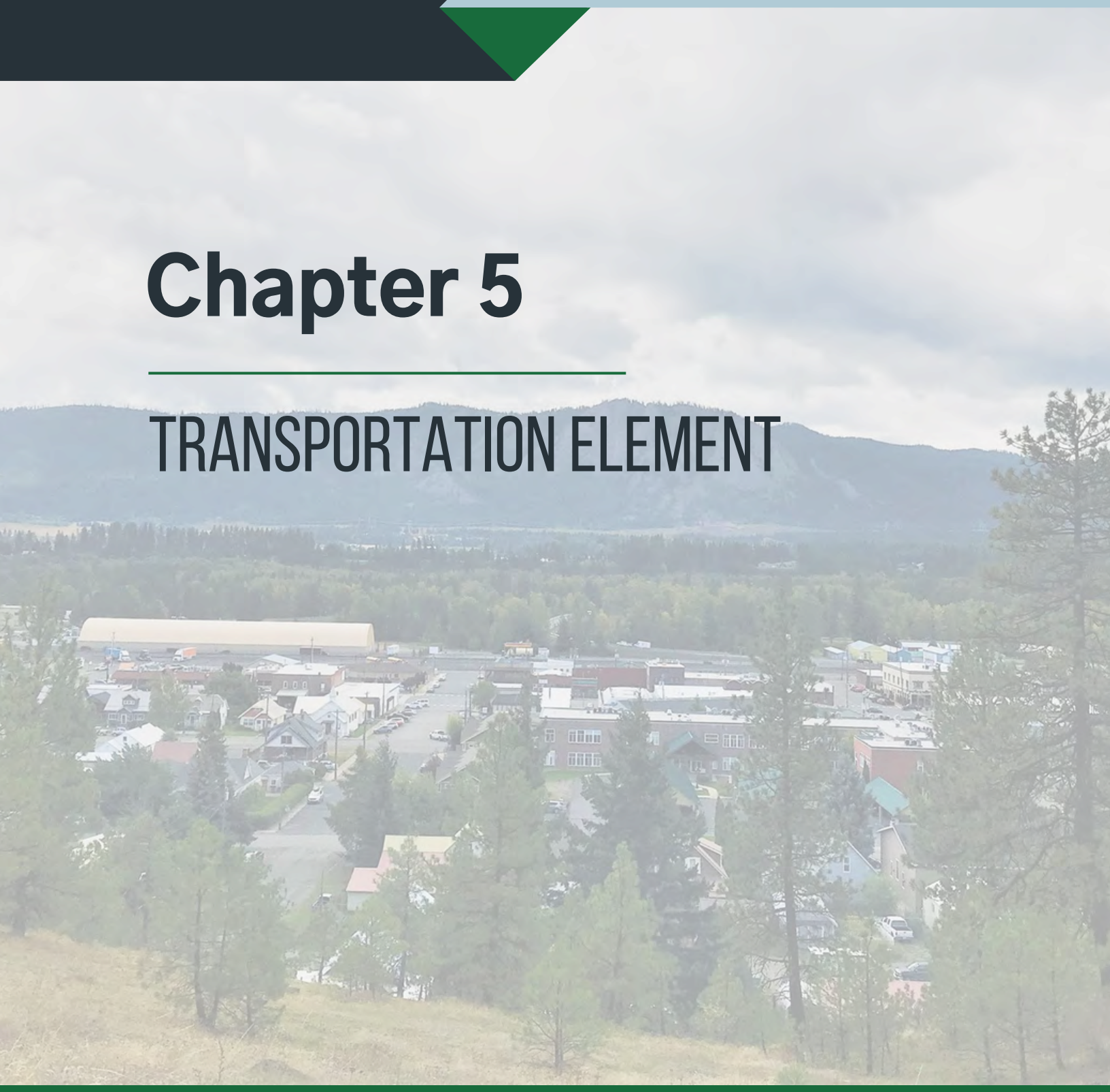
U - 5.4: Promote whenever feasible co-location of new public and private utility distribution facilities in shared trenches and physical locations, and coordinate construction timing to minimize construction-related disruptions and reduce the cost of utility delivery.

U - 5.5: Promote whenever feasible co-location of new public and private electric charging stations.

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Chapter 5

TRANSPORTATION ELEMENT



City of Cle Elum

CITY OF CLE ELUM

Transportation Element

2026

I. Introduction

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.

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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;
  - Multimodal level of service (MMLOS) standards for all arterials and transit routes to serve as a gauge to judge performance of the system consistent with environmental justice. These standards should be regionally coordinated;
  - Specific actions and requirements for bringing into compliance any facilities or services that are below established MMLOS 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 to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated; and consistent to ensure that MMLOS 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

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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. No denial of development proposal for causing the level of service on a locally owned or locally or regionally operated transportation facility to decline below the adopted standard where such impacts could be adequately mitigated through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

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 DATE 2026, an addendum was submitted to provide additional detail on DATE, 2026, 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 DATE, 2026 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, Financing plan within the Capital Facilities Plan Element, Housing Element, and other portions of the Comprehensive Plan. The Transportation Element must support the concurrent development of transportation facilities as growth occurs. The land use element shall be reassessed where probable funding falls short of meeting existing or projected needs and ensure that the land use

element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent with the comprehensive plan.

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. Cle Elum's Transportation Element shall coordinate with and be certified by the Kittitas CWPP through efforts to assess the impacts on transportation and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. Consistent with the RTPO's adopted regional transportation plan, the Transportation element must support regional objectives through coordinated planning and providing substantiative direction.

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.

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    - 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?

II. EXISTING CONDITIONS

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 2, 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.

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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.

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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 2020 ALP Update 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 2020 ALP Update projects enplanements to be 92,600 by 2040. The number of actual enplanements in 2023 was 24,044.

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.

Kittitas County Connector: Hopesource provides free regional transit service between Kittitas, Ellensburg, Cle Elum, Ronald and Roslyn 7 days per week. There are bus stops in Cle Elum at Safeway and at Pioneer Coffee. https://www.hopesource.us/kcc

2. Local Bus Service

The City of Cle Elum does not operate a local bus service – see Hopesource information above.

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

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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.

4. 2022 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 2022 Kittitas County Mobility Summit Meeting called for the following City of Cle Elum services:

- Identified the stakeholders that should be involved in developing the HSTP.
- Gathered input from stakeholders and the general public.
- Identified transportation needs for individuals with alternative transportation needs.
- Documented current transportation services and resources.
- Developed strategies for meeting the identified transportation needs, in order to maximize resources and minimize duplication services.
- Considered compliance with Federal transportation laws of all proposed strategies.

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The most recent HSTP was adopted on November 17, 2022. QUADCO will provide to WSDOT a regional ranking of the projects and programs submitted for the 2027-2029 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 2027-2029 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 2027-2032 Transportation Improvement Program (TIP). The highest profile project planned for the City of Cle Elum, completely inclusive to their City Limits, is the 2nd Street resurfacing. 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.

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- 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* (page 13) adopted on February 13, 2018.

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. TDM is based on at least 10-year outlook. 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.
  Collaboration with QUADCO to identify and designate planned improvements that encourage enhanced community access and promote healthy lifestyles.

III. 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.

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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

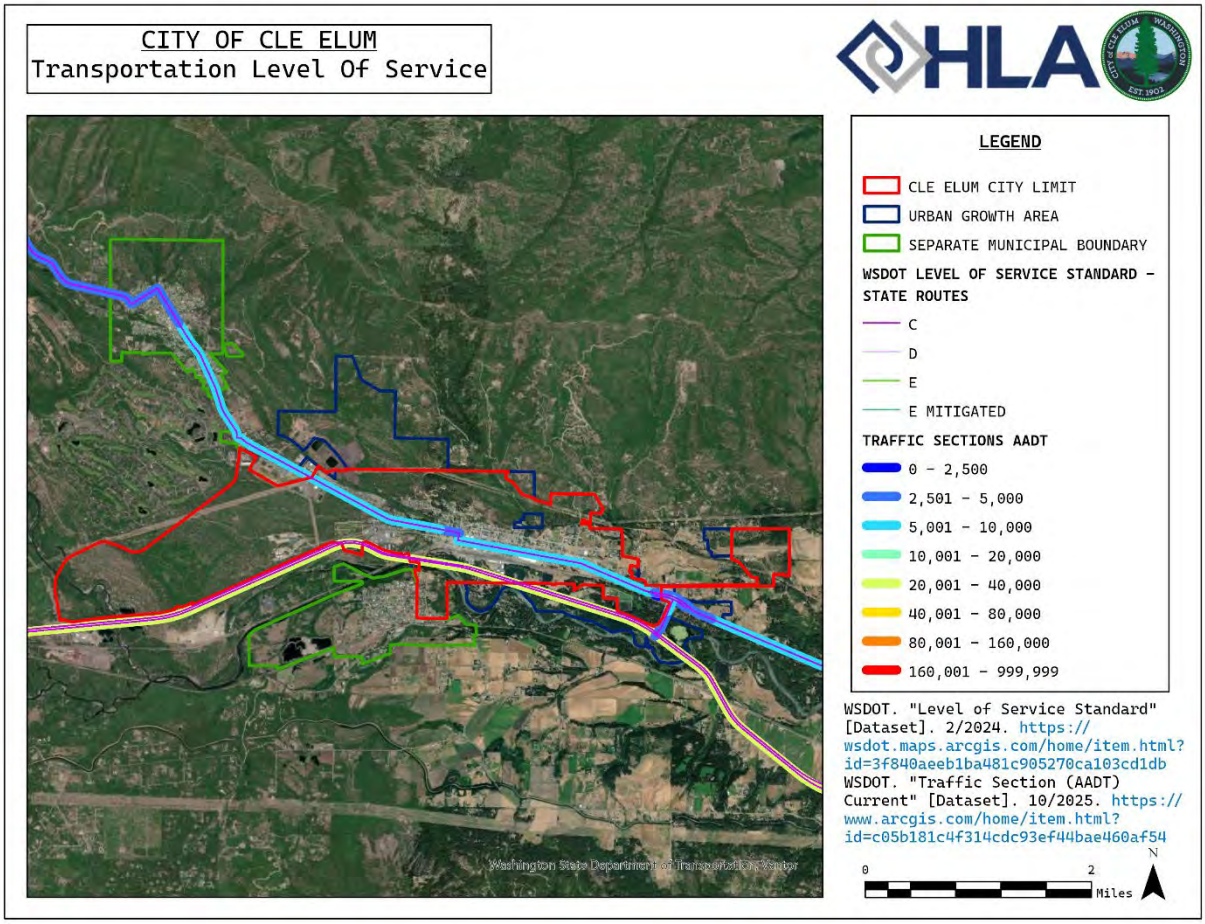
	South Cle Elum Way	Madison Avenue	West 1st Street
	Oakes/North Oakes Avenue	I-90 On-ramp at Exit 84	West 2nd Street
Minor Collector	Airport Road	West City Limits	East City Limits
Local	All streets and roadways not listed above		

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*. LOS classifications and uses have been updated to include multimodal transportation aspects in coordination with RCW 36.70A.070(6)(a)(iii)(B) to support equitably implementing the multimodal network. The MMLOS is calculated based on qualitative aspects within the city's control, summarized below in section C. Multimodal Transportation.

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FIGURE 4-1. STATE-OWNED FACILITIES LEVEL OF SERVICE



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 4-8.

Levels of service can be calculated in several ways for each mode or culmination of modes 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 2022*.

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.

Identification of transportation system needs necessary to meet current and future multimodal demand shall coordinate with the land use element. Levels of service impacts to state-owned multimodal transportation facilities shall be estimated to assist in monitoring the performance of state-owned transportation facilities, to plan for improvements of facilities, and to assess the impact of land-use decisions on state-owned transportation facilities.

C. Multimodal Transportation

The Growth Management Act requires adopted multimodal levels of service standards (MMLOS) as part of the Transportation Element. Jurisdictions must include MMLOS for all locally owned arterials, locally and regionally operated transit routes that serve UGAs, state-owned or operated transit routes, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve environmental justice as defined in RCW 36.70A.030.

MMLOS standards must also be regionally coordinated. The City of Cle Elum will work with Quadco, WSDOT and other jurisdictions to coordinate development of MMLOS Standards.

As of August 2024, WSDOT has provided interim guidance for developing MMLOS standards. MMLOS standards have not yet been established for most jurisdictions east of the Cascades. Cities which have adopted standards are substantially larger and more

urbanized, such as the City of Seattle and City of Tacoma. These cities conducted MMLOS studies and developed their own methodologies prior to adoption of these standards. As of 2026, the City of Cle Elum has not performed a study of MMLOS standards.

Until further study and development can apply the City of Cle Elum intends to follow standards developed by WSDOT, and will work to advance development of standards if updated information and resources become available.

As part of the City of Cle Elum's 2026 Comprehensive Plan, The City of Cle Elum adopts the following compilation of WSDOT documents and sections by reference and as amended by WSDOT as the City's MMLOS standards to the extent applicable to Cle Elum.

The City of Cle Elum adopts the following as interim MMLOS standards:

1. Pedestrian LTS and Bicycle LTS along roadways, WSDOT 2024 Design Manual, Chapters/Sections 1510.02(5)(a) and 1520.03(3)(a).
2. Pedestrian LTS at intersections, WSDOT Active Transportation Plan 2020 and Beyond, Appendix D.
3. Transit Frequency Benchmarks, WSDOT 2024 Interim Guidance. The City of Cle Elum will work with WSDOT, Quadco, and other jurisdictions to develop and coordinate regional standards.

Level of Traffic Stress (LTS)

MMLOS can be evaluated by using level of traffic stress to score Cle Elum's active transportation systems. WSDOT has developed a level of stress methodology to examine roadway characteristics and access conditions for walking and bicycling along state highways. LTS provides a quantitative assessment of variables that affect safety and movement of people using active transportation infrastructure. Table 4.3 lists characteristics of each level of traffic stress.

Table 4-3 Characteristics Associated with level of Traffic Stress

Characteristics	LTS 1	LTS 2	LTS 3	LTS 4
Stress	Minimal/none	Low	Moderate high	High
Required attentiveness (to traffic)	Minimal/none	Low	Moderate high	High
Unsupervised Sustainability	All ages and abilities	8 years and up	Adult	Adult

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Accessibility	All ages and abilities	Possible limitations for wheeled mobility device	Likely limitations for wheeled mobility device	Present barrier to wheeled mobility device use
Traffic Control	Low speeds and volumes if facilities are near traffic	Moderate speeds and volumes	High speeds and volumes	Highest speeds and volumes, typically multilane roadways.

Source: WSDOT Active Transportation Plan 2020 and Beyond, page 67, Figure 3-10.

WSDOT has developed a series of LTS scoring tables for pedestrians and bicyclists along roadways and intersections. The below series of scoring tables analyzes LTS for different roadway characteristics and at intersections. Although similar tables are in both the 2020 Active Transportation Plan and 2024 Design Manual, the latter document provides guidelines for AADT.

Table 4-4 Pedestrian Level of Traffic Stress (PLTS) with no dedicated pedestrian facility within shoulder

Lane Configuration	**AADT (Total)**	**Target Speed (MPH)**			
		<20	**25**	**30**	**>35**
1 through lane per direction	0-750	1	2	3	4
	751-1500	1	2	3	4
	1501-3000	2	2	3	4
	> 3000	2	3	3	4
2 through lanes per direction	0-6000	3	3	3	4
	> 6000	3	3	4	4
3 or more through lanes per direction	Any ADT	4	4	4	4

Source: WSDOT Design Manual, page 1510-3, Exhibit 1510-1

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Table 4-5 Pedestrian Level of Traffic Stress (PLTS) for 5'-7.5' Sidewalk with no buffer

Lane Configuration	AADT (Total)	Target Speed (MPH)				
		<20	25	30	35	>40
1 through lane per direction	0-750	1	1	2	3	4
	751-1500	1	1	2	3	4
	1501-3000	1	1	2	3	4
	> 3000	2	2	2	3	4
2 through lanes per direction	0-6000	2	2	2	3	4
	> 6000	2	2	3	4	4
3 or more through lanes per direction	Any ADT	2	2	3	4	4

Source: WSDOT Design Manual, page 1510-4, Exhibit 1510-2

Table 4-6 Pedestrian level of Stress (PLTS) for sidewalk with buffer[1]

Lane Configuration	AADT (Total)	Target Speed (MPH)			
		<20	25	30	>35
1 through lane per direction	0-750	1	1	1	2
	751-1500	1	1	1	2
	1501-3000	1	1	1	2
	> 3000	2	2	2	2
2 through lanes per direction	0-6000	2	2	2	2
	> 6000	2	2	2	2
3 or more through lanes per direction	Any ADT	2	2	2	2

Source: WSDOT Design Manual, page 1510-5, Exhibit 1510-3

(1) Physical separation typically consists of either a planting strip or other constructed buffer strip, a separated bicycle lane, a parking lane, or traffic barrier. Note that a roadway shoulder or a conventional bicycle lane are not considered physical separation.

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Table 4-7 Bicycle Level of Stress (BLTS) in mixed traffic (no bike facility)

Lane Configuration	AADT (Total)	Target Speed (MPH)			
		<20	25	30	>35
1 through lane per direction	0-750	1	2	3	4
	751-1500	1	2	3	4
	1501-3000	2	2	3	4
	> 3000	2	3	3	4
2 through lanes per direction	0-6000	3	3	3	4
	> 6000	3	3	4	4
3 or more through lanes per direction	Any ADT	4	4	4	4

Source: WSDOT Design Manual, page 1520-8, Exhibit 1520-5

Table 4-8 Bicycle level of Stress (BLTS) with conventional bike lane or buffered bike lane[1]

Lane Configuration	AADT (Total)	Target Speed (MPH)				
		<20	25	30	35	>40
1 through lane per direction	0-750	1	1	2	3	4
	751-1500	1	1	2	3	4
	1501-3000	1	1	2	3	4
	> 3000	2	2	2	3	4
2 through lanes per direction	0-6000	2	2	2	3	4
	> 6000	2	2	3	4	4
3 or more through lanes per direction	Any ADT	2	2	3	4	4

Source: WSDOT Design Manual, page 1520-9, Exhibit 1520-6, Exhibit 1520-7.

(1) Conventional bike lane and buffered bike lanes were evaluated separately but were scored identically.

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Table 4-9 Bicycle Level of Stress (BLTS) for separated bike lane

Lane Configuration	AADT (Total)	Target Speed (MPH)			
		<20	25	30	>35
1 through lane per direction	0-750	1	1	1	2
	751-1500	1	1	1	2
	1501-3000	1	1	1	2
	> 3000	2	2	2	2
2 through lanes per direction	0-6000	2	2	2	2
	> 6000	2	2	2	2
3 or more through lanes per direction	Any ADT	2	2	2	2

Source: WSDOT Design Manual, page 1520-9, Exhibit 1520-8

The 2024 Design Manual does not include pedestrian level of stress at intersections scoring table. Below table 4.10 is pulled from Appendix D of the 2020 Active Transportation Plan. Notably, it does not use AADT in scoring.

Table 4-10 Level of Traffic Stress (LTS) for both pedestrians and bicycles at intersections

Total Lane Configuration	Target Speed (MPH)				
	<20	25	30	35	>40
3 or less lanes in both directions	1	2	2	3	4
4 to 5 lanes in both directions	2	2	3	4	4
6 or more lanes in both directions	4	4	4	4	4

Source: WSDOT Active Transportation Plan, Appendix D, page 215, Pedestrian Intersection LTS scoring Table.

A variety of treatments can be applied to intersections to increase safety for bicyclists and pedestrians. This includes but is not limited to crosswalks, curb ramps, bike lanes through intersections, bike boxes, two stage bike boxes, median dividers, protected intersections, dedicated signaling, raised crosswalks, pavement markings, and wayfinding signage. WSDOT describes treatments for intersections on page 1520-10 of the 2024 Design Manual.

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Multimodal Level of Service for Transit

The City of Cle Elum does not own or operate any transit services. Hopesource operates independently from the City of Cle Elum. Below, table 4.11 shows frequency benchmarks used in WSDOT's Multimodal Level of Service Interim Guidance Documents. Cle Elum's existing conditions fall within described conditions for Rural minimum required level of service on page 9.

Table 4-11 WSDOT Transit Frequency Benchmarks for Washington State

Transit Frequency	Description
Level 1	12 min headway days; 15 nights and weekends
Level 2	15 min headway days; 30 nights and weekends
Level 3	30 min headway days; 60 nights and weekends
Level 4	60 min headway minimum 5 days a week
Level 5	6 trips per day on weekdays
Level 6	2 trips per day on weekdays
24-hour	1 trip every 2 hours overnight

Source: WSDOT Multimodal Level of Service Interim Guidance, August 2024, page 5, Frequent Transit Service Study Benchmarks Threshold for MMLOS for Pedestrians, Bicyclists, and Transit.

City policy will enact corrective actions when MMLOS falls below the minimum standards adopted by the City. This is included in section Goals and Policies.

D. 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.

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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.

Table 4-8 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 4-2. FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM IN CLE ELUM

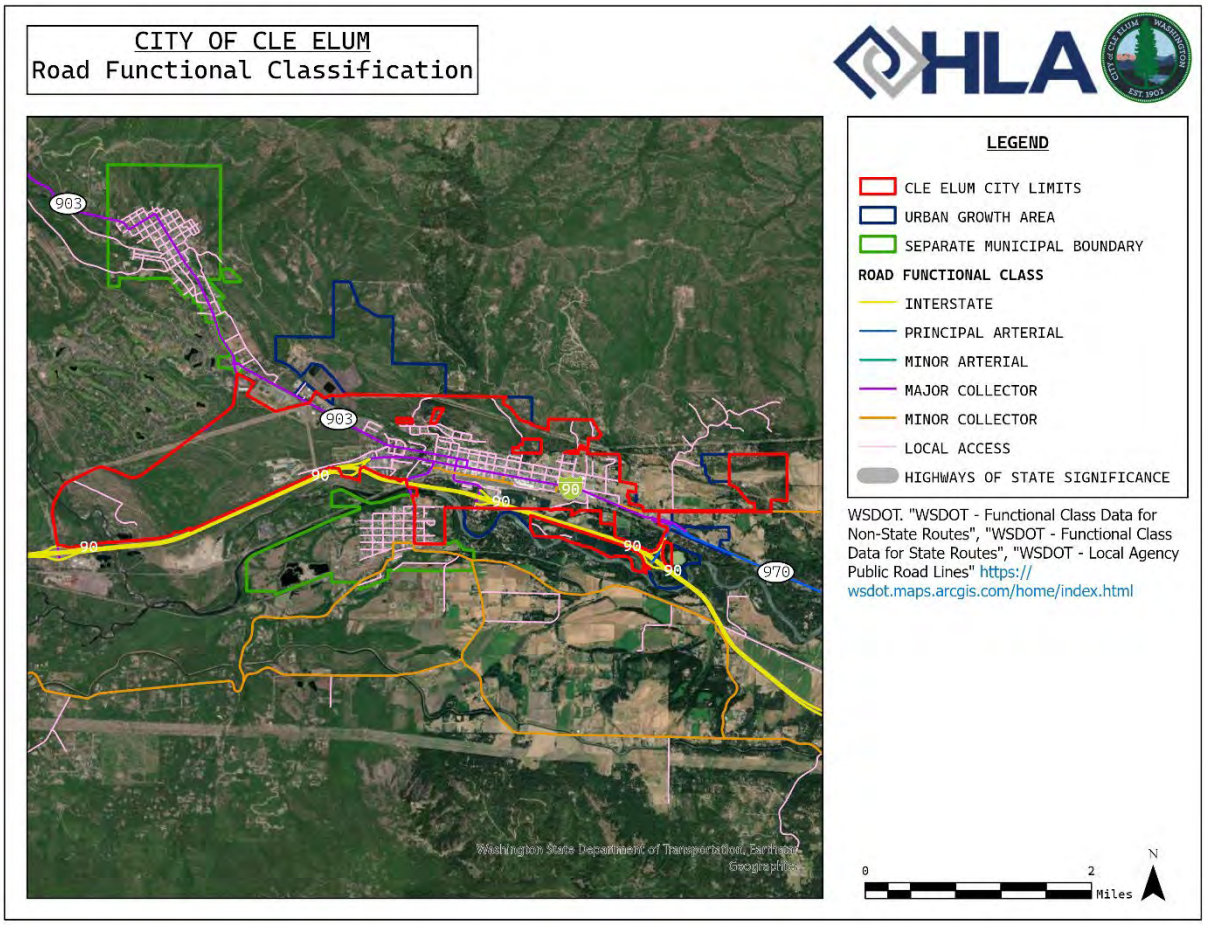


TABLE 4-12. ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA – PEAK HOUR VOLUME AND LEVEL OF SERVICE

Functional Class	Road Name	Direction of (E/O, W/O, S/O, N/O)	Nearest Crossroad	Number of Lanes	AADT (2026)[1]	Peak Hour Volume (vph)[2]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service (LOS)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	4	41,212	4,121	8,000	52%	A
	I-90	E/O	SR 970 / White Road Interchange	4	41,926	4,193	8,000	52%	A
	I-90 Eastbound Off-ramp (Exit 84)	To	West First Street	1	3,487	349	1,200	29%	A
	I-90 Westbound On-ramp (Exit 84)	From	West First Street	1	3,042	304	1,200	25%	A
	I-90 Westbound Off-ramp (Exit 84A)	To	Oakes Avenue	1	1,146	115	1,200	10%	A
	I-90 Eastbound On-ramp (Exit 84A)	From	Oakes Avenue	1	1,143	114	1,200	10%	A
	I-90 Eastbound Off-ramp (Exit 85)	To	White Road Interchange	1	1,956	196	1,200	16%	A
	I-90 Westbound Off-ramp (Exit 84)	From	White Road Interchange	1	1,402	140	1,200	12%	A
	I-90 Westbound Off-ramp (Exit 85)	To	White Road Interchange	1	1,171	117	1,200	10%	A
	I-90 Westbound On-ramp (Exit 85)	From	White Road Interchange	1	1,883	188	1,200	16%	A
	I-90 Eastbound Off-ramp (Exit 85)	From	Bullfrog Road	1	626	63	1,200	5%	A
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	1	641	64	1,200	5%	A
Functional Class	**Road Name**		**Nearest Crossroad**	**Number of Lanes**	**AADT (2026)[1]**	**Peak Hour Volume (vph)[2]**	**Idealized Roadway Capacity (vph)**	**Peak Volume as a Ratio of**	**Level of**

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		Direction of (E/O, W/O, S/O, N/O)						Roadway Capacity	Service (LOS)
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	2	6,017	602	2,000	30%	A
	SR 903 (First Street)	E/O	Yakima Avenue	2	8,783	878	2,000	44%	A
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	2	4,942	494	2,000	25%	A
	SR 903 (Second Street)	W/O	Oakes Avenue	2	5,500	550	2,000	27%	A
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	2	7,256	726	2,000	36%	A
	SR 903 (First Street)	W/O	Peoh Avenue	2	9,163	916	2,000	46%	A
	West First Street	E/O	North Pine Street	2	10,247	1,025	2,000	51%	A
	North Pennsylvania Avenue	N/O	(SR 903) First Street	2	8,771	877	2,000	44%	A
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1	1,828	183	2,000	9%	A
	North Oakes Avenue	N/O	Railroad Avenue	2	3,354	335	UNK	34%	A
Minor Collector	Airport Road	E/O	SR 903 Intersection	2	3,235	323	UNK	16%	A
Local	Wright Avenue	S/O	Second Street	2	624	62	1,200	5%	A
	Second Street	W/O	Wright Avenue	2	2,994	299	1,200	25%	A
	N Columbia Avenue	N/O	Fourth Street	2	172	17	1,200	1%	A
Functional Class	**Road Name**		**Nearest Crossroad**			**Peak Hour Volume (vph)[2]**	**Idealized Roadway**	**Peak Volume as a Ratio**	

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		Direction of (E/O, W/O, S/O, N/O)		Number of Lanes	AADT (2026)[1]		Capacity (vph)	of Roadway Capacity	Level of Service (LOS)
Local	Pennsylvania Avenue	N/O	Third Street	2	81	8	1,200	1%	A
	Pennsylvania Avenue	S/O	Third Street	2	293	29	1,200	2%	A
	Third Street	W/O	Pennsylvania Avenue	2	593	59	1,200	5%	A

[1]Calculated to 2026 using 2.5% growth rate.

[2]Estimated at 10% of AADT.

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E. 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 4-13. 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.

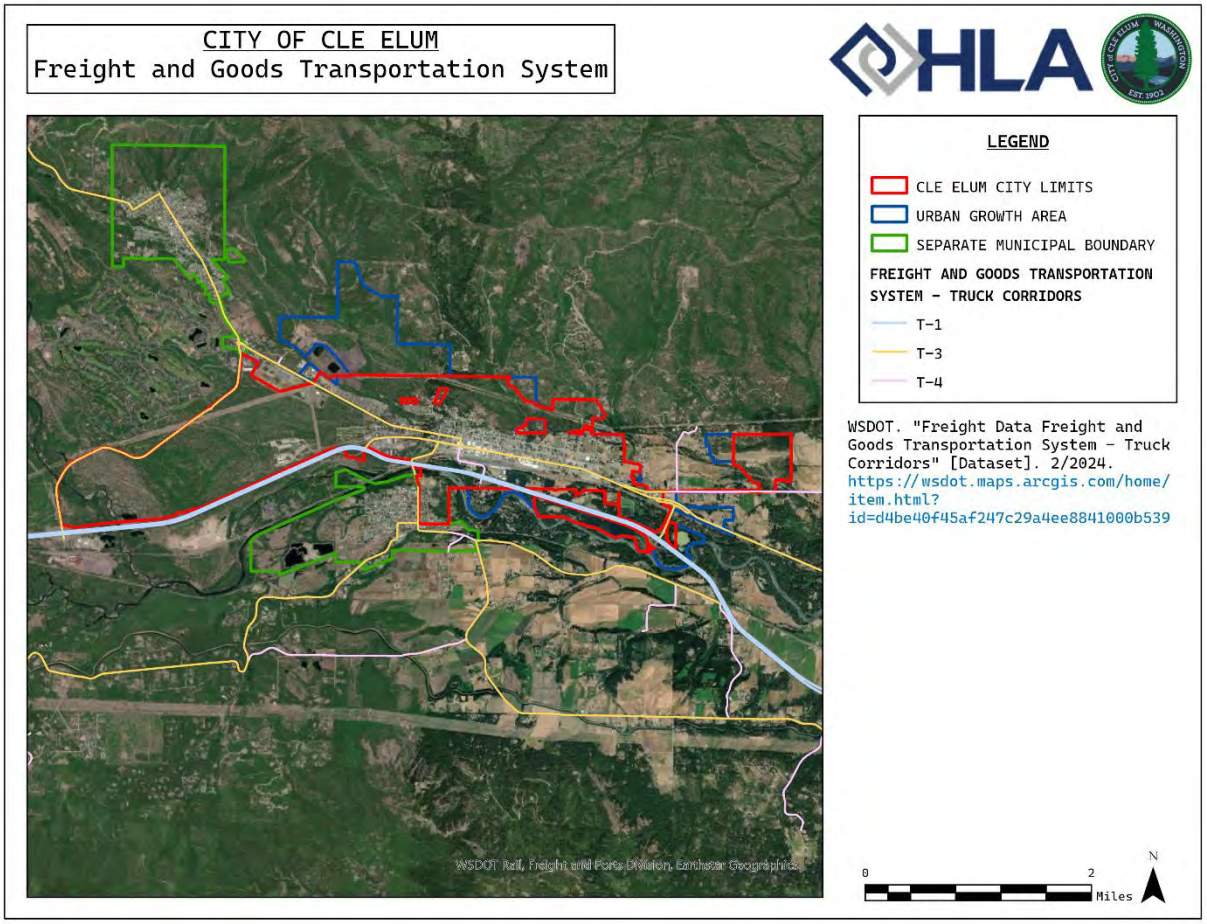
TABLE 4-14. CITY OF CLE ELUM AND URBAN GROWTH AREA - FREIGHT AND GOODS TRANSPORTATION SYSTEM CLASSIFIED ROUTES

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

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Route Name	Start Location	End Location	FGTS Class
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 3. FREIGHT AND GOODS TRANSPORTATION SYSTEM (FGTS) IN CLE ELUM



IV. TRAFFIC FORECASTS

A. Population and Demographic Projections

In the City of Cle Elum Population and Housing Allocation Periodic Update, 2020 census population estimated a population of 2,157 including unincorporated UGA and anticipated a 2046 population to be 3,005 including unincorporated UGA.

The 2020 Census indicated that 9.9% of City's population was age 17 or younger. An additional 23.4% were age 65 or older. 9.8% 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 April 15, 2025, Kittitas County Land Capacity Analysis report, assessment notes included for City of Cle Elum 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 (2025),
- Commercial and Mixed-use Developable Land Supply (2025),
- Industrial Developable Land Supply (2025), and
- Employment Capacity (2025).

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 April 15, 2025 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

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 4-15 reflects estimated volumes for through 2046.

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TABLE 4-15. FORECAST AADT FOR ROADWAYS WITHIN CLE ELUM CITY LIMITS AND UGA

Functional Class	Road Name	(E/O, W/O, S/O, N/O)	Nearest Crossroad	AADT (2026)	AADT (2030)	AADT (2040)	AADT (2046)
Interstate	I-90 (B04 Permanent Counter Location)	W/O	West First Street Interchange	41,212	45,491	58,232	67,531
	I-90	E/O	SR 970 / White Road Interchange	41,926	46,278	59,240	68,700
	I-90 Eastbound Off-ramp (Exit 84)	To	West First Street	3,487	3,849	4,927	5,714
	I-90 Westbound On-ramp (Exit 84)	From	West First Street	3,042	3,358	4,299	4,985
	I-90 Westbound Off-ramp (Exit 84A)	To	Oakes Avenue	1,146	1,265	1,620	1,879
	I-90 Eastbound On-ramp (Exit 84A)	From	Oakes Avenue	1,143	1,261	1,615	1,872
	I-90 Eastbound Off-ramp (Exit 85)	To	White Road Interchange	1,956	2,159	2,763	3,205
	I-90 Westbound Off-ramp (Exit 84)	From	White Road Interchange	1,402	1,548	1,982	2,298
	I-90 Westbound Off-ramp (Exit 85)	To	White Road Interchange	1,171	1,293	1,655	1,920
	I-90 Westbound On-ramp (Exit 85)	From	White Road Interchange	1,883	2,079	2,661	3,086
	I-90 Eastbound Off-ramp (Exit 85)	From	Bullfrog Road	626	691	884	1,025
	I-90 Westbound Off-ramp (Exit 80)	to	Bullfrog Road	641	707	905	1,050
Major Collector	SR 903	W/O	SR 903 Wye at west end of White Road Interchange Access	6,017	6,642	8,502	9,860
	SR 903 (First Street)	E/O	Yakima Avenue	8,783	9,695	12,411	14,392
	SR 903 (First Street) (Eastbound Only)	W/O	Pennsylvania Avenue	4,942	5,455	6,983	8,098
	SR 903 (Second Street)	W/O	Oakes Avenue	5,500	6,071	7,771	9,012
	SR 903	W/O	Stafford Avenue / South Cle Elum Way	7,256	8,009	10,252	11,890
Major Collector	SR 903 (First Street)	W/O	Peoh Avenue	9,163	10,114	12,947	15,014
	West First Street	E/O	North Pine Street	10,247	11,311	14,479	16,791
	North Pennsylvania Avenue	N/O	(SR 903) First Street	8,771	9,681	12,393	14,372
	South Cle Elum Way (Northbound Only)	S/O	Spring Chinook Way	1,828	2,018	2,583	2,996
	North Oakes Avenue	N/O	Railroad Avenue	3,354	3,703	4,740	5,497

Minor Collector	Airport Road	E/O	SR 903 Intersection	3,235	3,570	4,570	5,300
Local	Wright Avenue	S/O	Second Street	624	689	882	1023
	Second Street	W/O	Wright Avenue	2,994	3,304	4,230	4,905
	N Columbia Avenue	N/O	Fourth Street	172	190	244	282
	Pennsylvania Avenue	N/O	Third Street	81	90	115	133
	Pennsylvania Avenue	S/O	Third Street	293	324	415	481
	Third Street	W/O	Pennsylvania Avenue	593	655	838	972

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
Grey colored cell = estimated to be LOS F

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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 (HCM) 2022. More in-depth analysis as described in the HCM 2022 may show results that are different than the simple volume/capacity screening tool used in tables 4-8 and 4-11. 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.

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.

V. EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

A. 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 4-15 show the roadway system in Cle Elum is estimated at LOS C at a few location by 2046. The notes below Table

4-7 acknowledge the limitations of the simple LOS analysis performed for the Comprehensive Plan.

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.

Table 4-16 is a summary of the projects from Cle Elum's 2027-2032 Six-year Transportation Improvement Program (Six-year TIP). Analysis of capability to fund projects identified within the six-year TIP is present within Table 4-16; 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.

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 2027-2032 TIP, 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.

B. 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.

C. Public Transit Deficiencies and Future Needs

As noted in Section II.D. above, the primary transit provider in and around Cle Elum is Hopesource. Expansion of this system is desired to provide additional connections and connectivity.

Many existing pedestrian features within the City of Cle Elm right-of-way contain barriers and require improvements to meet current ADA standards. It is important to note that many of these facilities were constructed before the adoption of current ADA standards, and likely met applicable state and federal standards at the time of construction. Additionally, it is important to note that ADA regulations require facilities to be made accessible to the "maximum extent feasible," (MEF) in "circumstances when the unique characteristics of terrain prevent incorporation of accessibility features" (U.S. Department of Justice, 28 CFR § 35.151 New construction and alterations).

The Transportation Element adopts the Cle Elum Self-Evaluation phase of the ADA Transition Plan by reference. A full inventory of city ADA-facilities for the Self-Evaluation was completed in 2024. The final Transition Plan to identify schedules and project lists was adopted by Council on March 24, 2026. Cle Elum will seek funding to implement the Transition Plan in the future, consistent with ADA requirements.

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TABLE 4-16. CLE ELUM 2027-2032 TRANSPORTATION IMPROVEMENT PROGRAM

Priority Number	Project Title	Improvements Needed	Start Year	Length (miles)	Federal Funds	State Funds	Local Funds	Estimated Cost	Funding Source
1	First Street Downtown Revitalization	Full depth reclamation, curb and gutter, sidewalk, storm drainage, pavement markings, and ADA curb ramps. Improvements will preserve First Street downtown revitalization. From Pennsylvania Avenue to Harris Avenue, improvements only include curb and sidewalks on north side.	2027	0.4	1,275,000		198,988	1,473,988	DEMO
2	Stafford Avenue Sidewalk	Project will construct sidewalk on the east and west sides of Stafford Avenue.	2027	0.05	161,470			161,470	TA(R)
3	Chipseal, local access streets	Chipseal and sweep several locations	2027	10.82			540,000	540,000	Local
4	Freight Vehicle Parking Feasibility Study	Prepare feasibility study for freight truck parking.	2027	--		229,000		229,000	Freight Mobility
5	Citywide Active Transportation Connector	Second Street – Wright Avenue to Montgomery Avenue. Multi use pedestrian pathway.	2027	0.3	1,100,00				Discretionary
6	Hartwig Boulevard and Stafford Avenue Sidewalk	Stafford Avenue/Hartwig Boulevard. Yakima River Bridge to Reed Street. Construct new sidewalk on sections of the west and east side of the roadway.	2027	0.5		762,220			SRTS
7	Pine Street and First Street intersection Improvements	Construct a roundabout at the intersection of Pine Street and First Street	2027	--		1,386,100	221,900	1,608,000	Freight Mobility
8	Ranger Station Road and Miller Avenue and	Improvements include restricting left-turns on Ranger Station Road at the intersection of Ranger Station Road	2027	--	878,000			878,000	HSIP

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	Second Street Intersection Improvements	and Miller Avenue and Second Street.							
9	Pine Street and Second Street Roundabout	Construction of a roundabout at the intersection of Pine Street and Second Street.	2027	--	947,000			947,000	HSIP
10	Chipseal, major street locations; 4-year cycles	Chipseal and sweep several locations	2028	5.3			286,100	286,100	Local
11	Second Street Resurfacing	Reed Street to Pennsylvania Ave. 2-inch grind and overlay.	2028	0.09	450,000			450,000	STBG
12	Second Street Resurfacing	Pennsylvania Ave to Short Ave 2-inch grind and overlay.	2028	1.06		1,045,00	55,000	1,100,000	TIB
13	Roslyn CR-W First Street Bridge Replacement	Stafford Avenue to End of Bridge. Full replacement of the First Street Bridge over Crystal (Roslyn) Creek including two vehicular travel lanes, sidewalks on both sides, and single-slope concrete barriers to improve safety and ADA accessibility.	2028	0.010	3,309,900			3,309,900	FBP
14	Railroad Street Truck Route Extension	Railroad Street – Peoh Avenue to Columbia Avenue. Construct roadway extension for truck route including roadside swales.	2028	0.48			1,855,400	1,855,400	Local
15	Second Street Pathway – Phase 3	Second Street – Montgomery Avenue to Short Avenue. Multi use pedestrian pathway.	2029	0.59	1,500,000			1,500,000	Discretionary
16	Third Street Reconstructio n	Third Street – Stafford Avenue to Short Avenue. Full depth reclamation of the roadway.	2031	1.35		3,851,000		3,851,000	TIB

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VI. 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*

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County's Travel Demand Model could further refine the scope of intersection-level analysis needed long before the anticipated 2046 deficiencies identified in Table 4-15.

10. *The City should be an active and primary partner in developing the connective multimodal 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, Ronald, and Suncadia.*
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*

VII. 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 $0.554 cents per gallon (2026). 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 four 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),
- Complete Streets Award (CS).

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),

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- Surface Transportation Block Grant Set-aside (STBG Set-aside), and

Congestion Mitigation and Air Quality (CMAQ) funds. 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.

C. 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.

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D. 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.

E. 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.

F. 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) shows the fully funded and planned transportation projects and their associated financing or potential funding sources for each improvement project.

VII. GOALS AND POLICIES

This section presents the transportation goals 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

Goal T-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)***

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Policy:

T - 1.1: Land use plans and regulations should be used to guide development of the Transportation Element for the City.

T - 1.2 Transportation improvements should support land use plans.

T - 1.3 Transportation plans should be phased concurrently with growth.

T - 1.4 Adequate transportation facilities and services should be in place at the time of occupancy of a development.

T - 1.5 Land use and transportation plans should be consistent so that land use and adjacent transportation facilities are compatible with each other.

T - 1.6 Land use capacity/forecast assumptions used in capacity/forecast modeling should be used in estimating.

T - 1.7 Ultimately, land use patterns should support transit and non-motorized modes of travel.

T - 1.8 Whenever possible, the disruptive impacts of traffic related to heavy residential development, or commercial areas should be minimized.

Street Network

GoalT-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 - 2.1 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.

T - 2.2 Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network that serves local traffic and facilitates pedestrian circulation.

T - 2.3 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;

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- 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.

T - 2.4 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.

T - 2.5 Street standards should be based on functional classification and land use objectives.

T - 2.6 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.

T - 2.7 Provide a balance between protecting neighborhoods from increased through traffic while maintaining access to neighborhoods.

T - 2.8 Proactively work with WSDOT, Kittitas County, and neighboring jurisdictions to provide capacity on regional transportation systems and reduce non-essential traffic on local streets.

T - 2.9 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.

T - 2.10 Access management of Cle Elum's local system should be consistent with site Design Review Process, development standards, and the Cle Elum Municipal Code.

T - 2.11 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.

T - 2.12 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.

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Level of Service

Goal T-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); (RCW 36.70A.070(6)(iii)(B) and (C)***

Policy:

T - 3.1 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.

T - 3.2 The City shall not issue development permits where the project requires transportation improvements that exceed the City's ability to provide these in accordance with the adopted Level of Service standard, unless the developer accepts full responsibility for such improvements.

T - 3.3 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.

T - 3.4 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.

T - 3.5 Develop strategies to maintain multimodal levels of service standards for all locally owned arterials, and expand regionally operated transit routes that serve urban areas.

T - 3.6 Ensure LOS and MMLOS standards and projects account for underserved areas of the city and do not cause disproportionate burdens to vulnerable populations such as seniors and persons with disabilities.

T - 3.7 Adopt the following interim MLOS standards, using LTS for pedestrians and bicyclists:

A. LTS threshold of 3 or better for pedestrian facilities within city limits.
B. LTS threshold of 3 or better for bike facilities within city limits.

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C. LTS threshold of 3 or better for major intersections within city limits.
D. Identify and adopt a minimum MMLOS for transit as required under RCW 36.70A.070.

T – 3.8 Revise and amend MMLOS standards as new information or guidance is released by local, regional, and statewide transportation authorities.

Non-motorized Transportation

Goal T-4: ***Promote the development and enhancement of non-motorized transportation Citywide. (CWPP 4.6; KC Comp Plan GPO 4.14.)***

Policy:

T - 4.1 Pedestrian and bicycle traffic should be accommodated within all areas of the City.

T - 4.2 Pedestrian and bicycle movement across arterial intersections should be enhanced.

T - 4.3 Obstructions and conflicts that restrict pedestrians and bicycle movement should be minimized on sidewalks, paths and other areas.

T - 4.4 Bicycle parking and storage facilities should be encouraged within development projects, in commercial areas, and in parks.

T - 4.5 Streets and pedestrian paths in residential neighborhoods should be arranged as interconnecting networks and should connect to other streets.

T - 4.6 New pedestrian facilities should be compliant with the Americans with Disabilities Act, and existing facilities should be upgraded to improve accessibility.

T - 4.7 Non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.

T - 4.8 Recognize the diversity of transportation modes and trip purposes for the following three groups: pedestrians, bicyclists, other non-motorized wheels.

T - 4.9 Foot/bicycle separation should be provided wherever possible; however, where conflict occurs, foot traffic should be given preference.

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T - 4.10 Adequate separation between non-motorized traffic should be provided to ensure safety.

T - 4.11 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.

T - 4.12 Encourage security, maintenance, and cleanliness of pedestrian facilities.

T - 4.13 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.

T - 4.14 Utilize the Downtown Revitalization Plan to implement pedestrian enhancements in the Downtown area.

T - 4.15 Encourage the 7 principles of pedestrian design, whenever possible, on new and existing pedestrian facilities.

T - 4.16 Encourage the removal and/or maintenance of vegetation that impedes sight lines or the travel surface of pedestrian and bicycle facilities.

T - 4.17 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.

T - 4.18 Cle Elum seeks to enable, whenever possible, residents to travel more safely and efficiently throughout the City on foot, by bicycle, and by wheelchair.

T - 4.19 Support a multimodal transportation network that connects community designations such as economic centers, schools, recreational facilities, shopping nodes, and social gathering places.

T - 4.20 Develop a multimodal access plan for proposed and future high-capacity transit stations that serve or are near to downtown.

<u>Transportation Demand Management / Commute Trip Reduction</u>

Goal T-5: ***Provide a transportation system network that works hand-in-hand with existing and planned land uses, supports economic and social needs, but retains the character and wildlife that residents cherish. (CWPP 5.5.2; KC Comp Plan T-G2)***

Policy:

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T - 5.1 Appropriate parking regulations should be developed to consider existing parking supply, land use intensity, and multimodal transportation goals.

T - 5.2 Transportation demand management (TDM) measures should be implemented to reduce the need for motorized or physical travel altogether where possible by providing more viable alternatives through a greater variety of choices.

Goal T-6: ***Promote a reasonable balance between parking supply and demand.***

Policy:

T - 6.1 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.

T - 6.2 Downtown area parking restrictions that apply to employee/business parking, not to business patron/customer parking.

Airport

Goal T-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 - 7.1 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.

T - 7.2 Promote and develop airport facilities for aircraft, pilots, owners, and passengers in a manner that maximizes safety, efficiency and opportunity for use.

T - 7.3 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.

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Goal T- 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 - 8.1 Develop appropriate land use plans and regulations that protect and enhance the function of the Cle Elum Municipal Airport.

T - 8.2 Make every effort to municipally annex the Cle Elum Municipal Airport into the City of Cle Elum.

T - 8.3 Protect the airport from height hazards by developing a height overlay district to prohibit penetration of the Federal (FAR) Part 77 "Imaginary Surfaces."

Freight

Goal T-9: ***Minimize the impact of truck traffic on general traffic circulation and on Cle Elum neighborhoods.***

Policy:

T - 9.1 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.

Goal T-10: ***Maintain the possibility of freight rail service from rail site(s) to Cle Elum commercial and industrial sites.***

T - 10.1 Transportation facilities should be designed to complement (and not preclude) railroads.

T - 10.2 Strategies to mitigate and plan for future rail freight service should be supported.

T - 10.3 Cle Elum should continue to work with local, regional, state, and federal agencies to address regional freight needs.

T - 10.4 Recognize the importance of barrier free freight mobility. Designate Freight mobility corridors to facilitate more efficient and direct freight movement.

T - 10.5 Support railroad crossing improvements that minimize maintenance to City maintained surface streets.

Financing and Implementation

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Goal T-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 - 11.1 To support economic development, growth related traffic improvements should be funded by impact fees or as a condition of development approval.

T - 11.2 Coordinate equitable public/private partnerships to help pay for transportation improvements.

T - 11.3 Pursue federal, state and local sources of funding (e.g. loans, matching funds, grants), for transportation improvements.

Goal T-12: ***Develop a staging and implementation plan that expedites transportation system improvement projects.***

Policy:

T - 12.1 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.

T - 12.2 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

Goal T-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 - 13.1 A sub-regional transportation system should be designed and implemented in cooperation with neighboring jurisdictions including: WSDOT, Roslyn, So. Cle Elum and Kittitas County.

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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.

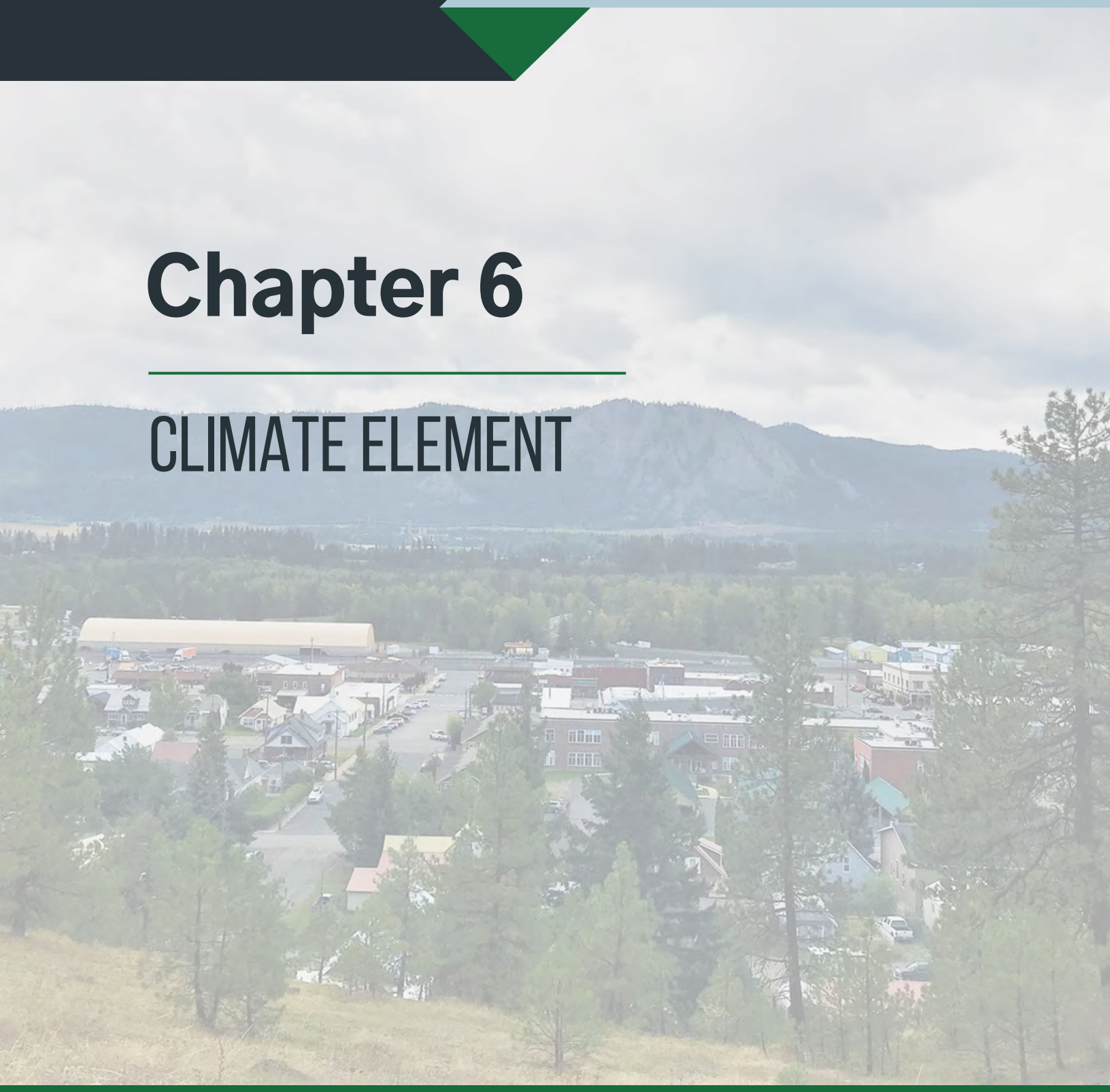
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Policy 4.8 Transportation improvements which are necessary to maintain the identified level of service standards shall be implemented concurrent with new development so that improvements are in place at the time of development, or that a financial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

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Chapter 6

CLIMATE ELEMENT



City of Cle Elum

CITY OF CLE ELUM

Climate Element

2026

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I. Introduction

The WA Legislature passed House Bill 1181 into law in 2023 which requires Washington Cities to update their Comprehensive Plan to build community resilience and reduce greenhouse gas emissions that contribute to global climate change. This law integrates climate planning into Washington's Growth Management Act (GMA) by including the following:

- Adds a GMA climate change and resiliency goal to: "ensure that comprehensive plans, development regulations, polices, plans and strategies under RCW 36.70A.201 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety, and enhance environmental justice."

The WA State Department of Commerce developed an interim guidance document in December 2023 for cities to follow as they work towards implementation.

The City of Cle Elum received grant funding from Commerce in 2023, funded by Washington's Climate Commitment Act.

"The WA Department of Commerce climate planning grant is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov."

A. Geography, Demographics and Equity

The City of Cle Elum has a population of 2,157 people, 7% of whom are Hispanic or Latino. The city has 1,116 households and an average household size of 2.76 persons. English is the primary language spoken at home at 93.6%, 5.6% of homes speak Spanish.



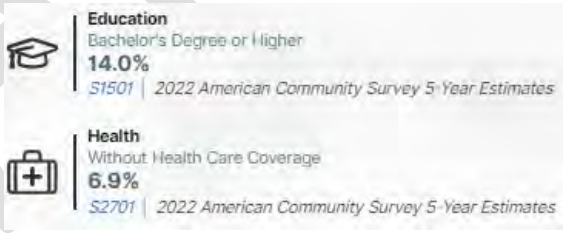
The median age in Cle Elum is 48.6. 16.1% of the population is under 18 years old and 20.9% of the population is over the age of 65.



The median household income in Cle Elum is $56,645 which is below both Kittitas County ($66,800) and WA State ($91,306). Approximately 14% of Cle Elum residents have a bachelor's degree or higher.

The city has a 56.5% employment rate, with the top 3 sectors being Construction (19.2%), Arts, entertainment, recreation, accommodation, and food services (17.9%), and Retail trade (12.1%).

About 59.7% of homes are owned in the city limits. The median gross rent for rental housing is $1,116 per month.



B. Vision

The city of Cle Elum went through a robust visioning process during its 2017-2019 Comprehensive Plan Update process. The 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 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

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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 of business base to finance infrastructure improvements.
- Pursue the availability of basic and emergency health care services.

The Washington State Legislates passed House Bill 1181 into law in 2023, which requires Washington Cities to update their Comprehensive Plan to add a Climate Element. The City of Cle Elum finds that the new Climate Element is consistent with the vision statement, and wishes to add the following to its existing vision for the community:

"Proactively support goals and policies that contribute to a more sustainable and resilient city. Cle Elum recognizes its history as an Era Town and is taking steps in the present to ensure that future generations can celebrate this important cultural and historic heritage."

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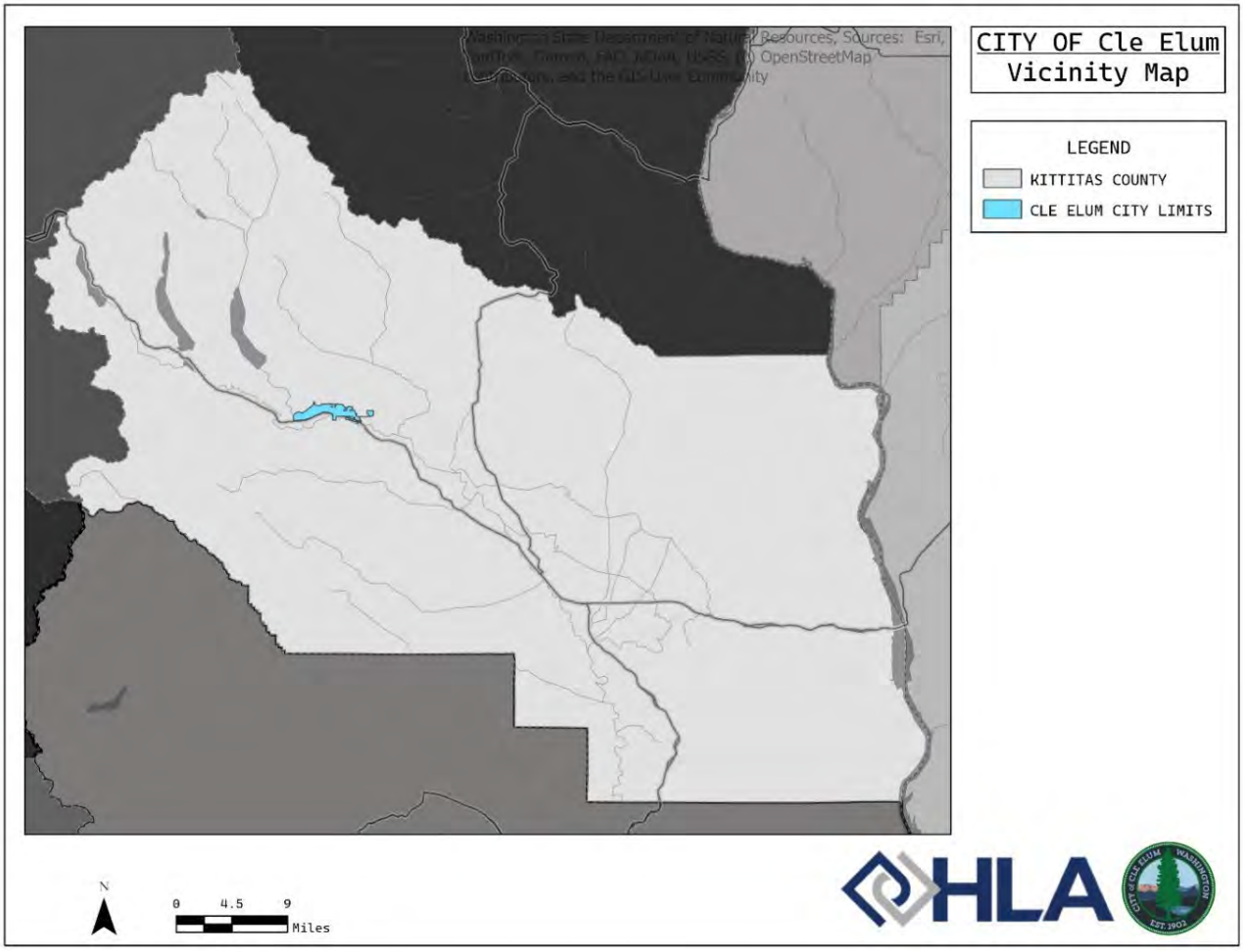


FIGURE 1-1 VICINITY MAP

II. Identified Assets, Hazards, and Threats

A. Assets

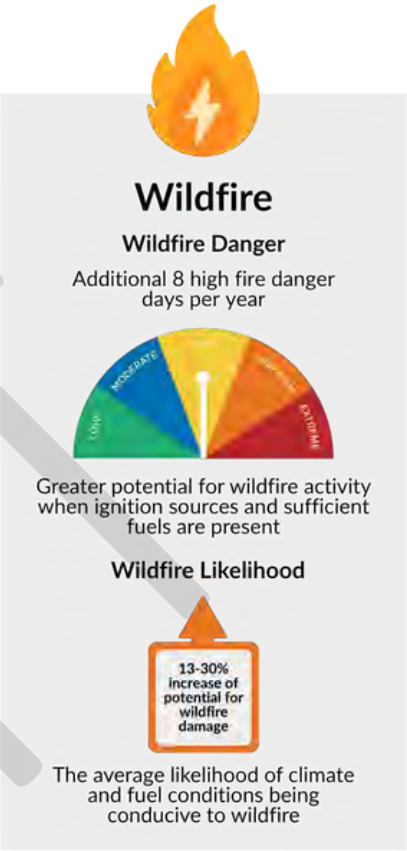
The City of Cle Elum contains a variety of sectors and assets. Sectors are defined as "Distinct categories related to human wellbeing, critical industries, or infrastructure and planning (UW Climate Mapping Tool)." Based on the 11 identified sector categories, several assets in Cle Elum were identified.

SECTORS:	ASSETS:
Agriculture & Food Systems	Forestry
Buildings & Energy	Commercial and Industrial Buildings, Power Substation
Cultural Resources & Practices	WA State Horse Park, Historic Structures
Economic Development	Local Retail and Service Establishments
Ecosystems	Forest, Shoreline/Creeks, Wetlands, Priority Habitat, Over Steepened Slopes, Public Parks, and Open Space
Emergency Management	Fire and Police Stations
Health & Well-being	Medical Practitioners, Hospital
Transportation	Roads, Sidewalks, Trails, Hwy 970, BNSF, Airport
Waste Management	Transfer Station
Water Resources	Water Reservoir/Wells
Zoning & Development	Single and Muli-Family Residences, Apartments, Commercial, and Industrial Properties

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B. Hazards and Threats

The following hazards were identified by the University of Washington Climate Mapping Tool - https://data.cig.uw.edu/climatemapping/ington County Climate Projections (uw.edu) The mapping tool looks at possible future conditions given a set of plausible assumptions about the future. The climate projections for the various hazard types are simulated based a simulated historical period. For most categories, the changes are calculated relative to the 1980-2009 simulated historical mean. The Climate Policy Advisory Team (CPAT) ranked the hazards based on their severity to Cle Elum.



Wildfire

Wildfire activity has a direct effect on Cle Elum due to its proximity to forest lands in the Cle Elum Ranger District. Nearby wildfires can cause a direct impact and wildfire The Wildfire hazard includes two sub-categories:

- Wildfire Danger
- Wildfire Likelihood

The vulnerability rating for wildfire around the city of Cle Elum, is "high or extreme," according to the 2025 Kittitas County Hazard Mitigation Plan. Based on this, the vulnerability rank for Wildfire is "High". This can affect the following assets:

- Residential, Commercial, Industrial Uses, and Buildings (Buildings & Energy)
- Transportation Infrastructure (Transportation)
- Forest, Shoreline, Wetlands, Priority Habitat, Over Steepened Slopes, Parks and Open Space (Ecosystems)
- Refuse Pickup (Waste Management)
- Water Distribution and Reservoir (Water Resources)
- Fire and Police Stations (Emergency Management)
- WA State Horse Park/Historic Buildings (Cultural Resources & Practices)
-

Threats:

Identified Threat	Sub-Category	Associated Sector
More days with high wildfire danger are expected to affect businesses through more frequent closures of recreation areas and restrictions on outdoor activities during the wildfire season. More high fire	Wildfire Danger	Economic Development

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danger days will interrupt timber operations and outdoor recreation.		
More days with high fire danger will increase the need for fire bans and associated enforcement and capacity to respond to wildfires.	Wildfire Danger	Emergency Management
More frequent wildfires have the potential to increase damage to crops, livestock, agriculture infrastructure and operations. Wildfire smoke may reduce the quality of some crops and adversely affect farm workers and other outdoor laborers in the industry.	Wildfire Likelihood	Forestry
More frequent wildfires have the potential to damage cultural and historical sites, buildings, and cultural resources. More frequent wildfires can also reduce access to culturally important sites and resources for Northwest Tribes.	Wildfire Likelihood	Cultural Resources and Practices
More frequent wildfires are expected to affect businesses and economic development through more interruptions and closures of businesses and recreation areas due to wildfires and poor air quality. More wildfire could lead to higher insurance premiums or more difficulty insuring properties.	Wildfire Likelihood	Economic Development
More frequent wildfires have the potential to reduce timber, non-timber forest products, carbon storage, and forest habitat for some wildlife. Wildfires also increase establishment of invasive species. More frequent wildfires have the potential to increase runoff and sediment to streams, which can reduce aquatic habitat quality.	Wildfire Likelihood	Ecosystems
More frequent wildfires will require more response from emergency management services, increasing demand on resources and costs.	Wildfire Likelihood	Emergency Management
More frequent wildfires are expected to reduce human health through loss of life, injury and reduced mental health associated with displacement. Poor air quality due to more wildfire smoke can cause adverse respiratory health effects.	Wildfire Likelihood	Human Health
More frequent wildfires have the potential to affect energy transmission by damaging infrastructure and interrupting transmission and distribution. More frequent wildfires are expected to cause property damage and loss. Poor air quality due to wildfire	Wildfire Likelihood	Buildings and Energy

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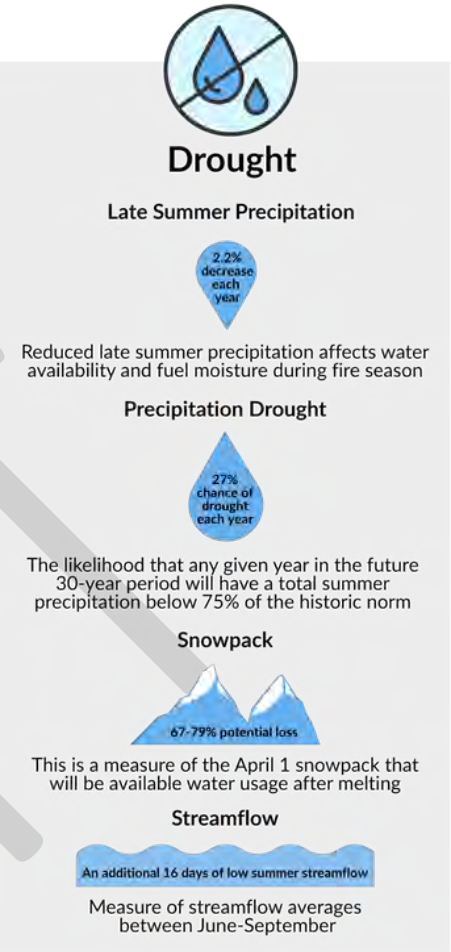
smoke could increase demand for air filtration systems in buildings.		
More frequent wildfires, and related smoke, can disrupt travel, increase road closures and delay construction projects. Wildfire smoke has the potential to affect labor in the transportation sector because of health effects on outdoor laborers. More roadside brush fires can create safety hazards and disrupt transportation.	Wildfire Likelihood	Transportation
More frequent wildfires have the potential to generate greater amounts of debris and waste. More waste will strain municipal cleanup and refuse capacity.	Wildfire Likelihood	Waste Management
More frequent wildfires have the potential to damage water distribution infrastructure and reduce water quality in reservoirs due to more runoff, erosion, and turbidity. Changes in water quality could increase the need for water treatment and filtration.	Wildfire Likelihood	Water Resources
More frequent wildfires are expected to increase damage to homes and infrastructure and displace residents.	Wildfire Likelihood	Zoning and Development

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Drought

Drought looks at changes in precipitation patterns throughout the year and the subsequent effect on water supplies. The data suggests a 2.4% increase in Total Annual Precipitation and a 2.1% increase or 2.2% decrease in Late Summer Precipitation, depending on location. However, since Eastern Washington generally sees lower precipitation than Western Washington, the modest gains in precipitation are still outweighed by the Precipitation Drought estimate. The data predicts a 27% chance that Cle Elum will see any year within the planning period where the total summer precipitation is below 75% of the historic average. Snowpack has a direct relation on spring and summer streamflows. Cle Elum could see a potential 67-79% loss in snowpack during the planning period. In turn, streamflows could decrease by 10% during the warming season, increasing to 36% during summer. Cle Elum could see an additional 16 days per year below the historic low summer streamflow The Drought hazard includes these sub-categories:

- Total Annual Precipitation
- Late Summer Precipitation
- Precipitation Drought
- Snowpack / Snowpack Drought
- Warm Season/Summer/Low Streamflow



The 2025 Kittitas County Hazard Mitigation Plan , the risk for drought in Cle Elum is moderate at 45. Based on this, the vulnerability rank for drought is medium. Drought can affect the following assets and sectors:

- Forest, Shoreline, Wetlands, Priority Habitat, Over Steepened Slopes (Ecosystems)
- Water Distribution, and Water Reservoir (Water Resources)

Identified Threat	Sub-Category	Associated Sector
Increases in annual precipitation have the potential to increase groundwater recharge. Changes in the timing and intensity of precipitation and increases in water demand and evaporation are expected to offset increases in groundwater recharge due to more annual precipitation.	Total Annual Precipitation	Water Resources
Less summer precipitation is expected to affect ecosystem types differently. In freshwater ecosystems, less summer precipitation will contribute to lower streamflows, reduce water quality, and increase water temperatures. In	Late Summer Precipitation	Ecosystems

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terrestrial ecosystems, less summer precipitation will contribute to drought stress and reduce the growth and productivity of some plants.		
Less summer precipitation is expected to contribute to summer water shortages for commercial and residential uses. Water quality may also decrease with less summer input and associated warmer water temperatures.	Late Summer Precipitation	Water Resources
More frequent and severe droughts due to low summer precipitation will reduce the amount of water available for livestock and irrigation during the same time that warmer temperatures and longer growing seasons are expected to increase the demand for irrigation water.	Precipitation Drought	Forestry
More frequent and severe droughts due to low summer precipitation are expected to increase the need for emergency services to plan, prepare, and respond to water shortages.	Precipitation Drought	Emergency Management
More frequent and severe droughts due to low summer precipitation have the potential to increase voluntary or mandatory conservation requirements and water use restrictions.	Precipitation Drought	Water Resources
Reductions in snowpack are expected to decrease opportunities for winter outdoor recreation and shorten the winter recreation season, with adverse effects on the economy and character of some communities. Warm season outdoor recreation opportunities may increase, shifting tourism from one recreation sector to another and into different seasons.	Snowpack	Economic Development
Reductions in snowpack have the potential to reduce snow-related road maintenance, road closures, and transportation delays. However, as more cold-season precipitation falls as rain rather than snow, transportation routes in mountainous areas may experience more damage from heavier winter rainfall and associated flooding, erosion, and washouts.	Snowpack	Transportation
Reduced snowpack and more winter rain is expected to increase water availability in winter for multiple uses including drinking water and hydropower generation, and decrease water availability in late	Snowpack	Water Resources

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spring and summer when demand is also expected to increase.		
Reductions in snowpack are expected to decrease opportunities for winter outdoor recreation and shorten the winter recreation season with adverse effects on the economy and character of some communities. Warm season outdoor recreation opportunities are expected to increase, shifting tourism revenue from one recreation sector to another.	Snowpack	Zoning and Development
More frequent droughts caused by low snowpack are expected to increase the need for emergency services to plan, prepare, and respond to water shortages.	Snowpack Drought	Emergency Management
More frequent droughts caused by low snowpack are expected to reduce the water available in the warm season for commercial, residential, agricultural uses and hydropower generation.	Snowpack Drought	Water Resources
Less streamflow in the warm season is expected to increase dependence on stored water and groundwater for irrigation. For some water rights holders, low streamflow may increase the frequency of years in which water rights are curtailed due to insufficient streamflow.	Warm Season Streamflow	Forestry
Less streamflow in the warm season is expected to increase dependence on stored water and reduce water available for residential and commercial uses, as well as hydropower generation. During the same time period, warmer temperatures are expected to increase water demand and energy demand for cooling.	Warm Season Streamflow	Water Resources
Less streamflow in summer will reduce the amount of water available for irrigation and livestock, which could challenge agriculture operations and limit forage production for livestock.	Summer Streamflow	Forestry
Longer periods of low streamflow in summer are expected to lengthen periods of poor habitat quality and change migration timing and success for salmonids and other aquatic species. Longer periods of low streamflow also contribute to warmer stream temperatures that create stress and thermal	Duration of Low Streamflow	Ecosystems

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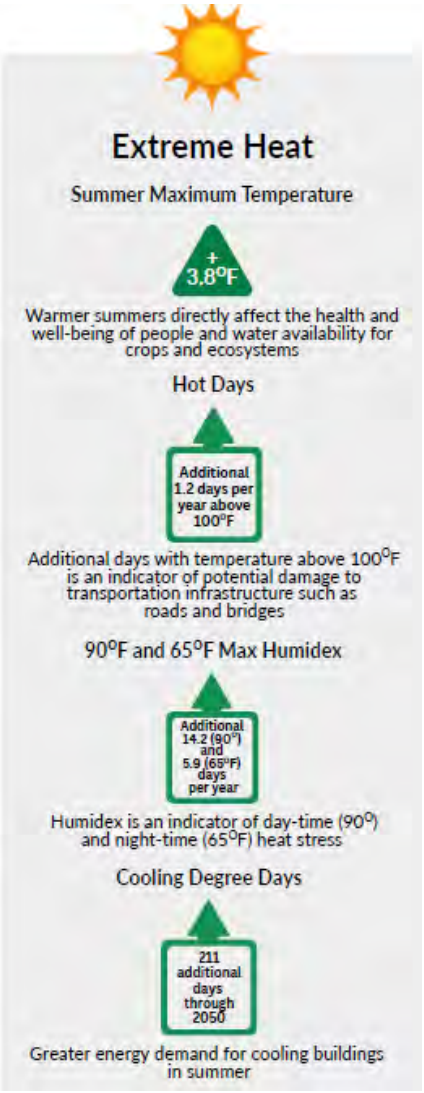
barriers for aquatic species that depend on cold water.		
Lower streamflows in summer are expected to reduce habitat quantity and quality for salmonids and other aquatic species that are culturally important to Northwest Tribes.	Low Streamflow	Cultural Resources and Practices
Lower summer streamflows are expected to reduce the amount and quality of habitat for salmonids and other aquatic species. Lower streamflows can limit migration, increase competition for resources, and increase susceptibility to disease and predation.	Low Streamflow	Ecosystems
A shift in streamflow timing, with more streamflow in winter and early spring, will change the timing of water available for irrigated agriculture. This may or may not align with changes in the timing of the growing season for different crops.	Streamflow Timing	Forestry
A shift in streamflow timing, with more streamflow in winter and early spring, will change the timing of hydropower generation. Timing changes have the potential to affect energy costs for residents and businesses.	Streamflow Timing	Economic Development
Earlier spring snowmelt and associated changes in streamflow timing are expected to alter migration timing and survival rates for salmonids.	Streamflow Timing	Ecosystems

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Extreme Heat

Extreme Heat is an indicator on heat stress for people, ecosystems, and infrastructure. Cle Elum is expected to see the average summer temperature increase 3.8°F, an additional 1.2-days per year above 100°F, and an additional 14-days per year above 90°F. The Extreme Heat hazard includes these sub-categories:

- Summer Maximum Temperature
- Hot Days
- 90°F Humidex Days
- 65°F Humidex Days
- Heating Degree Days
- Cooling Degree Days
- August Stream Temperature



The 2025 Kittitas County Hazard Mitigation Plan includes a moderate risk score of 42 for heat wave/extreme heat hazards. Based on this, the vulnerability rank for extreme heat in the City of Cle Elum is "Medium". Extreme Heat can affect the following assets and sectors:

- Residential, Commercial, Industrial Uses and Buildings (Buildings & Energy)
- Local Retail and Service Establishments (Economic Development)
- Medical Practitioners (Emergency Management, Health & Well-being)
- Transportation Infrastructure (Transportation)

Identified Threat	Sub-Category	Associated Sector
Warmer summers are expected to increase the potential for heat stress on some crops and livestock and decrease crop yields. Some agricultural pests are expected to have grater survival rates and population size with warming.	Summer Maximum Temperature	Forestry
Warmer summers are expected to reduce summer soil moisture and increase physiological stress for some plants and animals.	Summer Maximum Temperature	Ecosystems

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Warmer summer temperatures could decrease opportunities for warm season recreation activities in some areas.	Summer Maximum Temperature	Economic Development
Warmer summers are expected to increase concentrations of air pollutants, such as ozone and some vector-borne illnesses, such as West Nile Virus.	Summer Maximum Temperature	Human Health
More very hot days have the potential to damage the surfaces of roads and bridges, leading to greater maintenance and repair costs and more frequent traffic and service disruptions such as warped and buckling pavement on roads.	Hot Days	Transportation
More frequent extreme daytime and nighttime heat events are expected to increase the demand for emergency services to plan, prepare, and respond to human health impacts. Extreme heat may also impact emergency services due to transportation and travel disruptions such as warped and buckling pavement on roads.	90°F and 65°F Humidex Days	Emergency Management
An increase in the number of days with a maximum humidex above 90°F and 65°F is expected to increase heat related deaths, illnesses and hospitalizations.	90°F and 65°F Humidex Days	Human Health
A decrease in heating degree days is expected to reduce energy demand for heating. This has the potential to reduce energy costs for businesses and residents, but decrease utility revenue to support infrastructure and operations.	Heating Degree Days	Buildings and Energy
An increase in cooling degree days is expected to increase energy demand for air conditioning and industrial cooling systems in the summer when regional hydropower supply is expected to decrease. Demand for air conditioning and infrastructure with cooling systems is also expected to increase where it does not already exist.	Cooling Degree Days	Buildings and Energy

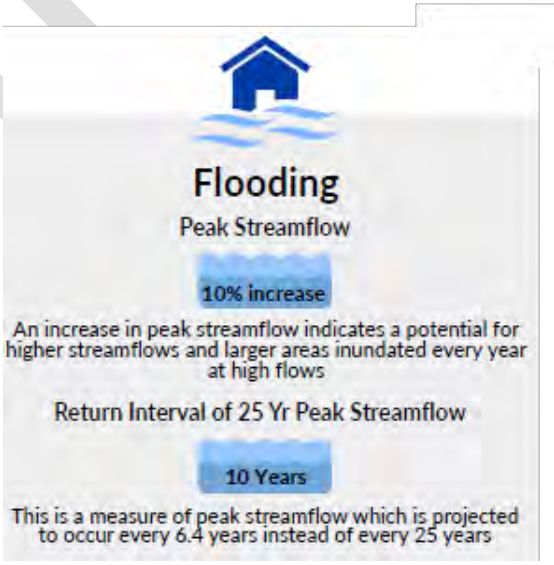
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Warmer stream temperatures are expected to reduce habitat quality for Salmonids and other aquatic species that depend on cold water. This reduces the abundance of, and access to, these culturally important species for Northwest Tribes.	August Stream Temperature	Cultural Resources and Practices
Warmer summer stream temperatures are expected to decrease the quality of habitat for salmonids and other aquatic species that depend on cold water. Warmer stream temperatures have the potential to create barriers to salmonid migration and higher rates of mortality.	August Stream Temperature	Ecosystems
Warmer stream temperatures have the potential to reduce the ability to meet water quality standards and the effluent limits (amount discharge to the water body) set on existing wastewater treatment facilities.	August Stream Temperature	Zoning and Development

Flooding

Flooding looks at increases in annual peak streamflows and the 25-year peak streamflow. Based on the data, Cle Elum could see a 10% increase in maximum streamflow during the planning period. Increasing streamflows could result in the 25-year peak streamflow occurring every 10 years instead of every 25 years. Flooding includes the following sub-categories:

- Peak Streamflow
- Return Interval 25-yr Storm



The 2025 Kittitas County Hazard Mitigation Plan provides a significant amount of data for flooding in Cle Elum. Based on this, the vulnerability rank for flooding is "High". Flooding can affect the following assets:

- Transportation Infrastructure
- Forest, Shoreline, Wetlands, Priority Habitat, Over Steepened Slopes (Ecosystems)
- Refuse Pickup (Waste Management)
- Local Retail and Service Establishments (Economic Development)

Identified Threat	Sub-Category	Associated Sector

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Higher streamflows are expected to increase damage to all types of infrastructure in flood zones and could expand the flood zone in some areas leading to damage of development not currently in flood zones.	Peak Streamflow	Zoning and Development
Higher streamflows are expected to directly affect salmonid populations and alter salmonid habitat, reducing the quantity of a culturally important species for Northwest Tribes.	Peak Streamflow	Cultural Resources and Practices
Higher streamflows can scour the streambed and remove or crush salmon eggs, increasing mortality and reducing return rates. Higher streamflows reduce the availability of slow-water habitat and can increase sedimentation that affects habitat quality.	Peak Streamflow	Ecosystems
Higher streamflows are expected to increase riverine flooding within existing floodplains and could expand flooding to new areas not currently in existing floodplains. More flooding has the potential to increase the demand for emergency services to plan, prepare, and respond to flood events.	Peak Streamflow	Emergency Management
Higher streamflows are expected to increase riverine flooding, which can damage roads, bridges, and railways and overwhelm drainage structures, such as culverts.	Peak Streamflow	Transportation
More frequent high streamflows are expected to increase the frequency of flooding impacts to businesses and the economy by disrupting travel and shipping routes and damaging property. More frequent flooding has the potential to increase insurance premiums or make some properties more difficult to insure.	Return Interval of 25-yr Peak Streamflow	Economic Development
More frequent high streamflows can reduce populations of salmonids and other fish species over time by increasing the frequency with which juvenile salmonids are flushed downstream prematurely, reducing salmonid migration returns, and inhibiting incubation and migration life stages for steelhead.	Return Interval of 25-yr Peak Streamflow	Ecosystems
More frequent high streamflows are expected to increase riverine flooding and the need for emergency services to plan, prepare, and respond to flood events.	Return Interval of 25-yr Peak Streamflow	Emergency Management

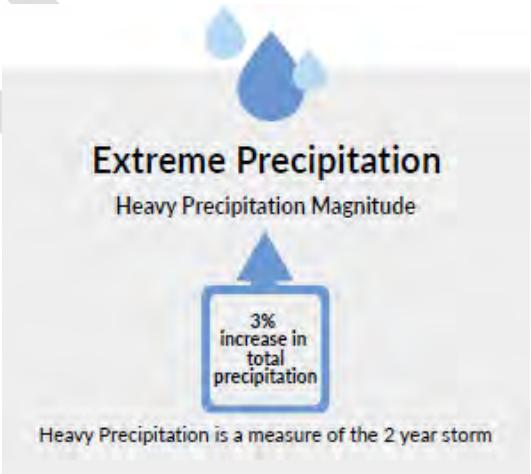
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More frequent high streamflows are expected to increase the frequency of flood damage to roads, bridges, and railways, leading to higher costs for operation and maintenance. Service delays, cancellations, and reroutes are expected to become more common.	Return Interval of 25-yr Peak Streamflow	Transportation
More frequent high streamflows are expected to increase flooding, which can generate more debris and waste. More waste will strain municipal cleanup and refuse capacity. Flooding of waste management facilities can release contaminants and hazardous materials.	Return Interval of 25-yr Peak Streamflow	Waste Management
More frequent high streamflows are expected to increase damage to assets and property located in flood zones. This could reduce the suitability of some areas for certain land uses and require relocation of some development.	Return Interval of 25-yr Peak Streamflow	Zoning and Development

Extreme Precipitation

Extreme Precipitation looks at changes in the intensity of precipitation and the effects on the built environment. The Extreme Precipitation hazard includes two sub-categories:

- Heavy Precipitation Magnitude
- Extreme Precipitation Magnitude



The 2025 Kittitas County Mitigation Plan Provides a significant amount of data for precipitation in Cle Elum. Based on this, the vulnerability rank for extreme precipitation is “low”, however, extreme precipitation can affect the following asset:

- Refuse Pickup (Waste Management)
- Transportation Infrastructure

Identified Threat	Sub-Category	Associated Sector
Heavier precipitation is expected to intensify flooding and inundation of agricultural lands, which can delay spring planting, affect crop quality and quantity, increase erosion and runoff, and increase susceptibility to root diseases.	Heavy Precipitation Magnitude	Forestry

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Heavier precipitation is expected to intensify flooding in low-lying areas and require higher capacity storm water drainage systems.	Heavy Precipitation Magnitude	Economic Development
Heavier precipitation events are expected to intensify flooding, landslides, and erosion, which can interrupt transportation routes, damage infrastructure, and increase maintenance and repair costs.	Heavy Precipitation Magnitude	Transportation
Heavier precipitation events are expected to intensify urban flooding and demands on storm water systems, which can affect zoning restrictions on new buildings, and require revised building codes for development in more frequently flooded areas.	Heavy Precipitation Magnitude	Zoning and Development
Heavier precipitation is expected to increase flooding and inundation of agricultural lands, which can delay spring planting, affect crop quality and quantity, increase erosion and runoff, and increase susceptibility to root diseases.	Extreme Precipitation Magnitude	Forestry
Heavier precipitation is expected to increase the extent of flooding in low-lying areas and flood zones. Businesses are expected to have more disruptions to operations and damage to infrastructure.	Extreme Precipitation Magnitude	Economic Development
Heavier precipitation is expected to increase flooding, landslides, and erosion, which can interrupt transportation routes, damage infrastructure, and increase maintenance and repair costs.	Extreme Precipitation Magnitude	Transportation
Heavier precipitation has the potential to increase the demand for emergency response services by intensifying flood events and increasing other emergencies associated with heavy precipitation.	Extreme Precipitation Magnitude	Emergency Management
Heavier precipitation has the potential to increase storm damage to infrastructure and generate more waste and debris. More waste will strain municipal cleanup and refuse capacity.	Extreme Precipitation Magnitude	Waste Management
Heavier precipitation is expected to increase the extent of flooding in low-lying areas and flood zones. This could reduce the suitability of some areas for certain land uses and require relocation of some development.	Extreme Precipitation Magnitude	Zoning and Development

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III. Resiliency Subelement

The resiliency sub-element is intended to identify ways that Cle Elum can adapt and become more responsive to potential changes in the climate. RCW 70A.65.010 defines Climate Resilience as

> "The ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities."

What this means for Cle Elum is determining what potential policy changes can be incorporated to help the city deal with projected hazards such as more frequent wildfires, longer heat waves, more frequent drought, and stronger storms. It is an analysis of community preparedness, response, and recovery efforts.

This resiliency sub-element will identify goals and policies that Cle Elum may pursue during the Comprehensive Plan planning cycle to improve resiliency to projected climate impacts. In accordance with RCW 36.70A.070(9), the sub-element must prioritize actions that benefit overburdened communities that will disproportionately suffer from compounding environmental impacts and will be the most impacted by natural hazards due to climate change. Specific goals, policies, and programs of the resiliency sub-element must include, but are not limited to, those designed to:

1. Identify, protect, and enhance natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration;
2. Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environmental justice; and
3. Address natural hazards created or aggravated by climate change.

A. Goals and Policies

The purpose of establishing goals and policies is to provide an implementation framework to meet the City's vision and state requirements for the Climate Resiliency Element. Goals

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provide a general statement or broad concept of the desired outcome. Policies then include a set protocol or proposal designed to achieve the stated Goal.



To achieve this, Cle Elum decided to pursue a combination of Pathway 1 and Pathway 2 by identifying existing goals and policies to incorporate by reference or modify along with developing new goals and policies with the help of the Climate Policy Explorer. By combining the two pathways, Cle Elum is acknowledging the existing climate-related work that has already been adopted into its plans and policies.

New Goals and Policies

The following goals and polices are adapted from the Washington State Department of Commerce's "Climate Policy Explorer."

Goal CE-1 Develop a comprehensive, communitywide wildfire resilience strategy to improve emergency response capabilities, create fire resilient landscapes, promote fire adapted communities, protect the economy, and foster short- and long-term recovery.

Policies:

CE-1.1 Support the development of a city-focused community wildfire protection plan (CWPP)

CE-1.2 Create evacuation plans and outreach materials to help residents plan and practice actions that make evacuation quicker and safer.

CE-1.3 Provide private forestland owners and residents living in Wildland-Urban (WUI) areas information about fire prevention (e.g. Firewise) practices, and support application of such practices via building code provisions.

CE-1.4 Map transportation infrastructure that is vulnerable to repeated floods, landslides, and other natural hazards, and designate alternative travel routes for critical transportation corridors when roads must be closed.

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CE-1.5 Analyze how the municipal water system maintains adequate pressure during a major wildfire event (e.g. multiple structures burning) and how it will look under current and projected drought conditions.

Goal CE-2 Adopt fire-resilience standards for new and redeveloped sites in high-risk wildfire areas.

Policies:

CE-2.1 Identify and implement strategies for reducing residential development pressure in the wildland-urban interface (WUI).

CE-2.2 Require new subdivisions to bury electricity transmission lines and associated infrastructure to reduce damage from storms and wildfire ignition risks.

CE-2.3 Support local businesses' efforts to bolster climate preparedness and continuity of operations.

Goal CE-3 Ensure that the local transportation system – including infrastructure, routes, and travel modes – is able to withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change.

Policies:

CE-3.1 Improve street connectivity and walkability; including sidewalks and street crossings, to serve as potential evacuation routes.

Goal CE-4 Develop and implement a comprehensive drought resilience strategy for different drought stages.

Policies:

CE-4.1 Manage water resources sustainability in the face of climate change through smart irrigation, stormwater management, preventative maintenance, water conservation, wastewater reuse, plant selection, and landscape management.

CE-4.2 Construct and maintain new water-storage systems (e.g. large cisterns, water towers, ad reservoirs) to provide back-up water supplies during droughts and support climate resilience.

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CE-4.3 Support the use of green infrastructure and low-impact development to address increased storm intensities and stormwater runoff.

CE-4.4 Choose native drought- and pest- resistant trees, shrubs, and grasses in restoration efforts to support climate resilience.

CE-4.5 Analyze how the municipal water system maintains adequate pressure during a major wildfire event (e.g., multiple structures burning) and how it will look under current and projected drought conditions.

Goal CE-5 Consider a program/identify funding sources to install cooling systems and heat pumps, and upgrade insulation and windows/doors; prioritizing households with residents most vulnerable to extreme temperature events.

Policies:

CE-5.1 Develop or modify design standards to integrate exterior building features that reduce the impacts of climate change and increase resilience.

CE-6 Establish regulations that incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards.

CE-6.1 Consider overlays, special zoning districts, design standards, or other strategies to increase resilience to climate hazards.

Goal CE-7 Ensure the protection and restoration of streams, riparian zones, estuaries, wetlands, and floodplains to achieve healthy watersheds that are resilient to climate change.

Policies:

CE-7.1 Promote the restoration of floodplains and connectivity to improve the resilience of streams and rivers and reduce flood risk.

Goal CE-8 Require the design and construction of commercial and residential buildings and their surrounding sites to reduce and treat stormwater runoff and pollution.

Policies:

CE-8.1 Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.

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Incorporation of Existing Goals and Policies

The following existing goals and policies are found within various sections of the Cle Elum Comprehensive Plan and are incorporated herein by reference.

Land Use Element:

- Policy LU 6.1: Discourage the disturbance of vegetation when not in conjunction with the actual development, except to incorporate firewise principles.

- Policy LU 6.3: Lands designated for open space should be designed with Firewise practices in mind, and provides for multiple open space benefits whenever possible, including active or passive recreation opportunities, scenic amenities, fish and wildlife habitat, etc.

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

Capital Facilities Element:

- Policy CF 3.7: Development proposals within the city should incorporate construction designs including, but not limited to, gray/green infrastructure, alternative energy sources (solar, wind, etc.), and resilient building materials which minimize water and energy consumption.

Housing Element:

- Policy H 5.1: Consistently enforce building maintenance, health and safety codes for the city's housing stock to limit the potential damage resulting from wildfires or other extreme weather events.

- Policy H 5.2: Encourage programs that offer assistance with renovations and home improvements including those that will help efficiency for wildfire smoke and extreme heat, and maintenance efforts such as creating defensible space so that residents can stay in their homes even when their housing needs change.

Parks and Recreation Element:

- Goal PRO-5: Establish an open space pattern that will provide definition of and separation between developed lands to establish defensible space buffers and provide open space linkages among parks and recreation resources.

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- Policy PRO-10.1: Furnish trail systems with appropriate improvements including: directory and interpretive signage; rest stops; shade structures; drinking fountains; restrooms; emergency call boxes; and other services.

In addition to the Comprehensive Plan, the City of Cle Elum also adopted the 2025 Kittitas County Multi-Jurisdictional Hazard Mitigation Plan on September 23, 2025 (Resolution 2025-019). Incorporated by reference are the following goals, objectives and mitigation actions:

Goal 1: Protect life, property and the environment.

Objective 1.A: Reduce natural hazard-related risks and vulnerability to populations, critical facilities and infrastructure within the planning area.

Objective 1.B: Establish a partnership among all levels of government and the business community to improve and implement methods to protect property.

Objective 1.C: Encourage hazard mitigation measures that result in the least adverse effect on the natural environment and the use or natural processes.

Objective 1.D: Identify and implement inclusive actions that reduce vulnerability for Kittitas County residents and visitors.

Goal 2: Continuously build and support local capacity to mitigate, prepare for, respond to and recover from the impact of hazards and disasters.

Objective 2.A: Minimize the impacts of natural hazards on current and future land uses by encouraging use of incentives for hazard mitigation (i.e. NFIP, CRS).

Objective 2.B: Prevent (or discourage) new development in hazardous areas or ensure that if building occurs in high-risk areas that it is done in such a way as to minimize risk.

Goal 3: Establish a hazard and disaster resilient economy.

Objective 3.A: Update the plan annually to integrate local hazard mitigation plans and the results of disaster- and hazard-specific planning efforts.

Objective 3.B: Use the best available data, science and technologies to improve understanding of the location and potential impacts of natural hazards, the vulnerability of building types, and community development patterns and the measures needed to protect life safety.

Objective 3.C: Review new and existing policies to determine where climate change resiliency strategies can be included.

Goal 4: Promote public awareness, engage public participation and enhance partnerships through education and outreach.

Objective 4.A: Educate the public on the risk exposure to natural hazards and ways to increase the public's capacity to prepare, respond, recover and mitigate the impacts of these events.

Objective 4.B: Encourage home and business owners to obtain and maintain flood insurance through the NFIP or other insurance providers.

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Goal 5: Encourage the development and implementation of long-term, cost-effective mitigation projects.

Objective 5.A: Integrate hazard mitigation policies into land use plans within the planning area.

Objective 5.B: Retrofit, purchase, or relocate structures in high hazard areas including those known to be repetitively damaged.

Mitigation Action 1: Consider participation in the National Flood Insurance Program (NFIP) Community Rating System (CRS) program

Mitigation Action 2: Adopt appropriate regulatory standards that will reduce the risk of natural hazards through updates of existing code affecting critical areas regulations, flood hazard regulations, shoreline regulations, and updates City's Comprehensive Plan

Mitigation Action 3: Repair, design, implement permitting, and construct left bank of the Yakima River adjacent to Interstate 90 and Hanson Ponds.

Mitigation Action 4: Maintain compliance and good standing under the National Flood Insurance Program (NFIP).

Mitigation Action 5: Consider participation in the National Weather Service "StormReady" Program.

Mitigation Action 6: Where appropriate, support retrofitting, purchase, or relocation of structures in hazard-prone areas to protect structures from future damage, with properties with exposure to repetitive losses as a priority.

Mitigation Action 7: Support and maintain participation in the Firewise Program by expanding the number of project sites within the City of Cle Elum and promoting Firewise strategies through active community outreach.

Mitigation Action 8: Develop and implement a Continuity of Operation Plan (COOP) and/or Post-Disaster Recovery Plan to ensure critical City functions remain operational after an incident or disaster.

Mitigation Action 9: Conduct public outreach on natural hazards, their risks, and alternatives to reduce risks and impacts through existing public outreach programs in the City of Cle Elum.

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Mitigation Action 10: Support the implementation, monitoring, maintenance, and updating of the Kittitas County Hazard Mitigation Plan, as outlined in Volume 1 (Countywide Planning Elements).

Mitigation Action 11: Support, through active participation, the Countywide initiatives identified in Volume 1 (Countywide Planning Elements) of the Kittitas County Hazard Mitigation Plan.

Mitigation Action 12: Implement fuels reduction strategies and vegetation maintenance to reduce wildfire vulnerability and impacts in the Wildland Urban Interface across all property ownerships.

Mitigation Action 13: Provide emergency power for all City critical facilities and infrastructure.

Mitigation Action 14: Elevate the Cle Elum River backup wellfield controls to protect the back-up water sources.

Mitigation Action 15: Implement alternative methods and strategies to provide sustainable vegetation and debris removal in the Wildland Urban Interface by incorporating equipment to better dispose and reuse material (i.e., Tub Grinders). Sustainable processing of vegetation and organic matter can ultimately lead to new opportunities for biomass energy utilization and material needed for restoration.

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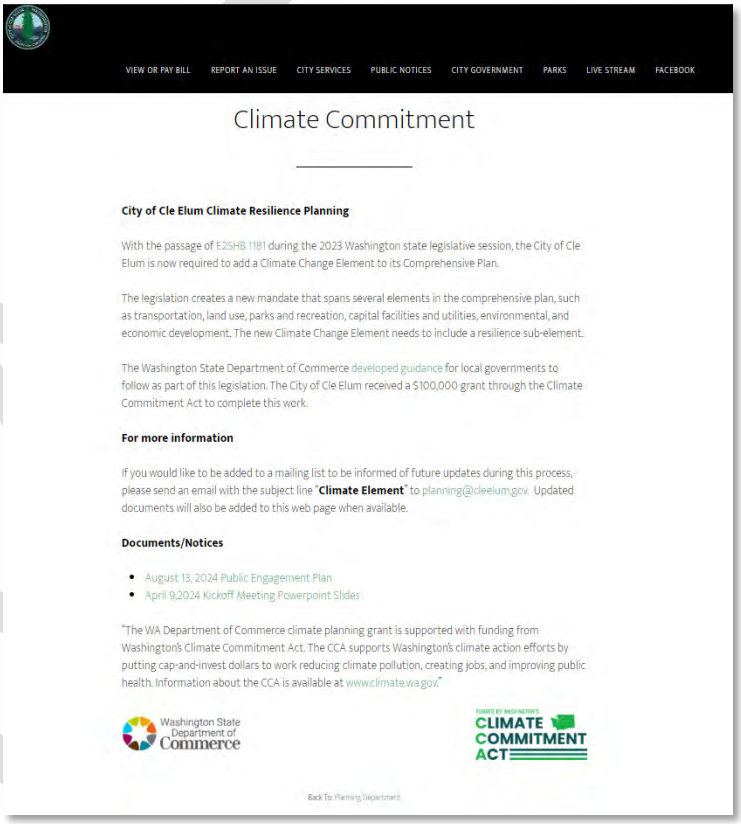
IV. PUBLIC PARTICIPATION

A. Introduction

Early and continuous public engagement is an important component of any long-range planning effort. The purpose of public participation is to reach a diverse population in equitable and meaningful ways. Through public participation, the city hopes to better understand how the effects of climate change are felt throughout the community.

B. Project Webpage

The city established a project webpage to disseminate information. The webpage was updated throughout the project as new documents were made available.



C. Climate Policy Advisory Team

Creating and seating members onto a Climate Policy Advisory Team (CPAT) is the first step toward the creation of a new Climate Element. Policy team member responsibilities will include:

- Advising staff on project priorities;
- Sharing a broad range of perspectives to inform the plan;
- Assist with development of the public participation plan and vision statement;
- Reviewing and providing feedback on key project deliverables;
- Developing goal and policy recommendations through a consensus-based approach; and,
- Encouraging community members to participate in the public process.

Name	Organization	Interest

Jon Cornelius	Planning Commission/Council	Sustainability
Ingrid Vimont	Hospital District Commissioner	Healthcare
Sharon Stuart	Small Business Owner	FEMA, Coordination
Phil Hess (advisory)	Cle Elum Fire Advisory	Forest Practices

The CPAT met through the duration of the project and was instrumental in developing key documents for public review.

CPAT Meeting 1 – June 17, 2024
The first meeting of the CPAT included introductions, a review of the purpose of the Climate Element and relevant task outlines for the team. Drafts of the Vision Statement and Public Engagement Plan were presented for CPAT review at the next meeting.

CPAT Meeting 2 – July 22, 2024
The bulk of meeting 2 was spent reviewing hazards identified by the UW Climate Mapping Tool. After review, the CPAT ranked the hazards and sectors by their severity to Cle Elum. The Public Engagement Plan was also finalized and recommended for Council approval.

CPAT Meeting 3 – August 21, 2024
Meeting 3 consisted of reviewing and finalizing documents and the strategy for the scheduled September 24, 2024 meetings at the Senior Center and City Council. The CPAT acknowledges that the public has generally not been receptive to discussing climate-related issues, and so an FAQ document was developed to help answer any pressing questions the community may have.

CPAT Meeting 4 – October 21, 2024
In meeting 4, the CPAT looked asset-hazard pairs in the Climate Element Workbook and reviewed them based on identified climate indicators.

CPAT Meeting 5 – December 2, 2024
Meeting 5 included an introduction to the city's vulnerability assessment. Discussion included an initial review of the vulnerability assessment pages in the Climate Element Workbook.

CPAT Meeting 6 – January 13, 2025
During meeting 6, the final results of the vulnerability assessment were reviewed. All asset-hazard pairs considered during the vulnerability assessment are recommended for action. The CPAT also discussed draft goals and policies and scheduling for the March 11, 2025 open house.

CPAT Meeting 7 – October 20, 2025

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Meeting 7 included a recap of the remaining work completed during the 23-25 grant cycle, which ended on June 30, 2025. The CPAT did not meet after the March 11, 2025 open house as the remaining grant funding and timing was used to finalize those grant requirements and prepare materials for the 25-27 grant. The CPAT reviewed updated exhibit maps created in GIS and finalized a draft survey for public issuance.

CPAT Survey Results – March 31, 2026
CPAT members were provided full survey results and a summary via email on March 31, 2026.

CPAT Meeting 8 – August XX, 2026
For its final meeting, the CPAT reviewed and discussed the draft Climate Element and reviewed the final adoption timeline. After review, the CPAT recommended approval of the Climate Element, which will be presented to Planning Commission and Council for final recommendation and adoption.

D. Public survey

An online survey was available during November 2025. The survey was promoted on Social Media and sent as a flyer with utility bills. In total, 183 responses were provided.

Highest concerns included:

- Impacts from Wildfire and Drought
- Loss of Life and Property
- Limited Water Availability and Lower Water Quality
- Ingress and Egress during an event
- Insurance Costs Rising and Property Values Decreasing

The full survey results are included in Appendix B.

E. Public Meetings

The city planned for a wide variety of public and stakeholder engagement opportunities throughout this process. A Public Engagement Plan (PEP) was approved by the City Council on August 13, 2024. Members of the public were invited to submit written comment about the Climate Element via email or through an online application form on the city webpage. A total of four public meetings are scheduled, in addition to the final adoption at City Council, as follows:

Meeting 1 – Project kickoff
The project kickoff meeting was held on April 9, 2024, at the City Council Business Meeting. A rough outline will be presented including some background information, formation of the CPAT, the importance of meaningful public engagement, necessary steps to complete the Climate Element, and the project timeline. Interested stakeholders are encouraged to

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attend the kickoff meeting to discuss next steps and provide contact information so they can be informed about key timelines and deliverables.

Meeting 2 – Showcase data exhibits

Meeting 2 was scheduled for September 24, 2024, at the Senior Center. Despite the efforts of two CPAT members to invite people from the Senior Center to attend, there were no members of the public who participated. In preparation for this meeting, a powerpoint presentation, FAQ, and informational posterboards were developed. These documents were uploaded to the project webpage.

Also on September 24, 2024, a progress update and summary of identified hazards was provided to City Council. The meeting provided an update of progress completed, including the seating of the CPAT and adoption of the Public Engagement Plan. A summary of the ranked climate hazards was also provided, including a timeline for next steps.

Meeting 3 – Review planning process and present new goals and policies

Meeting 3 was held on March 11, 2025, at the Senior Center. In addition to the project consultant and three CPAT members, three additional members of the public were present. The meeting focused on a review of the draft goals and policies.

Meeting 4 – Present draft Climate Element and receive final public comment – Planning Commission

The final scheduled public meeting is where the draft Climate Element will be presented to the Planning Commission. The draft will include a summary of the previous public engagement meetings along with a list of all comments received. This will be the final meeting to submit public comments prior to presentation of the Climate Element to City Council for adoption.

Final adoption

Once all public comments have been received and implemented into the draft Climate Element, it will be presented to City Council for adoption at an open public meeting.

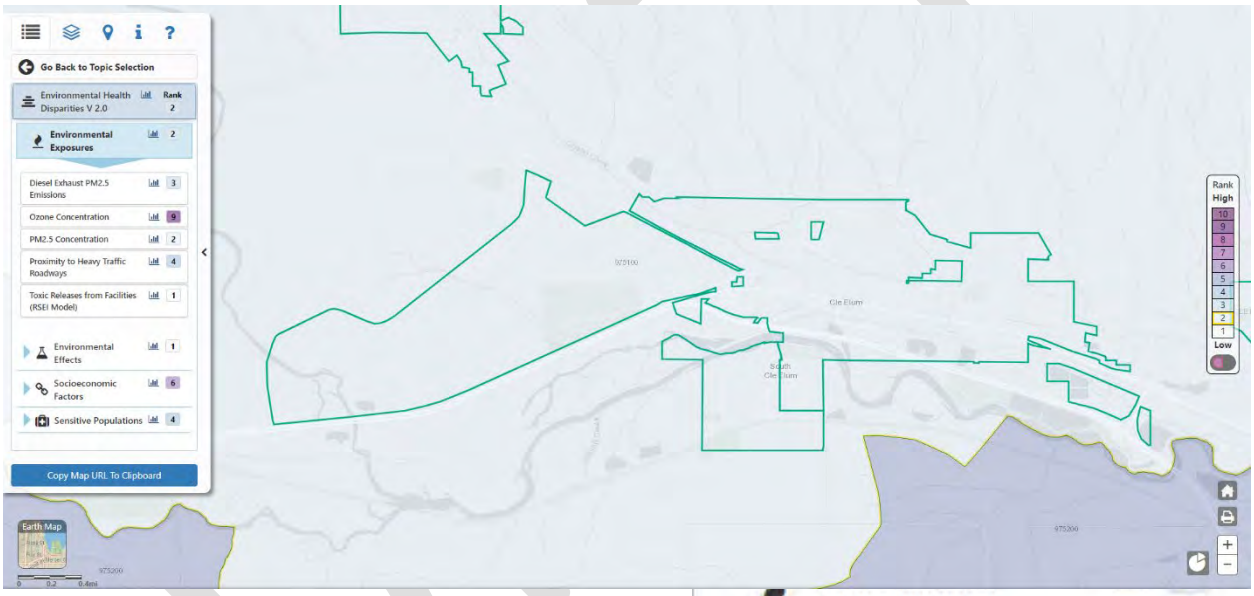
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IV. Appendix

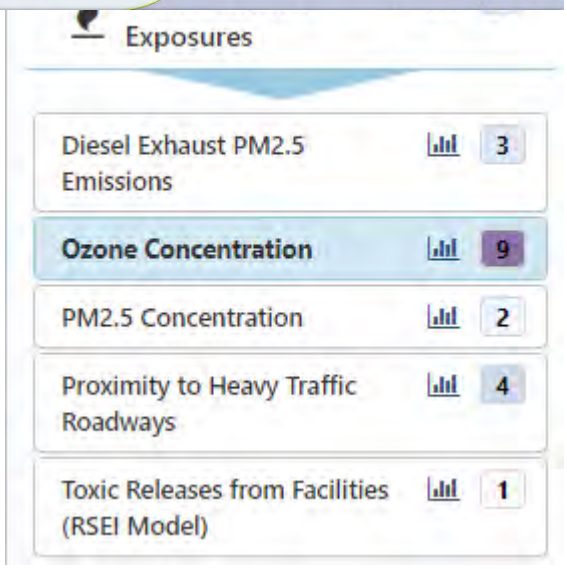
A. Equity Analysis

WA State Department of Health
The Washington State Department of Health developed a mapping tool for health disparities that displays location-based information to help identify health disparities in a community. The mapping tool includes a variety of datasets showing information on health outcomes, social determinants of health, and economic determinants of health. The City of Cle Elum lies within Census Tract 530379-75100.
[Information by Location | Washington Tracking Network (WTN)]

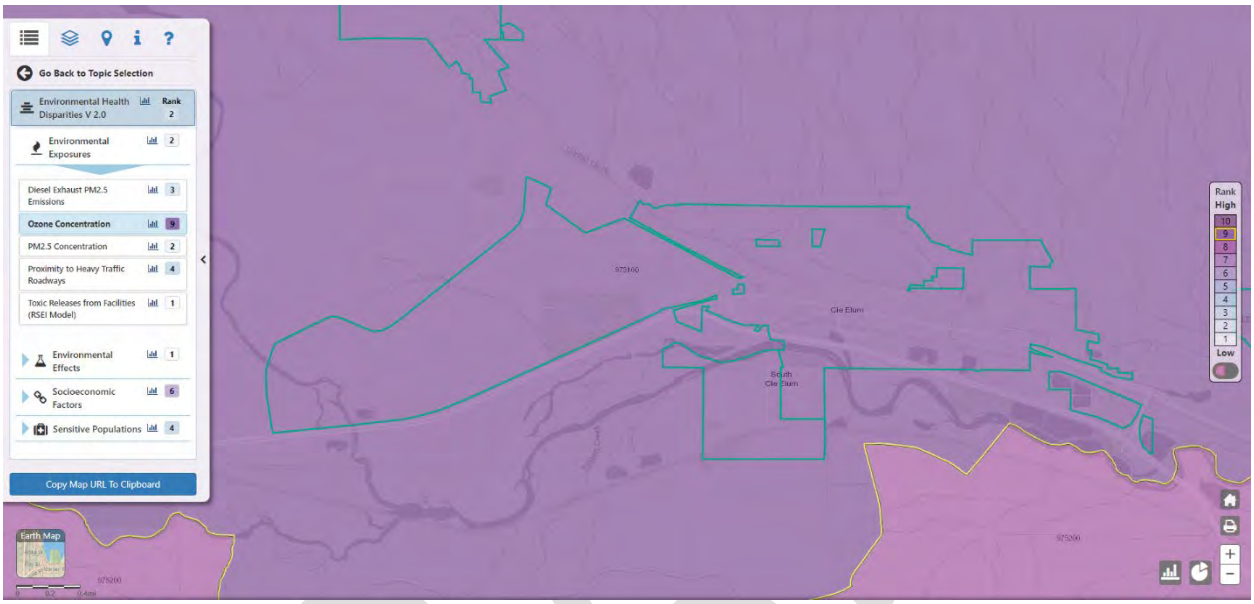
Environmental Health Disparities
Overall, the City of Cle Elum ranks 2/10 for Environmental Health Disparities.



Environmental Exposures
For overall Environmental Exposures, the City of Cle Elum ranks 2/10. However, the city ranks 9/10 for Ozone Concentration.

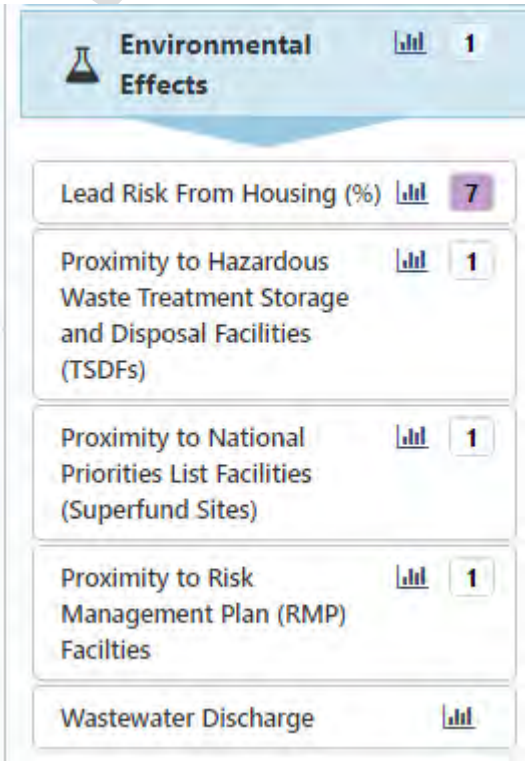


Ozone Concentration: Ozone is a highly reactive gas consisting of oxygen atoms. Sources include motor vehicles, biogenic sources, solvent use, residential wood combustion, gasoline pumps, and industrial sources. Exposure to ozone pollution can result in adverse health outcomes including increased risk of mortality. Health risks include higher rates of asthma, increased daily deaths, and increased cardiovascular and respiratory mortality.



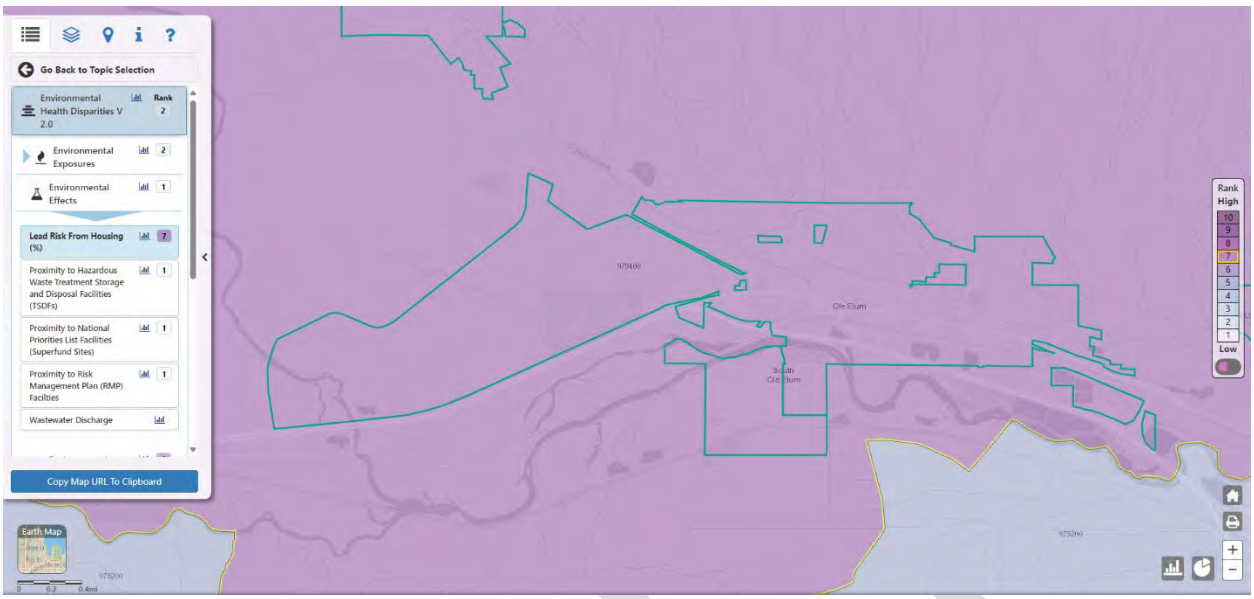
Environmental Effects

The City of Cle Elum ranks 1/10 for Environmental Effects. However, the city ranks 7/10 for Lead Risk from Housing.



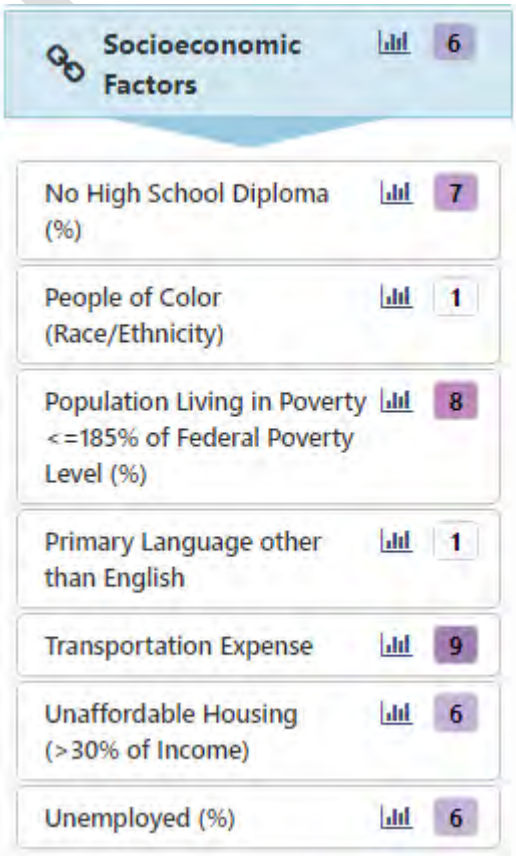
Lead Risk From Housing: Lead poisoning is a serious but preventable public health issue. Lead is a naturally-occurring toxic heavy metal. Much of the lead found in human environments is due to the use of lead in products such as gasoline and house paint. There are no known safe levels of lead exposure, and even small amounts can lead to significant health implications. Exposure can lead to chronic health conditions, neurological defects, and nervous system damage. Those that live in low socioeconomic housing or in poverty are more likely to live in older homes and be exposed to lead poisoning.

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Socioeconomic Factors

The City of Cle Elum ranks 6/10 for Socioeconomic Factors, including: No High School Diploma (7/10), Population Living in Poverty (8/10), and Transportation Expense (9/10), Unaffordable Housing (6/10) and Unemployed (6/10).



No High School Diploma: Educational attainment is a very important social determinant of health as it provides insight into individual and community health and well-being for various health outcomes. Those who have a high school diploma or higher have less risk of mortality caused by particulate matter pollution. Communities with lower educational attainment are more susceptible to developing asthma and other air pollution-related cardiopulmonary health outcomes.

Population Living in Poverty: Poverty is a primary social determinant of health and is strongly associated with exposure to environmental pollutants. Low-income communities are significantly impacted by their socioeconomic status. Economic status shapes one's nutrition, occupation, housing, access to healthcare resources, and more. Due to increased psychosocial stress and decreased resilience, individuals experiencing poverty bear poor mental and physical health. Furthermore, many do not have the resources or access to healthcare services or delay healthcare due to financial insecurity. Thus, underlying pre-existing health conditions in low income communities may be exacerbated by exposure to environmental pollutants. Individuals in low

socioeconomic status face higher concentrations of air pollutants, making them more susceptible to chronic respiratory health outcomes such as asthma. In addition, those experiencing poverty may not have access to safe or healthy living conditions, leading to additional vulnerability to infectious diseases and exposure to environmental hazards.

Transportation Expense: Transportation affordability captures many of the socioeconomic conditions that affect social health and well-being. As a social determinant of health, this indicator may influence the effect of exposure to environmental pollution. Those that experience a transportation burden may be at a greater risk of living in areas of environmental degradation and increased levels of air pollution. Individuals living in areas of heavy traffic and limited transportation options may be exposed to a greater extent of air pollution and experience vulnerability to respiratory health outcomes and increased mortality. Additionally, those that experience transportation burdens may delay medical care and services and suffer more long-term impacts due to financial insecurity or distance to resources. Low-income and financially vulnerable individuals may also experience greater periods of instability, resulting in increased vulnerability to chronic and acute health conditions. Such health effects include stress and depression.

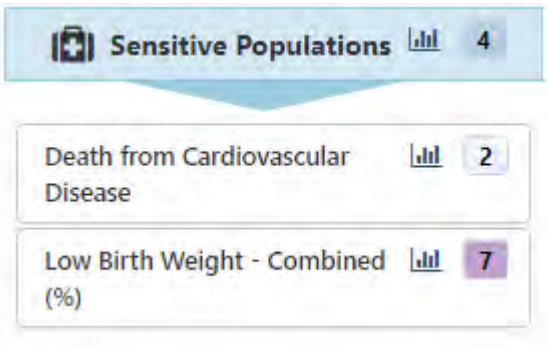
Unaffordable Housing: The housing burden captures many of the socioeconomic conditions that affect social health and well-being. As a social determinant of health, this indicator may influence the effect of exposure to environmental pollution. Those that live with a housing burden may be at a greater risk of living in areas of environmental degradation and increased levels of air pollution. Individuals experiencing a housing burden are at greater risk of exposure to air pollution and higher mortality. Those that experience a housing burden may delay medical care services and suffer more long-term impacts due to financial insecurity. Low-income and financially vulnerable households may also experience greater periods of residential instability, and increased vulnerability to chronic and acute health conditions. Such health effects include stress and depression.

Unemployed: Unemployment is a major factor when considering individual health and well-being. Unemployment can significantly impact mental and physical health as financial and emotional stress increases. This stress may lead to an increased susceptibility to environmental pollutants. With unemployment, individuals may experience the burden of financial strain, resulting in reduced access to healthcare resources, insurance, and nutritious food, leading to an increased risk of poor health outcomes related to environmental pollutants. When experiencing unemployment, individuals experience high levels of biological stress and long-term unemployment may lead to increased morbidity and mortality. Unemployment may lead individuals to seek housing in lower-income areas, which are often associated with higher levels of air pollution and environmental decline. In addition, in communities with high rates of unemployment, the increased cardiovascular disease persists.

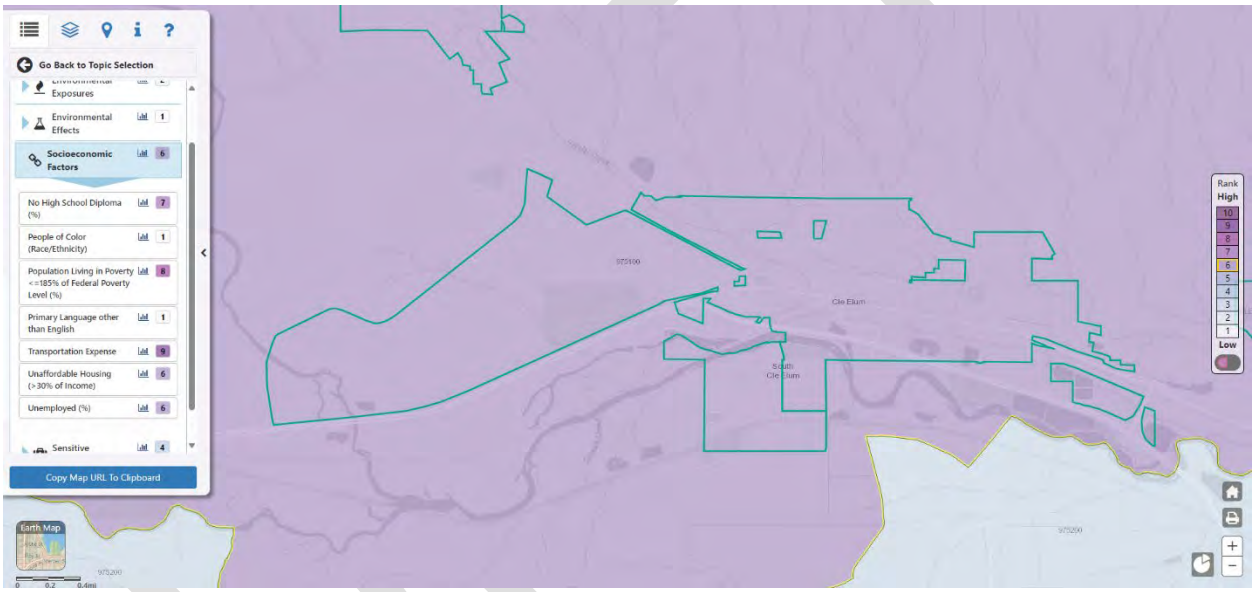
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Sensitive Populations

The City of Cle Elum ranks 4/10 for Sensitive Populations. This health disparity metric looks at Low Birth Weight (7/10).

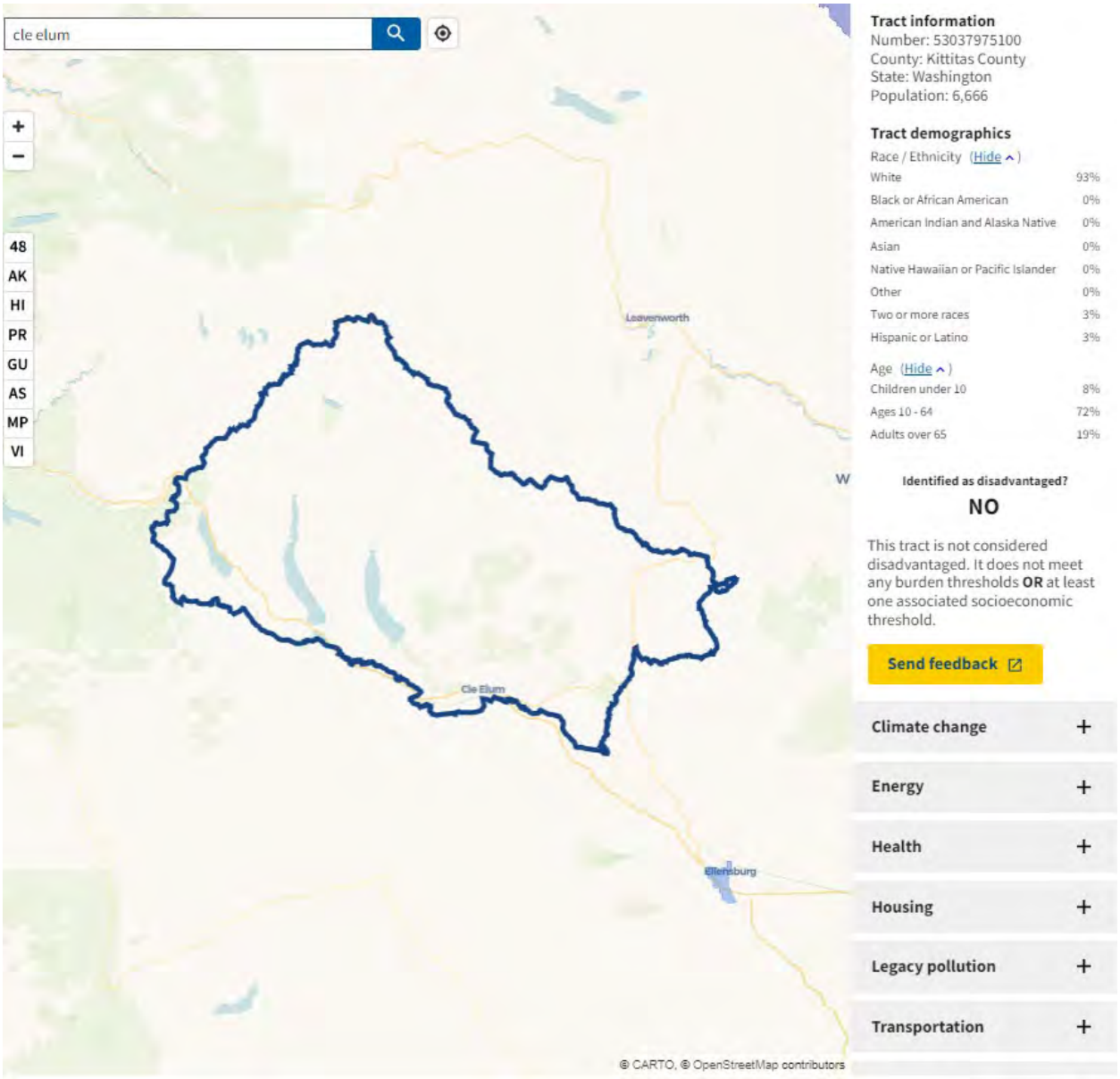


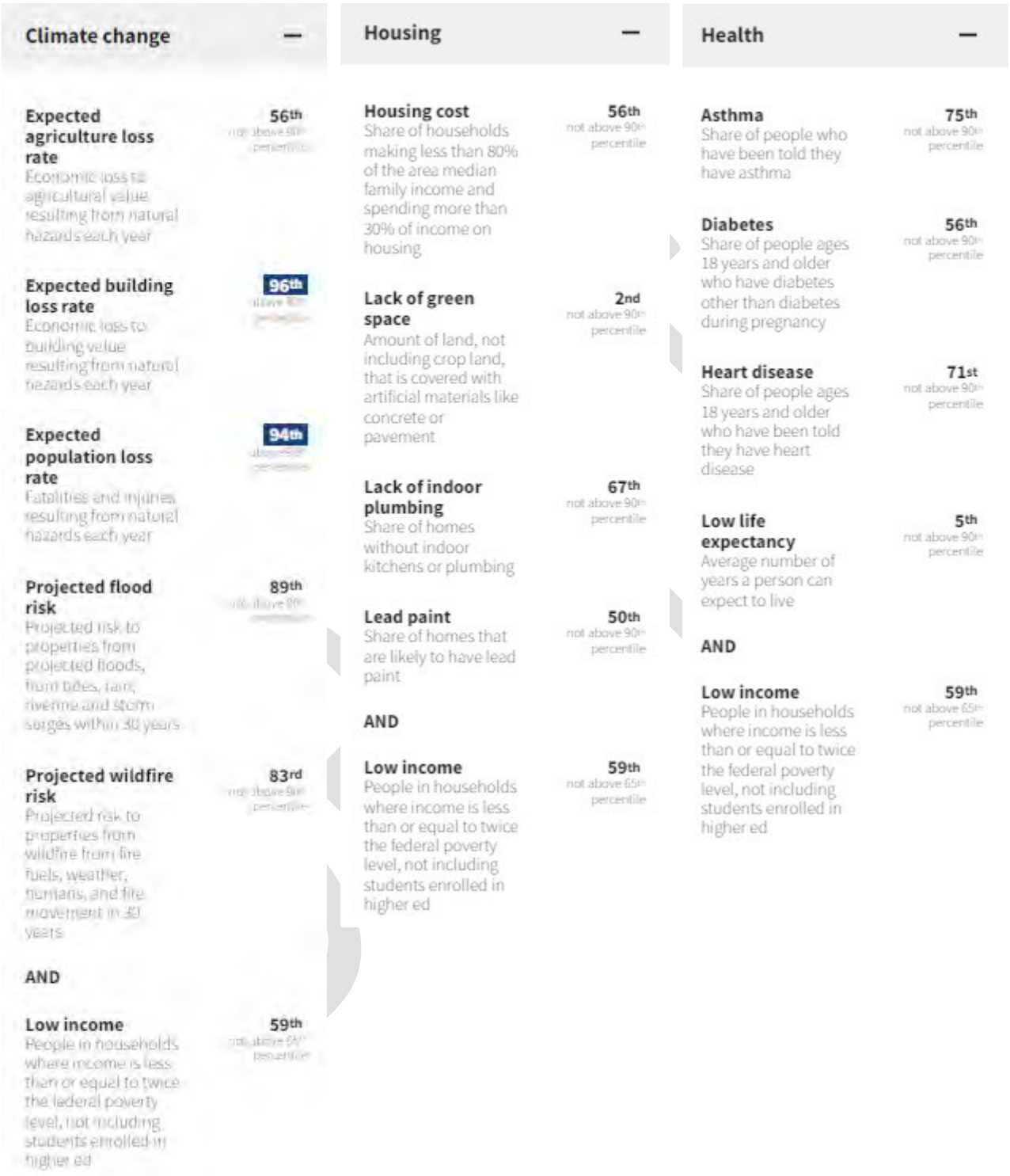
Low Birth Weight: Outcomes such as Low birth weight (LBW) is a globally recognized marker for population health due to existing disparities because certain demographics put infants at risk of LBW. For example, Black or Hispanic women have a higher risk of giving birth to a LBW baby, or older women have higher risk of delivering a LBW baby. Additional risk factors associated with LBW include nutritional status, lack of prenatal care, stress, and maternal smoking. There is evidence that environmental stressors not only impact LBW infants throughout their lifetime but also put infants at risk for LBW before birth.



Climate and Economic Justice Screening Tool

The White House Council on Environmental Quality developed a Climate and Economic Justic Screening Tool that examines overburdened and underserved areas at the census tract level. Cle Elum is located in Census Tract 530379-75100, which is not identified as disadvantaged. https://screeningtool.geoplatform.gov/en/#8.77/47.3628/-121.0362




Climate change
Expected agriculture loss rate
Economic loss to agricultural value resulting from natural hazards each year
56th
Expected building loss rate
Economic loss to building value resulting from natural hazards each year
96th
Expected population loss rate
Fatalities and injuries resulting from natural hazards each year
94th
Projected flood risk
Projected risk to properties from projected floods, from tides, rain, riverine and storm surges within 30 years
89th
Projected wildfire risk
Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years
83rd
AND
Low income
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed
59th
Housing
Housing cost
Share of households making less than 80% of the area median family income and spending more than 30% of income on housing
56th
not above 90th percentile
Lack of green space
Amount of land, not including crop land, that is covered with artificial materials like concrete or pavement
2nd
not above 90th percentile
Lack of indoor plumbing
Share of homes without indoor kitchens or plumbing
67th
not above 90th percentile
Lead paint
Share of homes that are likely to have lead paint
50th
not above 90th percentile
AND
Low income
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed
59th
not above 65th percentile
Health
Asthma
Share of people who have been told they have asthma
75th
not above 90th percentile
Diabetes
Share of people ages 18 years and older who have diabetes other than diabetes during pregnancy
56th
not above 90th percentile
Heart disease
Share of people ages 18 years and older who have been told they have heart disease
71st
not above 90th percentile
Low life expectancy
Average number of years a person can expect to live
5th
not above 90th percentile
AND
Low income
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed
59th
not above 65th percentile

Legacy pollution

Abandoned mine land
Presence of one or more abandoned mine land within the tract
Yes

Formerly Used Defense Sites
Presence of one or more Formerly Used Defense Site within the tract
—

Proximity to hazardous waste facilities
Count of hazardous waste facilities within 5 kilometers
7th

Proximity to Risk Management Plan facilities
Count of Risk Management Plan (RMP) facilities within 5 kilometers
2nd

Proximity to Superfund sites
Count of proposed or listed Superfund (or National Priorities List (NPL)) sites within 5 kilometers
9th

AND

Low income
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed
59th

Energy

Energy cost
Average annual energy costs divided by household income
83rd
not above 90th percentile

PM2.5 in the air
Level of inhalable particles, 2.5 micrometers or smaller
7th
not above 90th percentile

AND

Low income
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed
59th
not above 65th percentile

Transportation

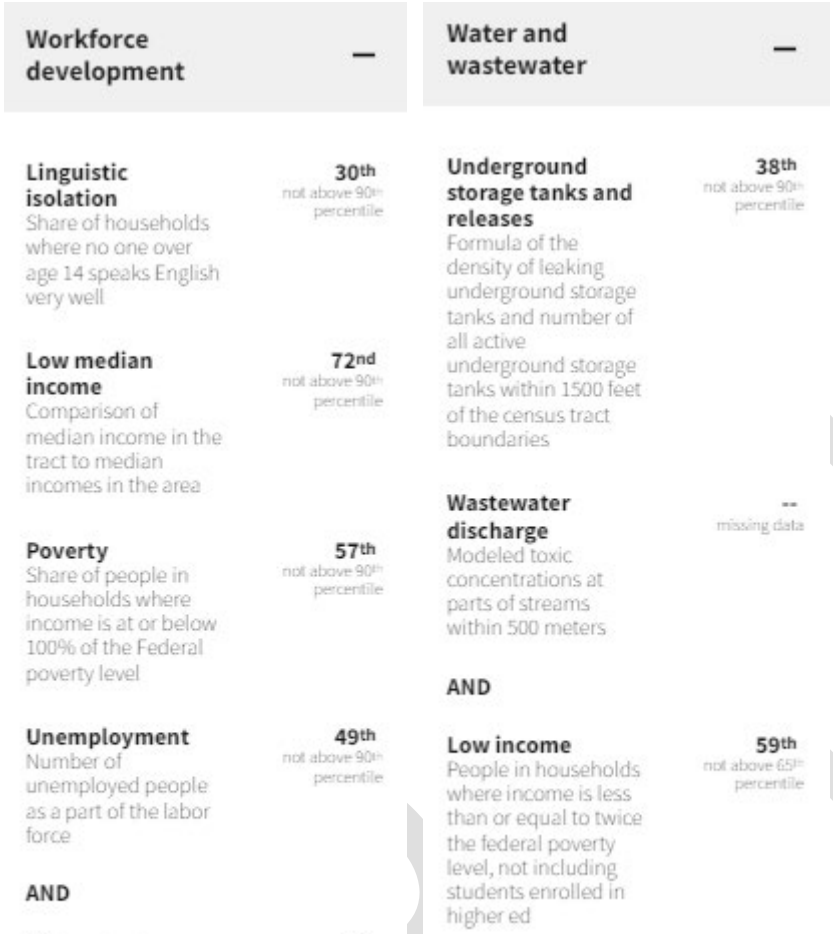
Diesel particulate matter exposure
Amount of diesel exhaust in the air
2nd
not above 90th percentile

Transportation barriers
Average of relative cost and time spent on transportation
51st
not above 90th percentile

Traffic proximity and volume
Count of vehicles at major roads within 500 meters
25th
not above 90th percentile

AND

Low income
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed
59th
not above 65th percentile

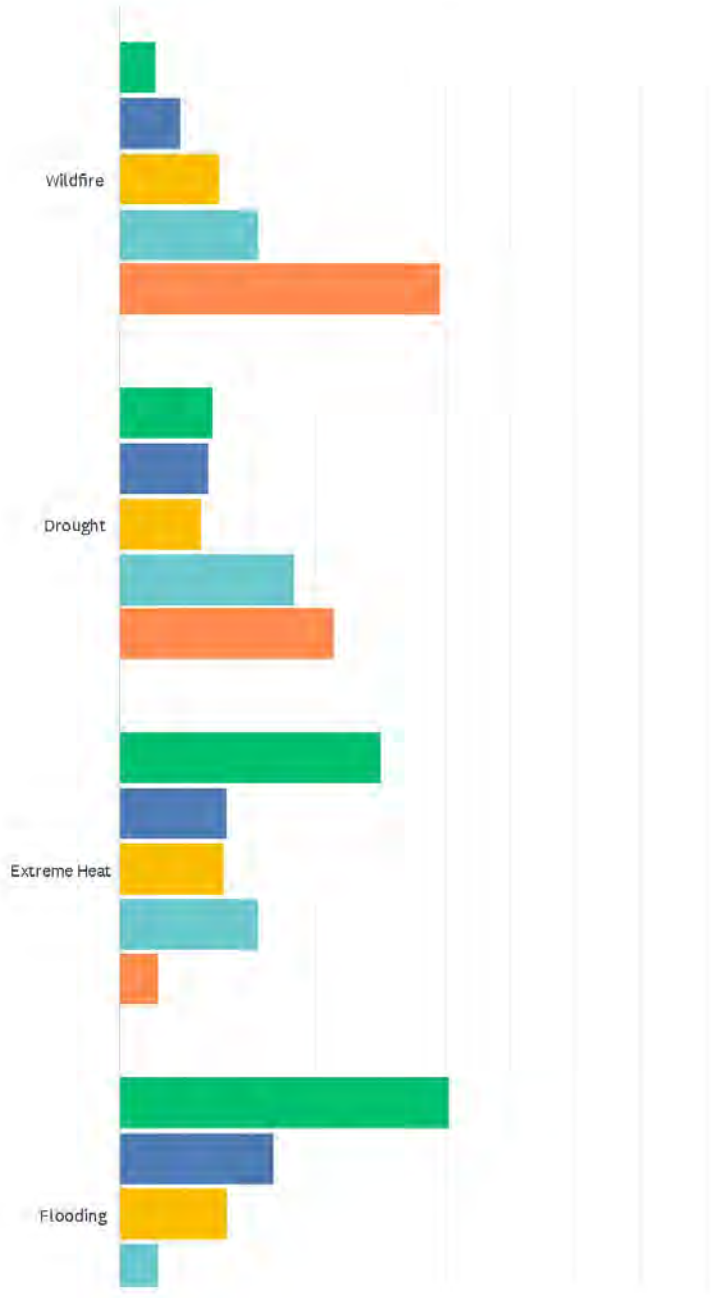

Workforce development
Linguistic isolation
Share of households where no one over age 14 speaks English very well
30th
not above 90th percentile
Low median income
Comparison of median income in the tract to median incomes in the area
72nd
not above 90th percentile
Poverty
Share of people in households where income is at or below 100% of the Federal poverty level
57th
not above 90th percentile
Unemployment
Number of unemployed people as a part of the labor force
49th
not above 90th percentile
AND
High school education
Percent of people ages 25 years or older whose high school education is less than a high school diploma
8%
not above 10% percent
Water and wastewater
Underground storage tanks and releases
Formula of the density of leaking underground storage tanks and number of all active underground storage tanks within 1500 feet of the census tract boundaries
38th
not above 90th percentile
Wastewater discharge
Modeled toxic concentrations at parts of streams within 500 meters
--
missing data
AND
Low income
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed
59th
not above 65th percentile

B. Survey Results

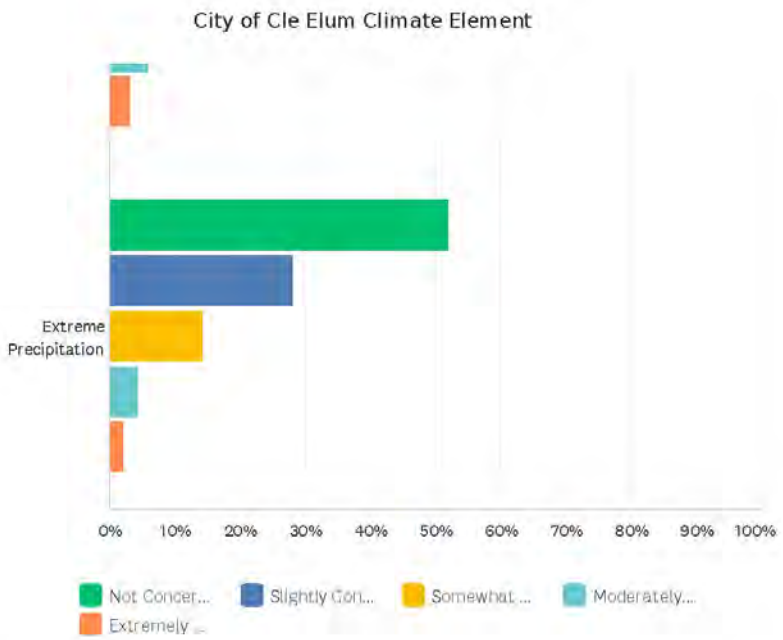
City of Cle Elum Climate Element

Q1 How concerned are you about the impact of each hazard in Cle Elum?

Answered: 183 Skipped: 0



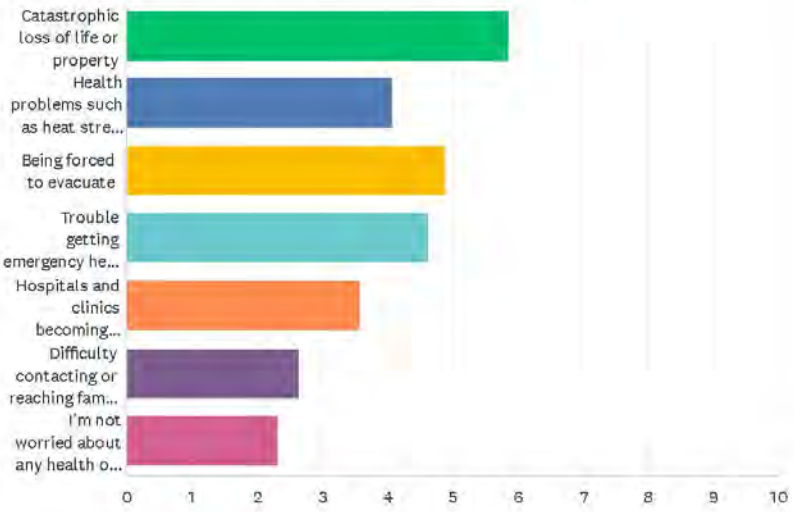
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	NOT CONCERNED AT ALL	SLIGHTLY CONCERNED	SOMEWHAT CONCERNED	MODERATELY CONCERNED	EXTREMELY CONCERNED	TOTAL RESPONDENTS
Wildfire	5.46% 10	9.29% 17	15.30% 28	21.31% 39	49.18% 90	183
Drought	14.21% 26	13.66% 25	12.57% 23	26.78% 49	32.79% 60	183
Extreme Heat	40.11% 73	16.48% 30	15.93% 29	21.43% 39	6.04% 11	182
Flooding	50.55% 92	23.63% 43	16.48% 30	6.04% 11	3.30% 6	182
Extreme Precipitation	51.93% 94	28.18% 51	14.36% 26	4.42% 8	2.21% 4	181

Q2 What health or well-being challenges due to these hazards concern you most?

Answered: 179 Skipped: 4



	1	2	3	4	5	6	7	TOTAL	SCORE
Catastrophic loss of life or property	56.98% 102	16.20% 29	7.26% 13	6.15% 11	5.59% 10	5.59% 10	2.23% 4	179	5.87
Health problems such as heat stress, breathing issues, or mental health issues	10.06% 18	15.08% 27	16.20% 29	17.88% 32	21.23% 38	11.73% 21	7.82% 14	179	4.08
Being forced to evacuate	8.38% 15	32.40% 58	28.49% 51	12.85% 23	7.82% 14	7.26% 13	2.79% 5	179	4.88
Trouble getting emergency help during high impact events	6.15% 11	22.91% 41	24.58% 44	25.14% 45	17.32% 31	3.35% 6	0.56% 1	179	4.63
Hospitals and clinics becoming overwhelmed	1.68% 3	7.82% 14	14.53% 26	24.02% 43	32.40% 58	13.97% 25	5.59% 10	179	3.58
Difficulty contacting or reaching family and friends	1.68% 3	3.35% 6	6.70% 12	11.73% 21	12.85% 23	49.16% 88	14.53% 26	179	2.64
I'm not worried about any health or well-being issues	15.08% 27	2.23% 4	2.23% 4	2.23% 4	2.79% 5	8.94% 16	66.48% 119	179	2.32

Q3 Please include any additional health and well-being challenges not listed above.

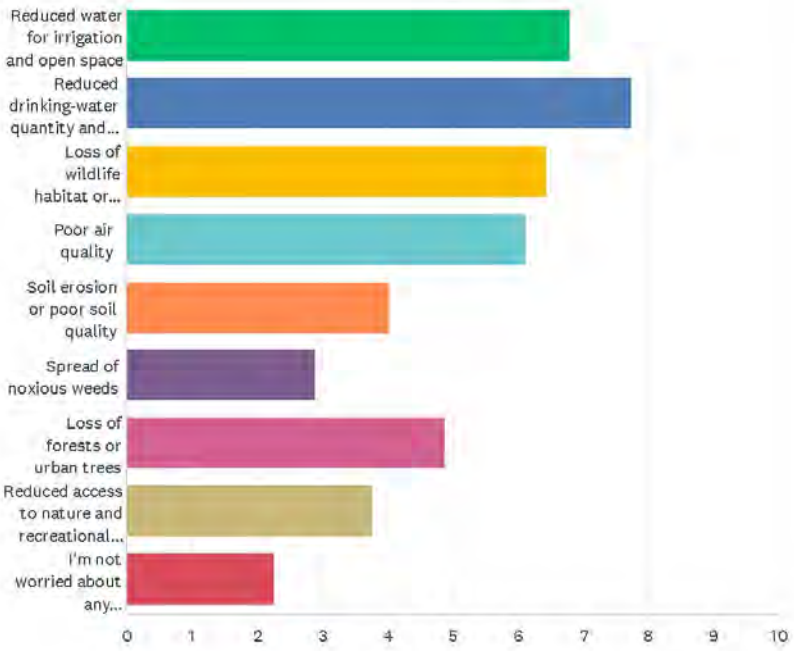
Answered: 39 Skipped: 144

#	RESPONSES	DATE
1	Please use common sense policies to properly maintain our forest.	11/21/2025 5:34 AM
2	This dumb survey is challenging my mental health, where are instructions about ranking and why do my feelings matter? Waste of money.	11/18/2025 10:44 AM
3	Old rubber tires on city property boarding my property.	11/12/2025 10:35 AM
4	Incoming from West side if they have a disaster.	11/11/2025 11:23 AM
5	Not sure what the arrows mean...	11/10/2025 5:41 PM
6	I worry about town being grid locked in the summer months and there being an medical emergency and I can't get anywhere. I also worry about the level of care I'm given at the local hospital/ urgent care	11/8/2025 5:06 PM
7	Low humidity and it's impact on respiratory system and environment; low ground water levels and drought conditions effects on environment.	11/7/2025 2:07 PM
8	Limited Evacuation routes for people coming from Roslyn, Ronald, Lake Cle Elum Area. Only having 1 grocery store and people panic buying.	11/7/2025 1:53 PM
9	Too many people in areas with one way out only and yet more building permits being issued	11/7/2025 8:12 AM
10	Cle Elum needs a fully paid staffed fire station	11/7/2025 7:59 AM
11	Too many pot stores, people not cleaning up their yards, it creates a tumble weed effect during the wind and fire season	11/7/2025 7:54 AM
12	Exposure to smoky air	11/7/2025 6:15 AM
13	Wood heat stove smoke.	11/6/2025 11:48 PM
14	Our tax dollars being wasted on unreliable programs and services. Keep things basic and live within the means of the city budget not projected budgets.	11/6/2025 10:39 PM
15	All resources going towards what ever natural problem is occurring and no available resources to help the original locals of this town. Because its getting used by new westsiders who have moved and built in our woods causing more fire concerns and iresponsible non knowledgeable choices affecting us locals!	11/6/2025 9:24 PM
16	Lower equity and lower home values as a result of catastrophic risk.	11/6/2025 8:26 PM
17	Mental stress about loosing home insurance due to high fire risk.	11/6/2025 6:57 PM
18	Emergency food, water and shelter plans	11/6/2025 6:38 PM
19	None. Maybe stop draining our reservoirs to save fish. https://news.oregonstate.edu/news/study-finds-experimental-extreme-draining-reservoir-has-unexpected-ecological-impacts#:~:text=Christina%20Murphy%20is%20a%20doctoral%20student%20in,consequences**:%20*%20Changes%20the%20aquatic%20food%20web	11/6/2025 6:36 PM
20	The constant burning of the ridge has greatly affected our family because of air quality. Our back yard should not be used as a training ground for firefighters. No more training.	11/6/2025 3:43 PM
21	This is nothing but a money grab.	11/6/2025 12:49 PM
22	Don't know how to make my answer show, instructions would help. My answer is trouble getting emerg help	11/6/2025 12:11 PM

23	State & Federal agencies poorly managing our water resources.	11/6/2025 11:13 AM
24	Our first responders need equipment, staffing and training.	11/6/2025 10:25 AM
25	Roadways being blocked or heavily impacted out of certain areas during a major event like a fire or something along the train tracks.	11/6/2025 9:51 AM
26	CCA is a scam	11/6/2025 9:22 AM
27	I am more concerned about how they handle these issues and who they delegate the authority to. Mini industries in Washington are suffering because our state government fired them for not following the vaccine and mask mandates and now we have an experienced unmotivated dei hires in almost every local agency and it seems to always have a negative impact on results and the ROI to taxpayers.	11/6/2025 9:00 AM
28	Hazmat issues from high volume freeway	11/6/2025 8:45 AM
29	Water availability for fire fighting. We keep building homes in the WUI.	11/6/2025 8:37 AM
30	I worry more for elder or immunocompromised folks than myself or my family. Weather will always be weathering, can't change that. Bring proactive and using city/county funds in a smarter way will help to mitigate loss. Looking at thr big picture not just dealing with the issue in front at the time.	11/6/2025 8:22 AM
31	Trouble getting emergency help during holidays or weekends when roads are backed up and blocked for locals.	11/6/2025 8:22 AM
32	The list listed above is fear mongering.	11/6/2025 8:10 AM
33	Areas that are not firewised, but should be. Sky meadows, pineloch sun etc More houses and neighborhoods being built and not enough infrastructure to go around.	11/6/2025 8:03 AM
34	Loss of life and property leads to mental health and physical health concerns and a housing shortage, plus economic downturn	11/6/2025 7:25 AM
35	Increased stress from additional climate taxes	11/5/2025 9:33 PM
36	NA	11/5/2025 7:14 PM
37	The biggest issue we have is water. No water, it's poorly managed by all the liberals on city council, mismanagement. Yet they still keep building more and more houses.... Stop building houses in or near Cle ELUM!!!	11/5/2025 3:34 PM
38	Too many people cramming into this little area = STRESS about how this area will be able to maintain a quality of life for families. Housing developments keep getting built, but lack of water and ingress/egress (incase of emergency) issues are not being dealt with. The way things are going in Upper Kittitas County... UKC might be the next big life altering disaster that could have and SHOULD have been dealt with before a possible disaster.	11/4/2025 8:18 PM
39	Wildfire related concerns like smoke or loss of home.	11/4/2025 7:44 PM

Q4 What environmental challenges due to these hazards concern you most?

Answered: 180 Skipped: 3



City of Cle Elum Climate Element

	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Reduced water for irrigation and open space	18.33% 33	24.44% 44	19.44% 35	13.89% 25	11.11% 20	7.78% 14	3.33% 6	1.67% 3	0.00% 0	180	6.80
Reduced drinking-water quantity and quality	41.67% 75	25.56% 46	16.11% 29	7.22% 13	3.89% 7	3.33% 6	1.11% 2	1.11% 2	0.00% 0	180	7.74
Loss of wildlife habitat or species diversity	6.11% 11	21.67% 39	22.22% 40	28.89% 52	10.56% 19	6.67% 12	1.11% 2	1.11% 2	1.67% 3	180	6.44
Poor air quality	10.00% 18	15.56% 28	17.22% 31	22.78% 41	14.44% 26	12.78% 23	3.89% 7	3.33% 6	0.00% 0	180	6.13
Soil erosion or poor soil quality	0.00% 0	1.11% 2	1.11% 2	7.22% 13	26.11% 47	26.67% 48	31.67% 57	5.56% 10	0.56% 1	180	4.04
Spread of noxious weeds	1.11% 2	0.00% 0	1.67% 3	1.67% 3	3.33% 6	18.33% 33	28.33% 51	38.89% 70	6.67% 12	180	2.91
Loss of forests or urban trees	6.67% 12	7.78% 14	12.22% 22	8.89% 16	18.89% 34	11.11% 20	21.11% 38	12.22% 22	1.11% 2	180	4.89
Reduced access to nature and recreational areas	4.44% 8	3.33% 6	7.78% 14	8.33% 15	11.11% 20	11.11% 20	9.44% 17	34.44% 62	10.00% 18	180	3.78
I'm not worried about any environmental challenges	11.67% 21	0.56% 1	2.22% 4	1.11% 2	0.56% 1	2.22% 4	0.00% 0	1.67% 3	80.00% 144	180	2.27

Q5 Please include any additional environmental challenges not listed above.

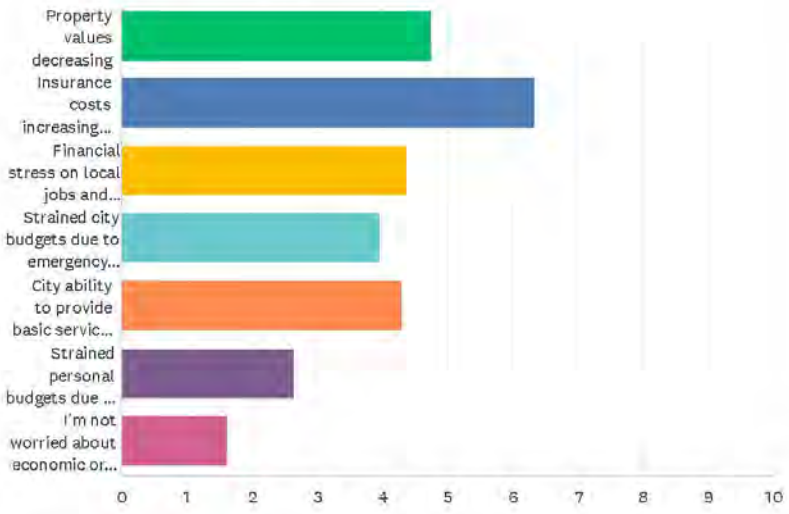
Answered: 25 Skipped: 158

#	RESPONSES	DATE
1	There are no real concerns other than not being good stewards of our forests.	11/21/2025 5:34 AM
2	You felt like you HAD to spend money on this BS but couldn't honor a binding legal contract? Where are your priorities	11/18/2025 10:44 AM
3	The IPCC suggests inland basins at northern latitudes will see decreasing snowpack and shifting precipitation patterns that lead to longer drier summers and our local data support this. With growing population forecasts, an antiquated water management system, and a changing climate, water availability in the future is a real concern.	11/17/2025 12:30 PM
4	Not sure what the arrows mean...	11/10/2025 5:41 PM
5	Allowing so many new houses to be built and not enough water for everyone. Again back to the roads, there 1 way in and 1 way out	11/8/2025 5:06 PM
6	Sufficient water pressure in case there's a need to fight fire inside the residential nucleus Cle Elum , during high fire hazards season.	11/7/2025 2:07 PM
7	Same answer. Stop new development that are pushing wildlife out and making crowded conditions with no new infrastructure to support it	11/7/2025 8:12 AM
8	Bring back logging and hunting with dogs. Cute both problems.	11/6/2025 11:48 PM
9	Westsiders coming over with no common sense there recklessness is in turn causing fires, more trash littering, loss of backwoods, decline in animals in town quietness of road noise, loss of seeing the stars at night because of the city lighting up all of 1st street. What happened to the town I call home.	11/6/2025 9:24 PM
10	Using the wrong ice melt on the sidewalks so they errode	11/6/2025 6:38 PM
11	None	11/6/2025 6:36 PM
12	Northrup needs be called out by name every single time there is news/updates about the city bankruptcy. Use his name not his business name.	11/6/2025 3:43 PM
13	Climate change is not in out control.	11/6/2025 12:49 PM
14	Reduced water	11/6/2025 12:11 PM
15	Loss of property rights	11/6/2025 11:13 AM
16	Wolves and cougar not regulated. The forests unmanaged create fires.	11/6/2025 10:25 AM
17	CCA is a scam to tax the people	11/6/2025 9:22 AM
18	Mismanagement of resources and labor fat and experience lean agencies misappropriating taxpayer dollars raising false flags when unnecessary and not raising the proper flags when necessary seems to be a bigger underlying issue.	11/6/2025 9:00 AM
19	We are losing farmland to development. We will never get it back.	11/6/2025 8:37 AM
20	Our beautiful area is being destroyed with garbage and people tearing up the grounds 4 wheeling, soon we wont be able to access any of the areas we've grown up enjoying.	11/6/2025 8:22 AM
21	Bogus climate environmental challenges.	11/6/2025 8:10 AM
22	The environmental challenges are all linked, i.e. spread of noxious weeds is due to loss of forests/urban trees and soil quality. This leads to reduced access and loss of habitat.	11/6/2025 7:22 AM
23	NA	11/5/2025 7:14 PM

24	Our water system isn't adequate for flooding or even melting snow.	11/5/2025 4:28 PM
25	People not being held accountable for trashing the woods and people from the west side coming to Cle Elum and bringing their liberalism to this town. We don't need any more people. Sun cadia ruined our town. Stop building million dollar homes and raising property taxes on the long term life long residents.	11/5/2025 3:34 PM

Q6 What economic and financial challenges related to these hazards concern you the most?

Answered: 174 Skipped: 9



	1	2	3	4	5	6	7	TOTAL	SCORE
Property values decreasing	17.24% 30	27.59% 48	13.79% 24	13.79% 24	12.64% 22	12.07% 21	2.87% 5	174	4.75
Insurance costs increasing and/or difficulty obtaining coverage	54.60% 95	29.89% 52	10.34% 18	4.02% 7	1.15% 2	0.00% 0	0.00% 0	174	6.33
Financial stress on local jobs and businesses	3.45% 6	13.22% 23	29.89% 52	29.89% 52	17.82% 31	5.75% 10	0.00% 0	174	4.37
Strained city budgets due to emergency response and infrastructure damage	4.60% 8	8.62% 15	18.39% 32	27.59% 48	30.46% 53	9.20% 16	1.15% 2	174	3.97
City ability to provide basic services as a result of the pending bankruptcy	12.07% 21	17.82% 31	19.54% 34	9.77% 17	23.56% 41	14.94% 26	2.30% 4	174	4.31
Strained personal budgets due to lost wages or property damage	1.15% 2	1.15% 2	8.05% 14	13.22% 23	13.22% 23	53.45% 93	9.77% 17	174	2.64
I'm not worried about economic or financial challenges	6.90% 12	1.72% 3	0.00% 0	1.72% 3	1.15% 2	4.60% 8	83.91% 146	174	1.62

Q7 Please include any additional financial challenges not listed above.

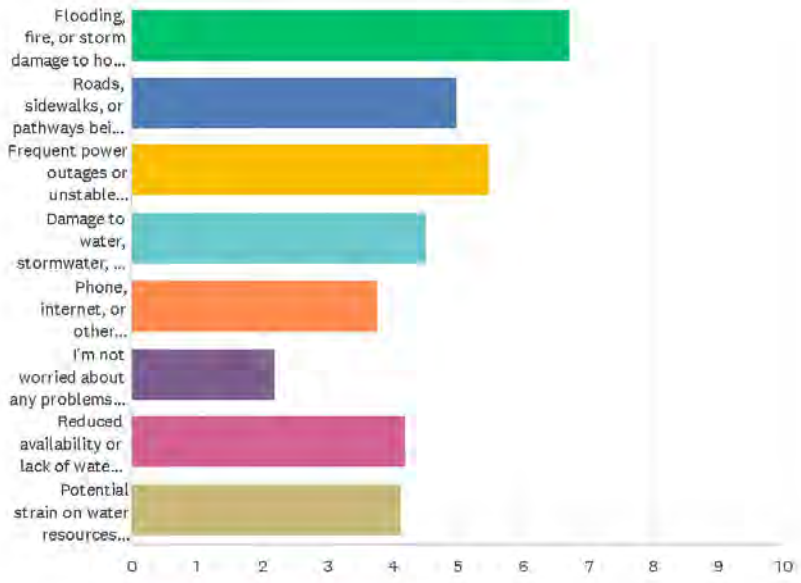
Answered: 28 Skipped: 155

#	RESPONSES	DATE
1	The implication of not properly maintaining our forest can cost the environment damage from the smoke from fires due to not properly maintaining our forests.	11/21/2025 5:34 AM
2	Who. Cares. What the public thinks they know about climate.	11/18/2025 10:44 AM
3	Cost to repair damages not covered by insurance.	11/11/2025 11:23 AM
4	Not sure what the arrows mean...	11/10/2025 5:41 PM
5	I recently purchased a home / investment property in Cle Elum. It was extremely difficult to obtain insurance coverage due to perceived fire risk.	11/10/2025 11:49 AM
6	If the bankruptcy judge lowers the settlement to 10% of the King County judgment, we should manage okay.	11/7/2025 2:07 PM
7	My insurance has doubled and worry that I won't find a buyer when I try and sell my house due to poor city management	11/7/2025 8:12 AM
8	#1 Increases in fuel and property taxes due to climate hysteria.	11/7/2025 5:03 AM
9	The people shouldn't have to pay the Enders bill.	11/6/2025 11:48 PM
10	The price of living in town has more then trippled in last 14 yrs, and with all the westsiders coming over the more tearing down and building they do the more the city raises the garbage prices,water,sewer, even rent its forcing locals to move further from cle elum where there is affordable rental, water garbage we let suncadia in and look what its done.	11/6/2025 9:24 PM
11	Traffic congestion at city build out; I believe TIA is insufficient for build out	11/6/2025 8:26 PM
12	Taxes and utilities being forcefully increased due to city bankruptcy. Still haven't received the last survey that went out and we're registered voters in this county.	11/6/2025 7:52 PM
13	Our insurance just went up $400% this year and it's now unaffordable to have a second home in Cle elum	11/6/2025 6:54 PM
14	Being financially soild with a plan. Hire someone if needed to help	11/6/2025 6:38 PM
15	Climate change is nothing but a money grab.	11/6/2025 12:49 PM
16	Insurance costs, financial stress on jobs, city's ability to provide seevices	11/6/2025 12:11 PM
17	Development fees increasing due to environmental regulations.	11/6/2025 11:13 AM
18	The city bankruptcy will work out. We did not become Pottersville. That's a win.	11/6/2025 10:25 AM
19	Not prepared for influx of thousands of people who are displaced from FL/LA (hurricanes) and from west coast under 100' above sea level if overdue tsunami or NM/CO/NV/AZ for lack of water	11/6/2025 10:00 AM
20	We need to spend far less money not add to the budget! How about we cut some fat instead of increasing taxes? The solution has and always will be less taxes and less government.	11/6/2025 9:00 AM
21	We keep being charged more and more when all are barley surviving, its forcing people to have to consider leaving Cle Elum all together as the cost of living is just too high.	11/6/2025 8:22 AM
22	Taxation without representation.	11/6/2025 8:10 AM
23	If the forest is gone, who would want to rebuild? Every resident, business, and the city should have this at the top of their concerns.	11/6/2025 7:25 AM
24	Strained budgets and resources of nonprofit organizations that support the community	11/6/2025 7:22 AM

25	Increased climate taxes and regulations	11/5/2025 9:33 PM
26	NA	11/5/2025 7:14 PM
27	The city leaders, through their own dereliction of duty, have jeopardized the citizens of Cle Elum with their lack of planning and focus.	11/5/2025 4:28 PM
28	The bankruptcy could have been avoided. Now the city is considering making the residents pay for the mess they created?? No. I don't think so. We shouldn't be punished for the mess they created. We need accountability.	11/5/2025 3:34 PM

Q8 What challenges related to buildings, roads, and services due to theses hazards concerns you most?

Answered: 172 Skipped: 11



City of Cle Elum Climate Element

	1	2	3	4	5	6	7	8	TOTAL	SCORE
Flooding, fire, or storm damage to homes and businesses	46.51% 80	19.19% 33	13.95% 24	9.30% 16	4.65% 8	4.07% 7	2.33% 4	0.00% 0	172	6.72
Roads, sidewalks, or pathways being blocked or damaged	4.07% 7	20.35% 35	19.19% 33	16.28% 28	16.28% 28	15.12% 26	7.56% 13	1.16% 2	172	4.98
Frequent power outages or unstable electricity	6.40% 11	20.35% 35	26.16% 45	20.35% 35	18.02% 31	5.81% 10	2.33% 4	0.58% 1	172	5.47
Damage to water, stormwater, or sewer infrastructure	2.33% 4	8.14% 14	14.53% 25	26.74% 46	18.60% 32	20.93% 36	8.72% 15	0.00% 0	172	4.51
Phone, internet, or other communication problems	2.91% 5	6.40% 11	7.56% 13	9.88% 17	24.42% 42	22.09% 38	25.00% 43	1.74% 3	172	3.78
I'm not worried about any problems with buildings, roads, and services	8.72% 15	0.58% 1	1.16% 2	0.58% 1	1.74% 3	14.53% 25	12.79% 22	59.88% 103	172	2.20
Reduced availability or lack of water resources	6.40% 11	15.70% 27	12.79% 22	10.47% 18	9.88% 17	9.30% 16	26.16% 45	9.30% 16	172	4.19
Potential strain on water resources and/or transportation routes to accommodate planned and pending development (City Heights, Bullfrog Flats, etc.)	22.67% 39	9.30% 16	4.65% 8	6.40% 11	6.40% 11	8.14% 14	15.12% 26	27.33% 47	172	4.14

Q9 Please include any additional building, road, or service challenges not listed above.

Answered: 33 Skipped: 150

#	RESPONSES	DATE
1	Snow removal capabilities	11/13/2025 6:42 PM
2	I am incredibly worried about all of these challenges because the City leadership is inept and I have no confidence in their ability to address any of these issues.	11/11/2025 12:58 PM
3	City's ability to maintain services with population growth.	11/11/2025 11:23 AM
4	Not sure what the arrows mean...	11/10/2025 5:41 PM
5	There aren't enough exits from those development areas that are in the works. Bullfrog is way too limited, and I'm concerned we're going to have a serious traffic jams if we needed to exit quickly from the area once all those residential areas are fully developed. 2,000 plus new units from Roslyn ridge down to I-90 on bullfrog could create a huge congestion problem.	11/7/2025 2:07 PM
6	With all the tourist and recreational people here on weekends it's harder to get around, get groceries or gas in case of emergency	11/7/2025 8:12 AM
7	Main Street , city potholes	11/7/2025 7:54 AM
8	Traffic	11/7/2025 6:15 AM
9	Change Main Street to back in. All you would have to do is change the angle of the lines.	11/6/2025 11:48 PM
10	I'm very concerned for where I live and at the bridge was permanently closed leaving us a very, very narrow road to get out of and a flooding happens or fire it could cause loss of life and property and nobody seems to be concerned about it	11/6/2025 8:46 PM
11	Apparent lack of evacuation planning in the event of level 3 evac resulting from wildfire	11/6/2025 8:26 PM
12	If there are concerns, then focus should be on existing homes and citizens and future projects put on hold. Why put resources towards city heights or bullfrog flats when the current citizens need support?	11/6/2025 7:52 PM
13	We need lines painted on the roads.	11/6/2025 6:38 PM
14	All new builders should pay for road expansion. There should be higher property taxes on every single new build. These builders need to pay for everything to be fixed or build out.	11/6/2025 3:43 PM
15	Scaring people to receive more tax money should be imprisonment offense.	11/6/2025 12:49 PM
16	Regular maintenance of streets and sidewalks and litter and brush and gravel all over town	11/6/2025 12:26 PM
17	Phone/internet outages, ability to flee areas with limited access	11/6/2025 12:11 PM
18	None	11/6/2025 11:13 AM
19	Snowplowing must be kept up with.	11/6/2025 10:25 AM
20	Mother Nature lives on a cycle just like we humans. Some years are hot and some are cold.	11/6/2025 9:22 AM
21	These only pose issues if our local government restricts or shuts down access to these necessities in the name of public safety which is almost always a laughing joke because nobody elected you to 'keep everybody safe'.... With freedom comes risk and as a small American town we should not be so quick to seek authority or government intervention for every and any issue that arises because of the environment or whether. That's not to say that we shouldn't help our neighbors in need or manage our forest but with management often comes government overreach and abuse of restrictions and authority. The argument that if people cross your line and then require rescuing later you have to divert resources is also	11/6/2025 9:00 AM

	irrelevant, allow those people to make their choice and take that risk and then do not send rescue if they choose to take their own life and their own hands.	
22	One greedy developer has destroyed both ridges now and has bankrupted the city. Let that be a lesson to others.	11/6/2025 8:37 AM
23	What grocery stores are these new occupants going to use? What schools? Were maxed out as it is and to add more housing is insane!!	11/6/2025 8:22 AM
24	One road out from upper county recreational areas terrifies me	11/6/2025 8:16 AM
25	Complete fear mongering about farce climate change.	11/6/2025 8:10 AM
26	Our roads are too small for the large developments	11/6/2025 7:57 AM
27	Damage to infrastructure is the same as reduced/lack of water and strain on water resources.	11/6/2025 7:22 AM
28	NA	11/5/2025 7:14 PM
29	Not sure if I'm answering correctly?	11/5/2025 7:09 PM
30	Emergency evacuation routes	11/5/2025 5:16 PM
31	The city has done a poor job for 20 years maintaining and improving city streets. The pothole patches are a band aid on an ulcer.	11/5/2025 4:28 PM
32	How'd we manage to get approved for all the curbing that the city put in, in the first place? The new sidewalks were a complete waist of money, we get so much snow and salt gets put down, they should have left it alone. The side walks are already destroyed and chipped up from it. Waist of money. Should have left it alone and put that money else where.	11/5/2025 3:34 PM
33	Too many people in a small area. If a major climate issue such as a massive FIRE were to happen... how does everyone get out with the limited roads?	11/4/2025 8:18 PM

Q10 When you think about these identified hazards, what areas in Cle Elum are you most concerned about? This could include places you live, work or visit.

Answered: 87 Skipped: 96

#	RESPONSES	DATE
1	City of Cle elum and surrounding areas	12/1/2025 8:23 AM
2	Residential areas.	11/18/2025 1:40 PM
3	Super concerned about City Hall in particular. Get your priorities straight.	11/18/2025 10:44 AM
4	All	11/17/2025 12:30 PM
5	Egress routes during fast moving wildfire.	11/14/2025 8:36 PM
6	The forest / city interface, areas along 6th Street, some city-owned, not firewised. The entire city, as far as water shortages from planned developments, particularly with current restrictions already in place.	11/14/2025 10:14 AM
7	UGA areas being susceptible to wildfires causing potential spread to the city.	11/13/2025 6:42 PM
8	Forested residential areas	11/13/2025 1:09 PM
9	Too many developers allowed in!	11/12/2025 10:35 AM
10	Forested areas north of 5th Street	11/11/2025 8:49 PM
11	Same answer as above	11/11/2025 12:58 PM
12	Downtown area	11/11/2025 11:23 AM
13	Obviously, my home and property are at the top of mind and the first thoughts when considering these issues, as they are the most directly connected to me. However, we are a small community and can't help but be interconnected. Therefore, the city/community as a whole needs to be considered.	11/9/2025 4:47 PM
14	Impact growth has on our infrastructure	11/9/2025 2:11 AM
15	Fire and the fact that my home insurance keeps going up making my mortgage unaffordable	11/8/2025 2:33 PM
16	Flooding and fire hazards between Cle Elum and Easton	11/8/2025 8:50 AM
17	Everything north of the 903 and I90	11/7/2025 3:24 PM
18	Thoughtful analysis of the Roslyn ridge and Cle Elum ridge properties in addition to the bullfrog Blue Fern properties adds up to a lot of people having to exit quickly if there were an out-of-control fire or flooding. When we DeForest everything for the sake of building homes, you're talking about mudslides and enhancing drought conditions and other environmental impacts. There should be at least two more more exit roads from 903 due south to access I-90, eventually built into the area to accommodate a mass Exodus should the need arise.	11/7/2025 2:07 PM
19	The outskirts of Cle Elum. The wooded areas. Wildfires.	11/7/2025 12:54 PM
20	outlying areas	11/7/2025 11:36 AM
21	The Cle Elum ridge area, downwind of the forests.	11/7/2025 10:19 AM
22	The people at City Hall.	11/7/2025 9:19 AM
23	I live across the street from Ederra west. The increase of traffic has doubled at least. The wildlife is pushed into are yards. Cougar and bear are seen more frequently	11/7/2025 8:12 AM
24	Fire next to the city burning into the city	11/7/2025 7:59 AM

25	Egress	11/7/2025 7:54 AM
26	Closed highways or bottle neck leaving town.	11/7/2025 5:30 AM
27	Fire danger. Need to start selective logging and active forest management again.	11/7/2025 5:03 AM
28	Enders and building outside fires. This should have been negotiated like Suncadia. No outside fires.	11/6/2025 11:48 PM
29	I'm concerned about the roads not being maintained for longevity.	11/6/2025 10:39 PM
30	The hills (Hillcrest,7 hill, etc) All areas the are up against the ridge	11/6/2025 9:56 PM
31	Home and downtown	11/6/2025 9:40 PM
32	The fact cle elum isnt what it used to be and with all this growth the town is losing its values, founding families, forest land, animals are you not going to be concerned till our home looks and feels as loud and bright as issaquah till its no longer the peaceful quiet home you grew up in. Or when its your grandparents home thats being sold off just so you can afford to keep the water sewer garbage from getting cut off so there's food on the table. Enough is enough.	11/6/2025 9:24 PM
33	Same answer as above	11/6/2025 8:46 PM
34	South of the river and south Cle Elum have poor access to I-90; Bullfrog road and 903 traffic congestion at build out of BF flats and Suncadia	11/6/2025 8:26 PM
35	None. I don't worry about climate. I think government makes it more of a problem	11/6/2025 7:58 PM
36	The ridge north of town. But please alert citizens of any activity before starting. Also being mindful of city spending to not affect taxes or utility increases.	11/6/2025 7:52 PM
37	Fire and water and their relation to each other. Keeping our property green reduces our fire risk. What if we can't do this next summer? I'm not overly concerned about basic needs supplied by the city as I expect that bankruptcy protects basic needs assets. I am concerned about anything beyond basics.	11/6/2025 6:57 PM
38	My home. I can help more in emergencies if I know my home will be ok.	11/6/2025 6:38 PM
39	Lake Cle Elum, Teanaway Community Forrest	11/6/2025 6:21 PM
40	The new construction in the previous or current Urban Growth Areas are more exposed to wildland fire danger.	11/6/2025 4:54 PM
41	Stop the houses in Bullfrog. Another supermarket besides Safeway.	11/6/2025 4:26 PM
42	The biggest hazards are the builders not building out new roads, putting in lights, not putting in a grocery store and not paying higher property taxes. Make them pay.	11/6/2025 3:43 PM
43	Downtown cle elum	11/6/2025 1:38 PM
44	None, it was similar before and will be similar after I'm gone	11/6/2025 12:49 PM
45	The whole city	11/6/2025 12:26 PM
46	Just about everywhere in the upper county	11/6/2025 12:06 PM
47	City Hall - appears severe lack of competence present at this location	11/6/2025 11:42 AM
48	North and west ends of the City. Urban growth areas.	11/6/2025 11:13 AM
49	Do not take away from the existing taxpayers resources to accommodate big money and developers. They should be responsible to put in place what is needed for their development.	11/6/2025 10:25 AM
50	Everywhere, but we live on E 3rd.	11/6/2025 10:13 AM
51	Our whole town. I very concerned about fire and lack of water	11/6/2025 10:12 AM
52	My home, neighborhood, schools and public utilities	11/6/2025 10:10 AM
53	Forested areas (Cle Elum Ridge, Peoh Point, Teanaway) and low-lying areas adjacent to Yakima River or Cle Elum River.	11/6/2025 10:00 AM
54	Downtown corridor, I90 interchanges, south Cle Elum and Teanaway	11/6/2025 9:51 AM

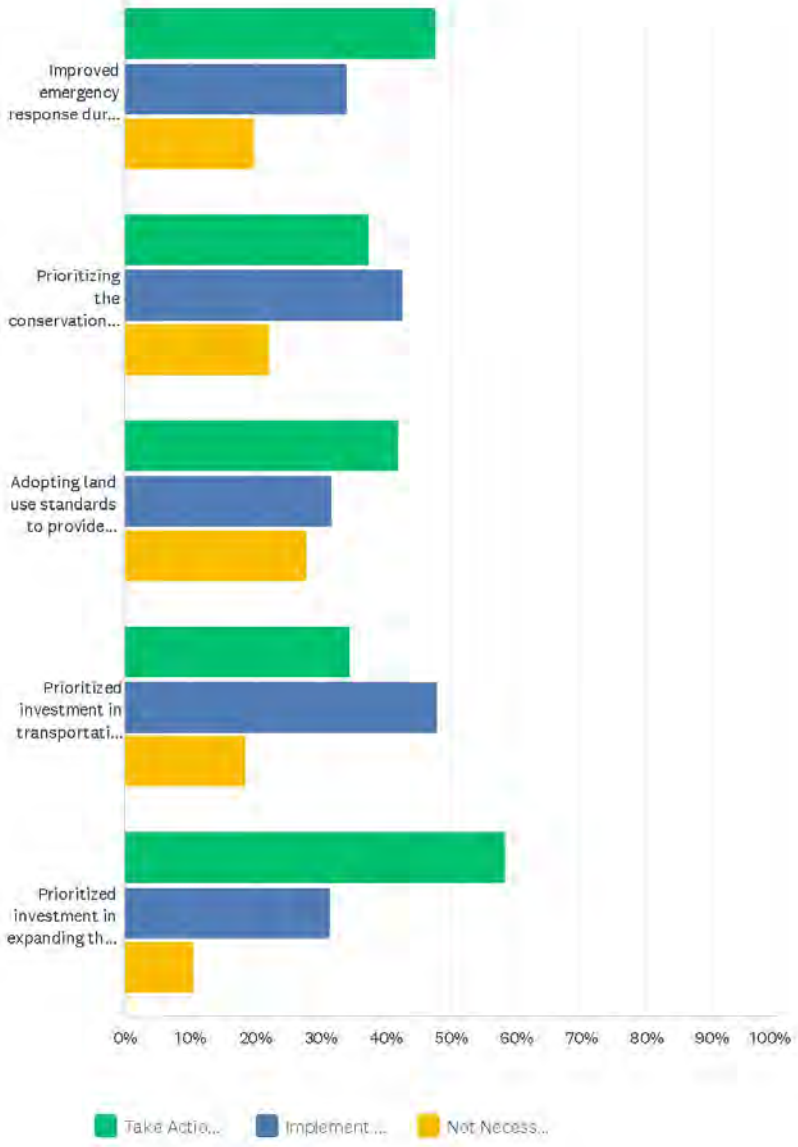
55	3rd street	11/6/2025 9:49 AM
56	Teanaway, to escape from fire	11/6/2025 9:44 AM
57	If we all had ponds on our land we could mitigate draughts and be used as irrigation.	11/6/2025 9:22 AM
58	Worried about fire damage to Suncadia.	11/6/2025 9:18 AM
59	Main arterial road ways. Truck and road traffic from I90 spill over. Forest edge properties on Cle Elum ridge.	11/6/2025 9:06 AM
60	I'm concerned with our local government pushing for more development and higher taxes when they are bankrupt it's absolutely ridiculous!	11/6/2025 9:00 AM
61	Cuddling up to a developer not only ruined our recreation and environment but crippled our city. We need a moratorium on new developments NOW	11/6/2025 8:37 AM
62	All of upper county from my thorp to Easton	11/6/2025 8:36 AM
63	Power outages were a complete joke this year- that should be priority 1 for many reasons, mainly health and safety	11/6/2025 8:22 AM
64	Safeway, Post office, Banks, Schools.	11/6/2025 8:22 AM
65	Downtown, Teanaway,	11/6/2025 8:16 AM
66	Water availability	11/6/2025 8:11 AM
67	Where we live. How can we support our needs when water resources are low and we are building more homes? This town does not have the infrastructure to support more people!	11/6/2025 8:11 AM
68	I feel these "hazards" are bogus and complete fear mongering.	11/6/2025 8:10 AM
69	Traffic and lack of resources	11/6/2025 8:03 AM
70	Just getting around town as there's already too much traffic.	11/6/2025 7:57 AM
71	Safety and availability of clean water and air. Cost of living due to insurance rates, taxes.	11/6/2025 7:39 AM
72	(1) Neighborhoods and infrastructure (water towers) next to the coal mines trail, Cle Elum ridge, and adjacent forested properties (much owned by city of roslyn, the Weis family, and City Heights/Sean Northrop) and (2) Bullfrog flats which is still mostly wildly overgrown dry tinder upwind of the whole city. Large land owners must be forced to reduce fuels!	11/6/2025 7:25 AM
73	Outlying areas because they are the last to receive support after the downtown core.	11/6/2025 7:22 AM
74	Cle elum ridge, Teanaway, Yakima River watershed	11/5/2025 9:11 PM
75	Bankruptcy, water (leaking 400,000 gallons of water per day due to poor quality construction, faulty pipes and kicking the can down the road on necessary infrastructure to support the WILD and uncoordinated growth in upper county, over-development in SEVER fire risk area with no secondary emergency evacuation routes, OVERDEVELOPMENT for our water supply, and lack of coordination with upper county municipalities.	11/5/2025 8:38 PM
76	Utilities being provided	11/5/2025 7:51 PM
77	I think water rights, taxes and infrastructure are the most challenging obstacles to overcome.	11/5/2025 7:14 PM
78	The downtown area in general	11/5/2025 6:13 PM
79	Wildfire for sure	11/5/2025 5:37 PM
80	Downtown Cle Elum, Swauk Prarie	11/5/2025 5:16 PM
81	My home then the services provided in town like Safeway and gas stations.	11/5/2025 4:56 PM
82	Main roads and cross streets	11/5/2025 4:28 PM
83	homes	11/5/2025 3:51 PM
84	Stop building houses in this town... stop building. We don't have the infrastructure to support the Seattle people. It's turning into issaquah.	11/5/2025 3:34 PM
85	Im not, its called weather, It happens.	11/5/2025 6:34 AM

86	Overpopulation.	11/4/2025 8:18 PM
87	North of town, close to the pine forest interface.	11/4/2025 7:44 PM

City of Cle Elum Climate Element

Q11 What kinds of actions or policies should the city of Cle Elum consider implementing to become more resilient to climate hazards?

Answered: 182 Skipped: 1



21 / 32

City of Cle Elum Climate Element

	TAKE ACTION NOW	IMPLEMENT IN THE FUTURE	NOT NECESSARY	TOTAL RESPONDENTS
Improved emergency response during hazard events	47.73% 84	34.09% 60	19.89% 35	176
Prioritizing the conservation and/or restoration of nature areas, parks, and open spaces	37.50% 66	42.61% 75	22.16% 39	176
Adopting land use standards to provide climate resilience such as fire-resistant building/construction standards or increasing landscaping requirements in parking lots	41.90% 75	31.84% 57	27.93% 50	179
Prioritized investment in transportation and infrastructure upgrades such as more street trees, stormwater infrastructure, or identified evacuation routes	34.46% 61	48.02% 85	18.64% 33	177
Prioritized investment in expanding the potable water system such as new/upgraded wells and distribution facilities.	58.43% 104	31.46% 56	10.67% 19	178

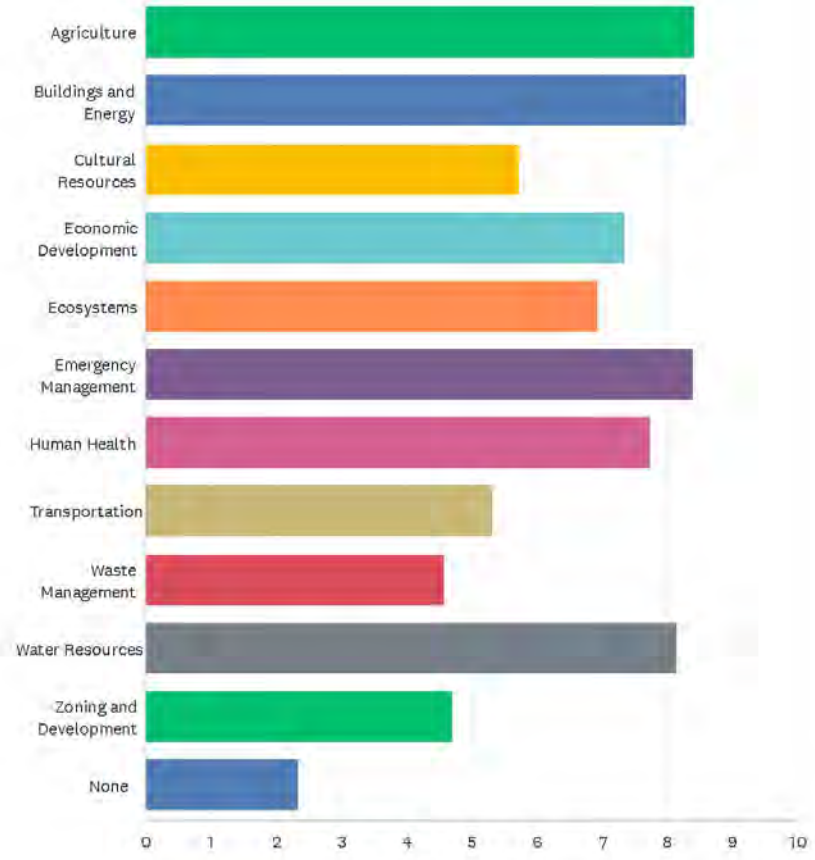
#	OTHER (PLEASE SPECIFY)	DATE
1	designate open space to take refuge during a wild fire	11/30/2025 10:22 PM
2	Restrict overallocation and enforce waste. What happened to the county well moratorium? Ground water is not infinite.	11/17/2025 12:30 PM
3	Invest in emergency services, city maintenance crews, and infrastructure(water systems, road maintenance, etc) with increased needs and demand for services in the future due to development projects/population growth.	11/13/2025 6:42 PM
4	Critical services over appearances	11/11/2025 11:23 AM
5	We should curtail growth in the area. You can't add more water when we're experiencing a drought and we already have groundwater levels dropping because of all the development in the area. They should put a cap or moratorium on future developments for another five or 10 years.	11/7/2025 2:07 PM
6	If each home/ business owner of existing properties were held accountable for cleaning up their own properties half the downtown crisis would be eradicated	11/7/2025 7:54 AM
7	Restrict building and mitigate rapid growth	11/7/2025 7:16 AM
8	Stop building and making our bills go up ! Stop making cle elum not affordable for the families who have been here for generations for the families of the minors. Stop selling our land, Building bigger tearing down pushing away what made us unknown, this is never going to end if you dont stop and take back	11/6/2025 9:24 PM
9	Flammable vegetation code on residential lots and unused city streets and alleys;	11/6/2025 8:26 PM
10	I feel like solving the water issue is instrumental as well as continuing to do controlled burns and maintain our local greenspaces to reduce fuels.	11/6/2025 6:57 PM
11	City of Cle Elum desperately needs to improve the sewer and water infrastructure	11/6/2025 12:11 PM
12	Be realistic about actual constraints being faced - i.e. is there actually enough water available to support the approved developments?	11/6/2025 11:42 AM
13	First responders training and equipping.	11/6/2025 10:25 AM
14	Leave personal property owners the choice of development unto themselves	11/6/2025 9:22 AM
15	Less government less taxes!	11/6/2025 9:00 AM
16	Stop the building without necessary infrastructure improvements	11/6/2025 8:03 AM
17	Fix the water leaks. Developers pay for expansion	11/6/2025 7:57 AM
18	This is not optional!	11/5/2025 8:38 PM

19	Log hills. There is so much dead fall it needs to be cleaned up. It's all fuel.	11/5/2025 3:34 PM
20	Prioritize investment in transportation upgrades but not trees.	11/5/2025 6:34 AM

City of Cle Elum Climate Element

Q12 Climate issues have the potential to interact with several areas of the city. Rank the following climate and resiliency sectors in order of importance:

Answered: 171 Skipped: 12

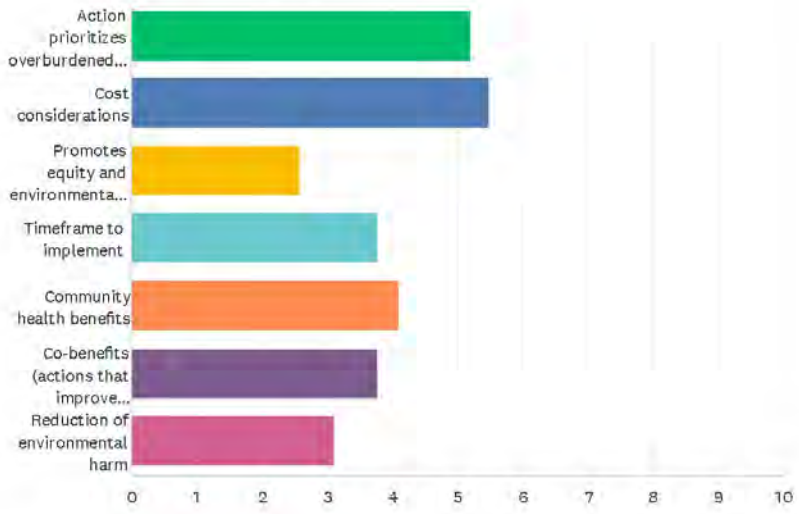


City of Cle Elum Climate Element

	1	2	3	4	5	6	7	8	9	10	11
Agriculture	16.37% 28	18.71% 32	9.36% 16	8.77% 15	12.87% 22	7.60% 13	5.85% 10	7.02% 12	4.68% 8	4.09% 7	4.68% 8
Buildings and Energy	2.92% 5	14.62% 25	21.05% 36	15.20% 26	12.28% 21	11.11% 19	8.77% 15	7.02% 12	3.51% 6	2.34% 4	1.17% 2
Cultural Resources	0.58% 1	2.92% 5	8.77% 15	12.87% 22	9.36% 16	7.60% 13	8.77% 15	7.60% 13	11.70% 20	9.94% 17	16.37% 28
Economic Development	7.60% 13	5.85% 10	8.77% 15	15.20% 26	14.04% 24	12.28% 21	9.94% 17	7.60% 13	8.19% 14	7.02% 12	2.92% 5
Ecosystems	4.68% 8	5.26% 9	7.02% 12	7.02% 12	14.04% 24	21.05% 36	12.87% 22	12.28% 21	4.68% 8	7.02% 12	2.34% 4
Emergency Management	15.79% 27	12.87% 22	9.36% 16	10.53% 18	6.43% 11	16.96% 29	14.04% 24	10.53% 18	2.92% 5	0.58% 1	0.00% 0
Human Health	15.20% 26	11.11% 19	8.19% 14	8.77% 15	7.60% 13	3.51% 6	17.54% 30	14.62% 25	7.02% 12	2.34% 4	4.09% 7
Transportation	1.17% 2	1.75% 3	4.09% 7	4.68% 8	10.53% 18	3.51% 6	8.77% 15	18.71% 32	26.90% 46	15.20% 26	4.68% 8
Waste Management	0.00% 0	1.75% 3	2.92% 5	1.75% 3	7.02% 12	7.60% 13	8.77% 15	8.77% 15	19.88% 34	26.32% 45	14.04% 24
Water Resources	21.05% 36	19.30% 33	9.36% 16	9.94% 17	3.51% 6	5.85% 10	1.17% 2	4.09% 7	2.92% 5	12.87% 22	9.94% 17
Zoning and Development	5.26% 9	5.26% 9	10.53% 18	4.68% 8	1.75% 3	2.92% 5	2.92% 5	1.75% 3	7.02% 12	11.11% 19	34.50% 59
None	9.36% 16	0.58% 1	0.58% 1	0.58% 1	0.58% 1	0.00% 0	0.58% 1	0.00% 0	0.58% 1	1.17% 2	5.26% 9

Q13 What factors should be weighed when choosing policies to implement? Rank from most to least important.

Answered: 164 Skipped: 19



	1	2	3	4	5	6	7	TOTAL	SCORE
Action prioritizes overburdened communities	32.32% 53	22.56% 37	15.85% 26	8.54% 14	6.71% 11	10.98% 18	3.05% 5	164	5.20
Cost considerations	29.27% 48	30.49% 50	18.29% 30	10.98% 18	4.27% 7	4.27% 7	2.44% 4	164	5.47
Promotes equity and environmental justice	1.22% 2	3.66% 6	16.46% 27	11.59% 19	8.54% 14	14.63% 24	43.90% 72	164	2.58
Timeframe to implement	1.83% 3	12.80% 21	17.68% 29	24.39% 40	23.78% 39	10.37% 17	9.15% 15	164	3.77
Community health benefits	9.15% 15	11.59% 19	17.07% 28	19.51% 32	28.66% 47	11.59% 19	2.44% 4	164	4.09
Co-benefits (actions that improve multiple features in the community)	14.63% 24	12.80% 21	8.54% 14	11.59% 19	16.46% 27	24.39% 40	11.59% 19	164	3.78
Reduction of environmental harm	11.59% 19	6.10% 10	6.10% 10	13.41% 22	11.59% 19	23.78% 39	27.44% 45	164	3.12

Q14 What else should be considered when prioritizing city policies?

Answered: 48 Skipped: 135

#	RESPONSES	DATE
1	Limit building	11/21/2025 2:32 PM
2	Not getting sued by developers for not following signed agreements.	11/21/2025 5:34 AM
3	Common sense	11/18/2025 10:44 AM
4	Prioritizing human and environmentalwellbeing over economics.	11/17/2025 12:30 PM
5	1. Promote landscaping with drought resistant native vegetation. 2. Promote rooftop solar panels. 3. Promote fire-wising neighborhoods. Thanks!	11/14/2025 8:36 PM
6	Take care of the people who already live here FIRST! We are the "overburdened community." We should be the priority. On that list above, several of those can and should be done at the same time, so ranking them is counterproductive to the ultimate benefit of the community.	11/14/2025 10:14 AM
7	Impacts on infrastructure and city services/emergency services	11/13/2025 6:42 PM
8	Consider water, sewer, police, fire limits before allowing more development. Taxes from residential growth have been proven not to pay for increased services. Only commercial/ industrial pays its way.	11/11/2025 11:23 AM
9	Not sure what the arrows mean...	11/10/2025 5:41 PM
10	The environment should be preserved unquestionably. Is the distress to the environment that makes us more vulnerable to all the hazards of climate change. That would include over development, deforestation, tapping into our groundwater resources, and air pollution. We should be enhancing our renewable energy sources to curtail carbon pollution.	11/7/2025 2:07 PM
11	I do not believe climate change is existential threat requiring more money spent on anything by city, county, state, or federal governments. Better use of existing resources is what is needed.	11/7/2025 8:56 AM
12	Stop building more developments and buildings until there is infrastructure to support the amount of new people moving in	11/7/2025 8:12 AM
13	Incorporate Suncadia/Tumble into our city for tax basis	11/7/2025 7:54 AM
14	The capital investment in the infrastructure should have a maintenance and replacement plan to be able to budget for in the future	11/6/2025 10:39 PM
15	This destroying land you started it won't stop our community gone this will be the next Medina, Redmond, issaquah. It will never be a peaceful evening or early morning just imagine the freeway louder, horns honking, police lights, traffic lights, unpaid bills, new nehibors, new everything	11/6/2025 9:24 PM
16	Street beautification; reroute trucks off main street; complete curbs and sidewalks on 2nd and 3rd Beautification/landscape RR street to tracks and think about this area for additional downtown shopping parking with Pedestrian walkways to main street businesses. Consider a back door access to BF Flats from Douglas Munro Blvd to relief traffic on BF road and 90. This would be from Blue fern, the rec center and the new Apt building Zoning should provide for grocery store on the vacant land west of Dru Bru and/or Bastericas horse pasture	11/6/2025 8:26 PM
17	Do the most conservative and common sense thing and work to resist liberal mindsets in Washington from interfering.	11/6/2025 7:58 PM
18	Prevent tax or utility increases on homeowners. Don't pass on the bankruptcy cost to the town.	11/6/2025 7:52 PM
19	I think that considering the growing community and lack of certain resources needs to be a priority. Also the rising cost of house and problems getting/the cost of home owners insurance.	11/6/2025 7:34 PM
20	Common sense Keep it simple Does this (fill in the blank) make our city better or worse?	11/6/2025 6:38 PM

21	This entire survey assumes that we are adequately managing our natural resources. No logging is occurring in our county. Multiple studies have shown that selective logging improves forest health. The only policy work that needs to be done is stop making policy. Let Kittitas county mange its forests and water. We know what to do.	11/6/2025 6:36 PM
22	Surveys that laments people can actually understand and respond to. You wrote this in a manner which essentially requires a PHD to answer accurately. I write surveys consistently in my job as an HR Partner and this was horribly done.	11/6/2025 6:21 PM
23	Create a mechanism for all new builds to pay higher taxes and permits. Start making money off the builders.	11/6/2025 3:43 PM
24	HOW ABOUT, NO!!!	11/6/2025 12:49 PM
25	Impacts of alternatives (i.e. doing nothing)	11/6/2025 11:42 AM
26	None	11/6/2025 11:13 AM
27	Absence of personal agenda and serving the needs of its people.	11/6/2025 10:25 AM
28	The cost. Work within the budget.	11/6/2025 9:22 AM
29	Road and traffic infrastructure should be at the top of the list.	11/6/2025 9:06 AM
30	The city should be planning to provide the highest level of service to their community in every category, at the most reasonable cost for the product delivered. Fire protection, police services, garbage, ect. With that, the city should ensure they are crossing their t's and dotting their i's when it comes to liability issues that are associated with these services and ensuring all city provided services meet industry standards for equipment, certifications of personnel, ect. The last thing the city needs is another lawsuit.	11/6/2025 9:01 AM
31	How many citizens does it actually impact and how much is it going to cost taxpayers? Also is it completely necessary to bettering the community? Is there an end date or is this a perpetually proposed policy that will be a burden on taxpayers for years to come? There needs to be clear communication with the community and an end date because ultimately it does come down to taxes and no tax should be permanent or perpetual. It should come with an end date. If you'll always need more money and it will never decrease then that is not a sustainable strategy.	11/6/2025 9:00 AM
32	Affordable housing. Redevelop areas with low value.	11/6/2025 8:37 AM
33	A note: smart leadership and a success running ship starts at the top. I don't have enough weigh in to understand what's been going on behind the scenes but in a small town, you need to take care of your people that live here first. Growth is inevitable people have feelings about it, it'll that won't change. Consider what's best for your core community, that's what will hold cle elum together. Money talks and consideration the amount of debt we're in its more attractive. Consider the hole you create and adverse affects of this town for our next generation.	11/6/2025 8:22 AM
34	Need bike patches and fix 2nd st	11/6/2025 8:19 AM
35	Rejecting climate change policies.	11/6/2025 8:10 AM
36	Infrastructure improvements or moratorium on water	11/6/2025 8:03 AM
37	The budget	11/6/2025 7:57 AM
38	Feedback from community, science	11/6/2025 7:39 AM
39	The City should prioritize fuels reduction on city and private lands immediately. This is the biggest threat to human health, safety, the environment, city functions, economics, and all the other issues mentioned in this survey.	11/6/2025 7:25 AM
40	The budget	11/5/2025 9:33 PM
41	Risk, resources, infrastructure, safety, strong qualified leadership, structured planned growth.	11/5/2025 8:38 PM
42	NA	11/5/2025 7:14 PM
43	Return to effective land management practices that worked for a long time. Controlled burns, and raking forests to reduce fuel load especially, as well as bringing back fire breaks. Focus on what works not "climate change" related ideas.	11/5/2025 6:41 PM

44	Climate happens and is ever changing.	11/5/2025 5:08 PM
45	No more/ new taxes	11/5/2025 4:28 PM
46	Be more clean on city council meetings. Not during the day when people are at work so they cannot attend. And stop rescheduling them. A city council member should be a born and raised resident in the community.	11/5/2025 3:34 PM
47	Stop building in UKC. We clearly cannot handle such as is evident with YoY droughts and decades of water issues.	11/4/2025 8:18 PM
48	Water quality, supply and public access.	11/4/2025 7:44 PM

Q15 Please provide your email address if you would like to be kept up to date on climate planning efforts in Cle Elum.

Answered: 36 Skipped: 147

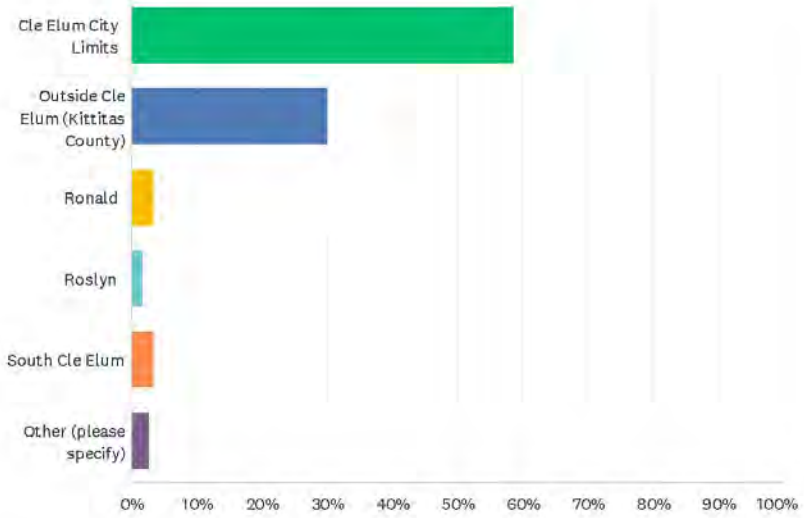
#	RESPONSES	DATE
1	tylerpawjesse@hotmail.com	11/18/2025 1:40 PM
2	Confluentus@yahoo.com	11/17/2025 12:30 PM
3	Treeski03@gmail.com	11/16/2025 2:37 PM
4	katierose4356@msn.com	11/14/2025 10:14 AM
5	kngott@aol.com	11/13/2025 1:09 PM
6	Retiredrus@hotmail.com	11/11/2025 11:23 AM
7	jennsmyth@hotmail.com	11/8/2025 2:33 PM
8	reach_jess@yahoo.com	11/7/2025 10:07 PM
9	wyborskikathy2@yahoo.com	11/7/2025 2:07 PM
10	Arepink@yahoo.com	11/7/2025 12:54 PM
11	christina.wollman@gmail.com	11/7/2025 10:19 AM
12	danielk4ren@gmail.com	11/7/2025 8:56 AM
13	tokulfishlady@hotmail.com	11/7/2025 8:12 AM
14	mmpursley@yahoo.com	11/6/2025 6:41 PM
15	Kellymowalker@gmail.com	11/6/2025 6:38 PM
16	sarahmhub@gmail.com	11/6/2025 5:34 PM
17	Kaysijean@gmail.com	11/6/2025 1:20 PM
18	Blowchowski@yahoo.com	11/6/2025 12:49 PM
19	No	11/6/2025 11:42 AM
20	swmontgo@yahoo.com	11/6/2025 10:28 AM
21	7maa77@gmail.com	11/6/2025 10:25 AM
22	shelbyhilad@gmail.com	11/6/2025 10:13 AM
23	RMDenton@aol.com	11/6/2025 10:00 AM
24	Bowman112@msn.com	11/6/2025 9:49 AM
25	Motivator2110@gmail.com	11/6/2025 9:00 AM
26	Kittyismyagent@gmail.com	11/6/2025 8:36 AM
27	Stkrebs1@gmail.com	11/6/2025 8:11 AM
28	yamaharacer317@gmail.com	11/6/2025 8:11 AM
29	lorinevin8@hotmail.com	11/6/2025 7:22 AM
30	pmahoney26@gmail.com	11/5/2025 9:11 PM
31	Cleelum5@gmail.com	11/5/2025 7:51 PM

City of Cle Elum Climate Element

32	butorac1@gmail.com	11/5/2025 7:14 PM
33	socleelum6@yahoo.com	11/5/2025 7:09 PM
34	Mike@mikezimmerman.me	11/5/2025 5:16 PM
35	Ritak33@gmail.com	11/5/2025 4:28 PM
36	rondunn@outlook.com	11/4/2025 8:18 PM

Q16 Where do you live?

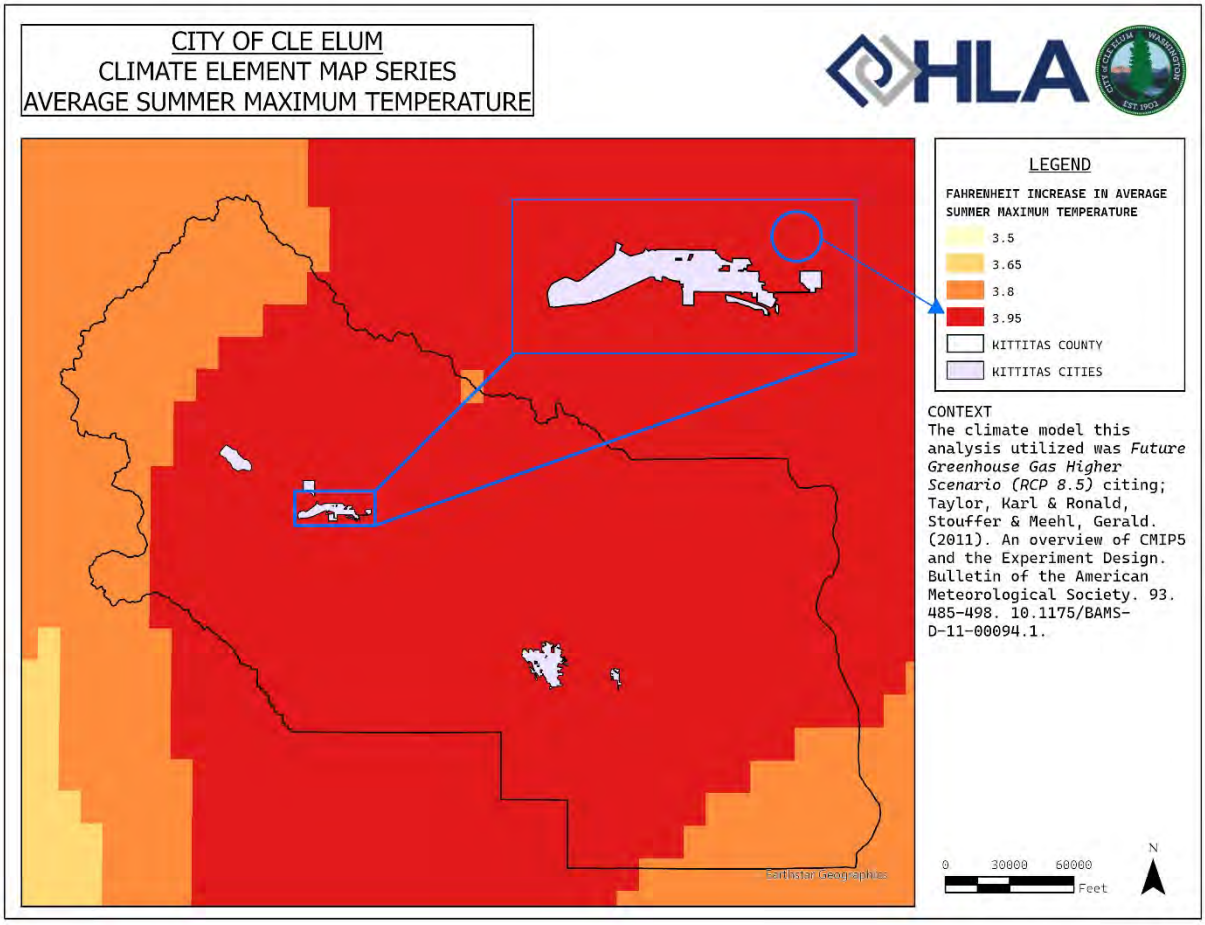
Answered: 179 Skipped: 4

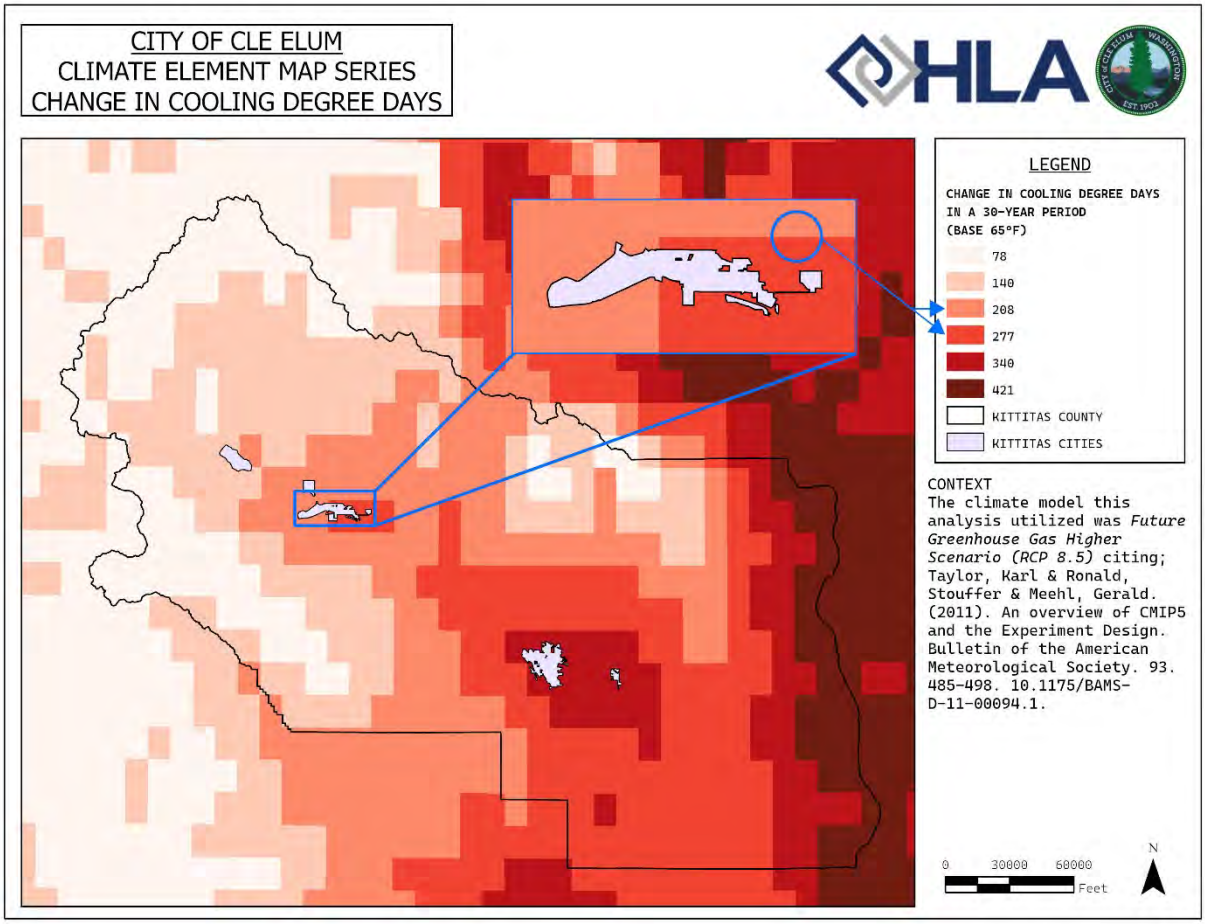


ANSWER CHOICES	RESPONSES	
Cle Elum City Limits	58.66%	105
Outside Cle Elum (Kittitas County)	30.17%	54
Ronald	3.35%	6
Roslyn	1.68%	3
South Cle Elum	3.35%	6
Other (please specify)	2.79%	5
TOTAL		179

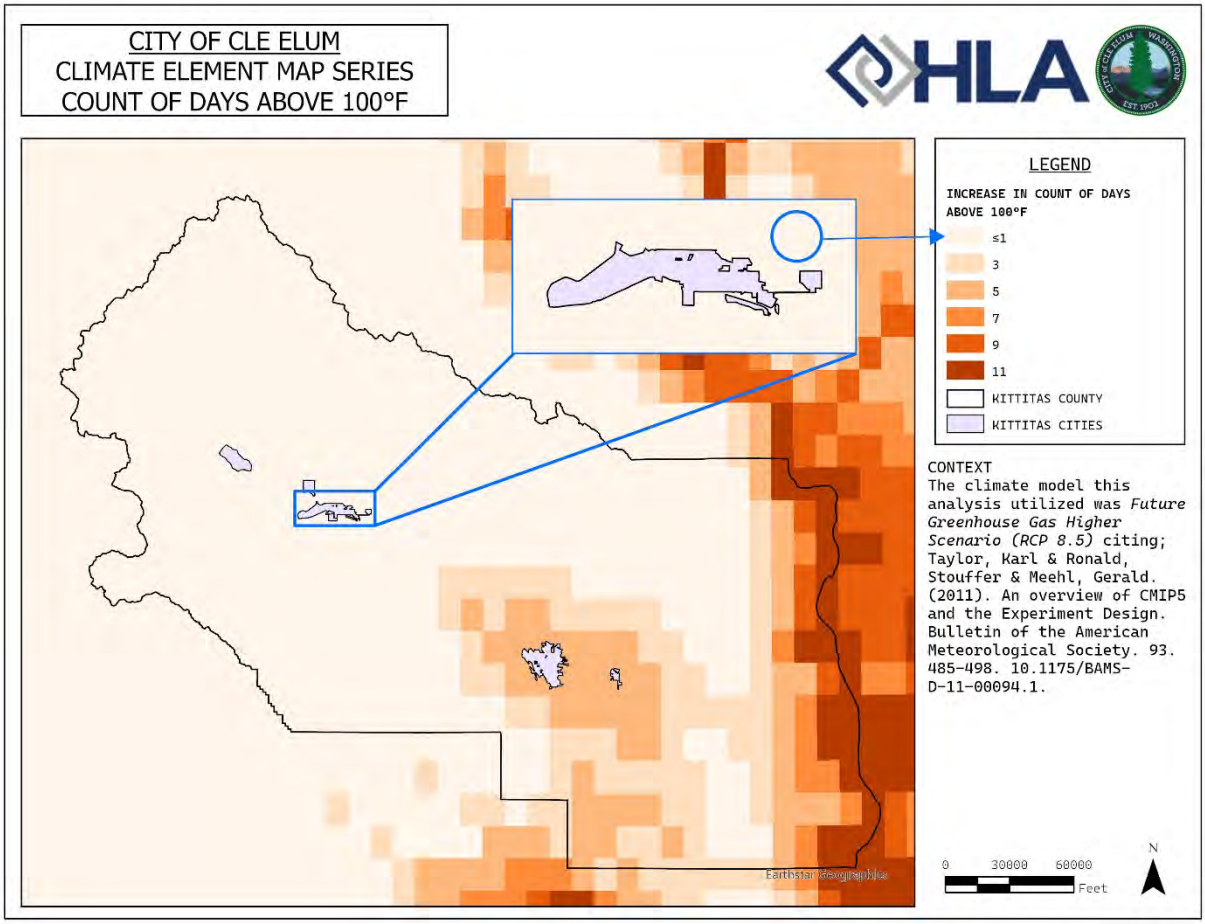
#	OTHER (PLEASE SPECIFY)	DATE
1	East side of Cle Elum off Airport road	11/6/2025 7:34 PM
2	Sky meadows and South Cle Elum property owners	11/6/2025 6:38 PM
3	Lower Peoh	11/6/2025 9:51 AM
4	Teanaway	11/6/2025 9:44 AM
5	Own family property in Cle Elum	11/4/2025 7:44 PM

C. UW Climate Impact Data

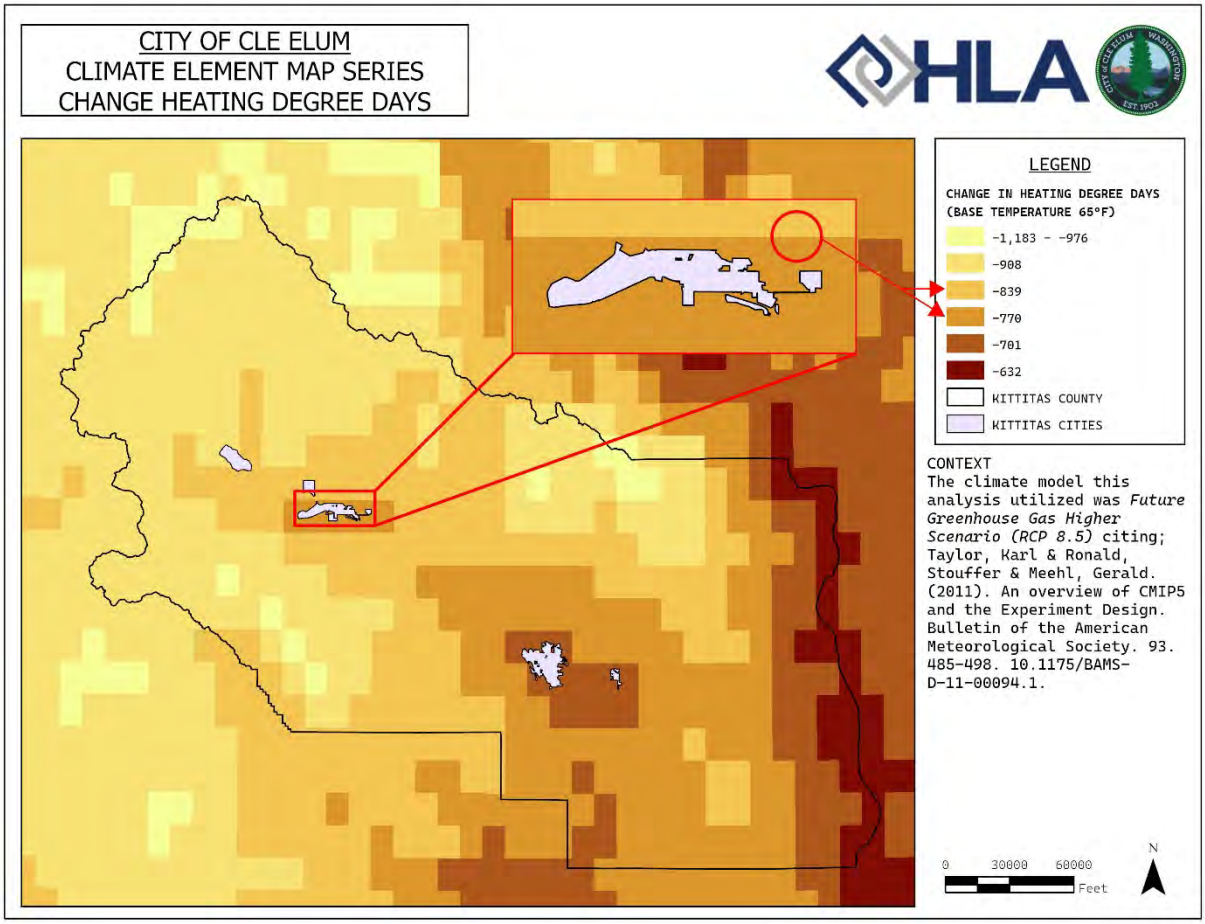


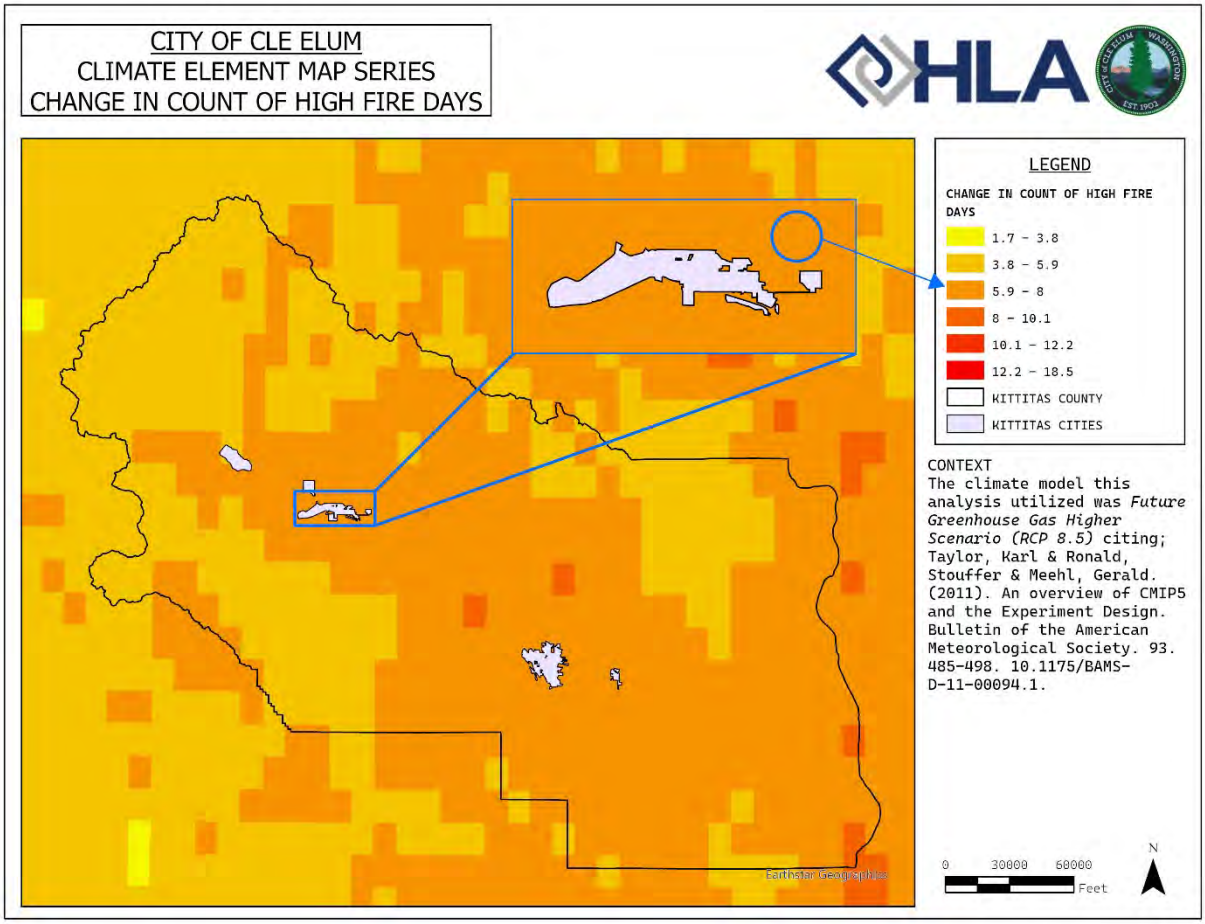

CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
CHANGE IN COOLING DEGREE DAYS
HLA
LEGEND
CHANGE IN COOLING DEGREE DAYS
IN A 30-YEAR PERIOD
(BASE 65°F)
78
140
208
277
340
421
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
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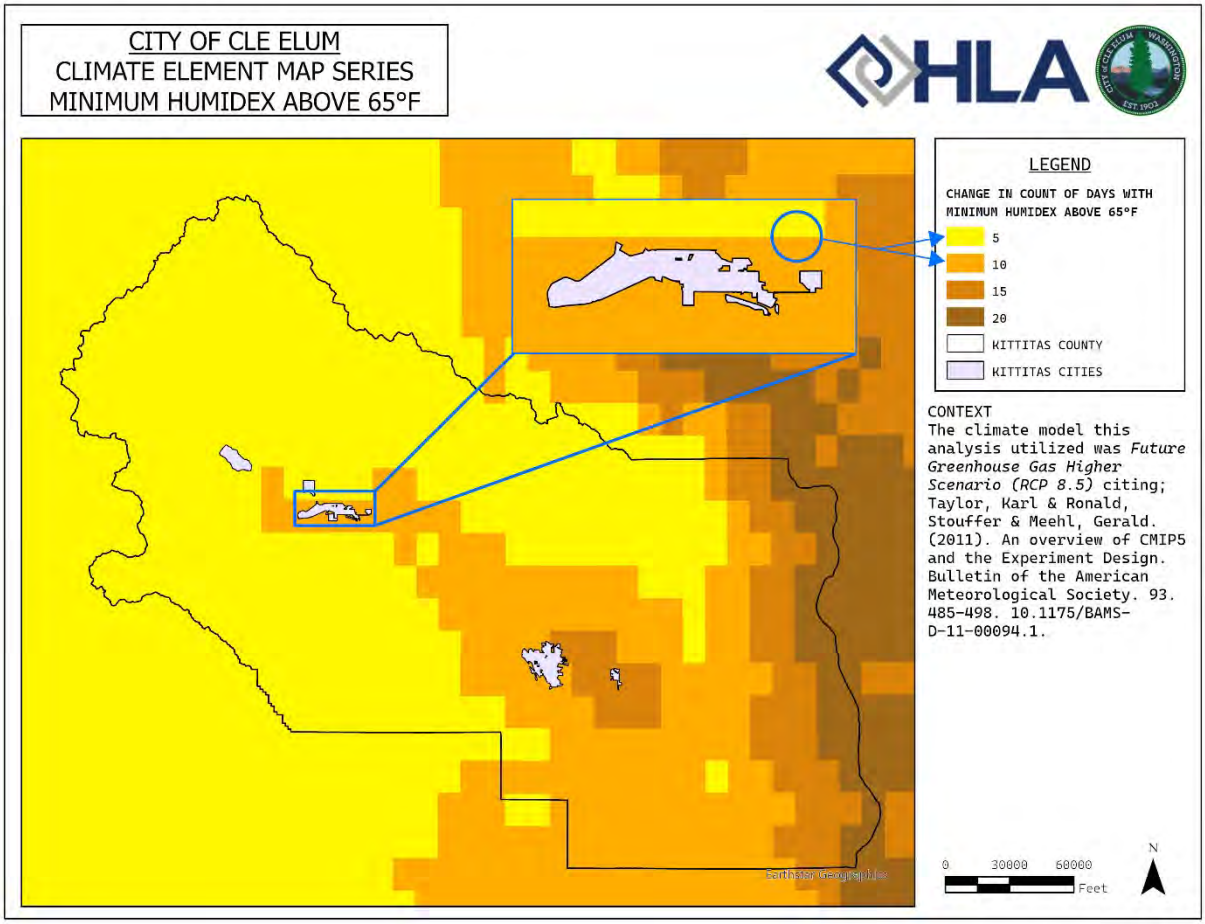

CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
COUNT OF DAYS ABOVE 100°F
HLA
LEGEND
INCREASE IN COUNT OF DAYS ABOVE 100°F
≤1
3
5
7
9
11
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
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60000
Feet
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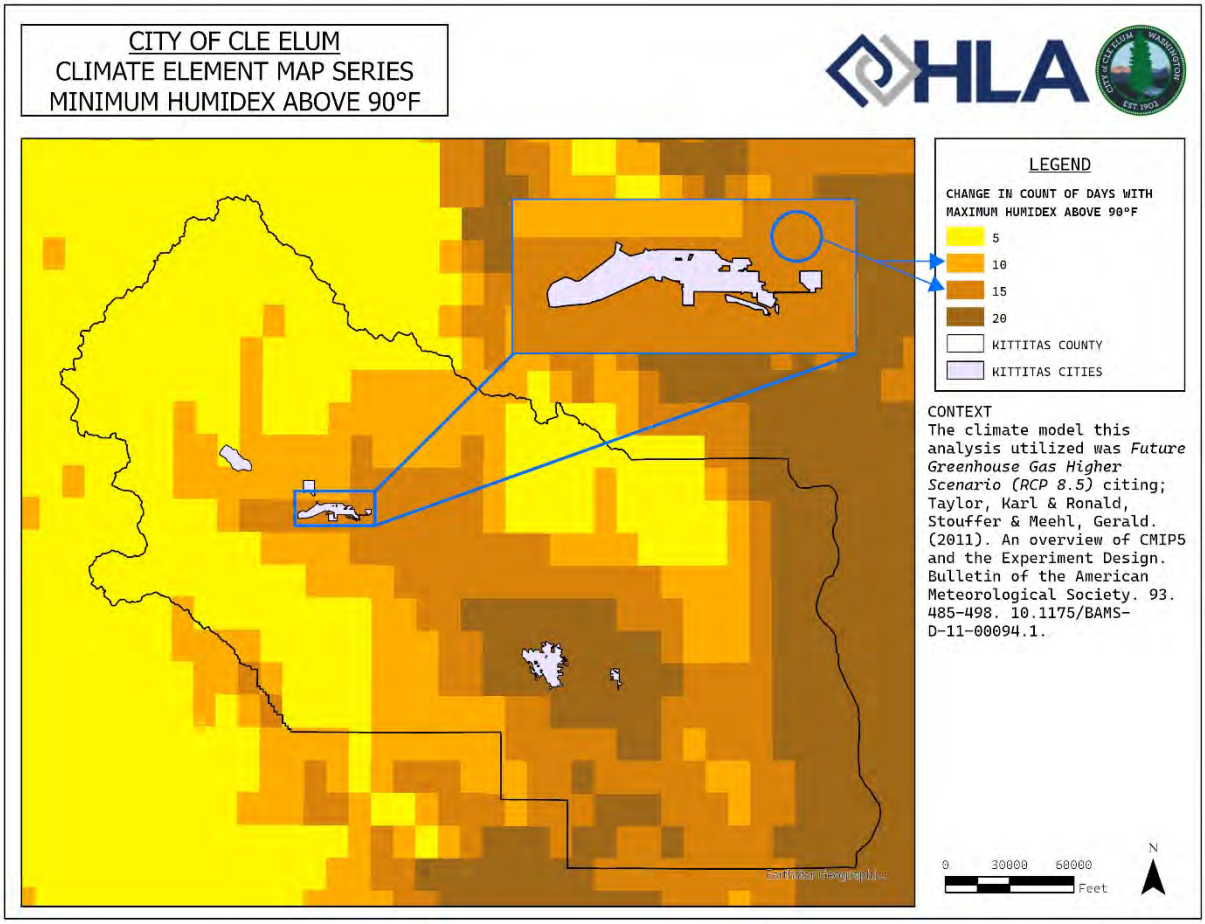

CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
CHANGE HEATING DEGREE DAYS
HLA
LEGEND
CHANGE IN HEATING DEGREE DAYS
(BASE TEMPERATURE 65°F)
-1,183 - -976
-908
-839
-770
-701
-632
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
N


CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
CHANGE IN COUNT OF HIGH FIRE DAYS
HLA
LEGEND
CHANGE IN COUNT OF HIGH FIRE DAYS
1.7 - 3.8
3.8 - 5.9
5.9 - 8
8 - 10.1
10.1 - 12.2
12.2 - 18.5
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
N
Earthstar Geographics

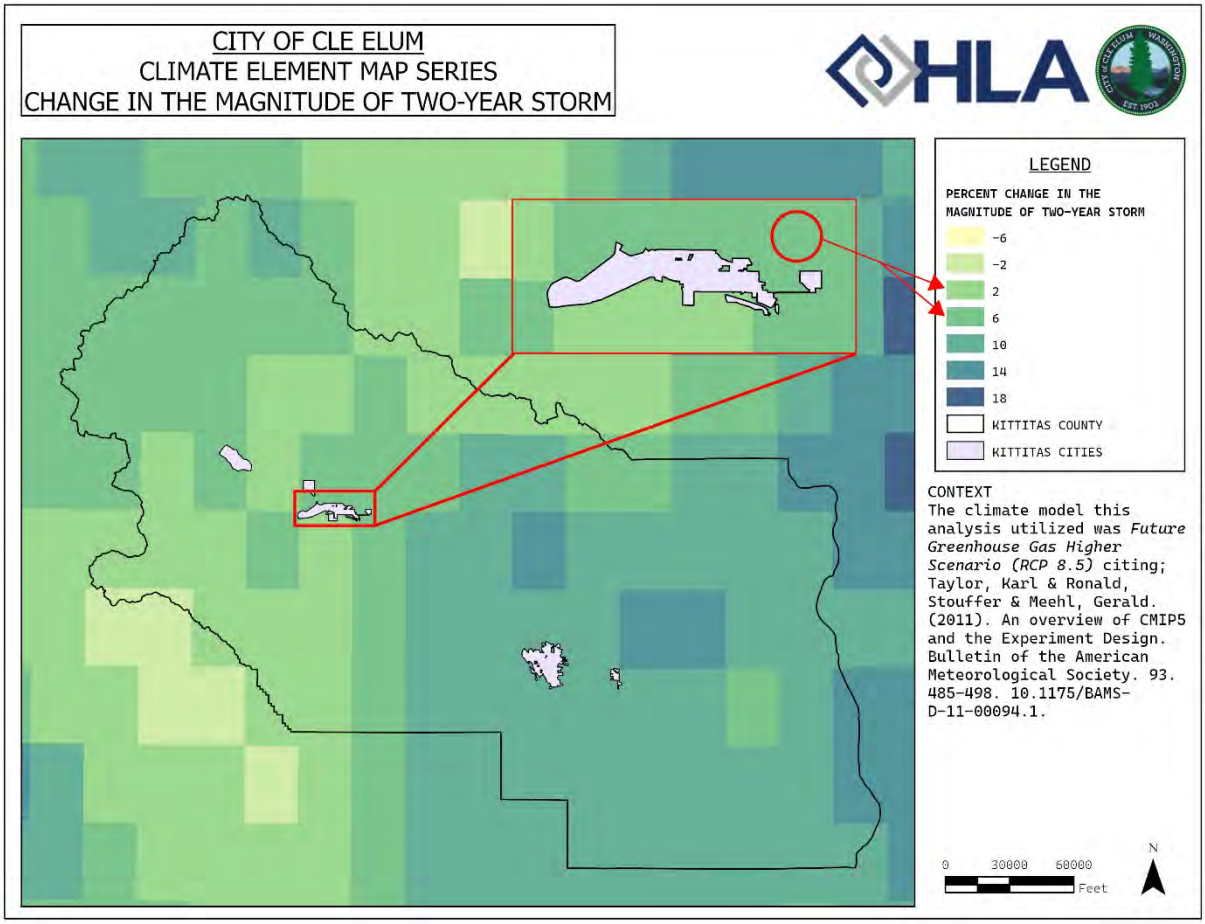
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CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
MINIMUM HUMIDEX ABOVE 65°F
HLA
LEGEND
CHANGE IN COUNT OF DAYS WITH MINIMUM HUMIDEX ABOVE 65°F
5
10
15
20
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
N

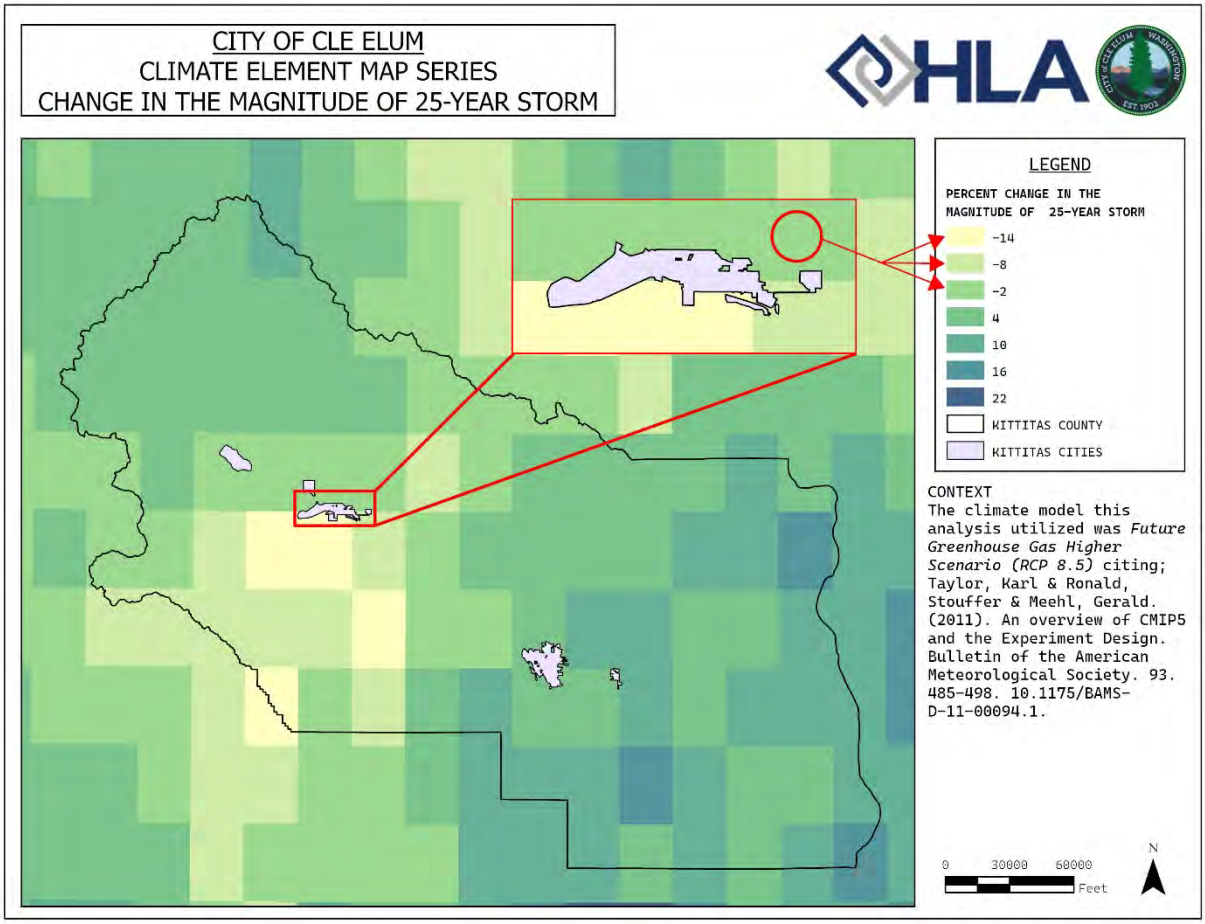
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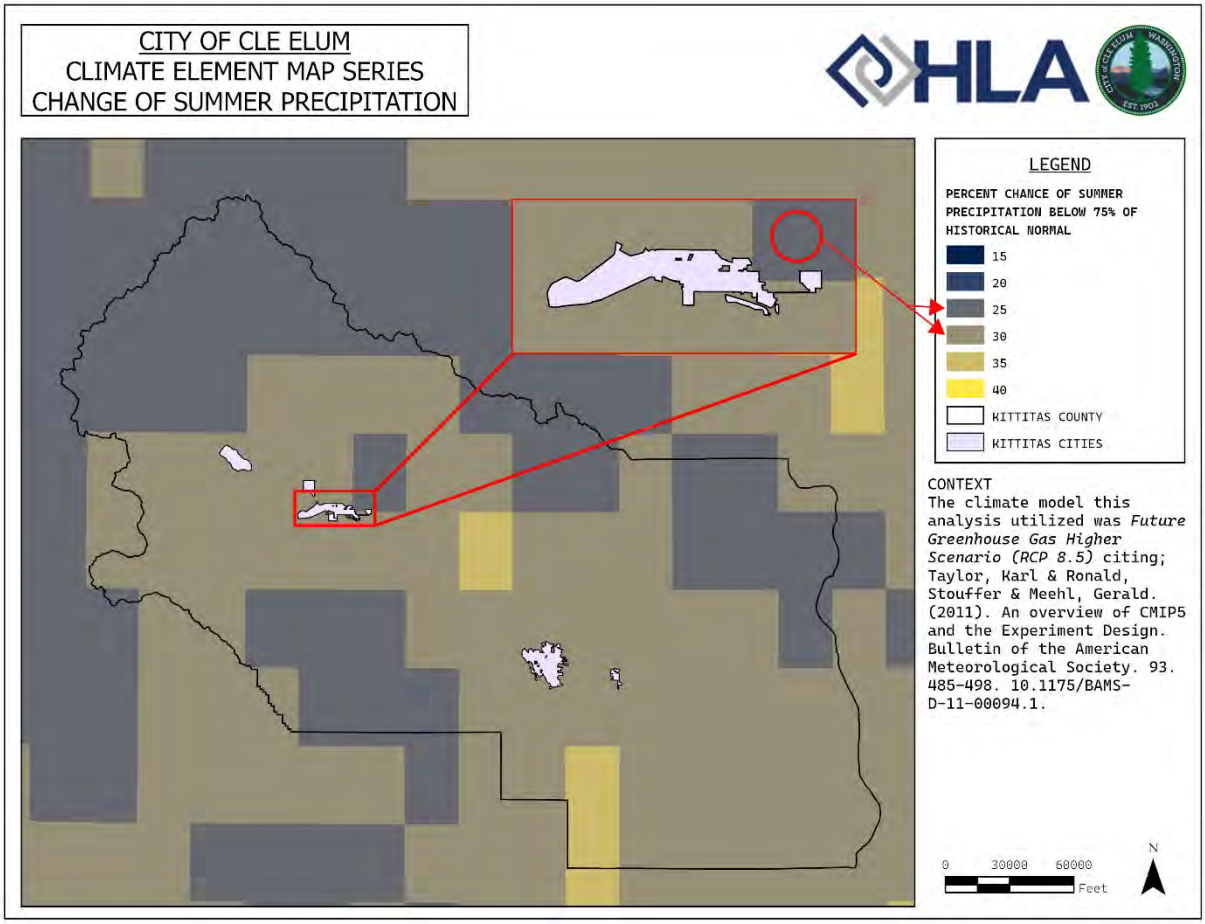

CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
MINIMUM HUMIDEX ABOVE 90°F
HLA
LEGEND
CHANGE IN COUNT OF DAYS WITH MAXIMUM HUMIDEX ABOVE 90°F
5
10
15
20
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
N

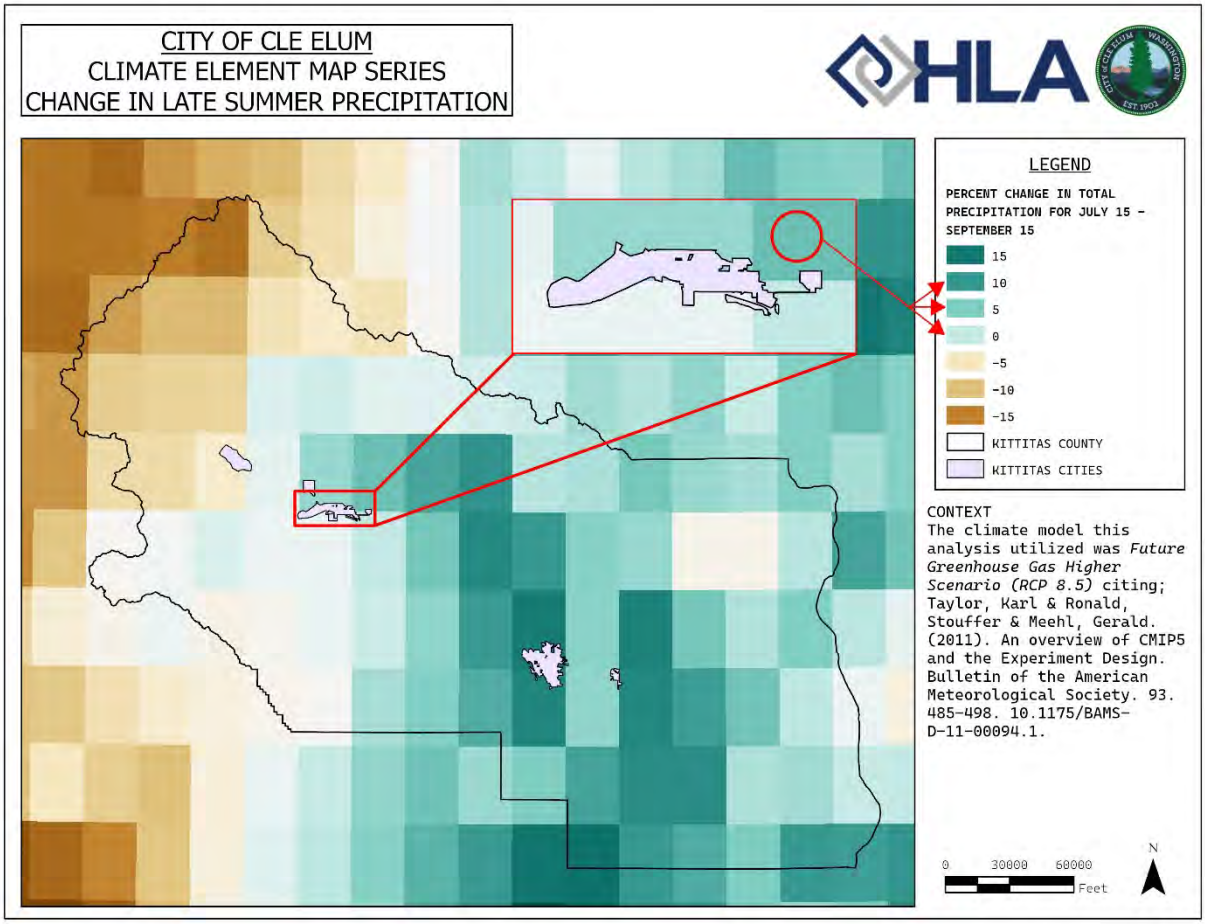
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CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
CHANGE IN THE MAGNITUDE OF TWO-YEAR STORM
HLA
LEGEND
PERCENT CHANGE IN THE MAGNITUDE OF TWO-YEAR STORM
-6
-2
2
6
10
14
18
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
N

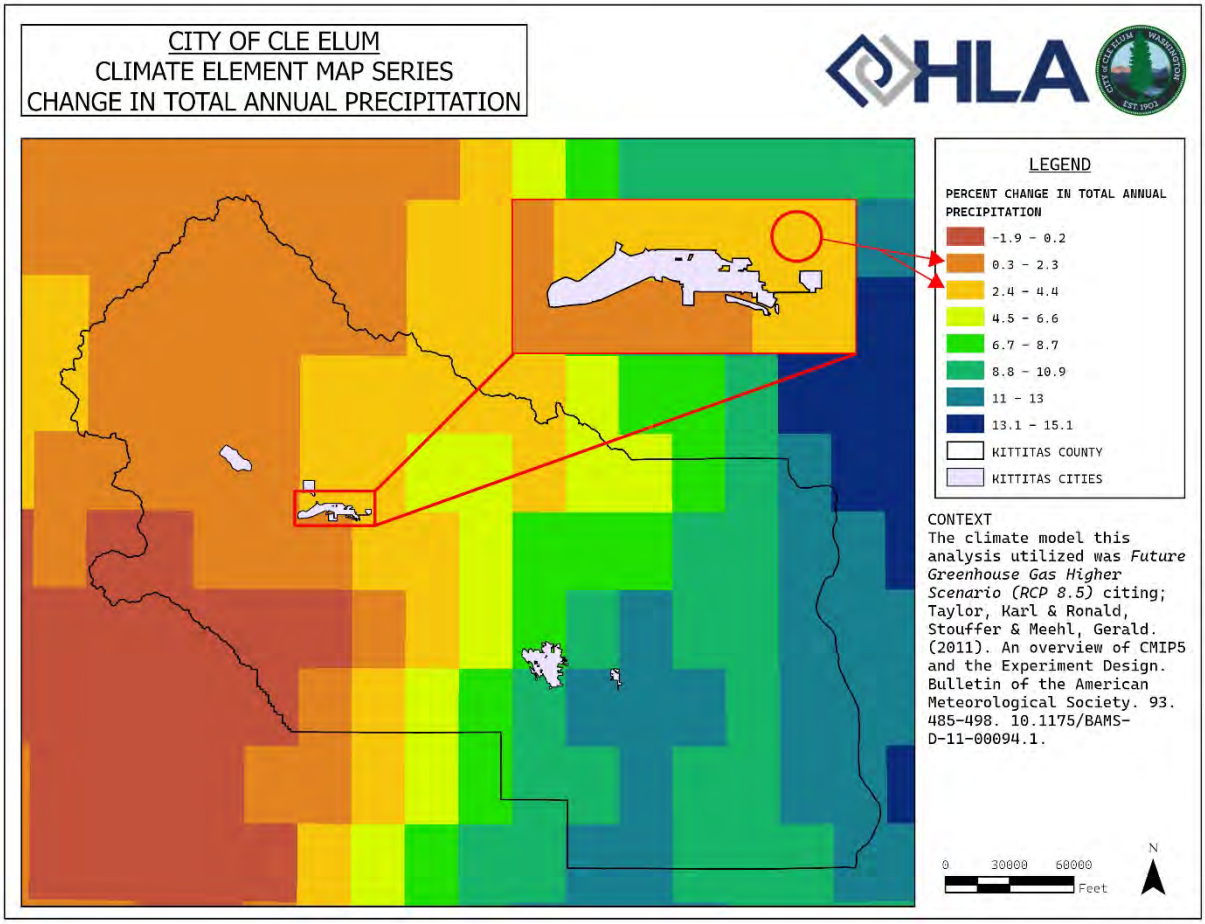
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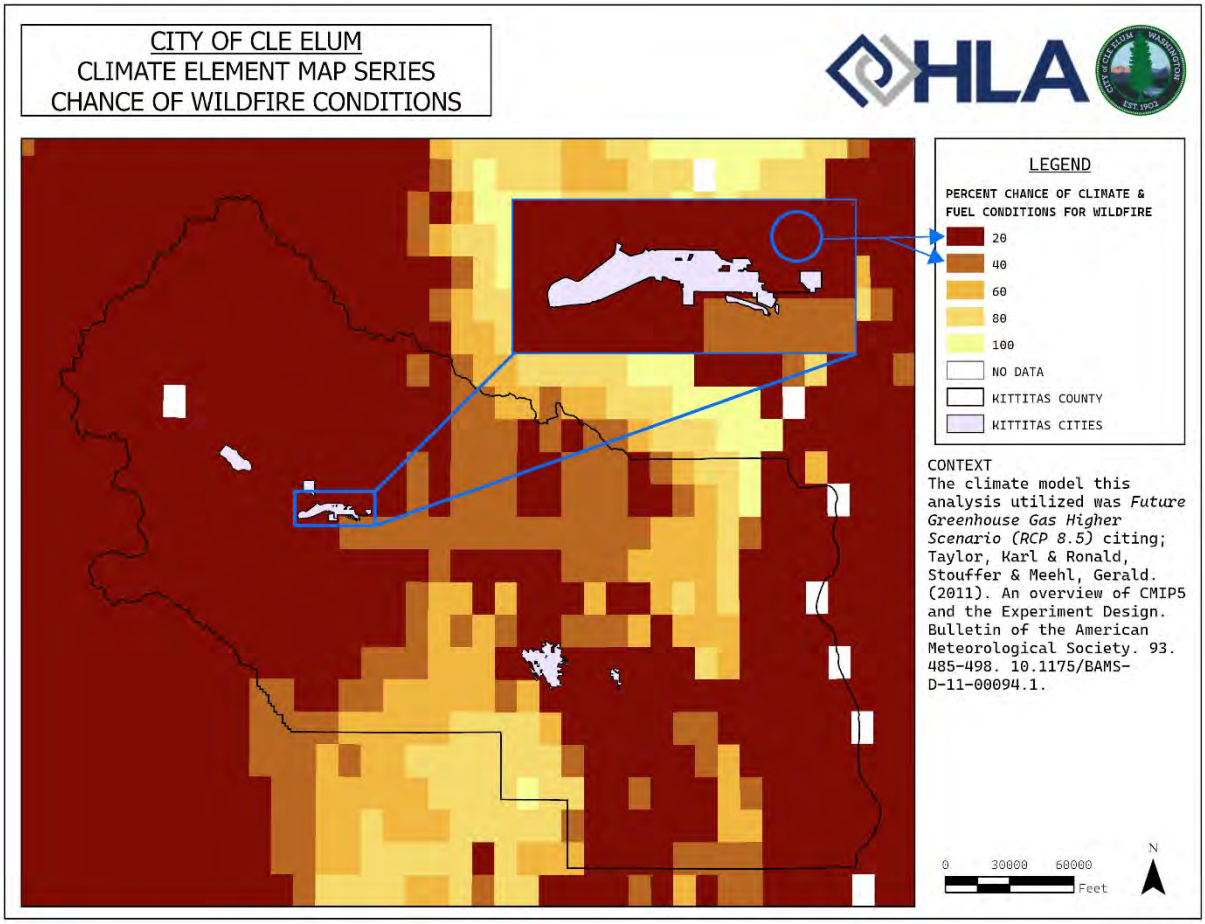

CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
CHANGE IN THE MAGNITUDE OF 25-YEAR STORM
HLA
LEGEND
PERCENT CHANGE IN THE MAGNITUDE OF 25-YEAR STORM
-14
-8
-2
4
10
16
22
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
N


CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
CHANGE OF SUMMER PRECIPITATION
HLA
LEGEND
PERCENT CHANCE OF SUMMER PRECIPITATION BELOW 75% OF HISTORICAL NORMAL
15
20
25
30
35
40
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
N

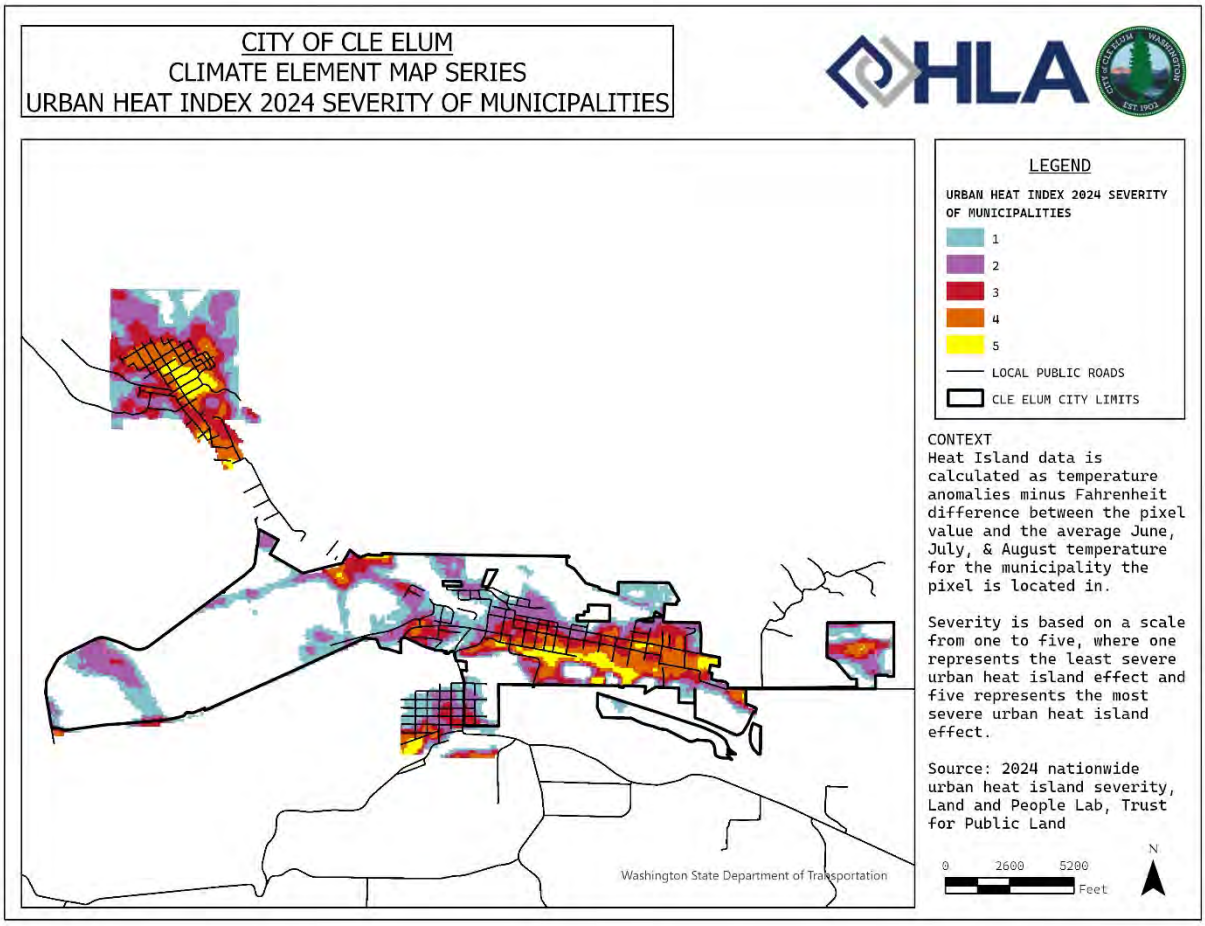

CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
CHANGE IN LATE SUMMER PRECIPITATION
HLA
LEGEND
PERCENT CHANGE IN TOTAL PRECIPITATION FOR JULY 15 - SEPTEMBER 15
15
10
5
0
-5
-10
-15
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
N

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CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
CHANGE IN TOTAL ANNUAL PRECIPITATION
HLA
LEGEND
PERCENT CHANGE IN TOTAL ANNUAL PRECIPITATION
-1.9 - 0.2
0.3 - 2.3
2.4 - 4.4
4.5 - 6.6
6.7 - 8.7
8.8 - 10.9
11 - 13
13.1 - 15.1
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
N


CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
CHANCE OF WILDFIRE CONDITIONS
HLA
LEGEND
PERCENT CHANCE OF CLIMATE & FUEL CONDITIONS FOR WILDFIRE
20
40
60
80
100
NO DATA
KITTITAS COUNTY
KITTITAS CITIES
CONTEXT
The climate model this analysis utilized was Future Greenhouse Gas Higher Scenario (RCP 8.5) citing; Taylor, Karl & Ronald, Stouffer & Meehl, Gerald. (2011). An overview of CMIP5 and the Experiment Design. Bulletin of the American Meteorological Society. 93. 485-498. 10.1175/BAMS-D-11-00094.1.
0
30000
60000
Feet
N

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CITY OF CLE ELUM
CLIMATE ELEMENT MAP SERIES
URBAN HEAT INDEX 2024 SEVERITY OF MUNICIPALITIES
HLA
LEGEND
URBAN HEAT INDEX 2024 SEVERITY OF MUNICIPALITIES
1
2
3
4
5
LOCAL PUBLIC ROADS
CLE ELUM CITY LIMITS
CONTEXT
Heat Island data is calculated as temperature anomalies minus Fahrenheit difference between the pixel value and the average June, July, & August temperature for the municipality the pixel is located in.
Severity is based on a scale from one to five, where one represents the least severe urban heat island effect and five represents the most severe urban heat island effect.
Source: 2024 nationwide urban heat island severity, Land and People Lab, Trust for Public Land
Washington State Department of Transportation
0
2600
5200
Feet
N

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Chapter 7

PARKS, RECREATION, AND OPEN SPACE ELEMENT



City of Cle Elum

CITY OF CLE ELUM

PARK, RECREATION, AND OPEN SPACE ELEMENT

2026

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I. Introduction

The Parks, Recreation and Open Space Element outlines Cle Elum's goals, objectives, and policies for Parks, Recreation and Open Space facilities. Park and recreation facilities serve as common areas that all members of the community and visitors can enjoy. They promote physical health and wellbeing, provide areas for community events, and places for exercise, sporting events, and playgrounds.

The demand for quality Parks, Recreation and Open Space facilities is expected to increase as the community continues to grow. Adequate land should be set aside to meet the need, and the city should identify potential funding sources to develop and maintain facilities. This element is intended to ensure that adequate provisions will be made to prepare for future Parks, Recreation and Open Space needs in Cle Elum.

A. Purpose

Cle Elum has developed several Parks, Recreation and Open Space facilities throughout the community. The continued uses and preservation of these areas is vital for the enjoyment of residents and visitors alike. The purpose of this plan is to identify current conditions and facilities, explore unmet needs, develop short-term, mid-term, and long-term project lists, and define level of service targets.

B. Growth Management Act

The Washington State Growth Management Act identifies the following planning goal:

"Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop Parks, Recreation and Open Space facilities." [RCW 36.70A.020(9)]

The GMA also identifies mandatory and optional Plan elements. [RCW 36.70A.070 and .080]. A Park and Recreation Element is a mandatory Plan element that must, at a

minimum, implement, and be consistent with, the Capital Facilities Plan Element as it relates to park and recreation facilities. [RCW 36.70A.070(8)]. The Element shall include:

- Estimates of park and recreation demand for at least a ten-year period;
- An evaluation of facilities and service needs;
- An evaluation of tree canopy coverage within the urban growth area; and
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

C. Countywide Planning Policies

The Kittitas Countywide Planning Policies, adopted July 15, 2016, include the following Parks- and Open Space- related objectives and policies:

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.

II. Existing Park and Recreation 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, Recreation and Open Space Plan will explore facilities owned

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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, RECREATION AND OPEN SPACE FACILITIES INSIDE OF CLE ELUM'S CITY LIMITS AND URBAN GROWTH AREA (UGA)

Type of Park or Recreational Facility	Inside City Limits	Inside UGA
Centennial Park	X	
City Park	X	
Cle Elum Disc Golf Course	X	
Coal Mines Trail	X	X
Fireman's Park	X	
Rotary Flagpole Park	X	
Hanson Pond Trail	X	X
Memorial Park	X	
No. 7 Miner's Memorial Park	X	
Progress Path	X	
Rat Pack Trail	X	X
River Trail	X	X
WA State Horse Park Trails	X	
Whispering Pines Trail	X	X
Wye Park	X	

TABLE 2. RECREATIONAL FACILITIES OUTSIDE OF CLE ELUM'S CITY LIMITS BUT NEARBY

Type of Park or Recreational Facility	Outside UGA but Nearby
Rat Pack Trail	X
Coal Mines Trail	X
Palouse to Cascades Trail	X
Suncadia Parks and Trails	X

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TABLE 3. CLE ELUM'S CITY-MANAGED EXISTING PARKS, RECREATION AND OPEN SPACE FEATURES

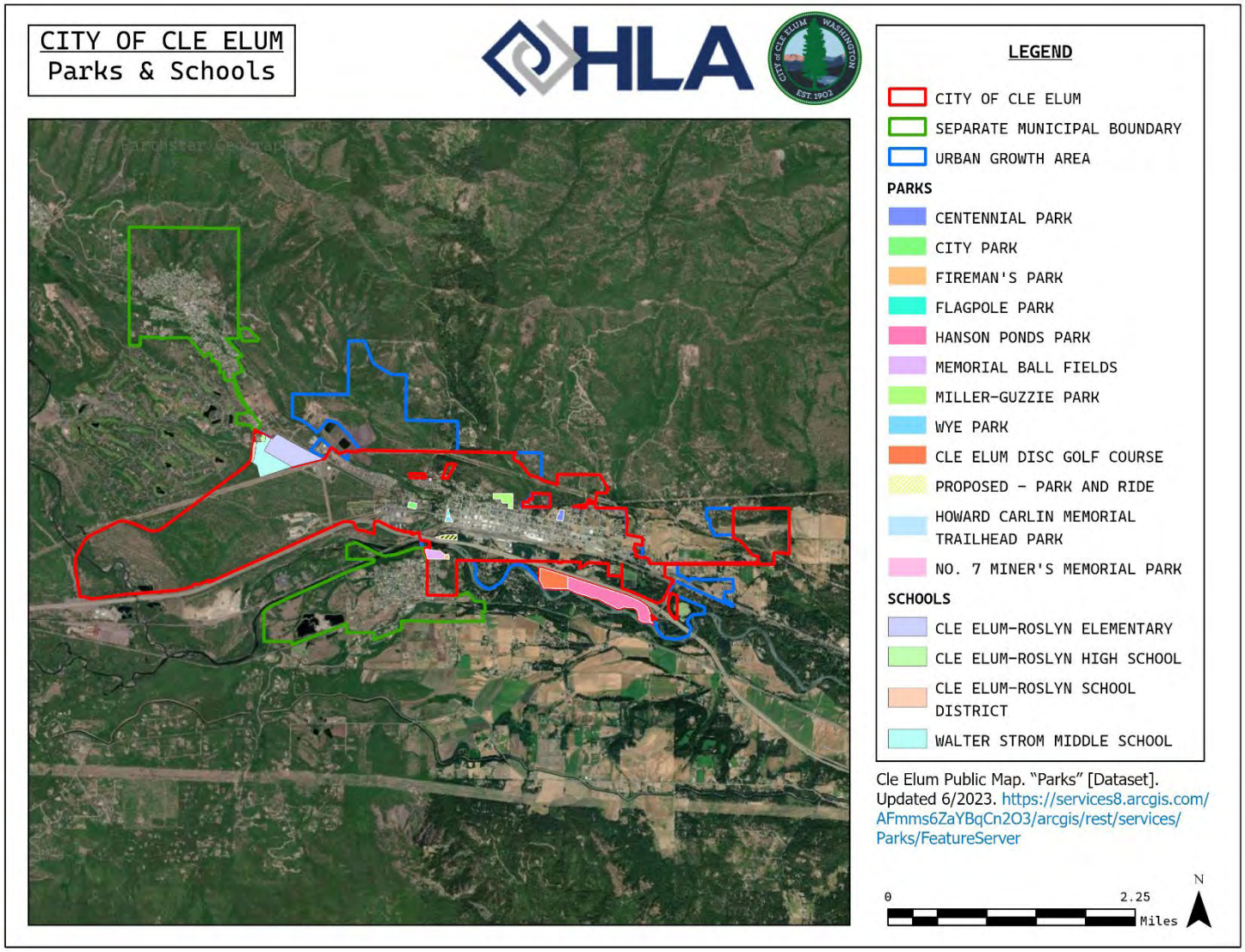
Facility	Acreage or Miles	Water Access	Hard or Sport Court	Swimming Pool	Walkway, Trail	Rest Rooms	Playground	Picnic Tables or Benches	Green Space	Parking	Other Facilities
Centennial Park	7.3								X	X	Football/Soccer Field, Community Gardens
City Park	2.8		X			X	X	X	X	X	Skatepark, Basketball Court, Gazebo
Disc Golf	10.0				X				X	X	Disc Golf Course
Coal Mine Trail	1.0				X					X	Trail Head, Drinking Fountain
Fireman's Park	4.2	X			X	(on rental property)		X	X	X	Horse Shoe Pits, Picnic Shelter
Rotary Flagpole Park	0.6				X			X	X	X	Historical Kiosk
Hanson Pond Trail	1.0	X			X						
Memorial Park	8.1	X			X	X			X	X	Unimproved boat launch, Ball Field
Miller-Guzzie	9.1								X		Undeveloped Open Space
No. 7 Miners Memorial Park	0.4								X		Historic Register
Wye Park	1.5							X	X	X	Perimeter Sidewalk

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Progress Path	1.0				X						
Hanson Ponds Open Space	82	X			X	X		X	X	X	

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Figure 7-1. Parks and Schools



Cle Elum is in close proximity to other regional trail systems. 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 Palouse to Cascades 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/Hartwig Blvd, south of 1st Street in Cle Elum. South Cle Elum Way/Hartwig Blvd 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 Palouse to Cascades 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 Palouse to Cascades 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.

Our City is possessed of unparalleled beauty, geography, and location. Thus, Cle Elum has the unique opportunity to take advantage of these factors. In order to do so, we must connect: we must connect the existing trails highlighted above; we must connect to our neighboring communities; we must allow for our residents and guests to transit our area easily and safely. In short, if we connect all of the above, we can begin to realize the potential we have.

For some time we have identified ways to connect: the Coal Mines Trail to the Palouse to Cascade Trails network; to connect the Suncadia and Bullfrog Flats communities to Cle Elum and to allow for safe, non-vehicle passage thereto; to connect the Cle Elum Roslyn School District (CERSD) to all of our neighboring communities, and to allow students to travel to school safely and healthfully (by foot, bicycle, etc); to allow the CERSD to utilize the land adjacent to its facilities for recreation and other uses; to allow our residents and guest with year-round opportunities for healthful recreation; and to connect-physically and

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safely-the communities of Cle Elum, South Cle Elum, Roslyn, Ronald, the Teanaway, etc. We have the opportunity to make Wye Park the recreation and social hub of the Upper County.

In short, this plan allows for creating a true trail network of sidewalks and trails, allowing for year-round, safe recreation and transit. This must be one of our very highest priorities. 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.

III. Estimates of Demand

As shown in Table 3, Cle Elum currently has approximately 128.6 acres of park land available to the public. It should be noted that 82 acres of that is Hanson Pond open space, leaving approximately 46.6 acres of other park facilities. There are also approximately 3-miles of city maintained trails.

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 2046 targets, consistent with National Parks and Recreation Association (NRPA) standards and/or local preference, include:

1. Fifteen acres of parks and open space,
    a. Six acres of which should be for active parks, and
    b. The remaining 9 acres should be passive open space
2. One restroom per park
3. One water fountain per park and trail head
4. One aquatic facility (per 5,000 population)
5. Four basketball courts
6. One football/soccer field per 10,000 people
7. One baseball/one softball field per 5,000 people
8. Four tennis courts
9. Four miles of trails and trail connections;
    a. This can included hiking and walking trails, walking routes on new or existing streets/facilities, bicycle lanes, bicycle routes, tracks, trails, and connections.

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b. Constructing a multi-use bicycle and pedestrian path in an east/west corridor on 2nd St. between Stafford Ave. and North Columbia Ave.

TABLE 4. CLE ELUM PARK AND RECREATION TARGETS

Facility Need	Current Target (status) using 2025 OFM Estimate – 2,300	2046 Target by population forecast – 3,005
Active Parks	13.8 (43.6 acres)	18.03
Open Space	20.07 (82 acres)	27.04
Tracks, trails and Connections	9.2 (3 miles)	12.2
Park Restrooms	10 (3)	10
Park and Trailhead Water Fountains	10 (2)	10
Aquatic Facility	1 (0)	1
Basketball Courts	9 (1)	12
Baseball/Softball Fields	1 (6)	1
Soccer/Football Fields	1 (1)	1
Racquet Sports Courts	9 (0)	12

As Table 4 indicates, the city does have sufficient land for parks and open space, however it is lacking in available amenities at most parks. The addition of such facilities and picnic shelters, playgrounds, sports courts and facilities, and trail systems should be prioritized. In addition to city-owned and operated facilities, proposed development of the Bullfrog Flats area and City Heights projects will add to the available park land. Also, in 2025, a proposal for the Upper Kittitas County Recreation Center was approved on city-owned property – while construction has not yet begun, the city of Cle Elum strongly supports this facility. The project includes a 57,350 square-foot community recreation center with several amenities such as a gymnasium, natatorium (indoor pool), fitness area, track and associated amenities, and also includes outdoor recreation/open space and a splash pad.

Evaluation criteria for the development of new facilities is as follows:

- 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,

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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.

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

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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.

IV. Capital Improvement Program and Financing

The first six (6) years of needs and improvements from the prioritized list developed for the P&R Plan are shown in Table 5 as the Capital Improvement Program for Parks and Recreation – these are shown as Short- and Mid-term projects. Long-range projects are also listed, with an estimated range between 6-10 years. 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 5. Cle Elum Parks and Recreation Capital Improvement Program

Priority	Project Description	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

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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	**$$**	Mid-term	RCO, City Park and Recreation Funds, Private Funds
M-4	Phase 2 – 2nd Street Multi-use Path (east of Billings Avenue through North Peoh Avenue Intersection)	**$209,560**	Mid-term	RCO, SRTS, WSDOT Bike and Ped Program, TIB Complete Streets, City Park and Recreation Funds, Private Funds
M-5	Need to connect parks through signage, mapping, and/or ground treatment	**$$**	Mid-term	RCO, CDBG, City Park and Recreation Funds, Private Funds

Priority	**Project Description**	**Comparative Magnitude of Cost $ = Low $$ = Mid $$$ = High**	**Short-term, mid-term, or long-term?**	**Funding Source Examples**
L-1	Make the regional trails, such as the Palouse to Cascades Trail connect to downtown Cle Elum, as highlighted in the Cle Elum Bicycle and Pedestrian Plan	**$$$**	Long-term	RCO, City Park and Recreation Funds, Private Funds
L-2	Make the Upper Kittitas County Community Recreation Center an indoor, year- round, multi-purpose size for day	**$$$**	Long-term	RCO, CDBG, City Park and Recreation Funds, Private Funds

	and evening use for people of all abilities, including for children's swimming and water fitness programs, team use, etc.			

[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

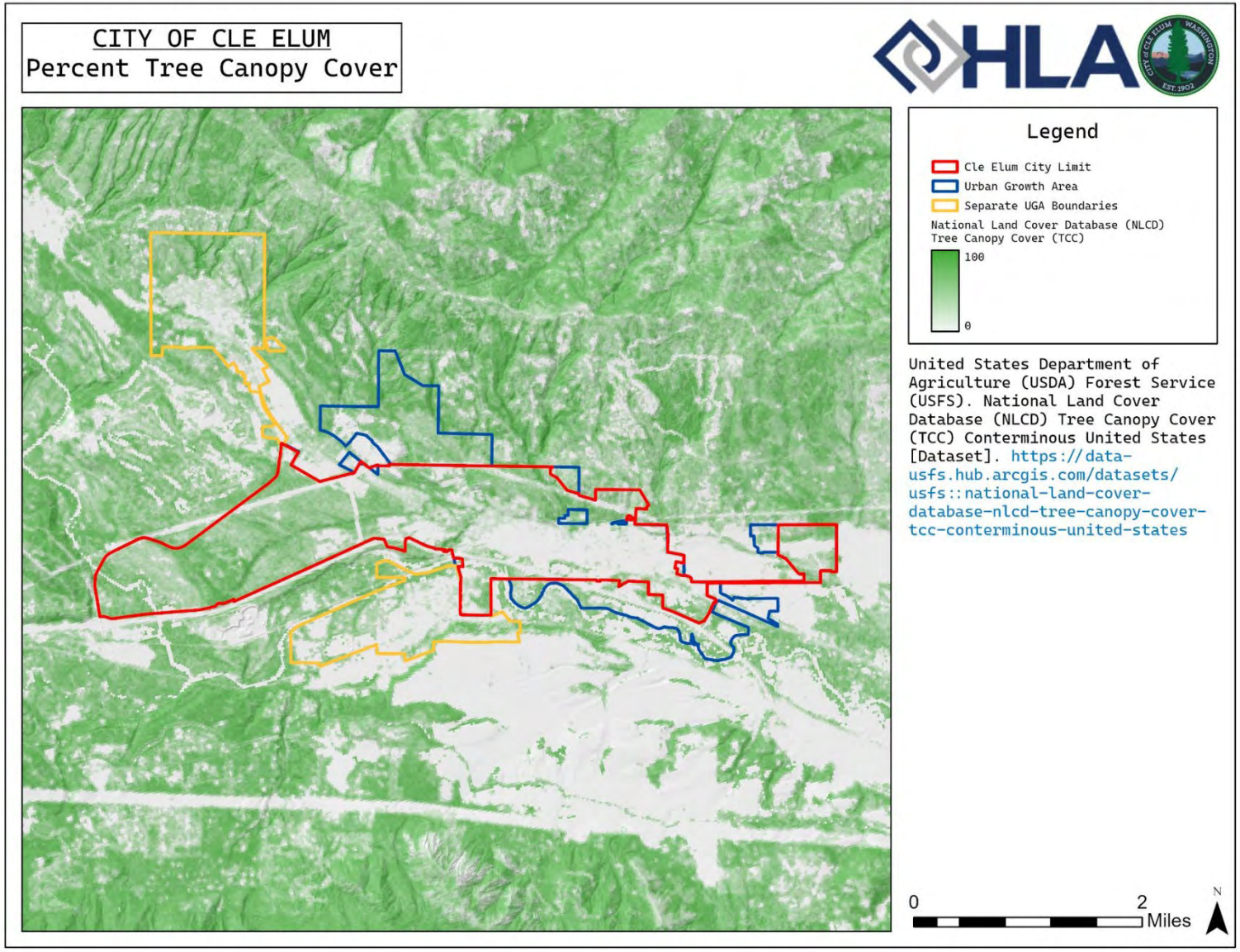
V. Tree Canopy

The City of Cle Elum participates in the Tree City USA program that provides its own set of aspirational goals.

The US Forest Service maintains a National Land Cover Database (NLCD) Tree Cover Canopy (TCC) mapping layer which was used to create an exhibit showing tree cover in Cle Elum. The NLCD data are processed to mask TCC from non-treed features such as water and non-tree crops.

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Figure 7-2. Tree Canopy Cover



VI. Regional Approaches

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, Recreation and Open Space Plan will ensure consistency with QUADCO's RTP sections describing tourism travel impacts and pedestrian and bicycle facilities.

VII. Goals and Policies

The goals and policies of the Parks, Recreation and Open Space Element provide guidelines and direction for the development and continued maintenance of Park and Recreation facilities within Cle Elum over the next twenty (20) years.

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.

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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.

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-modal 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.

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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.

PRO-3.6 Support construction of the Upper Kittitas County Community Recreation Center, consistent with the approved development project.

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.

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.

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PRO-4.2 Enhance habitat within parks, recreation, and open space lands by maintaining our healthy urban forest and tree canopy coverage 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 and urban tree canopy coverage, shorelines, water fronts, and other features that support Cle Elum's wildlife and natural heritage.

Goal PRO-5: Establish an open space pattern that will provide definition of and separation between developed lands to establish defensible space buffers and provide open space linkages among parks and recreation resources.

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.

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.

PRO-7.1 Identify, preserve, and enhance Cle Elum's heritage, history, and traditions; including historic sites, views, landscapes, and archaeological resources.

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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.

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, including the Upper Kittitas County Community Recreation Center.

Goal PRO-9: Create a comprehensive system of multi-purpose tracts 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.

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.

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Goal PRO-10: Furnish parks, recreation, and open space with convenient amenities and improvements.

PRO-10.1 Furnish trail systems with appropriate improvements including: directory and interpretive signage; rest stops; shade structures; 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-10.3 Design and develop parks, recreation, and open space to accommodate access and safety for all users and adhere to all applicable local, state and federal requirements.

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