ORDINANCE NO. 4910

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ELLENSBURG, WASHINGTON, AMENDING THE COMPREHENSIVE PLAN ADOPTED BY ORDINANCE NO. 4785 AND SET OUT IN CHAPTER 15.120 OF THE ELLENSBURG CITY CODE.

WHEREAS, as one of the cities in Kittitas County, the City of Ellensburg is required to adopt and regularly update a comprehensive plan pursuant to the Washington State Growth Management Act (GMA); and

WHEREAS, the City Council adopted Ordinance No. 4785, "Imagine Ellensburg 2037," as the official Comprehensive Plan for the City of Ellensburg and last amended by Ordinance No. 4882; and

WHEREAS, under the GMA and pursuant to Section 15.250.090 of the Ellensburg City Code, the City is authorized to amend its Comprehensive Plan on an annual basis; and

WHEREAS, the City Council adopted Resolution 1997-10 and Ordinance No. 4116 as last amended by Ordinance No. 4807, establishing a policy and procedure for the annual review of proposals to amend the Comprehensive Plan, which are codified in Ellensburg City Code 15.250.090(D); and

WHEREAS, on July 18, 2022 the City Council reviewed all of the proposed Comprehensive Plan amendments for the 2022 annual amendment cycle and approved docketing of proposed amendments 22-01, 22-02, 22-03, 22-04, and 22-05 and then forwarded the docketed amendments to the SEPA Responsible Official for SEPA review and to the Planning Commission for review and recommendation; and

WHEREAS, on October 24, 2022 the City Community Development Department provided the required 60-Day Notice of Intent to Adopt Comprehensive Plan Amendments to the Washington Department of Commerce, and the 60-day review period was complete on December 23, 2022; and

WHEREAS, the SEPA Responsible Official reviewed a SEPA checklist, comments from agencies and the public, and other information in the record and issued a Determination of Non-Significance which became final on February 3, 2023 for docketed comprehensive plan amendments 22-01, 22-02, 22-03, 22-04, and 22-05; and

WHEREAS, the Ellensburg City Planning Commission held a public hearing on January 12, 2023 and following which the Planning Commission approved a motion to recommend the City Council approve the proposed amendments as presented; and

WHEREAS, the City Council held a public hearing on the matter of adopting the docketed 2022 Comprehensive Plan amendments at its regular meeting on February 6, 2023 at which public

comments were received, Council entered into the public hearing record the agenda report with exhibits for Council's February 6, 2023 regular meeting prior to closing the public hearing, after which City Council determined it is in the best interests of the City of Ellensburg that proposed amendments 22-01, 22-02, 22-03, 22-04 and 22-05 be approved as presented in accordance with the findings and recommendations submitted by the City Staff and in accordance with the Planning Commission recommendation, and be enacted as an ordinance; and

WHEREAS, all portions of the City of Ellensburg 2017 Ellensburg Comprehensive Plan, "Imagine Ellensburg 2037," as subsequently amended, shall remain in full force and effect except as specifically amended herein;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF ELLENSBURG DO ORDAIN AS FOLLOWS:

Section 1. That document attached to this ordinance as Exhibit "A" and entitled "2022 City of Ellensburg Capital Improvement Plans" is hereby adopted into the City of Ellensburg 2017 Comprehensive Plan, "Imagine Ellensburg 2037" as Appendix A (docket amendment 22-01).

Section 2. That document attached to this ordinance as Exhibit "B" and entitled "City of Ellensburg Comprehensive Plan, 2022 updates," which is included as part of the Comprehensive Plan, is hereby amended to adopt and include docket amendments 22-02, 22-03, 22-04 and 22-05.

Section 3. All portions of the City of Ellensburg 2017 Comprehensive Plan, "Imagine Ellensburg 2037," as subsequently amended, shall remain in force and effect except as specifically amended herein.

Section 4. **Severability**. If any portion of this ordinance is declared invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect the validity of the remaining portions of this ordinance.

Section 5. **Corrections**. Upon the approval of the City Attorney, the City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 6. **Effective Date**. This ordinance shall take effect and be in force five (5) days after its passage, approval and publication.

The foregoing ordinance was passed and adopted at a regular meeting of the City Council this 21st day of February 2023.

MAYOR

ATTEST: Beth Leader
CITY CLERK

APROVED AS TO FORM:

CITY ATTORNEY

Publish: 2-25-23

I, Beth Leader, City Clerk of said City, do hereby certify that Ordinance No. 4910 is a true and correct copy of said Ordinance of like number as the same was passed by said Council, and that Ordinance No. 4910 was published as required by law.

Beth Leader

EXHIBIT A

2022 PROPOSED Capital Improvement Plans

22-01: Updates to the various 6-year Capital Improvement Plans

Summary

Initiate the annual update to the 6-Year Capital Improvement Programs in Appendix A of the Comprehensive Plan. Each year the 6-year capital improvement plans need to be updated. Each proposed 6-year capital improvement plan has been reviewed during the budget process in the fall.

Table 23. Electric Utility 6-year Capital Improvement Plan

Project	2022	2023	2024	2025	2026	2027
Electric System Plan						
Plan Update (every 6 years)		$150,000				
System Expansion						
New Services	$52,426	$55,047	$57,800	$60,690	$63,580	$66,759
New Meters	$65,738	$69,025	$72,476	$76,100	$79,723	$83,710
New OH Conductors & Equipment	$77,486	$81,360	$85,428	$89,700	$93,971	$98,670
New UG Conductors	$297,844	$312,736	$328,373	$344,791	$361,210	$379,270
UG Conduits & Vaults	$147,222	$154,583	$162,313	$170,428	$178,544	$187,471
New Line Transformers	$57,903	$60,798	$63,838	$67,030	$70,222	$73,733
New Street Lighting	$17,006	$17,856	$18,749	$19,687	$20,624	$21,655
Capitol Projects						
Berry to Bull Rd Tie	$ 200,000					
Canyon Rd I90 Crossing Reconductor (D2-1)	$ 100,000					
Bowers Rd to Reecer Creek Extension (HE-2)			$ 250,000	$ 250,000		
Feeder 15 Airport Rd to Bender (HE-1)			$ 300,000			
Univ. Way Gateway	$1,700,000					
Mountain View Reconductor (D2-2)		$ 500,000				
Sanders to Alder Tie (HE-3)		$ 80,000				
Sanders to Brick Rd (HE-4)		$ 175,000				
Anderson/Umptanum Rd Tie			$ 150,000			
Wildcat street Feeder System				$ 315,000		
Street Lighting Laminated / Fiberglass Pole Replacement/ Misc. Lighting Upgrades	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Radio Road Conversion		$180,000				
Substation Improvements						
Sub Land Purchase	$ 500,000					
D1 Dolarway Substation Improvement	$1,170,000	$ 1,400,000				
TOTALS	$4,435,625	$ 3,286,406	$1,538,977	$1,443,425	$ 917,874	$961,268

Table 24. Information Technology Capital Improvement Plan

Project	2022	2023	2024	2025	2026	2027
IT System Plan						
Plan Updates (every 3 years)		$20,000			$20,000	
IT Computer Replacements						
Hardware	$65,000	$65,000	$65,000	$65,000	$65,000	$65,000
Software	$34,000	$34,000	$34,000	$34,000	$34,000	$34,000
Consultant Services	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000
IT Enterprise Applications						
Hardware	50,000	50,000	50,000	50,000	50,000	50,000
Records Management			$50,000	$5,000	$5,000	$5,000
CIS replacement	505,000	105,000	55,000	55,000	55,000	55,000
Software	$185,000	$185,000	$185,000	$185,000	$185,000	$185,000
Consultant Services	$167,000	$100,000	$100,000	$50,000	$50,000	$50,000
IT Network Resources						
Hardware	$60,000	$35,000	$40,000	$40,000	$20,000	$20,000
Software	$53,000	$53,000	$53,000	$53,000	$53,000	$53,000
Consultant Services	$32,000	$32,000	$32,000	$32,000	$32,000	$32,000
Off Site Data/DR	$100,000	$50,000	20,000	20,000	20,000	20,000
Cable Upgrade to Category 5e	5,000	10,000	10,000	5,000	5,000	5,000
GIS System Plan						
Plan Updates (every 3 years)		$15,000			$15,000	
GIS Implementation						
GIS - Asset Management System	$93,500	83,500	40,000	$40,000	40,000	40,000
GIS - Permit, licensing, and Service Applications			90,000	$20,000	20,000	20,000
GIS Network Resources						
Hardware	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000
Software	$52,000	$52,000	$52,000	$52,000	$52,000	$52,000
Consultant Services	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000
Total	**$1,466,500**	**$954,500**	**$941,000**	**$771,000**	**$786,000**	**$751,000**
GRAND TOTAL	**$5,670,000**					

Table 25. Natural Gas Utility Capital Improvement Plan

Project	2022	2023	2024	2025	2026	2027
Gas System Plan						
Plan Updates (every 6 years)					$80,000	
System Improvements						
No 6 Road South of Willis Road	$10,400					
No 6 Road North of Willis Road	$22,000					
No 6 Road to Vantage Hwy Loop		$30,000	$30,000			
Misc. Looping, Uprating	$20,000	$30,000	$30,000	$30,000	$30,000	$30,000
University Way (Gateway I)	$100,000					
Vantage Highway (Gateway II)			$150,000			
Pipe Boring under Roads, RR, and Creeks	$40,000	$40,000	$50,000	$50,000	$50,000	$50,000
Misc. System Improvements	$90,000	$95,000	$100,000	$120,000	$120,000	$140,000
Tap/Regulator Station Upgrades						
Seattle Gate Upgrade - Telemetry	$50,000					
Kittitas Tap Station - Telemetry	$50,000					
Kittitas Tap Station Upgrades	$40,000		$250,000			
Kittitas Tap Station Land Acquisition			$100,000			
CWU/TCF Telemetry/Upgrades	$40,000					
Cathodic Protection System Improvements						
Anode Bed Replacements		$80,000	$80,000			
Cathodic Protection (CP) System Study				$70,000		
Cathodic Protection Close Interval Survey	$20,000					
Tap Station CP Interference Testing/Analysis	$15,000					
Meter/ERT Upgrades/Improvements						
Meter Proving/Refurbish	$12,000	$40,000		$40,000		$50,000
Meter/ERT Change-Outs	$20,000	$80,000		$80,000		$100,000
Developments						
Misc. System Developments	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
	$679,400	$545,000	$940,000	$540,000	$430,000	$520,000

Table 26. Parks and Recreation Capital Improvement Plan

	Project Description	2023	2024	2025	2026	2027	2028
1	Rotary Park Fieldhouse	$ 25,000,000.00					
2	Rotary Pavilion Property Development	$ 2,500,000.00					
3	North Alder Street Park Sprayground	$ 250,000.00					
4	IRRP Playground			$ 200,000.00			
5	Kiwanis Park Skatepark Improvements	$ 545,000.00					
6	Reed Park Improvements		$ 200,000.00	$ 200,000.00	$ 200,000.00		
7	Community Center				$35,000,000.00		
8	McElroy Park Improvements				$30,000.00		
9	Pickleball Court Development (6)		$160,000				
10	Rotary Park and Trail Development			$ 500,000.00			$ 5,000,000.00
11	New Park Acquisition					$200,000.00	
12	Mt. View Park Multi Purpose Court Improvements		$40,000.00				
13	Mt. View Park Tennis Court Development (6)			$410,000			
14	PTCSTP Reconnection		$825,000.00	$75,000.00	$200,000.00	$500,000.00	$300,000.00
15	Yakima River Trail			$750,000.00			
16	Irene Rinehart Park Improvements						$1,827,000.00
17	Kleinberg Park Improvements					$17,000.00	
18	Mt. View Park Improvements						$188,300
19	Paul Rogers Park Improvements		$118,000.00				
20	South Main Entry Park Improvements						$20,000
21	Veterans Memorial Park Improvements					$401,000.00	
22	West Ellensburg Park Improvements					$432,600.00	
23	Wipple Park Improvements	$ 50,000.00					
24	Off Leash Park Phase II		$10,000.00				
	TOTALS	$ 28,345,000.00	$1,353,000.00	$2,135,000.00	$35,430,000.00	$1,550,600.00	$7,335,300.00

Table 27. Sewer System Capital Facility Improvement Plan

Project	2022	2023	2024	2025	2026	2027	2028-2039
General Sewer Plan and I/I Investigation	$ 250,000						
Maintenance Issues & Concrete & Clay Pipe Replacement	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$1,300,000
Concrete & Clay Pipe Replacement							$4,050,000
Cora Street Pump Station							$486,000
Anderson Road Extension	$2,600,000						
	$ 2,950,000	$ 100,000	$100,000	$100,000	$100,000	$100,000	$5,836,000
Grand Total	$9,286,000						

Table 28. Stormwater Capital Improvement Plan

Project	2022	2023	2024	2025	2026	2027
Dolarway Bridge and Levee	$2,000,000					
Effectiveness Monitoring	$40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000
University Avenue Gateway Project (Wenas to Whiskey Cr.)	$3,227,000					
Annual Stormwater Project (Varies)	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000
University Avenue Gateway II Project (Vista Rd. to E. CL)	$400,000	$ 5,000,000				
	$5,742,000	$5,115,000	$ 115,000	$ 115,000	$ 115,000	$ 115,000
Grand Total	$11,317,000					

Table 29. Telecommunications Capital Improvement Plan

Project	2022	2023	2024	2025	2026	2027
Strategic Plan						
Plan Updates (every 3 years)			$20,000			
System Improvements						
WWTP Fiber Optic Connection				55,000	$55,000	
Bull Road	115000			20,000		
Hardware Refreshment	100,000	25,000	25,000	25,000	100,000	25,000
Outdoor Plant Improvements	$48,000	$48,000	$48,000	$48,000	$48,000	$48,000
Gateway 1	$100,000					
Gateway 2	$85,000					
Telecom Connections	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
Telecom Infrastructure	$55,000	$5,000	$5,000	$5,000	$5,000	$5,000
Line Extensions						
Commercial Customers	$50,000	$50,000	25,000	25,000	25,000	25,000
Wireless Improvements						
Community WiFi, Wireless Equipment for DR/Backup or Temporary Svc.		$10,000	10,000	10,000		
Total	**$603,000**	**$188,000**	**$183,000**	**$238,000**	**$283,000**	**$153,000**
GRAND TOTAL	**$1,648,000**					

Table 30. Transportation Capital Improvement Plan

CITY OF ELLENSBURG — PUBLIC HEARING DATE: 1/3/2022
6-YEAR TRANSPORTATION IMPROVEMENT PLAN — ADOPTION DATE: 1/3/2022
2023 TO 2028 (INCLUDES CURRENT WORK REMAINING IN 2022) — RESOLUTION NO. 2023-02

REVENUE BY YEAR (thousands)

SOURCE	2022*	2023	2024	2025	2026	2027	2028	TOTALS
ARTERIAL STREET	512	100	95	105	45	105	45	1,007
REGIONAL STBG	685	1,154	0	0	0	710	750	3,299
SALES TAX RESERVE	1,168	1,386	777	657	1,425	550	450	6,413
FEDERAL SAFE ROUTES TO SCHOOL & PEDESTRIAN/BICYCLE GRANTS	0	43	1,045	2,364	750	0	250	4,452
WSDOT SAFETY PROGRAM	1,145	0	0	4,350	0	0	0	5,495
TRANSPORTATION IMPROVEMENT BOARD (TIB) - Grant Programs	1,599	1,463	1,213	200	1,700	3,475	3,500	13,150
DISTRESSED COUNTY SALES/USE TAX	205	0	134	0	0	475	0	814
1/4 CENT REAL ESTATE EXCISE TAX	1,023	582	1,214	221	190	30	215	3,475
MAP-21 TRANSPORTATION ALTERNATIVES PROGRAMS	43	360	0	0	0	0	0	403
DOE FISCAL YEAR WATER QUALITY GRANT	2,943	371	3,479	0	0	0	0	6,793
COUNTY LODGING TAX GRANT	0	67	0	0	0	0	0	67
LOCAL LODGING TAX FUNDS	0	66	0	0	0	0	0	66
TRANSIT	48	0	0	0	0	25	0	73
OTHER AGENCY OR CITY DEPARTMENT	809	487	1,173	6,165	0	95	0	8,729
LOCAL IMPROVEMENT DISTRICT (LID) / DEFERRALS	0	0	0	0	1,145	695	12,900	14,740
TRAFFIC IMPACT FEES	684	0	55	2,345	0	990	1,674	5,748
NOT FUNDED	0	0	0	0	0	950	0	950
TOTAL REVENUE	**10,864**	**6,079**	**9,185**	**16,407**	**5,255**	**8,100**	**19,784**	**75,674**

EXPENDITURES BY YEAR (thousands)

	Funding (S/P)	PROJECT	2022*	2023	2024	2025	2026	2027	2028	*Future*	TOTALS
1	S/P	Bridge Inspections	5	5	5	5	5	5	5	*0*	35
2	S/P	Engineering Transfer	15	15	15	15	15	15	15	*0*	105
3	S/P	Signal Optimization	25	25	25	25	25	25	25	*0*	175
4	S/P	Alley Reconstruction (Semi-Annual)	0	80	0	85	0	90	0	*0*	255
5	S	Helena Ave Complete Streets Sidewalk Improvements - Water St. to Walnut S	418	0	0	0	0	0	0	*0*	418
6	S	Helena Ave Overlay - Water St. to Walnut St.	512	0	0	0	0	0	0	*0*	512
7	S	Main St. Corridor Intersection Enhancements	1,210	0	0	0	0	0	0	*0*	1,210
8	S	University Way and Reecer Creek Road Signalization	665	0	0	0	0	0	0	*0*	665
9	S	5th Ave. and Railroad Ave. Traffic Signal Installation	482	0	0	0	0	0	0	*0*	482
10	S	University Way Gateway - Nanum Street to Red Horse Diner	4,306	0	0	0	0	0	0	*0*	4,306
11	S	Alder St and 14th Ave Signalization - PTC Reconnect Trail from 14th to KVEC	1,811	0	0	0	0	0	0	*0*	1,811
12	S	Pfenning Road Shared Use Pathway	50	526	0	0	0	0	0	*0*	576
13	S/P	Capitol Ave Sidewalk Replacement - Main St. to Sampson St.	147	0	100	0	110	0	130	*0*	487
14	S	Sixth Ave Paverstone Walk & Angle Parking (N. of City Hall)	148	0	0	0	0	0	0	*0*	148
15	S/P	Helena Ave Imp (Water St to 3,200' west, Cora Connection, portion in KC juris	450	0	0	0	0	0	5,450	*0*	5,900
16	S	Brick Rd Improvements	150	1,485	0	0	0	0	0	*0*	1,635
17	S/P	Alder St Sidewalk - One Side - Capitol Ave to 4th Ave	70	0	75	0	80	0	85	*0*	310
18	P	Large Scale Wayfinding Implementation Project	0	133	0	0	0	0	0	*0*	133
19	S	Downtown Slurry Seal	0	540	0	0	0	0	0	*0*	540
20	P	Water St. Overlay - University Way to Manitoba, Manitoba from Water to Main	0	1,416	0	0	0	0	0	*0*	1,416
21	S/P	University Way Gateway II - Vista Rd to east City Limits	400	425	5,125	0	0	0	0	*0*	5,950
22	P	Anderson/Umptanum/Railroad Ave. Road Widening/Overlay (Joint w/ County)	0	500	550	6,260	0	0	0	*0*	7,310
23	P	Recon. Trail and Sidewalk Extension - PTC to Bender and Hannah to Whiskey	0	50	200	2,791	0	0	0	*0*	3,041
24	P	1st Ave Sidewalk Improvements - Ruby St. to Sampson St. - North Side	0	0	234	0	0	0	0	*0*	234
25	P	Palouse to Cascades Reconnect Trail - Sanders to Airport	0	0	804	0	0	0	0	*0*	804
26	P	15th Ave Sidewalk Improvements - Cora St to Water St - North Side	0	0	185	0	0	0	0	*0*	185
27	P	Wildcat Way and 18th Intersection Enhancements	0	0	0	756	0	0	0	*0*	755
28	P	University Way and Water Street Intersection Enhancements and Widening	0	0	0	3,270	0	0	0	*0*	3,270
29	S	Main St. Overlay - 3rd Ave to University Way	0	608	0	0	0	0	0	*0*	608
30	P	Mountain View Ave and Ruby St Intersection Enhancements and Widening	0	0	0	2,920	0	0	0	*0*	2,920
31	P	Walnut St and 18th Bike Lane - Dean Nicholson to Alder St	0	0	0	0	150	0	0	*0*	150
32	P	Water St. Overlay - University Way to Helena	0	0	0	0	1,550	0	0	*0*	1,550
33	P	University Way Sidewalks - Brick Rd. to Vista Rd.	0	0	0	0	2,040	0	0	*0*	2,040
34	S	Pfenning Rd Sidewalk - 240' North of Vantage Hwy to Radio Rd	0	272	1,867	0	0	0	0	*0*	2,139
35	P	Industrial Way Improvements - LID	0	0	0	0	1,280	0	0	*0*	1,280
36	P	Canyon Rd and Umptanum Rd Intersection Enhancements and Widening	0	0	0	0	0	3,390	0	*0*	3,390
37	P	Multimodal Facility Study	0	0	0	0	0	120	0	*0*	120
38	P	Wildcat Way Overlay (University Way to 14th Ave)	0	0	0	0	0	950	0	*0*	950
39	P	3rd Ave. Paverstone Sidewalks and Historic Lighting - Water St. to Depot	0	0	0	0	0	810	0	*0*	810
40	P	Capitol Ave. Improvements - Willow St. to Oak St.	0	0	0	0	0	1,525	0	*0*	1,525
41	P	Airport Rd Sidewalk Improvements - Dean Nicholson to N. City Limits	0	0	0	0	0	1,170	0	*0*	1,170
42	P	3rd Ave and Ruby St Intersection Enhancements	0	0	0	0	0	0	890	*0*	890
43	P	14th Ave and Wildcat Way Bike Lane - B St to University Way	0	0	0	0	0	0	103	*0*	103
44	P	Alder St. Overlay - University Way to Helena	0	0	0	0	0	0	1,100	*0*	1,100
45	P	Helena Ave Extension - PTC Trail to Dry Cr Rd	0	0	0	0	0	0	4,100	*0*	4,100
46	P	Cora Street Ext - PTC Trail to Bender Rd (portion in KC jurisdiction)	0	0	0	0	0	0	7,200	*0*	7,200
47	P	Mountain View Ave and Bull Rd Intersection Enhancements	0	0	0	0	0	0	681	*0*	681
48	P	Chestnut St and Walnut St Bike and Ped Improvements								*263*	263
49	P	Trail Connection - 5th Ave to University Way (near CWU)								*47*	47
50	P	5th and Ruby Intersection Enhancements and Widening								*741*	741
51	P	Helena Ave and Walnut St Intersection Enhancements and Widening								*740*	740
52	P	Helena Ave and Water St Intersection Enhancements and Widening								*936*	936
53	P	Manitoba Ave and Ruby St Intersection Enhancements and Realignment								*1,332*	1,332
54	P	University Way and Alder St Intersection Enhancements and Widening								*1,558*	1,558
55	P	University Way and Main St Intersection Enhancements and Widening								*3,338*	3,338
56	P	Water St and Bender Rd Intersection Enhancements								*966*	966
57	P	Airport Rd and Bender Rd Intersection Enhancements								*1,008*	1,008
58	P	Capitol Ave and Chestnut St Intersection Enhancements								*672*	672
59	P	Sanders Rd and Alder St Intersection Enhancements								*665*	665
60	P	Capitol Ave and Willow St Intersection Enhancements								*524*	524
61	P	Anderson Rd and Umptanum Rd Intersection Enhancements								*1,252*	1,252
62	P	15th Ave and Cora St Intersection Enhancements								*432*	432
63	P	18th Ave and Alder St Intersection Enhancements								*720*	720
64	P	Canyon Rd Overlay - Umptanum to Mountain View Ave	0	0	0	280	0	0	0	*0*	280
65	P	Pfenning Rd Sidewalks - Radio Rd to 14th Ave								*1,101*	1,101
		TOTAL EXPENDITURE	**10,864**	**6,080**	**9,185**	**16,407**	**5,255**	**8,100**	**19,784**	***16,295***	**91,969**
		ARTERIAL STREET FUND BEGINNING BALANCE (01/01/2022))	511	119	139	164	179	254	269		
		EST. GAS TAX REVENUE & SCHEDULED SALES TAX TRANSFER	120	120	120	120	120	120	120		
		ARTERIAL STREET FUND ENDING BALANCE	119	139	164	179	254	269	344		

*Current year projects shown for accounting purposes.
**TIP plans calls for road widening/impr. projects to be funded from Sales Tax Reserve, to replace the Federal STP funding which is now shown for potential asphalt overlay funding. (Average annual need to overlay the arterial street system on a 15 year cycle is in excess of $800,000 per year.)

Table 31. Wastewater Treatment Capital Improvement Plan

Project	2022	2023	2024	2025	2026	2027	2028-2039
Digester and GBT Building Electrical Upgrades	$500,000	$348,000					
Recirculation Pump Station		$275,000					
Boiler Building		$40,000					
Aeration	$400,000		$13,000,000				
Rebuild Clarifiers	$325,000						
Digester/GBT Electrical Upgrades	$500,000						
Methane Recapture Analysis/Contract	$40,000		$1,000,000				
	$1,765,000	$663,000	$14,000,000	$ -	$ -	$ -	$-
Grand total	$16,428,000						

Table 32. Water System Capital Improvement Plan

Project	2022	2023	2024	2025	2026	2027	2028-2039
Illinois Well Outfitting / Well House / Main Ext.	$3,200,000						
Water System Plan							$300,000
Craig's Hill Pressure Zone		$300,000					
Inspect Reservoirs	$20,000						
Recoat Reservoir				$825,000			$825,000
Pfenning Loop			$274,000				
Cora Street Loop Pressure			$431,000				
Helena Main Extension	$325,000						
Memorial Park Main Relocation	$50,000						
Walnut Street Main Replacement		$286,000					
Seattle Ave. Main Extension		$323,000					
24-inch Main Inspection	$25,000						
24-inch Valve Rehabilitate	$33,000	$33,000	$33,000	$33,000			
Pressure Reducing Valve							$81,000
New Well					$3,500,000		
Oversizing Fund	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$520
Pipe Replacement Fund	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$1,300,000
Water Use Audits of City Parks	$10,000						
Water Bills Showing Consumption History	$ 10,000						
Meter Testing	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$455,000
Pump and Motor Inspection/Repair	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$416,000
	$3,903,000	$1,172,000	$968,000	$1,088,000	$3,730,000	$230,000	$3,377,520
Grand Total	$14,468,520						

EXHIBIT B


TRANSPORTATION

WHAT YOU WILL FIND IN THIS CHAPTER:

- Condition, trends, and challenges that describe all travel modes in the existing transportation system.
- Transportation goals that establish overarching priorities and policies that lay out specific actions.
- Details on the City's level of service standards.
- Evaluation of financial conditions over the next 20 years and guidance on plan implementation.
- A future transportation vision that introduces a layered network concept that forms the foundation of this plan to accommodate all modes of travel and create a complete transportation network in Ellensburg.

OVERVIEW

Ellensburg is a city rich in history and a premier destination for outdoor adventure. Home to Central Washington University, Ellensburg is a vibrant community with a range of cultural offerings.

This Transportation chapter aims to provide a 20-year vision for Ellensburg's transportation system which respects the community's history and character, supports anticipated growth in the city and Urban Growth Area, and builds on Ellensburg's momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2037.

The overall vision for Ellensburg's Transportation chapter is to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth.

The transportation goals serve as the foundation for this plan: safe for all users, connected and efficient, multimodal, integrate transit, fund maintenance and preservation, and facilitate active partnerships.

BACKGROUND & CONTEXT

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Ellensburg achieve its vision. This element focuses on the City's vision and the

projects and programs intended to meet that vision. Technical and supporting information are available in Appendices B-E.

Ellensburg's geography plays a role in the demands put on its transportation system. The transportation network is constrained by railroad crossings, river and creek crossings, and a limited number of connections to Interstate-90.

Ellensburg sits at the crossroads of Interstate-90 and Interstate-82, two important connections across the state, as well as into Oregon and Idaho. This brings travelers from all regions to Ellensburg looking for a variety of activities, including patronizing the highway-oriented services along Canyon Road, outdoor adventures, and downtown events such as the monthly art walk.

Interstate-90 is a major freight corridor for trucks, and Ellensburg sits on a rail corridor that moves more than five million tons of goods each year. This is an important aspect of Ellensburg's economic vitality, but it also poses transportation challenges.

The City must coordinate its transportation planning with a variety of jurisdictions and agencies, including Kittitas County, Central Washington University, and the State of Washington.

ROLE OF THE TRANSPORTATION CHAPTER

The Transportation chapter provides a framework that outlines the goals, policies, and action items necessary to implement the City's vision of future mobility in and throughout the City of Ellensburg. The Transportation Element also describes the financial environment for transportation investments out to 2037.

In essence, the Transportation chapter informs the development of the Capital Improvement Program by identifying the types of projects the City should undertake to support future travel trends. The chapter also evaluates how these projects coincide with the community's values and financial resources.

OTHER PLANS

As part of this planning process, several local, regional, and state plans and documents that influence transportation planning in the City of Ellensburg were reviewed. This section summarizes some of the key regional plans that were examined.

Kittitas County Comprehensive Plan

The City of Ellensburg consulted with Kittitas County as part of their Comprehensive Plan update, and the two entities will continue to work together on transportation projects and road standards, especially in Urban Growth Areas

QUADCO Transportation Plan

The Regional Transportation Plan and the Transportation Improvement Program are designed and created to fulfill requirements of the Growth Management Act (GMA) for both NON-GMA and GMA members, specifically requirements for preparation of a RTPO spelled out in RCW 47.80 and Washington State Department of Transportation RTPO Transportation Planning Guidebook.

Ellensburg Nonmotorized Transportation Plan

The Ellensburg Nonmotorized Transportation Plan (NMTP) 2008, prepared by the City of Ellensburg, lays out the long term goals of the community for nonmotorized transportation.

The Plan identifies 11 goals for transportation in the region:

1. Plan a coordinated, continuous network of nonmotorized transportation facilities that effectively provide access to local and regional destinations.
2. Create a comprehensive system of multi-use off-road trails using alignments along public road rights-of-way, greenway belts, and open space areas, as well as cooperating private properties where appropriate.
3. Create a comprehensive system of marked, on-road bicycle routes for commuter, recreational, and touring enthusiasts using scenic, collector, and local road rights-of-way and alignments through and around Ellensburg.
4. Design a safe, attractive, accessible, and interconnected pedestrian environment.
5. Establish classification and design standards that facilitate safe and pleasant nonmotorized travel.
6. Prioritize nonmotorized transportation projects and identify funding sources for high priority projects.
7. Develop a system for maintenance of nonmotorized facilities.
8. Establish requirements for new developments to include facilities supporting nonmotorized transportation.
9. Promote safe nonmotorized transportation through education and law enforcement.
10. Increase the share of transportation that is nonmotorized through programs that encourage walking and bicycling in lieu of driving.
11. Coordinate implementation of this plan among city departments, county and other government agencies, businesses, and residents.

This plan was reviewed and key projects are included in the 20 year project list for this Transportation chapter.

Central Washington University Campus Master Plan

Central Washington University's Campus Master Plan guides their 10 year vision for student growth and capital projects. The university is a driving force in the community and changes to campus affect transportation in the whole region. Their current plan was updated in 2013 and provides insight into projected enrollment and changes to their built environment.

CWU did an in-depth parking analysis for their Campus Master Plan. This identifies key areas that are being over or underutilized and that may affect the surrounding neighborhoods. It also emphasizes the need for nonmotorized and transit connections to better serve the campus population.

Ellensburg Transit Feasibility Study

Published in 2016, the City of Ellensburg commissioned a Transit Feasibility Study to assess the options for a formal transit system in Ellensburg.

The Transit Feasibility Study found that there is strong support for transit but mixed opinions on how to fund the new system. It identified potential revenue sources as well as benefits for related projects such as the Nonmotorized Transportation Plan. It outlined gaps in service, new service lines, and capital expenditures that would be needed to make public transit a reality in Ellensburg.

In 2016, city voters approved of a sales tax measure with funds earmarked for transit. As of 2017, the City transitioned transit service in Ellensburg from a community services organization to the City with operations contracted out. Ellensburg is actively considering ways to enhance the service.

Kittitas Valley Event Center Master Plan

The Kittitas Valley Event Center is home to the annual County Fair and Rodeo. It sits on 21 acres in the center of Ellensburg and is jointly owned by Kittitas County and the Ellensburg Rodeo Association. As the number of attendees continues to grow each year it creates challenges for the transportation system. The Master Plan identifies multiple goals and objectives that will impact transportation and land use in the area, and includes the following:

- Update and increase the capacity of Fair and Rodeo facilities to meet current and growing attendance and user needs.
- Improve the north parking lots to increase capacity, provide direct, safe, and convenient access from University Way/Vantage Highway, and improve aesthetics.

Interstate-90 Snoqualmie Pass East Project

The Federal Highway Administration (FHWA) and WSDOT are making improvements to a 15-mile section of Interstate-90 east of Snoqualmie Pass. The corridor project will widen the freeway, build and replace bridges, minimize closures due to avalanches and rockslides, and address wildlife connectivity. Phase 1 addresses the first five miles of the corridor and will be completed in 2018. Phase 2 improves the next two miles and will be completed in 2019, and funding has been secured for the remaining eight-mile section. Completion of the project will result in a six-lane freeway with less avalanche closures, increased safety, and new pavement. The improved corridor will affect traffic coming to and from Ellensburg along Interstate-90.

DOWNTOWN PARKING

Ellensburg's on-street parking supply is currently available on a first-come, first-served basis, with time restrictions in some locations. Expected new growth in the downtown area will increase the demand for parking as this attracts additional employees, visitors, and retail shoppers.

Anticipated development and enrollment growth at CWU may also necessitate more active parking management in the future as demand for parking increases.

Monitoring parking use downtown and around CWU can help manage parking demand.

The City will be conducting a downtown parking study that will include management and zoning code strategies. These strategies will seek to maximize the study area's current parking resources, balance the needs of all users, and emphasize cost effective approaches.

Management strategies will consider elements such as:

- Parking regulations
- Optimization of existing and additional parking supply
- Shared parking agreements
- Advanced parking management technologies
- Communication and wayfinding strategies
- Operational and structural changes

Potential areas of focus for zoning code strategies include:

- Minimum and maximum parking requirements
- Mixed-use or shared parking requirements
- In-lieu parking fee strategies

CONDITIONS AND TRENDS

This chapter describes how people use Ellensburg's transportation network today, as well as how that may change over the next 20 years as the region grows. The way people travel is greatly influenced by the built environment, which includes land use and travel corridors, as well as the key destinations where people live, work, shop, and play. This chapter also describes trends in how people are traveling based on anticipated development patterns and travel mode data.

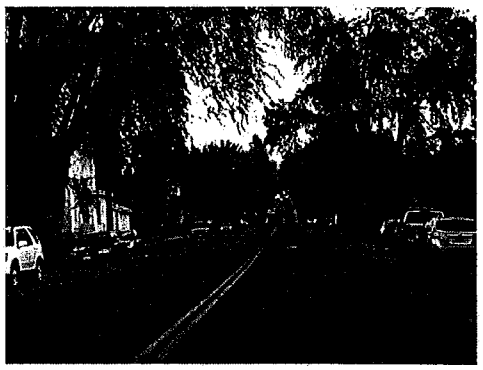
Land Uses and Key Destinations

The places where people live, work, and play are impacted by how a city and surrounding communities guide where development occurs. The Land Use chapter of this Comprehensive Plan provides the guidance mentioned here. The City of Ellensburg's zoning map guides the types of uses that are allowed in specific areas of the city. This zoning map leads to clustering of like uses, for example shopping and other commercial destinations in downtown and along major roadway corridors, with other areas of the city limited to primarily residential development. Changes to zoning can affect not only the land use, but also use of the surrounding transportation network. The 2017 zoning map for Ellensburg is shown in *Figure 1*. Key destinations in Ellensburg are mapped in *Figure 2* and described below.

The main commercial areas in Ellensburg are the Central Commercial zones, the Commercial Highway zones, and the Commercial Tourist zones. The Central Commercial zone is generally comprised of older buildings in the historic downtown core. Outside of the Central Commercial zone, areas of commercial development are largely auto-oriented with larger buildings and ample off-street parking lots. The Central Commercial II zone includes newer developments, like the Fred Meyer shopping center. Newer developments are also located in pockets of Commercial Highway zones, mostly centered on Canyon Road near I-90, West University Way, Dolarway Road, and Vantage Highway. Tourist services such as restaurants, coffee shops, lodging, and gas stations are clustered in the Commercial Tourist zones around the two freeway interchanges in Ellensburg.

It is important to consider that areas of commercial, industrial, and dense residential land use tend to have more concentrated trips and can be supportive of alternative modes of travel such as transit, whereas areas of low density residential use tend to have dispersed trip patterns more conducive to trips made by personal vehicle.

Central Washington University



Central Washington University (CWU) is a major destination and sustaining economic driver in Ellensburg. The 380-acre campus is located northeast of historic downtown Ellensburg. The University has over 9,600 students enrolled on campus, of which over 3,000 live on campus. The campus has 16 residence halls and four apartment complexes. In addition to students, there are about 1,400 full-time faculty and staff members. The University has plans for continued growth in enrollment and campus facilities, particularly on the relatively undeveloped areas on the north end of campus. Growth at CWU was considered in future conditions analysis.

The majority of students, faculty and staff access campus via car. In the 2010-2011 academic year (the most recent available data) 5,462 parking permits were sold, including 3,791 student permits. At this time, enrollment was 8,400 students. Most parking for campus is located in the lots shown in *Figure 3*, but many park on-street along roadways bordering campus where parking is not restricted. The large concentration of students, faculty, and staff leads to university-specific transportation issues, such as clustering of arrivals and departures around class schedules, parking availability and pricing concerns, and how to accommodate students without access to personal vehicles.

Figure 1. 2017 Zoning Map

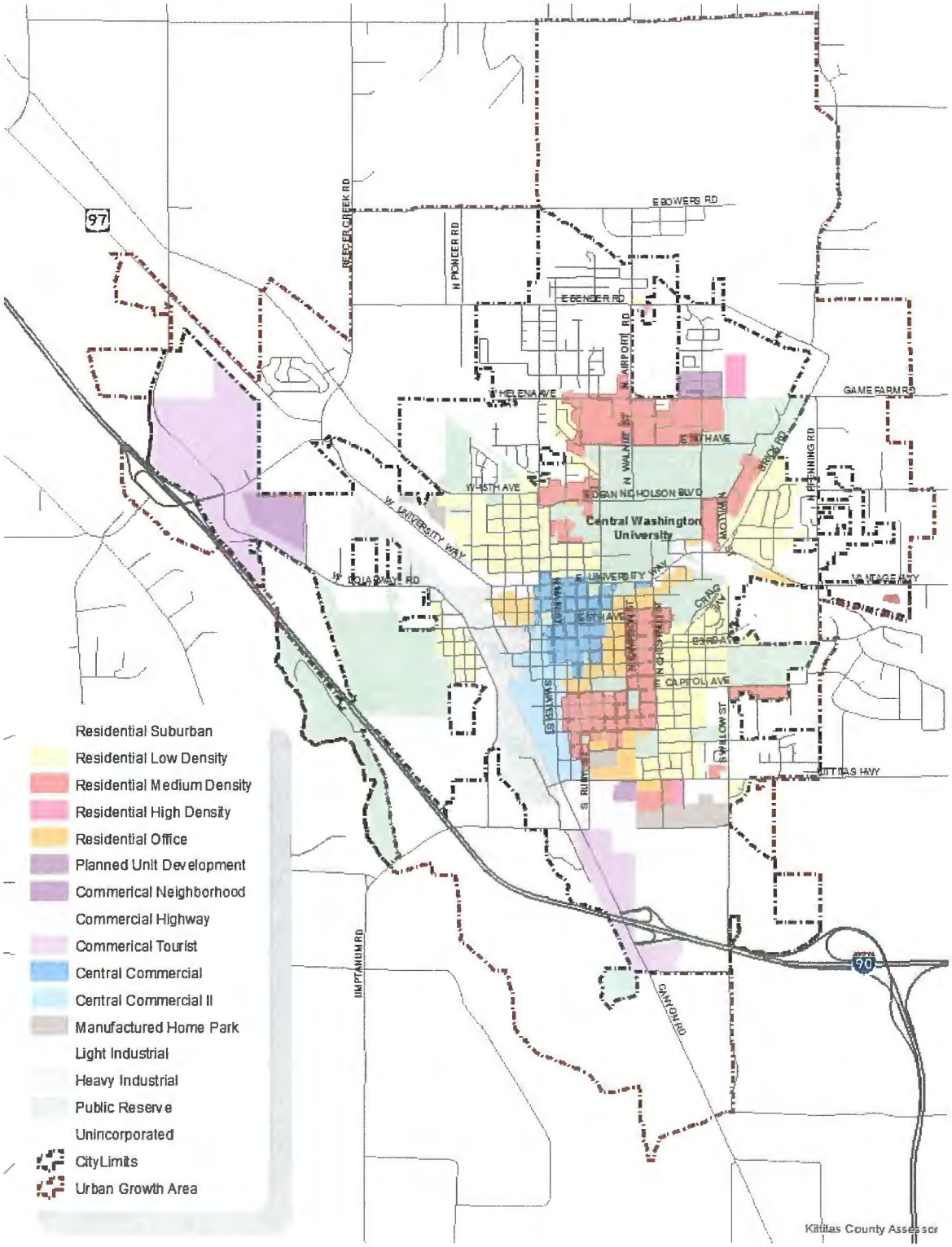
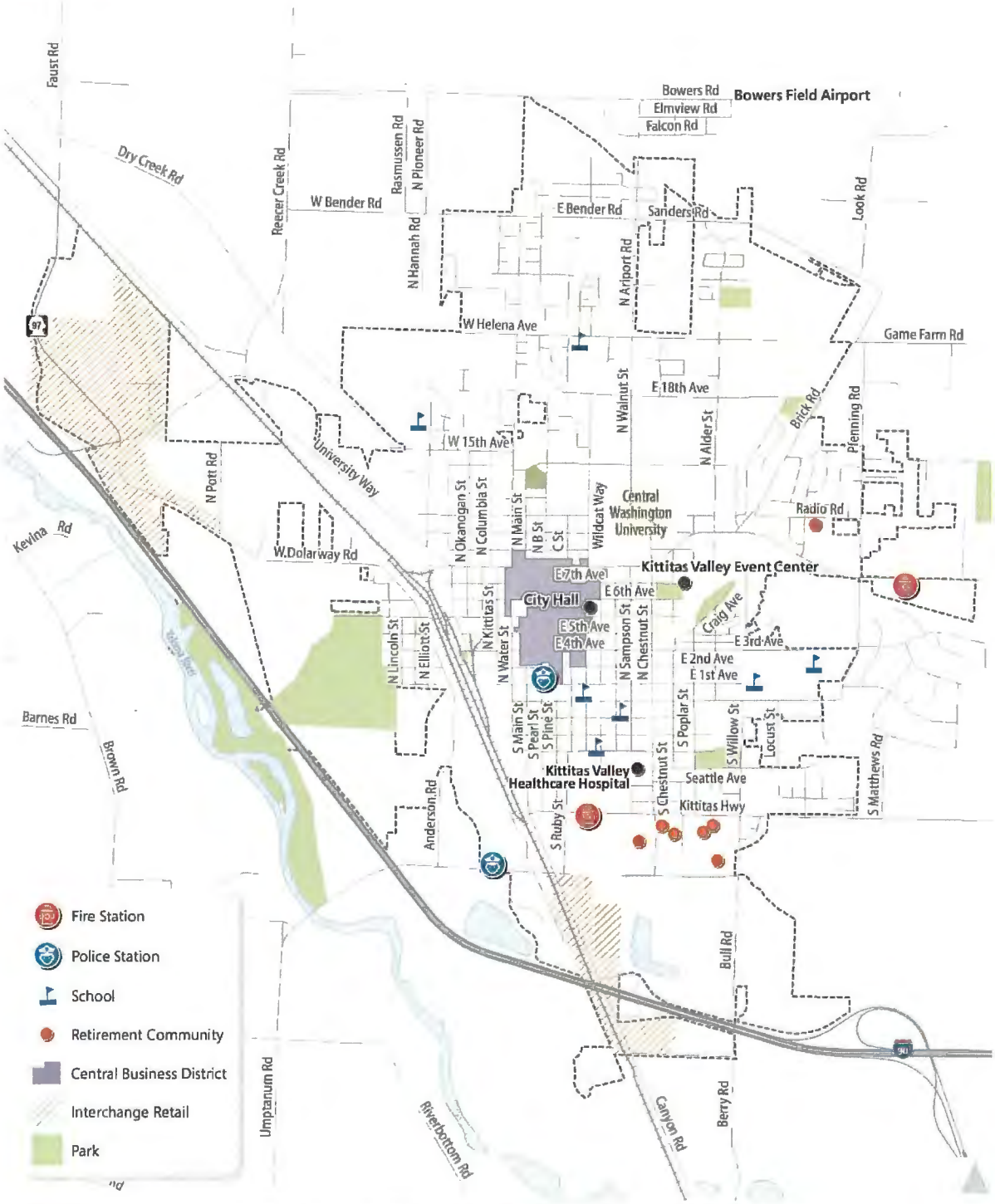
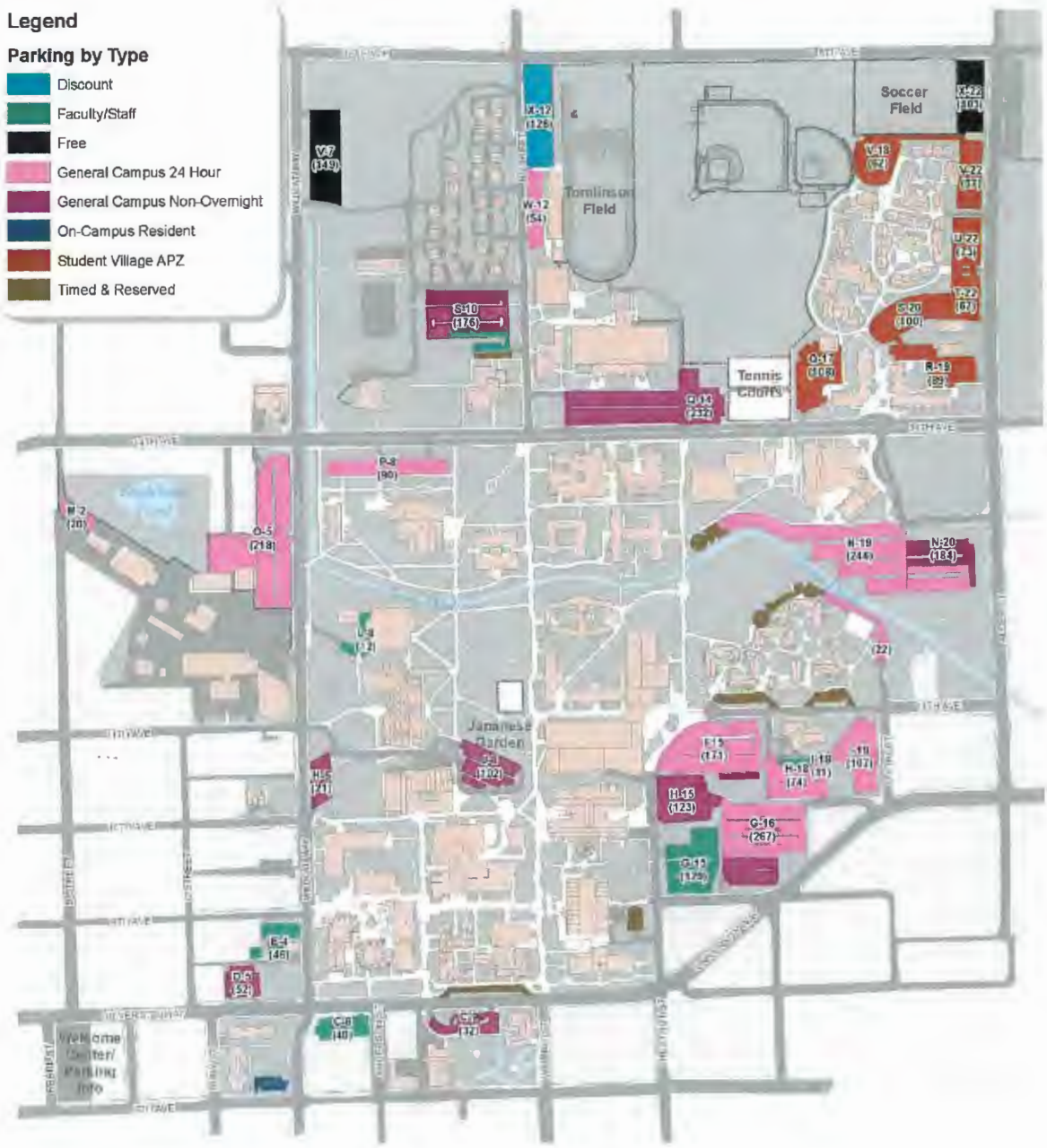


Figure 2. Key Destinations



*CWU is a key destination with many access points, See *Figure 3* for CWU parking lots

Figure 3. CWU Parking Lots



Schools

The Ellensburg School District serves almost 3,300 students (as of May 2016) and operates five K-12 schools that serve the community:

- Valley View Elementary
- Mount Stuart Elementary
- Lincoln Elementary
- Morgan Middle School
- Ellensburg High School

In addition to these public schools, Ellensburg Christian School is a private Kindergarten through Eighth grade school in the City. There are also several preschools and daycares throughout Ellensburg.

Transportation networks surrounding schools can become congested at start and end times each day. Students can arrive at school via walking, biking, being dropped off, driving a personal vehicle for older students, or via school bus. The combination of the various modes during a compressed timeframe can lead to safety concerns.

The City and school district work together to provide Safe Routes to School (SRTS) through engineering, and education. The goals of the program are to reduce injury and increase activity levels in children. Ellensburg has been successful in obtaining an SRTS grant to provide pedestrian improvements on Capitol Avenue adjacent to Lincoln Elementary School. Curb extensions were added to shorten crosswalk distance, increase pedestrian visibility, and prevent cars from parking in the crosswalk.

Parks and Recreation Areas

The City's park system includes 18 parks and five special use areas. These include athletic fields, walking trails, ponds, picnic shelters, playgrounds, a boat launch, a pool, a skate park, a youth center, access to the Yakima River, and more. Parks attract active transportation users such as walkers, bikers, and skateboarders. They also attract younger users, so safety in the transportation network surrounding parks is important.

Hospital

Kittitas Valley Healthcare Hospital serves Ellensburg and the surrounding areas. The hospital is a 25-bed inpatient facility, although outpatients make up 85 percent of the total usage. The hospital employs approximately 600 people in addition to other medical clinics on the same campus. The hospital is working on a new campus master plan that will potentially expand the footprint of the campus. The hospital currently has issues with parking availability during busier times and requires easy access for ambulances and other emergency medical needs.

Kittitas Valley Event Center

The Kittitas Valley Event Center is located in Central Ellensburg approximately bounded by East 8th Avenue (north), Poplar Street (west), East 5th Avenue (south), and Reed Park (east). The Event Center is a major draw on Labor Day weekend coinciding with the Kittitas County Fair and Rodeo, but is used throughout the year providing service to community organizations, trade shows, expositions, equestrian and livestock events, and other special events.

Retirement Communities

Ellensburg has a number of retirement communities, mostly located south of Mountain View Avenue. The retirement communities include Briarwood Commons Apartments, Pacifica Senior Living, Hearthstone Cottage, Meadows Place, Mountain View Meadows, and Rosewood Adult Living. Retirement communities often provide transportation services for those unable to drive, although some residents continue to drive. ADA accessible pedestrian infrastructure surrounding retirement communities should be in place for those that wish to walk.

Transportation Network Overview

Ellensburg's transportation network accommodates many modes of travel, including walking, bicycling, public transit, freight transport, and driving. Vehicular travel is the primary choice for most travelers in and around Ellensburg. City streets form the foundation of the transportation framework with roadways shaping how residents and visitors experience Ellensburg. The main travel corridors in Ellensburg are roadways with sidewalks. In addition, there are some off road trails, such as the Iron Horse Trail.

Auto and Freight Network Overview

The majority of Ellensburg is laid out on a grid system that is nominally oriented North-South and East-West. However, some newer areas of the city are not laid out on a grid and lack connectivity due to cul-de-sacs, dead ends, and other missing links.

Ellensburg's roadways are classified into principal and minor arterials, collectors, and local streets, as shown in *Figure 4* and *Table 1*. Examples of each roadway type are described in ***Table 1***.

In recent years, grants have funded several safety and roadway improvement enhancements to Ellensburg's transportation network. These include updating all 21 of Ellensburg's traffic signals with new controllers, road widening and street improvements on Mountain View Avenue and Dolarway Road, widening a small section of 3rd Avenue to provide parking and a middle turn lane as well as extending the road to eliminate a dead end and to provide a more complete collector road system, signalization of the intersection of Vantage Highway and Pfenning Road, LED street light illumination replacement, and asphalt overlay grants for projects that also improved ADA accessibility.

Table 1. Classification of Roadways

Roadway Type	Description / Purpose	Example	Photo

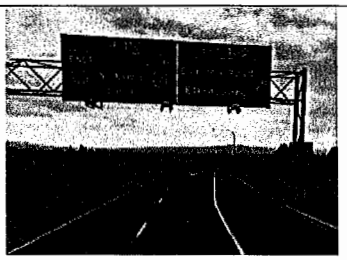
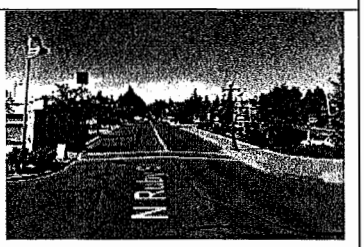
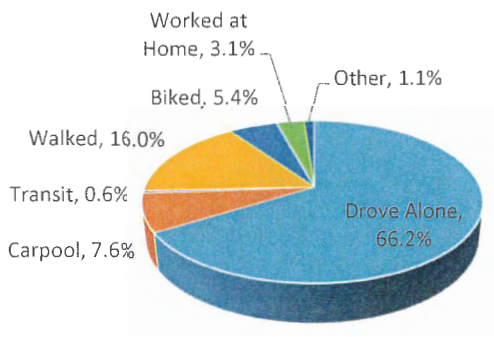
Interstate	Interstates primarily serve long distance travel between cities and carry high volumes. They provide only limited access via grade separation and access ramps.	I-90	
Principal Arterial	Principal arterials tend to carry the highest non-interstate volumes. They can potentially serve regional trips and connect Ellensburg with the rest of the region.	University Way Canyon Road	
Minor Arterial	Minor arterials are designed for higher volumes, but tend not to be major regional travel ways. Minor arterial streets provide inter-neighborhood connections.	Dolarway Road 5th Avenue	
Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from commercial and residential areas. Collectors have lower volumes than arterials, and must balance the needs of all modes.	3rd Avenue Ruby Street	
Local Streets	Local streets are the lowest functional classification, providing circulation and access within residential neighborhoods.	Maple Street Pine Street	

Figure 4. Roadway Functional Classifications

Pedestrian and Bicycle Network

Since every trip includes a segment that is made on foot or by bike, facilities for walking and biking are a critical component of the overall transportation network. The American Community Survey Travel to Work data, shown in *Figure 5*, indicates that 16 percent of Ellensburg residents walk to work, and 5 percent bike to work. The combined 21 percent of workers who use active transportation modes to travel to work, rely on safe sidewalks, pedestrian paths, and bicycle infrastructure. It is also important to note that Travel to Work Data historically undercounts the overall demand for walking and biking, since it does not consider how the network is also used by school children and recreational users. Ellensburg's current bicycle and sidewalk network is shown in *Figure 6*.

Figure 5. How Ellensburg Residents Travel Today (survey results)



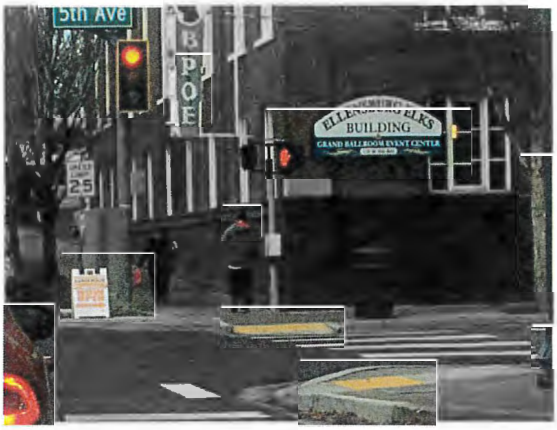
According to City of Ellensburg GIS data, the City has 8.3 miles of bike lanes, 1.3 miles of bike boulevards, 2.3 miles of shared use paths (serving both bicyclists and pedestrians), and 22.4 miles of designated bike routes without bike infrastructure. Another 2.1 miles are planned for future addition to the bike network.

Ellensburg has undertaken efforts to improve their bicycle facilities. The City is currently designated as a Silver-Level Bicycle Friendly Community by the League of American Bicyclists (LAB). According to the Report Card from LAB, 47 percent of arterial streets in Ellensburg have bike lanes and 27 percent of the total road network mileage also has bicycle infrastructure. The City has undertaken several projects to provide multi-use paths, bike lanes, and sharrows. Moreover, Ellensburg has set a goal of becoming a Gold-Level through a combination of engineering, enforcement, education, and encouragement.

The LAB report card for Ellensburg included several suggestions for attaining a Gold-Level designation:

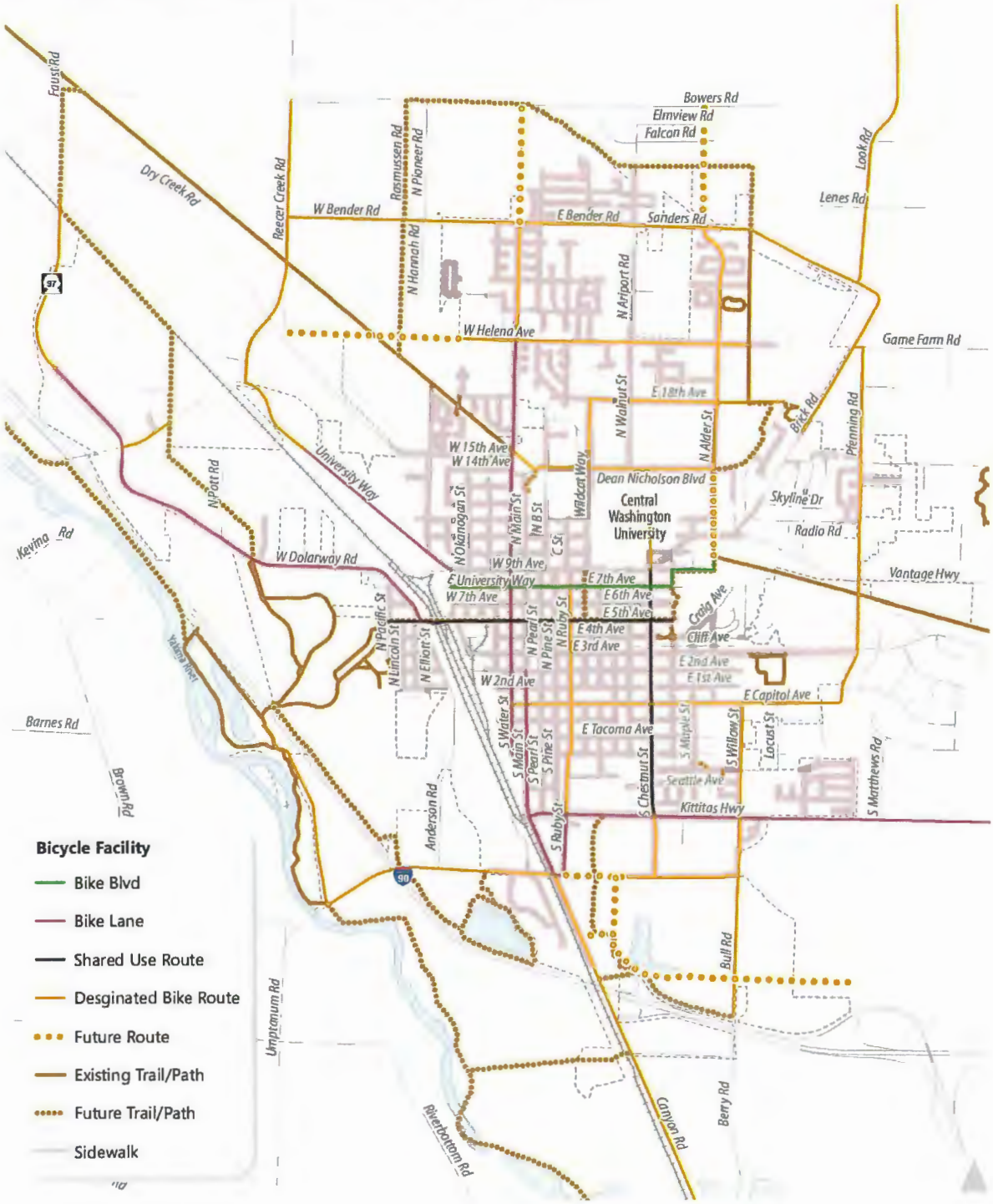
- Implement a bicycle wayfinding system
- Maintain off-street infrastructure and address potholes and other hazards more swiftly
- Promote cycling with community events
- Celebrate Bike to Work Day
- Encourage CWU to become a LAB Bicycle Friendly University
- Update the 2008 Nonmotorized Transportation Plan (NMTP) and include new forms of bicycle infrastructure as well as developing a vision statement and ambitious but attainable goals
- Offer bicycle skills training opportunities for adults

Ellensburg has recently made or planned several pedestrian and bike improvement projects using grant funding. These improvements include filling a missing sidewalk link on 5th Avenue in West Ellensburg, completion of the 7th Avenue bike boulevard, Interstate-90 trail undercrossing enhancements between Rotary Park and Irene Rinehart Riverfront Park, and continuing to build sections of the John Wayne Trail reconnection project. Since 2006, 6.9 miles of sidewalk and 5.2 miles of bike lanes have been installed.



As part of Ellensburg's continued efforts to improve infrastructure for all users, the City has several projects listed in the 2008 NMTP to improve the pedestrian and bicycling infrastructure. These existing, but not yet built, projects are included in the project list evaluated as part of this Comprehensive Plan Update.

Figure 6. Existing and Proposed Pedestrian and Bicycle Facilities



Transit Network

Ellensburg recently voted for a transit sales tax measure that partially funds transit service in the city. The existing Central Transit public transit service is a collaboration between the City, CWU, and HopeSource, a Community Action Agency in Ellensburg. With the new sales tax, Ellensburg has hired a full time transit manager and will continue to improve existing service. Route 1 and Route 2 are operated along the same route, but in opposite directions. The time between buses on each routes are currently one hour. Approximately 54,000 transit trips are taken annually on Central Transit. *Figure 7* shows existing transit routes in the City's transit network.

In addition to the Central Transit service, Ellensburg is also served by the Yakima-Ellensburg Commuter, operated by Yakima Transit through a financial agreement. The route does not provide local service but connects to Yakima and offers three stops in Ellensburg: at Super 1 Foods, Safeway, and CWU (*Figure 8*). There are a total of seven weekday trips in each direction (Yakima to Ellensburg and vice versa), and no weekend or holiday service.

For connections outside of the County, the Greyhound bus offers a stop in Ellensburg, the Apple Line bus travels north into Chelan and Okanogan counties, and the Bellaire Airport Shuttle takes residents to and from the Seattle Airport.

Grant and Kittitas Counties were recently awarded a grant to create an express route from Ellensburg at CWU, to Moses Lake in Grant County. This project will facilitate travel between the counties along the I-90 corridor.

As part of this plan, the City will be looking for opportunities to enhance Ellensburg's local service to make transit a more appealing option to residents, as well as to better connect with regional service.

Figure 7. Existing Transit Routes

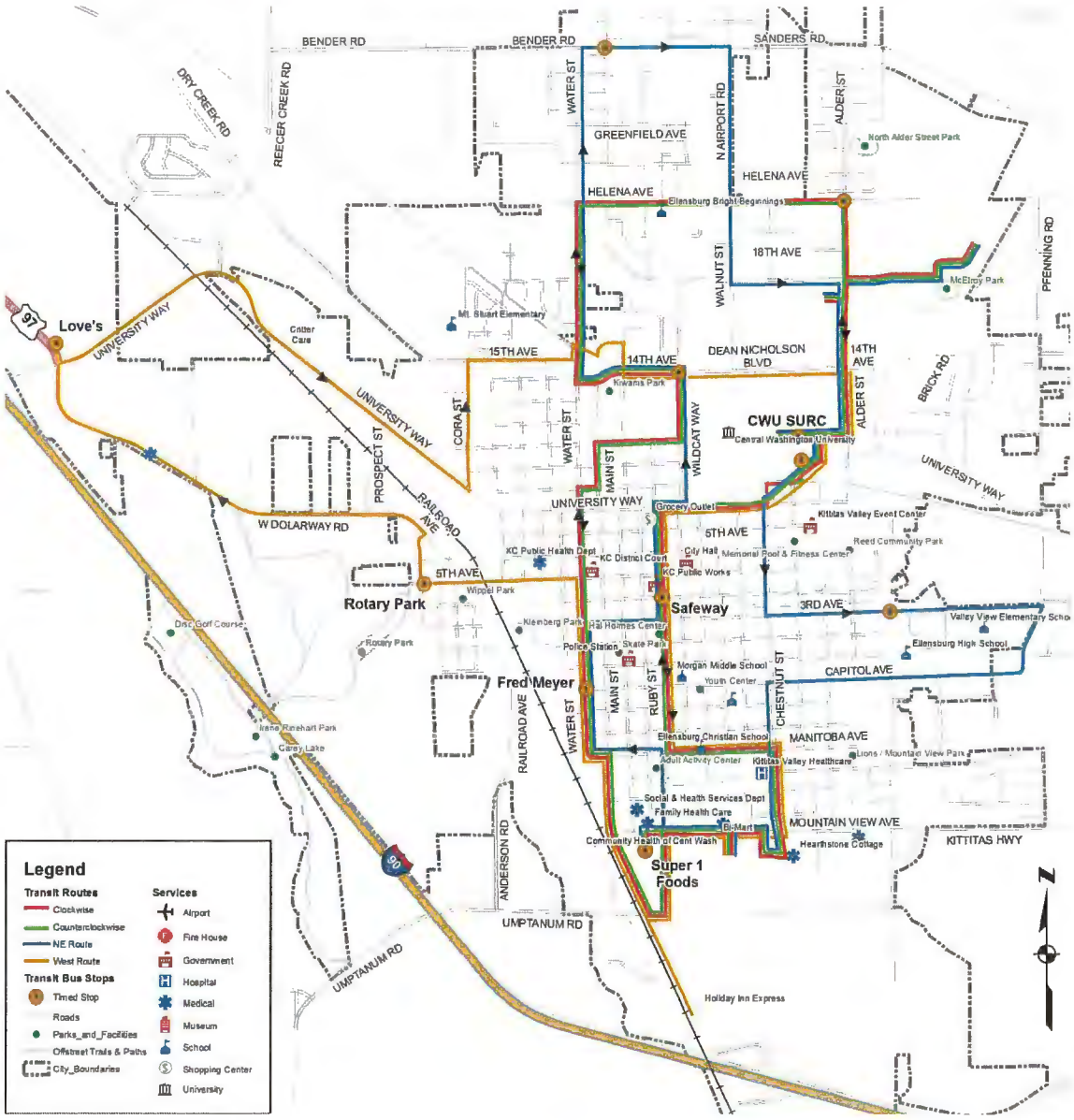
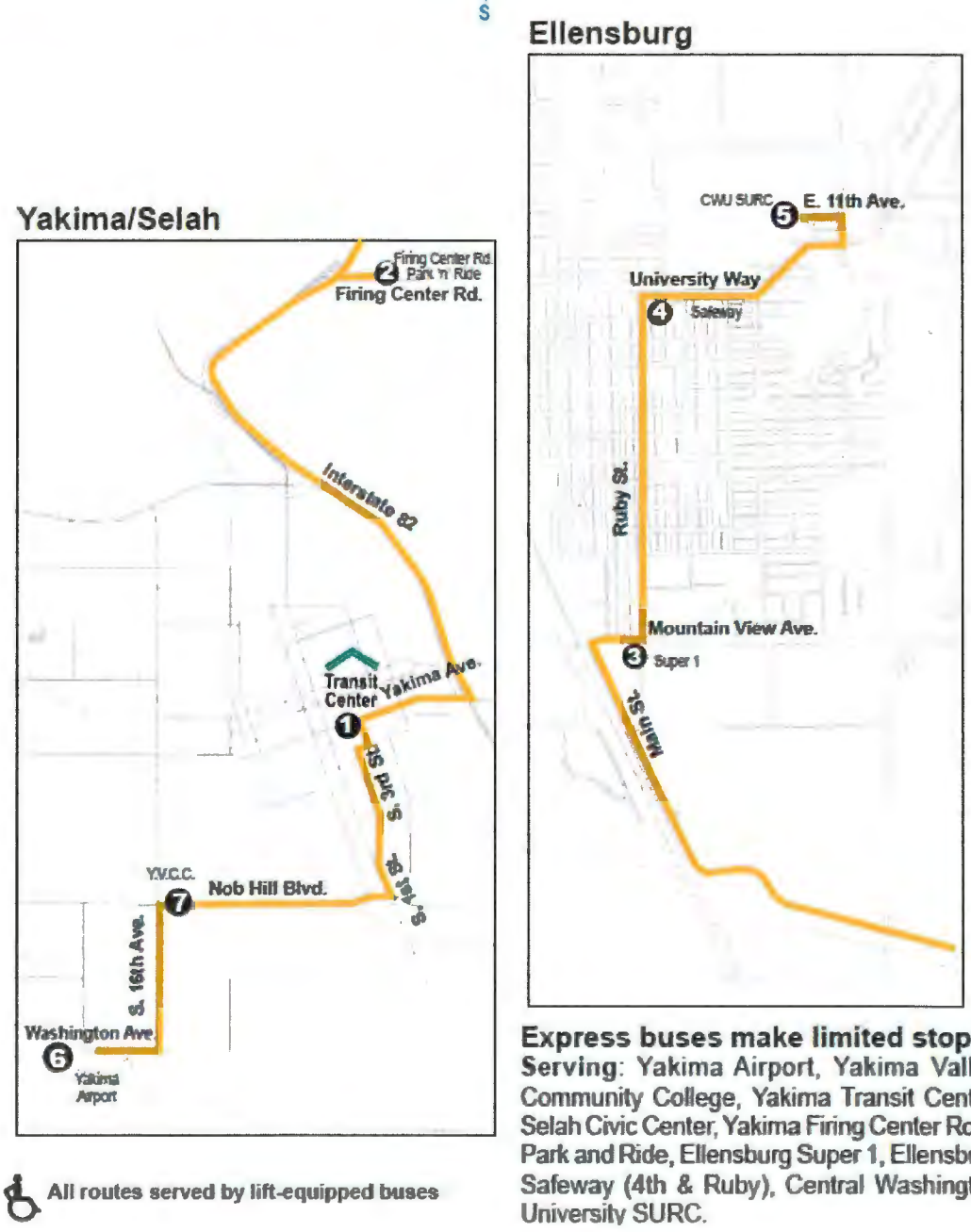


Figure 8. Yakima-Ellensburg Commuter Routes

The Commuter Express runs the same route Northbound and Southbound. The black dots mark the only bus stops.



All routes served by lift-equipped buses

Express buses make limited stops.
Serving: Yakima Airport, Yakima Valley Community College, Yakima Transit Center, Selah Civic Center, Yakima Firing Center Road Park and Ride, Ellensburg Super 1, Ellensburg Safeway (4th & Ruby), Central Washington University SURC.

Freight Network

Freight movement is essential in Ellensburg in order to bring goods to citizens, as well as to export products such as the world famous Timothy Hay grown in Kittitas County and exported through the state. Ellensburg has planned a truck route system that aims to avoid heavy truck traffic on lower volume streets. The North-South spines of this truck route are Canyon Road/Main Street, Water Street, and Railroad Avenue. In the East-West directions, Dolarway Road, Mountain View Avenue/Kittitas Highway, University Way, and Bender Road/Sanders Road are the spines. Reecer Creek Road, Look Road, and Bowers Road are truck routes outside of city limits. This route map is shown in *Figure 9*.

Figure 9. Existing Truck Routes

Auto Network

With many Ellensburg residents and employees relying on vehicles as their primary mode of transportation, the City's street network is critical to the transportation system. Growth within the region has increased traffic congestion along some of Ellensburg's roadways.

Analyses were conducted at 48 intersections throughout Ellensburg and the surrounding UGA. This included all signalized intersections and the busiest stop sign controlled intersections in the study area. Intersection operations were evaluated and assigned a level of service (LOS) value based on their operations in terms of vehicle delay. *Figure 10* shows the locations of the intersections analyzed.

Table 2 and *Table 3* describe the Level of Service definitions from the Highway Capacity Manual (HCM), which is a standard methodology for measuring the performance of intersections.

Table 2. Level of Service Definitions for Signalized Intersections

Facility Type	Description	Control Delay (seconds/vehicle)
A	Free-flowing conditions.	≤10
B	Stable Flow (slight delays)	>10-20
C	Stable Flow (acceptable delays)	>20-35
D	Approaching Unstable Flow (tolerable delay)	>35-55
E	Unstable Flow (intolerable delay)	>55-80
F	Forced Flow (congested and queues fail to clear)	>80

Table 3. Level of Service Definitions for Unsignalized Intersections

Facility Type	Control Delay (seconds/vehicle)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

In Ellensburg, the LOS standard for intersections depends on the highest classification of the roadways intersecting. The standard adopted in both the 1995 and the 2006 Comprehensive Plan is LOS B for local streets, LOS C for arterials and collectors, and LOS D for arterials at the interchanges with I-90.

Of the 48 intersections analyzed, all currently meet the City's LOS standard (*Figure 10*). Detailed reports of existing intersection operations are available in Appendix D. However, given the growth anticipated in Ellensburg and surrounding Kittitas County, capacity enhancements will be needed in the future to maintain the City's LOS standard through 2037. *Figure 11* represents LOS standards without the

implementation of capital improvement projects and *Figure 12* represent LOS standards with the implementation of capital improvement projects.

Figure 10. Intersections and 2017 Level of Service

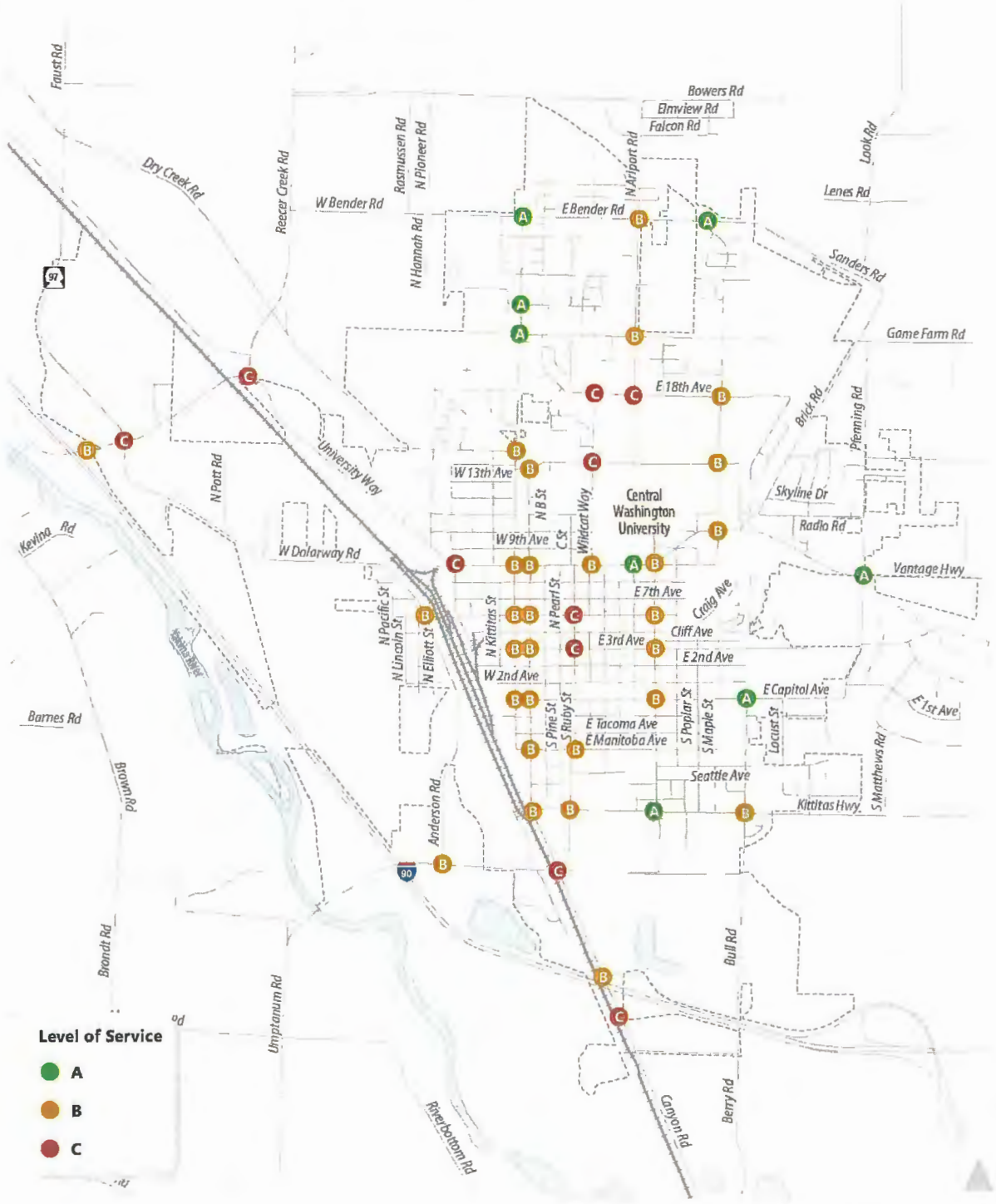


Figure 11. Intersections and Projected 2037 Level of Service – without Capital Improvement Projects

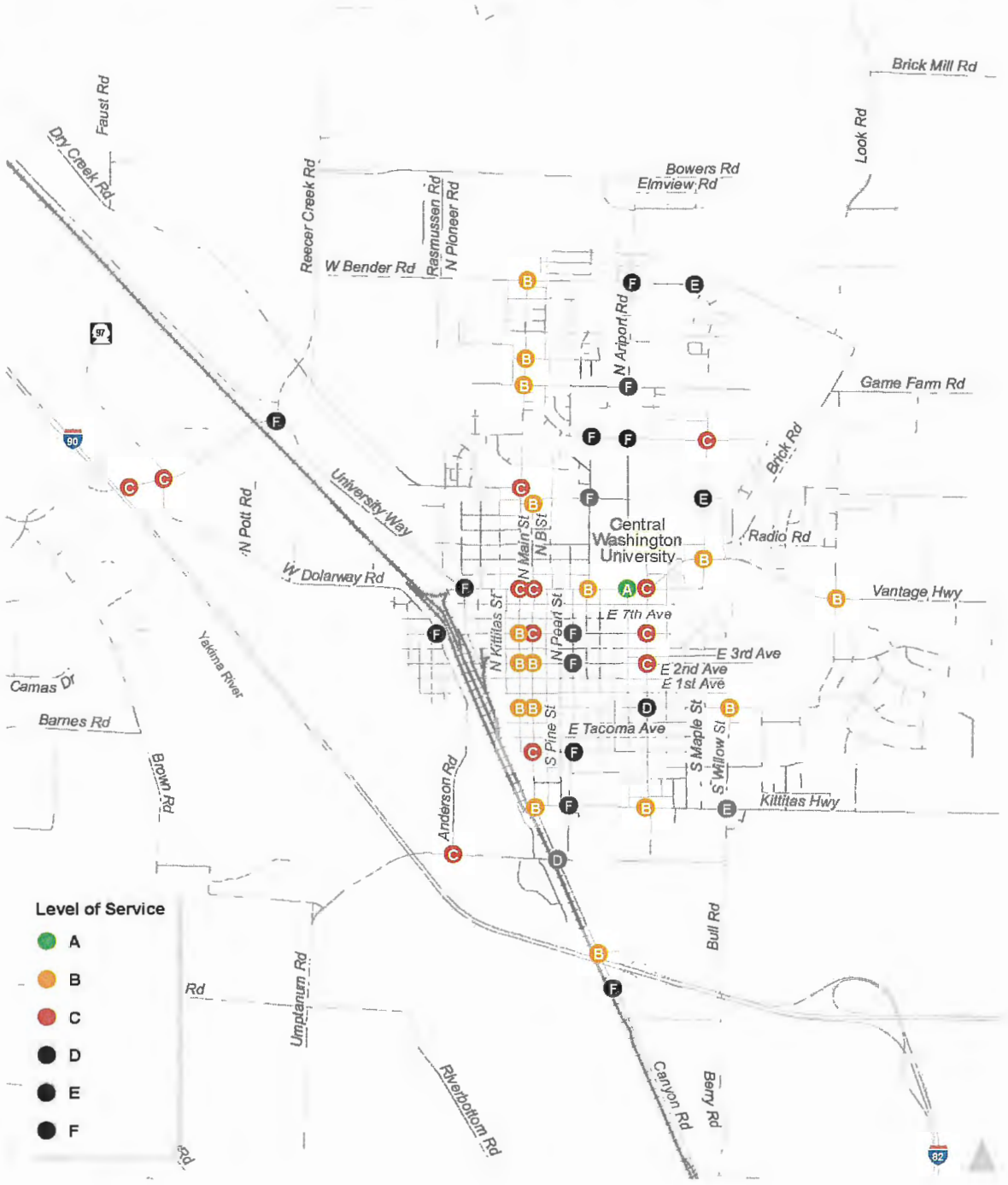
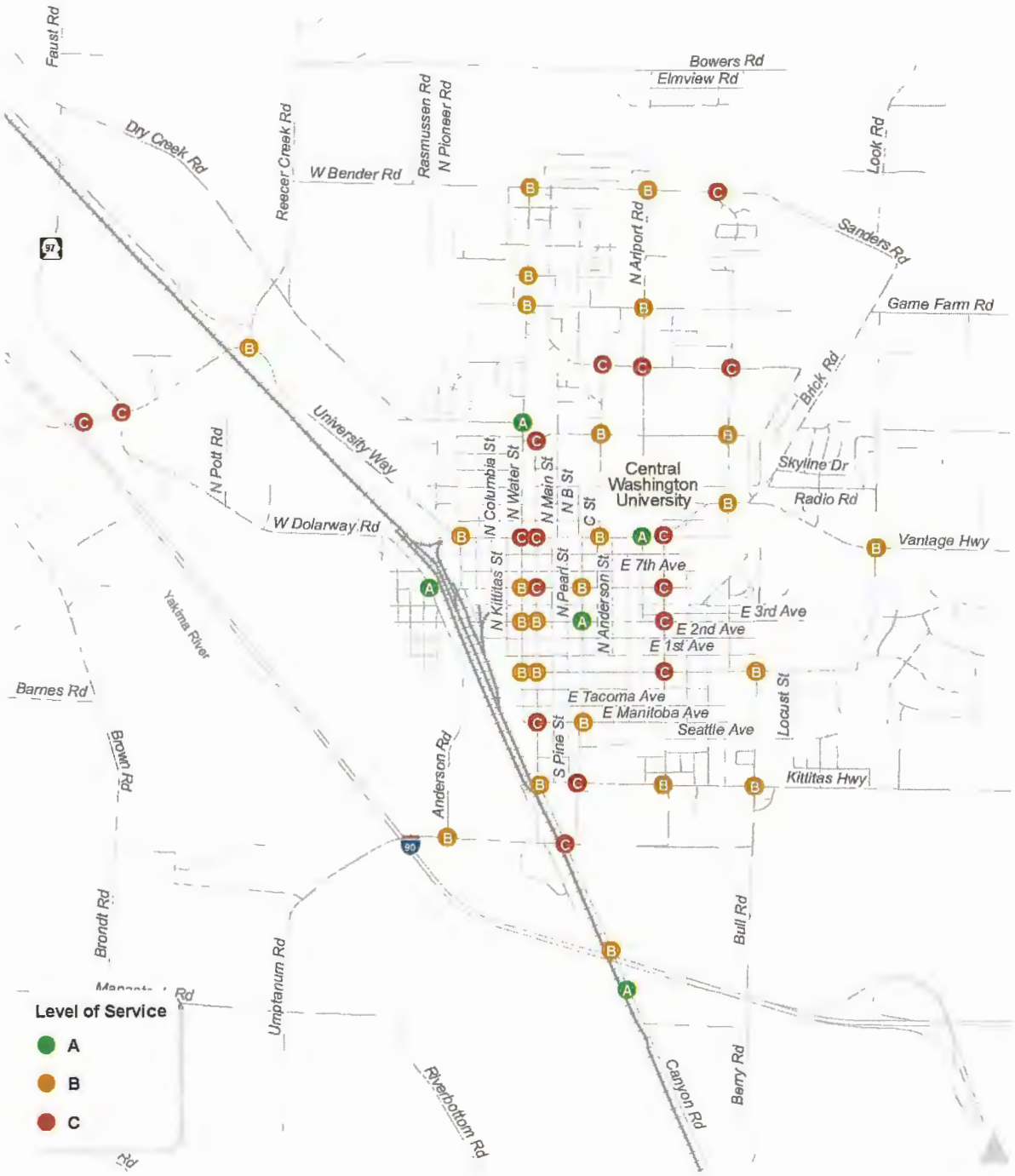


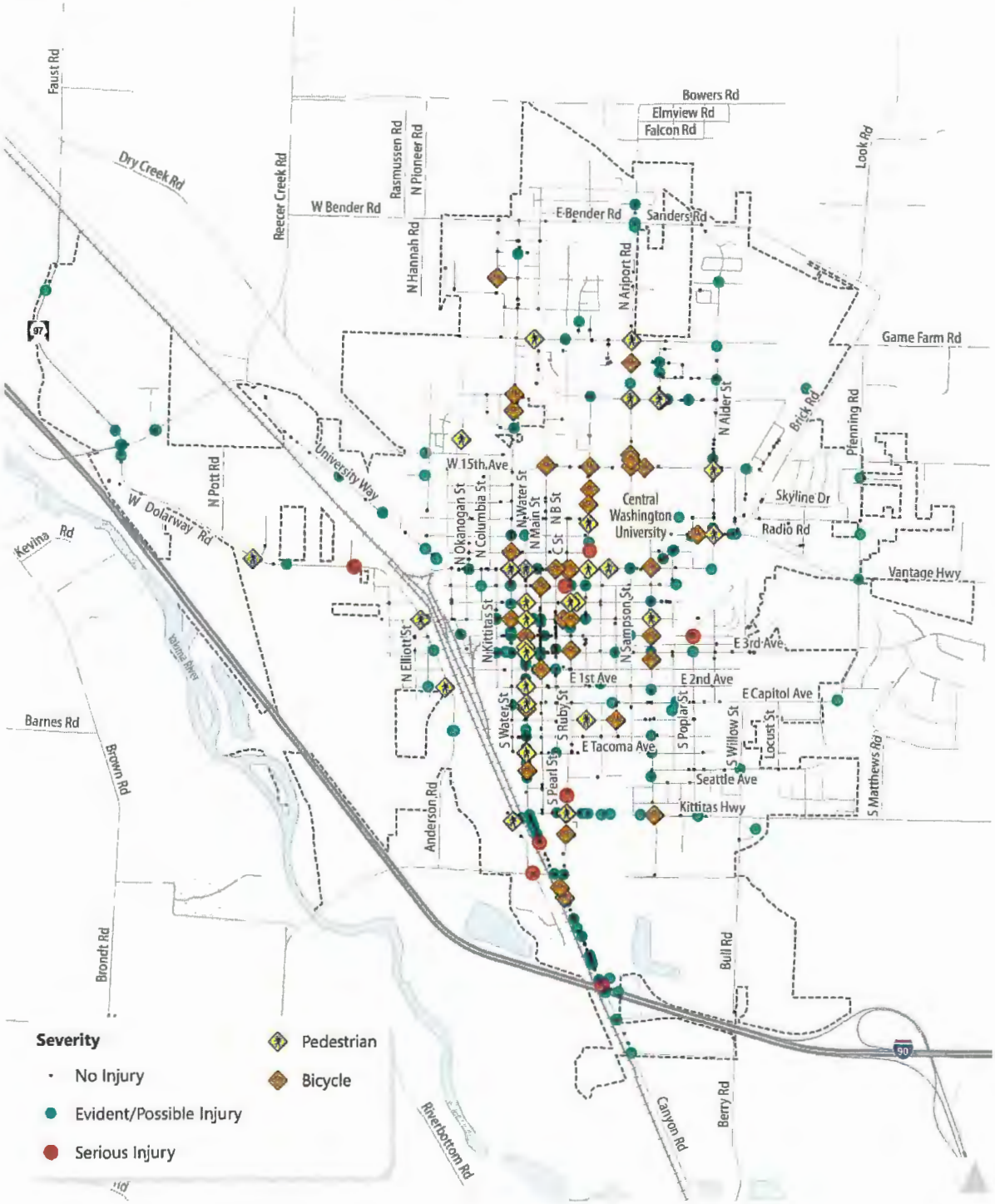
Figure 12. Intersections and Projected 2037 Level of Service – with Capital Improvement Projects


Faust Rd
Dry Creek Rd
Reecer Creek Rd
W Bender Rd
Rasmussen Rd
N Pioneer Rd
Bowers Rd
Elmview Rd
Look Rd
N Airport Rd
Sanders Rd
Game Farm Rd
Brick Rd
Skyline Dr
Radio Rd
Vantage Hwy
University Way
N Pott Rd
W Dolarway Rd
Central Washington University
N Columbia St
N Water St
N Main St
N B St
C St
N Kittitas St
N Pearl St
N Anderson St
E 7th Ave
E 3rd Ave
E 2nd Ave
E 1st Ave
Yakima River
Barnes Rd
Brown Rd
E Tacoma Ave
E Manitoba Ave
Seattle Ave
Locust St
S Pine St
Anderson Rd
Kittitas Hwy
Brandt Rd
Umtanum Rd
Bull Rd
Riverbottom Rd
Canyon Rd
Berry Rd
Level of Service
A
B
C

Safety

Collision data was obtained from WSDOT to analyze safety hotspots and overall trends in Ellensburg. Data was analyzed for the time period between January 2010 and September 2016, the most recent data available. In total, 1,546 collisions occurred, an average of approximately 230 crashes each year. A total of 460 injuries were reported, 34 of the collisions involved pedestrians, and 53 involved bicyclists. No fatalities were recorded. As expected, more collisions occurred on higher volume facilities, such as Canyon Road, University Way, Water Street, and Main Street. All collisions are shown in *Figure 13*.

Figure 13. Collisions in Ellensburg (2010-2016)



OPPORTUNITIES AND CHALLENGES

The City of Ellensburg has several important challenges to face as it prepares for future growth and development over the next twenty years. While pedestrians and cyclists make up a sizeable percentage of mode share, vehicle travel still dominates the transportation network in parts of the City. Ellensburg is working to improve transit and nonmotorized access, increase mobility, and prepare for growth.

Network Connectivity

Barriers to Mobility

Ellensburg faces several barriers that increase congestion and can lead to chokepoints in the transportation network. These barriers include the low number of alternative routes from central and northern portions of Ellensburg to the interstate and retail areas in the southern portion of the city, limited railroad crossings and stream crossings, and areas where the grid system is non-existent or is missing links. This chapter seeks to **support commerce through efficient connections**. Projects that add route options and reduce chokepoints/barriers to mobility should be prioritized.

Pedestrian and Bicycle Infrastructure

Sidewalks are available in central Ellensburg and in subdivision areas, although there are some missing links and often no sidewalks in outlying areas. The City's existing bicycle network is growing and is relatively connected, however, the network does not provide much in the way of separation between modes and does contain some missing links. These limitations can inhibit the mobility of citizens and lead to increased vehicle use when a walking or biking trip would otherwise be preferable. The project list includes projects that **offer complete and user friendly connections for walking and biking.**

Transit

Ellensburg's citizens and City staff are working to improve transit in Ellensburg with increased funding. The current system is infrequent (one hour between buses) and cannot serve all destinations and users. The City is looking to **integrate transit into the Citywide and regional transportation network**. Service that is coordinated with Yakima Transit, as well as more frequent service with a larger coverage area could increase usage of the transit system and improve mobility.

ELLENSBURG TRAVEL DEMAND FORECASTING

The Growth Management Act (GMA) requires that the Transportation Element support the land uses envisioned in the Comprehensive Plan. Thus, an important component of this plan is forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Ellensburg's transportation network. A description of the travel demand modeling process is provided below with more detail about land use assumptions in Appendix C.

The Tool. As a part of previous planning efforts, Kittitas County created a travel model with the Visum software package (Appendix E). This model forecasts traffic volumes during the evening commute (4-6pm) along Ellensburg's key streets and intersections. This tool provides a reasonable foundation for developing year 2037 forecasts, as the underlying land use assumptions have been updated to match the land use forecasts for the 2017 Comprehensive Plan.

- **Estimate Land Use Growth in the City.** The City is planning for growth in population and employment over the next 20 years through 2037. Based on growth estimates from Kittitas County Council of Governments and review by City staff, Ellensburg is preparing for 11,757 new residents and 6,998 new workers by 2037. The City will accommodate growth throughout Ellensburg based on adopted zoning, observed development patterns, and other city policies.
- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process. Since travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Ellensburg's streets.

Translating Land Uses into Trips. The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.

Regional Growth

Growth in population, mostly in the northern portion of Ellensburg, the UGA, and the surrounding area will place more demands on the entire transportation network. This growth will add traffic to arterials and impact the quality of life for Ellensburg residents. To maintain and improve mobility throughout the city, Ellensburg must **facilitate active partnerships** with regional partners and stakeholders such as Kittitas County, WSDOT, Yakima Transit, CWU, Ellensburg School District, and BNSF Railroad. This coordination will ensure that Ellensburg residents, employees, and visitors continue to have a good experience on the transportation network.

Safety

Ellensburg has had no traffic collision fatalities and only sixteen serious injury collisions since 2010. However, there is always room for improvement in safety. Pedestrian and bicycle collisions are of particular cause for concern as they are more vulnerable users.

This plan includes as its number one goal to **provide safe connections for all users**. Implementation of countermeasures should be considered, as appropriate, at locations with high incidence of more severe collisions, as well as those that include a pedestrian or cyclist.

Funding

Ellensburg, as with all jurisdictions, faces issues with how to fund improvements to the transportation network. Alternative sources of funding, such as grants and private dollars, should be explored to augment system funds and increase investment in transportation infrastructure. Moreover, this plan includes a goal to **reliably fund system maintenance and preservation**. Capital project expenditures should consider projects' full lifecycle costs and

also be balanced with the need to maintain the current system.

TRANSPORTATION VISION

Ellensburg envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, roadways, and complementary transit options. This transportation system is well-linked with the built environment, since the way people travel is greatly influenced by the key destinations where people live, work, shop, and recreate.

As identified in this plan, most of the improvements are focused on the development of a 'layered' transportation network, which emphasizes providing complete accommodation for all modes of travel. While some of the projects identified in this Transportation chapter are needed to meet the City's vehicular Level of Service (LOS) standard, many of the future improvements focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all road users.

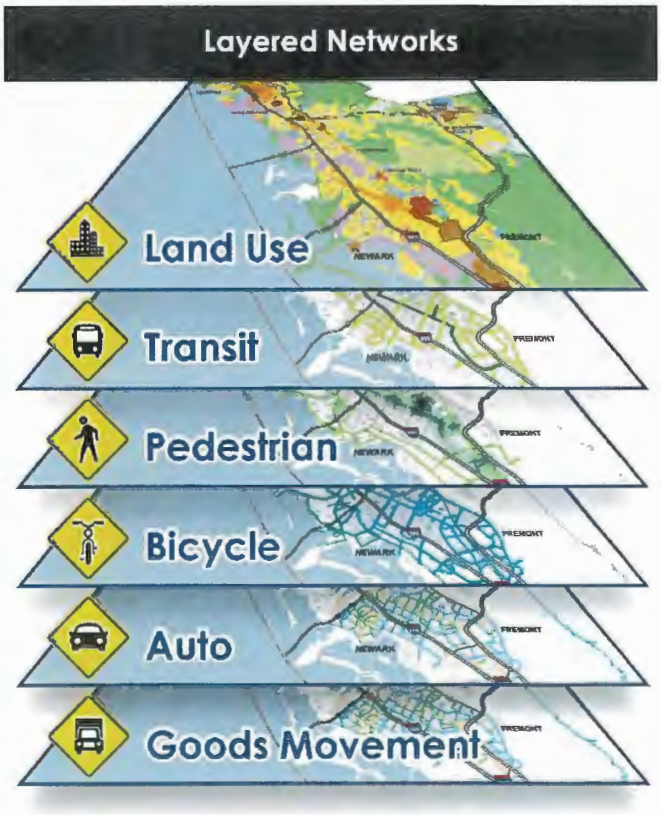
Introduction to the Layered Network

It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. This is also generally not desirable from a user or a planning perspective.

In response to this challenge, the City of Ellensburg has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, different facilities are identified for different travel needs to ensure that everyone has complete accommodation throughout the overall network. *Figure 14* illustrates the concept of a layered network.

The City will implement this layered network through a system of modal networks that define each street's user priorities and associated infrastructure needs.

Figure 14. Layered Network



Modal Networks

Streets in Ellensburg serve different travel purposes, and the modal networks therefore prioritize a different balance of users on each corridor. Determining how the entire transportation network fits together in Ellensburg requires identifying desirable streets for each mode, combining them to locate overlaps, and then identifying infrastructure enhancements to ensure safe and complete facilities for all

modes. The following sections review the priority networks for each mode and establish their level of service standards.

Walking

Walking is the most fundamental transportation mode of all since all trips include a walking component. Effective pedestrian facilities enable community building and social equity. Dense areas with commercial land uses and streets that serve schools, parks, and churches are particularly important as they support more pedestrians and may have a larger portion of vulnerable users than other streets. Measures such as increased separation from moving vehicles, marked crosswalks, bulb-out curbing, and sidewalks at crossings can keep pedestrians safer.

Figure 15 highlights the Pedestrian Priority Network, which specifies where pedestrian infrastructure should be provided in the long term. Sidewalks on the Pedestrian Priority Network should provide both comfort and safe travel space whenever possible.

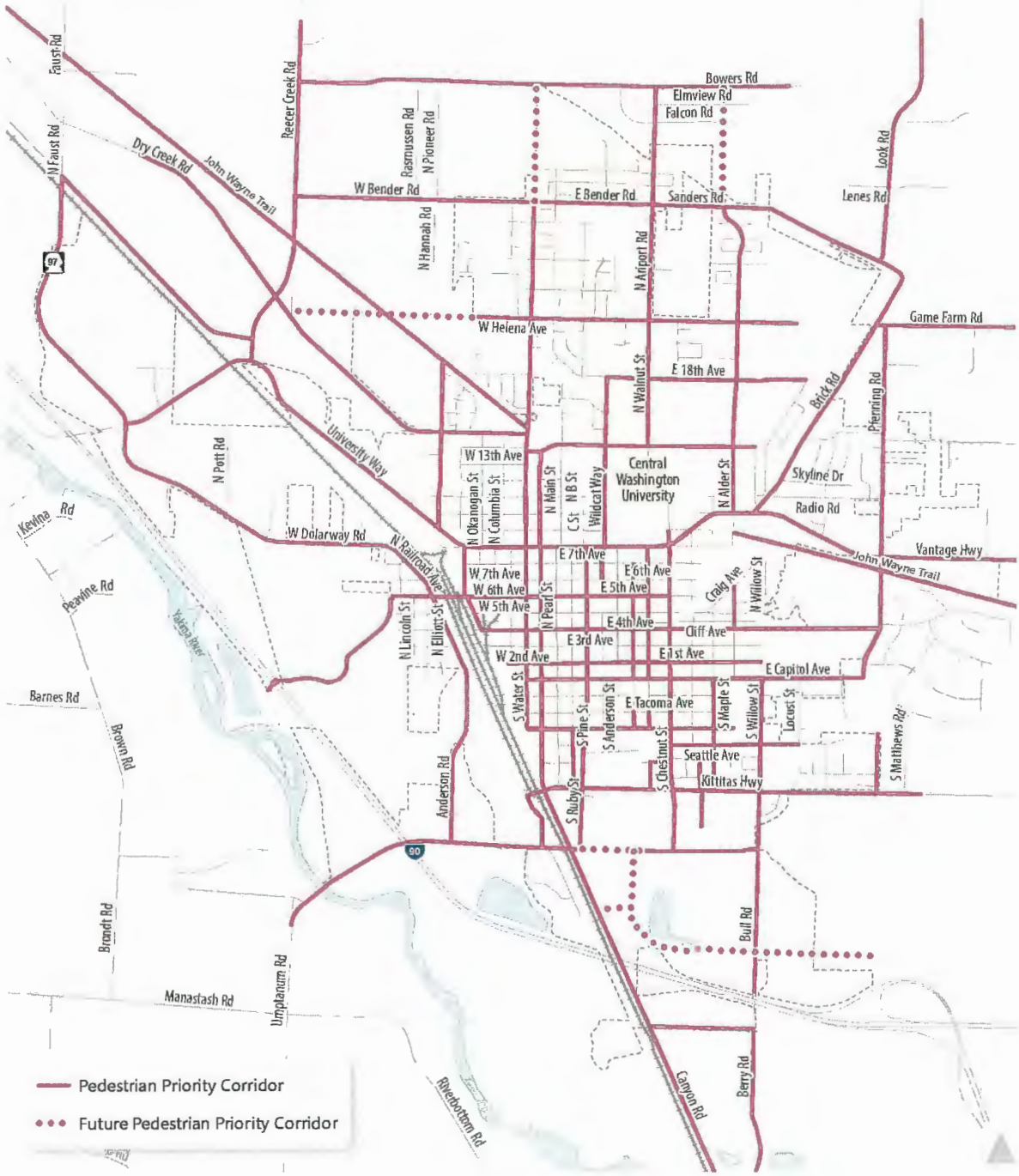
Building on the Pedestrian Priority Network, *Table 4* establishes levels of pedestrian infrastructure that will be used as a tool to identify and prioritize gaps in the City's pedestrian infrastructure. The highest level of accommodation for walking, indicated in the green row, would provide facilities identified in the Pedestrian Priority Network. The long-term goal is for all City streets to be at the green level, and with few exceptions all new development requires the construction of sidewalks on both sides of the street. The yellow level of accommodation is seen as an interim measure or condition that would make strong progress in building out the Pedestrian Priority Network by filling sidewalk gaps to ensure that a sidewalk is provided on at least one side of the street. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the City's goals for accommodating pedestrians. Identification of existing yellow and red areas is a tool for the City to prioritize filling in pedestrian infrastructure gaps in the Pedestrian Priority Network.

Table 4. Levels of Pedestrian Infrastructure

Within Pedestrian Priority Network	
	Pedestrian facility* where indicated in Pedestrian Priority Network
	Pedestrian facility* provided on one side of the street
	No pedestrian facility

*Pedestrian facility includes sidewalks and shoulders protected by a raised curb

Figure 15. Pedestrian Priority Network



Bicycling

Ellensburg already offers great recreational bicycling options on the multiple waterfront trails along the Yakima River, as well as the John Wayne Trail sections to the east and west of the city. The presence of the University campus also leads to significant bicycle activity in the City.

Connecting to these routes from other areas of the City can be challenging, however, due to the lack of bicycle infrastructure. Key mobility corridors for bicyclists, such as Water Street, North Alder Street, South Chestnut Street, and West Helena Street would be best served with on-street bike lanes while existing facilities would suffice on quieter streets.

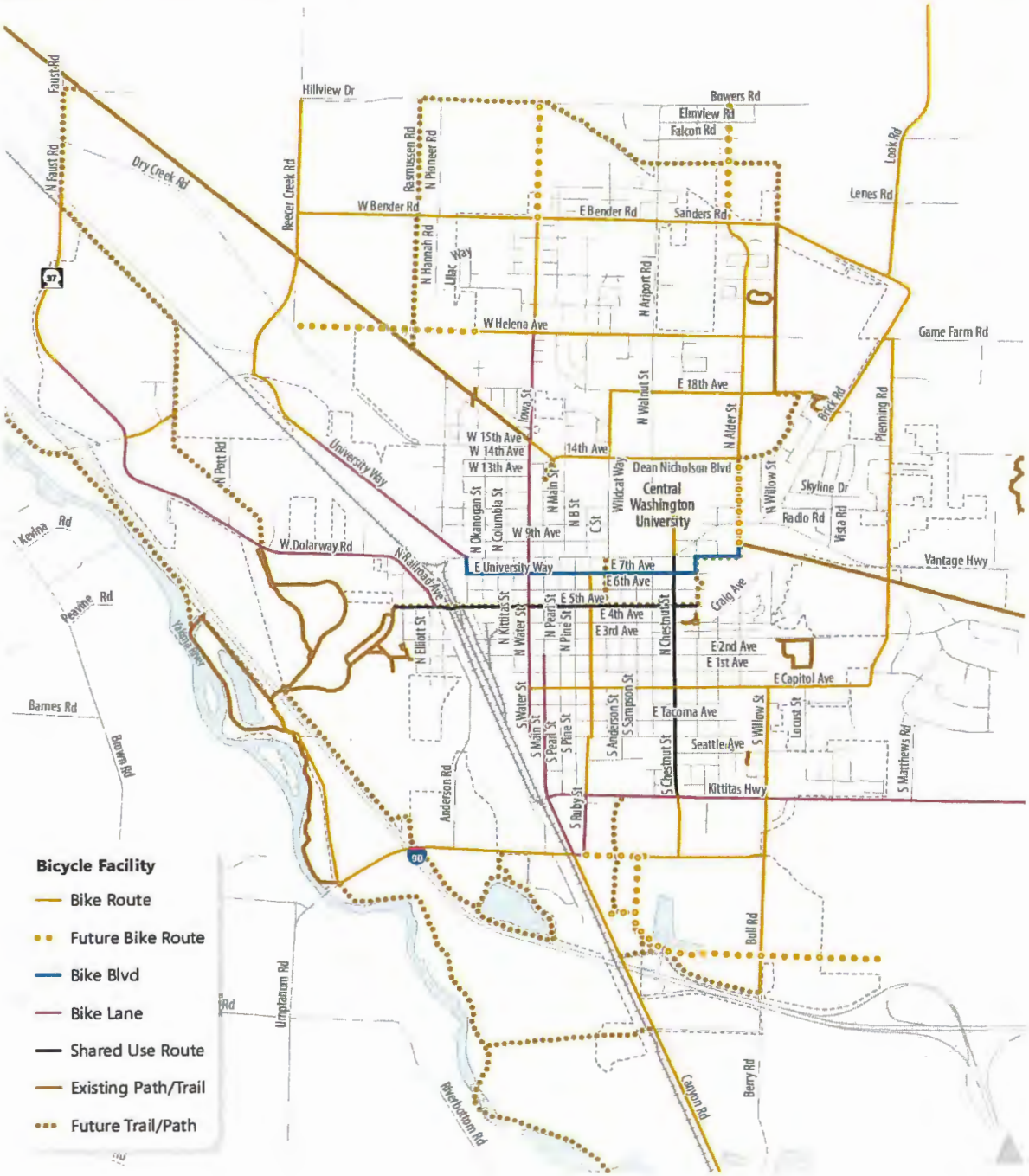
Figure 16 highlights the Bicycle Priority Network, which specifies where bicycle infrastructure should be provided in the long term.

The City of Ellensburg can strive for the green level of accommodation for bicycling by installing the bicycle facilities depicted in the Bicycle Priority Network or a facility that offers more separation from vehicle traffic. At a minimum, the City should build a marked shared use facility throughout the Bicycle Priority Network, as depicted in the yellow level of accommodation. Incomplete or missing bicycle facilities would not meet the City's desired level of accommodation in the Bicycle Priority Network as shown in *Table 5*. Identification of existing yellow and red areas is a tool for the City to prioritize filling in bicycle infrastructure gaps in the Bicycle Priority Network.

Table 5. Levels of Bicycle Accommodation

Within Bicycle Priority Network	
	Provides bike lanes, trails, or pathways, as shown within Bicycle Priority Network
	Provides a marked shared use facility
	No bicycle facility

Figure 16. Bicycle Priority Network



Transit

Transit operations recently came under the direct control of the City after a successful ballot initiative for a transit sales tax. Ellensburg will create an environment that is welcoming to transit by offering:

- Street lighting
- Pedestrian and bicycle facilities for connecting to transit stops
- High-amenity bus stops

Ellensburg's level of transit accommodation is defined based on the amenities discussed below.

The City can reach the highest level of accommodation (green) by providing a high level of transit-supportive amenities such as benches, shelters, garbage cans, and lighting, in addition to providing amenities that support pedestrian access such as sidewalks and marked crosswalks at all stops.

As a minimum target, the City can strive to provide the transit stop amenities depicted in yellow in *Table 6* as well as pedestrian access improvements such as sidewalks and marked crosswalks near stops where feasible. Little to no amenities and a lack of crosswalks would mean a facility would fall into the red category and not satisfy the City's goals for the transit system.

Table 6. Transit Accommodations - Stop Amenities, Pedestrian Access, and Frequency of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	Plan for future service and accommodate any transit service expansion.
	Some amenities	Sidewalks and marked crosswalks serving some stops	Maintain existing transit service.
	Little or no amenities	General lack of sidewalks and marked crosswalks	Removal of transit service or failure to serve dependent transit riders.

Freight and Auto

Most trips in Ellensburg occur along its street network, which serves as the backbone for accessing homes, jobs, and other destinations. Many of these streets are local streets, however, and do not see significant traffic volumes throughout the day. Similarly, goods movement and delivery vehicles use some corridors frequently while other streets see only the occasional local delivery.

Figure 4 calls out the functional classification of each of Ellensburg's streets, distinguishing whether it is an arterial, collector, or local street. These classes indicate the level of priority of each street for automobiles, specifically in terms of facilitating vehicle and freight mobility as well as other modes. The figure also shows potential future street extensions, which may be completed over time as development occurs.

Figure 9 specifies the WSDOT freight classification of Ellensburg's major streets that support goods movement. These classifications indicate the annual weight of goods that travel a corridor, whether via large trailer loads or smaller delivery vehicles. The functional classification and freight class of a street should guide future investments in streetscape to ensure that streets can carry appropriate freight loads.

Ellensburg will maintain its current LOS standards of LOS B for local streets, LOS C for arterials and collectors, and LOS D for arterials at the interchanges with I-90. Of the 48 intersections analyzed, all currently meet the City's LOS standard.

Appendix D summarizes existing and future forecast delay at intersections in the City. The capital list provided in Appendix B includes future roadway projects that would maintain the City's LOS standard through 2037.

GOALS AND POLICIES

Ellensburg has established six goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation chapter while policies lay out specific actions. Together, the goals and policies lay the foundation for the remainder of this chapter, including the proposed action items and ongoing implementation of the chapter.

Goal T-1: Create a transportation networks that provides safe and comfortable connections for all users to key destinations.

Policy A Every project considers all users in a complete streets context, including pedestrians, bicyclists, transit, motorists, and freight.

Policy B Increase pedestrian and bicyclist safety along arterial streets or provide alternative routes.

Policy C Prioritize safety improvements as part of every project, including maintenance tasks when possible.

Policy D Reduce auto demand on local and arterial streets by encouraging alternative modes of transportation, such as walking, biking, and transit.

Policy E Implement calming measures to slow traffic on non-arterial streets.

Policy F Where possible provide higher comfort pedestrian facilities, and accommodate on-street parking in commercial districts.

Policy G In planning facilities for active modes, when feasible choose lower stress parallel bicycle and pedestrian routes in order to increase safety by separating auto and active transportation modes.

Policy H Improve pedestrian use while maintaining automobile access to the Central Commercial zones by enhancing pedestrian access throughout the Central Commercial zones.

Policy I Consider aligning streets to take advantage of views of landmarks when designing subdivisions.

Policy J Make progress in building transportation facilities that are consistent with the City's adopted plans, including function classification and street standards, nonmotorized plan, and downtown plan.

Goal T-2 Prioritize connections with state highway routes and removal of bottlenecks that delay the movement of people and goods.

Policy A Maintain interconnectedness and high levels of access through a well-developed grid network and high quality connections between the walking, biking, auto, freight, and transit networks.

Policy B Design of new streets in the city shall use a street grid system at an interval of 1/2 mile for arterial streets. Within the 1/2 mile sections, attempt to maintain a 1/4 mile connection for auto circulation, with 200 to 600 foot pedestrian connections, depending on zone density.

Policy C For all undeveloped areas of the city and UGA, prepare maps of future street alignments, especially for arterials, considering existing development patterns and physical barriers such as streams and steep slopes.

Policy D Establish LOS B as the standard for local streets, LOS C for collectors and arterials, and LOS D for the I-90 interchanges.

Policy E Wherever possible, seek to increase route options through strategic additions to the transportation system that fill gaps and add alternative routes.

Policy F Maintain and enforce truck routes through the city and ensure connection to freeway interchanges.

Policy G Focus industrial growth along specific transportation corridors that are designed to accommodate heavy vehicles and other industrial users.

Policy H Concentrate land uses that generate long-haul truck traffic nearby the City's freeway interchange areas.

Policy I Ensure development regulations and street standards are current with contemporary truck design criteria, particularly as they apply to those areas near the freeway interchanges.

Goal T-3 Fill gaps in the system to accommodate safe, enjoyable, and energy efficient travel by those of all abilities choosing to walk, bike, or use transit.

Policy A Prioritize building streets, trails, linear parks, and pathways to connect neighborhoods, schools, parks, and commercial areas so that walking and biking are viable modes for both recreation and transportation purposes.

Policy B Establish bicycle and pedestrian priority networks that highlight the most critical facilities to accommodate those modes.

Policy C Use the following LOS indicators to identify and prioritize filling in the gaps of the pedestrian infrastructure in *Figure 15*, the Pedestrian Priority Network:

LOS	LOS Within Pedestrian Priority Network
	Pedestrian facility* where indicated in Pedestrian Priority Network
	Pedestrian facility* provided on one side of the street
	No pedestrian facility

*Pedestrian facility includes sidewalks and shoulders protected by a raised curb

Policy D Establish LOS standards for bicycle networks according to *Figure 16* Bicycle Priority Network:

LOS	Within Bicycle Priority Network
	Provides bike lanes, trails, or pathways, as shown within Bicycle Priority Network
	Provides a shared use facility
	No Facility

Policy E Identify critical rights-of-way and important pedestrian corridors accessing the Central Commercial zones, CWU, and local schools and linking these areas to the west and south interchanges.

Policy F Whenever possible, establish additional logical access routes outside of the established street system for bicycle and foot traffic.

Policy G Identify trail easements.

Policy H Minimize the use of cul-de-sacs.

Policy I Whenever possible, retrofit existing streets to include pedestrian and bicycle facilities.

Policy J Develop, design, and construct standards for walkways and bikeways that emphasize connectivity and reduce operations and maintenance costs.

Policy K Enhance the appearance of the public rights-of-way to make traveling through Ellensburg more enjoyable, in particular for people travelling on foot.

Goal T-4 **The City will take an active role to ensure that transit is a community asset, offering convenient routes, serving key destinations, and coordinating with other regional transit operators.**

Policy A Provide a consistent level of reliable, public transportation to medical, governmental, financial, retail and cultural locations throughout the community through a locally supported public transportation system with the following LOS standards:

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	Plan for future service and accommodate any transit service expansion.
	Some amenities	Sidewalks and marked crosswalks serving some stops	Maintain existing transit service.
	Little or no amenities	General lack of sidewalks and marked crosswalks	Removal of transit service and failure to serve dependent transit riders.

Policy B As a regional transit leader, build partnerships with the County and smaller communities to develop interconnected transit systems.

Policy C Design higher density projects to be compatible with future public transportation service.

Policy D Coordinate with transit operators in the design of streets to ensure that street cross-sections and offered amenities meet the needs of transit.

Policy E Work with local and regional transit providers to integrate service and create a multimodal transit system.

Policy F Build active partnerships with local non-profits and businesses to develop future in-city transit options.

Policy G Explore potential locations for a future transit center.

Goal T-5 Plan for a system that is financially viable, including consideration of full lifecycle costs in infrastructure investments and leveraging funds to maximize community benefits.

Policy A Prioritize the cost-effective maintenance and preservation of the existing transportation system over system expansion.

Policy B Develop an effective maintenance strategy, including identification of reliable sources of funding for maintenance.

Policy C Create a street fund to finance the City's share of matching grants and Local Improvement Districts, and to complete motorized and nonmotorized transportation systems.

Policy D Explore grant opportunities and other funding sources for street improvement projects, maintenance, and operation needs.

Policy E Minimize street widths to reduce maintenance needs.

Policy F Develop an emergency fund to address unanticipated events.

Policy G Review parking requirements for institutional uses and reduce them where appropriate.

Policy H Create storm water runoff designs and strategies that minimize the amount of land necessary to treat runoff from parking areas.

Goal T-6 Actively coordinate with a broad range of groups to develop and operate the transportation system.

Policy A Continue to collaborate with Kittitas County regarding the design and preservation of transportation corridors and defining street intervals in the UGA and develop and adopt an interlocal agreement.

Policy B Continue to identify, evaluate and acquire major arterial corridors leading from the established community through the UGA.

Policy C Review and comment on plans that affect Ellensburg, including development proposals in the UGA, County land use actions and transportation improvement programs, and street and highway project designs from the County and WSDOT.

Policy D Coordinate with WSDOT on project design and opportunities for innovation.

Policy E Facilitate long-range planning between CWU, the Ellensburg School District, and the downtown organizations to address transportation needs in Ellensburg.

Policy F Coordinate with the County on airport master plan implementation to ensure air travel is integrated with the rest of the transportation network.

Policy G Adopt an interlocal agreement with the County to align rights-of-way in a manner that helps conserve prime farmland.

Policy H Collaborate with CWU to overcome University Way's function as a divider between CWU and the Central Commercial zones.

Policy I Circulate the Comprehensive Plan and other transportation plans to the County and WSDOT for comment.

Policy J Collaborate with Ellensburg School District to minimize traffic impacts around schools and their adjacent neighborhoods, and provide Safe Routes to School through engineering and education.

Policy K Ensure that the Ellensburg School District is involved in projects that will affect school students.

ACTION ITEMS

Citywide Transit Master Plan

Develop a citywide transit master plan to identify ways that the transit service can better connect citywide destinations, including CWU, downtown, and the interchange areas, as well as to regional destinations. This transit master plan should also address how staff and equipment resources will need to grow to provide more service in the future.

Monitor Parking Demand

Monitor parking demand in the Central Commercial zones and around CWU, as appropriate, and consider strategies to address parking-related issues as they arise.

Monitor Street Design Standards and Parking Standards

Monitor the implementation of street design and parking standards in achieving the following results:

- Increase separation of pedestrians from travel ways by the use of curb and gutter or offset sidewalks
- Mixing of residential and commercial uses
- Accommodation of on-street parking in commercial districts

Nonmotorized Transportation Plan

Implement and update the Nonmotorized Transportation Plan.

Review Parking Requirements

Review parking requirements and prepare studies as necessary for the following:

- Central Commercial zones; including where parking facilities should be located, how to implement them, and possible adjustment of requirements
- Updated standards that recognize the ability to share parking supply among complementary uses

- Parking for Downtown Historic District residents
- Parking on the southern and western periphery of Downtown Historic District
- Multifamily housing near jobs and transit

Study rail impacts

Study rail impacts with respect to container handling and local industrial uses.

Study University Way pedestrian crossings

Study ways to improve safety on University Way pedestrian crossings.

POLICY CONNECTIONS

The **Land Use** chapter is key to understanding the integration between land use and the city's multi-modal transportation system to ensure that transportation facilities and services support the city's growth strategy.

Trails are a component of both recreation and transportation and are discussed in the **Parks and Recreation** chapter.

HOUSING

WHAT YOU WILL FIND IN THIS CHAPTER

- Information about the need for housing in the community.
- Policies that seek to protect the quality of Ellensburg's housing inventory.
- Policies that provide a framework for increasing housing supply and diversity while protecting existing neighborhoods.
- Policies that direct the City's efforts to maintain and increase affordable housing.
- Policies that address the needs of members of the community who require housing accommodation or assistance due to disability, health, age, or other circumstance.

OVERVIEW

The following information creates the overall picture of housing availability and affordability in Ellensburg. Over the past ten years the community has seen a great deal of population growth, and with it escalating prices in both rental costs and home sale prices. Demand for housing has also increased, particularly among those with low to moderate incomes.

This chapter contains information on housing supply, condition, occupancy, and affordability. The City of Ellensburg conducted an Ellensburg Housing Needs Assessment in 2016, and developed a Housing Action Plan in 2021and the results from th~~at~~ose stud~~y~~ies supplement the information in this chapter.

The goals, policies, and programs found at the end of this chapter identify the steps the City of Ellensburg can take in response to housing issues found within the community. These steps are intended to ensure the vitality of existing neighborhoods and homes, estimate current and future housing needs, and provide direction

to implement programs that satisfy those needs.

BACKGROUND & CONTEXT

The Kittitas County Conference of Governments (COG) established growth projections for each jurisdiction in the county. This includes Ellensburg, Cle Elum, South Cle Elum, Roslyn, and Kittitas, as well as the unincorporated areas of the County. Each projection is the amount of growth expected to be accommodated during the time period from 2017-2037. Ellensburg's growth projection for this period is 11,757 additional people, or about 4,755 additional households over the next 20 years.

In order to plan for these new households, the City must identify that there is sufficient land and zoning capacity to accommodate this growth. The City must also identify strategies to show that there will be available housing and services for this projected increase in population. New housing could include traditional single-family homes, cottage housing, accessory dwelling units, duplexes, triplexes, townhomes, or apartment buildings. Planning for expected growth requires an understanding of household characteristics, demographic trends, current housing inventory, and housing market conditions.

Household Characteristics

As of ~~2016~~2021, 2~~41~~,230~~340~~ people live in the City of Ellensburg and its surrounding Urban Growth Area (UGA). This equates to ~~7,823~~ 8,210 total households in the City of Ellensburg and 660 additional households in the UGA. According to data from the Washington State Office of Financial Management (OFM), 11% of the population reside in group quarters, such as college residence halls, jails, or nursing facilities, while the remainder reside in households.

Figure 17 breaks down the households inside the city by type. Family households make up about 41% of the total households in Ellensburg, with the majority (30%) being small families with no elderly members. Nearly a quarter of households are non-elderly residents living alone, and another 24% are other non-family households. It is likely that many of the households in these two categories are Central Washington University (CWU) students living alone or sharing apartments or single family

HOUSEHOLD TYPES

Family – 2 or more people living together, related by birth, death, marriage, or adoption

Small Family – families with 2-4 members (excluding elderly families)

Large Family – families with 5 or more members

Elderly Family – 2 people, either or both 62 years or over

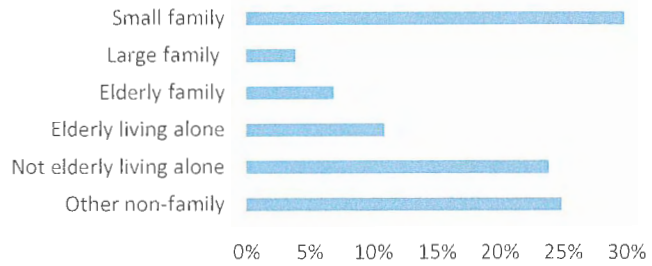
Elderly Living Alone – 62 years or over, living alone

Not Elderly Living Alone – 62 years or under, living alone

Other Non-Family – 2 or more non-elderly and unrelated people living together

homes off campus. Over two-thirds of households in Ellensburg have only one or two members, and just 15% of households have four members or more.

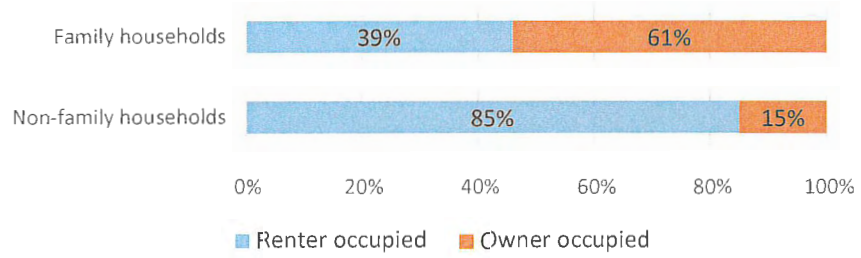
Figure 17. Households by Household Type



Source: U.S. Census, American Community Survey 5-Year Estimates, 2010-2014; BERK, 2017

About 70% of households in Ellensburg are renter-occupied. As shown in *Figure 18,* non-family households are much more likely to be renters than family households are. This is expected given that many non-family households in Ellensburg consist of students living off campus.

Figure 18. Household Tenure by Household Type



Source: U.S. Census, American Community Survey 5-Year Estimates, ~~2010-2014~~2018; BERK, ~~2017~~2021

Demographic trends

Central Washington University is a major presence in Ellensburg. There are over 9,600 full time students attending university on-campus. Approximately one third of the population of Ellensburg consists of students living off campus. The University is projecting that within the next 5 to 10 years enrollment will be capped at about 12,000 full time students attending university on-campus. The presence of CWU within the city limits significantly affects, and will continue to affect, housing types and distribution.

There are over 1,000 households in Ellensburg with a senior householder, about 43% of which are renters *(Table 7*). According to the 2012 OFM projections, approximately 14% of Kittitas County's population is 65 years and older. This population share is projected to rise to 20% by 2030 as today's baby boomers enter their 70s and 80s. As the urban center of the county, Ellensburg could expect similar increases in the population of people 65 years and older.

Table 7. Households with a Senior Householder

	Households
Total households with a senior householder	1,023
Renter-occupied	438
Owner-occupied	585

Source: U.S. Census, American Community Survey 5-Year Estimates, 2010-2014; BERK, 2017

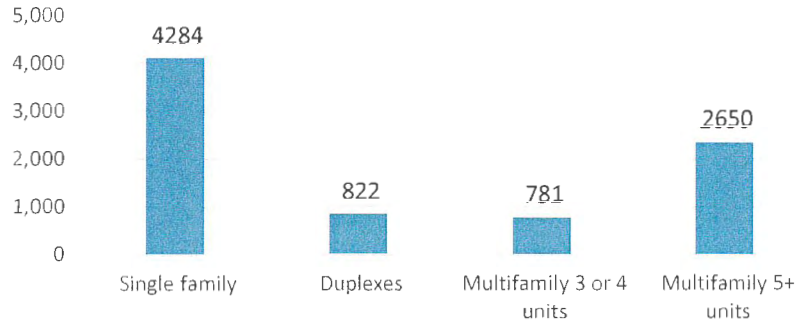
Homelessness and unhoused population

Data on homeless and unhoused population in Ellensburg is limited and sometimes inconsistent because different institutions define and count homeless populations differently. One method of tracking homelessness is through census data. At the time of the 2010 census, there were 30 homeless individuals, including 11 in emergency and transitional shelters, and 19 who were most likely unsheltered or living in vehicles. Another method of tracking is through the annual point in time (PIT) county of the homeless population, conducted every January. The 2017 PIT count identified a total of 37 homeless people, 29 sheltered (including both emergency and transitional) and 8 unsheltered. Ten of the sheltered households included minors.

Existing Housing Stock

As of ~~2016~~2021, there were ~~8,363~~8,870 housing units in the City of Ellensburg. *Figure 19* breaks down all units in the City by unit type. Single family homes make up 49% of the housing stock, 47% are in multifamily structures, and less than 4% are mobile homes. Among the multifamily units, the majority are in larger buildings with five or more units.

Figure 19. Housing Units by Housing Stock



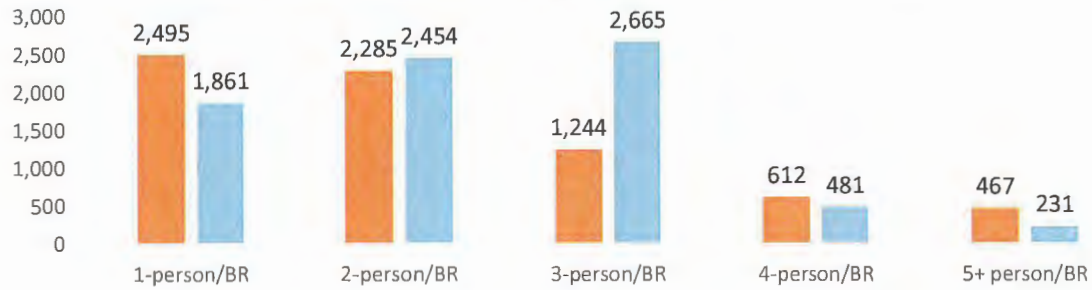
Source: OFM, ~~2016~~2021; BERK, ~~2017~~2021

Figure 20 breaks down the housing stock by the number of bedrooms and compares it to the size of households in Ellensburg. There are nearly 2,500 households with only one member, yet there are less than 1,900 studio and one-bedroom housing units combined, and much of the current supply of smaller unit apartment homes are marketed exclusively to students. While not all one person households are looking for a studio or one bedroom unit, it is likely that there are people living in larger shared houses that would prefer to live in a studio or one bedroom unit if they are available. Sharing of larger houses indicates the demand for studio and one bedroom units potentially exceeds what is indicated by looking at census data about

household sizes. Smaller units may also be suitable for residents without families or small families seeking an affordable housing option.

Housing units with three or more bedrooms make up 44% of the existing housing stock while only 33% of households have three or more members. Assuming that people seeking small apartment units are instead sharing larger units due to lack of appropriate supply in the apartment market, there is potential that the number of households with three or more members is higher than actual demand.

Figure 20. Alignment between Household Sizes and Size of Units in Housing Stock



Source: U.S. Census, American Community Survey 5-Year Estimates, 2010-2014; BERK, 2017

Between 2012~~0~~ and 2020~~16~~ ~~570~~ 1343 new housing units were built or placed in Ellensburg; ~~56~~35% of the units produced were single family homes. ~~Less than a quarter~~ of the production during this period 38%were multifamily residences. With nearly two thirds of the households in Ellensburg having one or two members, and 70% of households being renters, there may be greater demand for multifamily housing and smaller unit sizes than the market is currently providing.

A 2016 Washington Center for Real Estate Studies survey of apartment buildings in Kittitas County provides a snapshot of vacancy rates and rents, broken down by unit type. The most notable finding from this survey is the very low vacancy rates. For studio, one bedroom, and three bedroom apartments, apartment managers reported 0% vacancy, and overall the apartment vacancy rate was 0.8%. These low vacancy rates are far below the 5% vacancy rate which is considered to be a healthy balance between supply and demand.

HOUSING VACANCY RATE

Without housing vacancies, to change houses you would need to find someone who has the house you want and wants the house you have, and then trade.

Very low vacancy rates cause housing prices to increase as demand surpasses supply.

Very high vacancy rates may lead to decreases in civic activity, safety, and property values.

CWU student housing

Table 8 shows current operating capacity within student housing provided by CWU. Most of the capacity is in the residence halls. However not all of the current capacity is in use because many rooms originally designed as doubles have been renovated and converted to single person rooms.

Table 8. CWU Student Housing: Current Operating Capacity

	Beds
Residence halls	2,761
Apartments	892
Total	**3,653**

	Apartment units
Studios	20
1 bedroom	97
2 bedroom	281
3 bedroom	71
Total	**469**

Source: CWU, 2016; BERK, 2017

Subsidized housing

Subsidized housing is publicly assisted housing for eligible low-income families, the elderly, and persons with disabilities when available (see definitions for more information). There are a total of 804 subsidized housing units in Ellensburg. The income eligibility requirements for these units vary by building, but range between 30% of Area Median Income to 95% of Area of Median Income. With the Area Median Income for Kittitas County calculated at $65,600 in 2016, this means 30% of AMI is $19,680.

In addition to the subsidized housing units that are available in Ellensburg, an additional 30 households receive housing choice vouchers (see definition) to subsidize rental units available on the private market.

Table 9. Subsidized Housing Units by Population Served and income Eligibility

Population Served	Unit County by Eligibility				Unit Count
	Below 30% AMI	Below 50% or 60% AMI	Below 80% AMI	Below 95% AMI	
Senior/Disabled	120	174	30	0	324
Families	95	0	44	0	139
Mixed (individuals and families)	168	122	0	51	341
Total	**383**	**296**	**74**	**51**	**804**

Source: National Housing Preservation Database, 2016; HUD Low Income Tax Credit Database, 2016; Multifamily Assistance and Section 8 Contracts Database, 2016; Kittitas County Housing Authority, 2016; HopeSource, 2016; AptFinder.org, 2016; BERK, 2017

None of the units have subsidies that are expected to expire within the next six years. However, 599 units are in buildings with subsidies that will expire within the next 20 years. Of these, 224 units have private owners that may not maintain the property permanently as affordable housing.

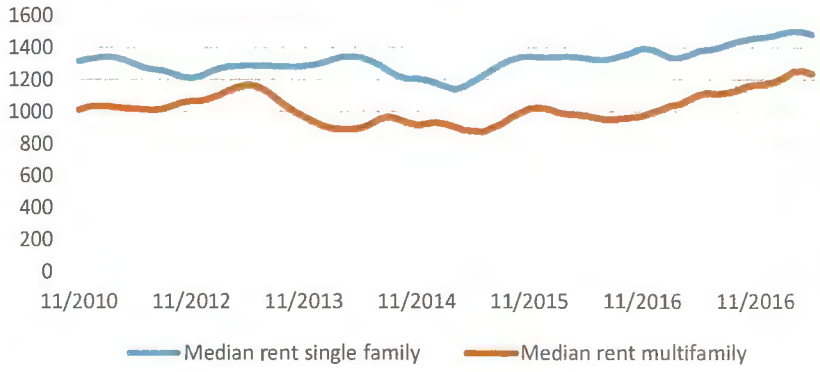
According to the Kittitas County Housing Authority, wait times for qualified applicants seeking units in their buildings is typically twelve to eighteen months. Wait times for three bedroom units have a shorter wait time (three to six months) and wait times for four bedroom units can be up to three years. The eligibility and demand for all unit types significantly exceed the number of units available. The vast majority of the subsidized housing stock in Ellensburg is available to renter households.

Kittitas County Habitat for Humanity runs an affordable home ownership program. This program provides homes to families earning 30% to 60% of Area Median Income based on need and ability to contribute sweat equity. Since 1994, 11 units have been built in the City of Ellensburg.

Housing market trends and housing affordability

Rental costs for apartments and single family homes have increased between November 2010 and September 2016. Between 2011 and 2016, single-family rents rose at an annual rate of 2.9% (18% for the 5-year period). During that same period multifamily rents rose by 1.8% annually (12% for the period). The rate of increase has been higher in recent years; between 2013 and 2016 single-family rents rose at an annual rate of 5.4% and multifamily rents rose by 5.9% annually.

Figure 21. Median Monthly Rent



Source: Zillow Rent Index 2017; BERK 2017

These increased rental prices, combined with wages that have not kept pace with inflation, and a shortage of housing units, have culminated in a shortage of affordable housing for many Ellensburg residents. The U.S. Department of Housing and Urban Development deems housing to be affordable if a household spends no more than 30% of their gross income on housing costs. Gross housing costs

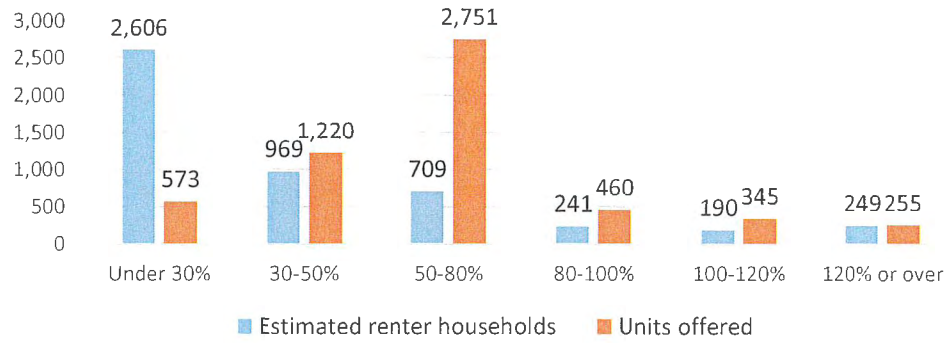
AREA MEDIAN INCOME is determined by the U.S. Department of Housing and Urban Development (HUD) using American Community Survey five-year estimates of median household income for a family of four.

Kittitas County Area Median Income: $65,600

A household is considered **COST BURDENED** if they spend more than 30% of their gross income on housing costs; more than 50% on housing cost is considered **SEVERE COST BURDEN.**

consist of rent or gross monthly owner costs plus basic utilities. During the 2010 to 2014 period, the United States Census estimates indicate there were 2,606 Ellensburg households earning below 30% area median income while only 573 units were offered at a rent affordable to these households. This means that there were 2,033 households that were unable to find rental units at prices that would be considered affordable. However, U.S. Census also estimates that there was a surplus of units affordable to all other income levels. The largest surplus was in units affordable to moderate income households (those earning 50%-80% of Area Median Income). *Figure 22* visually compares household income level to units offered at that affordability level to highlight the areas of greatest shortage and surplus.

Figure 22. Renter Households by Income Level Compared to Units Offered by Affordability Level



Source: Zillow Rent Index 2017; BERK 2017

In order to better understand where the needs are in Ellensburg *Table 10* shows cost burdened households by household type. The household type 'Other' includes non-family households with no members 62 years and older. It is likely that a great number of these households include CWU students, and it is the best proxy for student households for which cost burden data is available. The largest number of cost burdened renter households are in this category. The other household types in *Table 10* are useful for understanding needs among households that are not likely occupied by university students. Among these household types, the greatest need is affordable housing for small families and elderly people living alone.

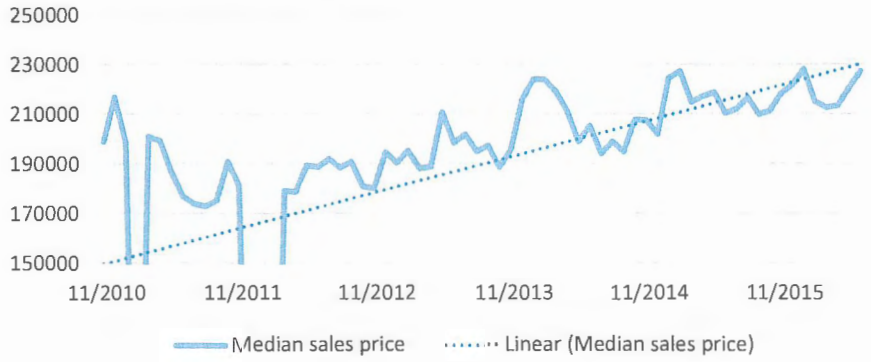
Table 10. Cost Burdened Renter Households by Household Type

Household type (renters only)	Household Income Level					Total
	Very Low (<30% AMI)	Low (30-50% AMI)	Moderate (50-80% AMI)	Lower Middle (80-100% AMI)	Above AMI	
Elderly Family	20	0	0	0	20	40
Elderly Non-Family	185	130	0	15	0	330
Large Family	0	10	0	0	0	10
Small Family	274	220	85	10	0	589
Other	1,625	545	245	35	30	2,480
Total cost burdened households	2,104	905	330	60	50	3,449
% of households	93%	87%	44%	25%	7%	70%

Source: U.S. Department of Housing and Urban Development, Consolidated Housing Affordability Strategy (based on U.S. Census American Community Survey 5-Year Estimates, 2009-2013); BERK 2017

Figure 23 shows changes in median home sale prices between November 2010 and June 2016. Between June 2011 and June 2016, the median home sales price rose by 5.2% annually. Assuming a household can afford a 20% down payment, a household requires at least $47,480 in yearly income to afford a mortgage for a home at the 2016 median selling price of $227,250. Real estate professionals reported there is significantly less housing stock on the market than ever before. Prior to 2016, the lower Kittitas County market (which includes Ellensburg) maintained listings of about 200 units at any given time. Throughout 2016, listings were consistently about half that number.

Figure 23. Median Home Sale Price



Source: Zillow, 2017; BERK 2017

Table 11 shows cost burden for all owner-occupied households by income level. About 25% of these households which are owner-occupied are cost burdened.

Table 11. Cost Burdened Owner-Occupied Household by Household Type

Household type	Household Income Level					Total
	Very Low (<30% AMI)	Low (30-50% AMI)	Moderate (50-80% AMI)	Lower Middle (80-100% AMI)	Above AMI	
Elderly Family	0	15	30	4	0	49
Elderly Non-Family	10	45	20	0	0	75
Large Family	0	0	20	0	15	35
Small Family	20	0	45	40	90	195
Other	40	0	39	40	29	148
Total cost burdened households	70	60	154	84	134	502
% of households	93%	32%	66%	63%	9%	25%

Source: U.S. Department of Housing and Urban Development, Consolidated Housing Affordability Strategy (based on U.S. Census American Community Survey 5-Year Estimates, 2009-2013); BERK 2017

Table 10 and *Table 11* estimate there are about 1,323 non-student cost burdened households in Ellensburg. The majority of these households are small families (59%) and elderly people living alone (31%).

The culmination of this data indicates that there is not enough housing stock to meet the needs of the existing population in 2016. At the current rate of production, the housing stock will not meet the demand of the expected growth of 11,757 more people over the next twenty years. Furthermore, the pressures between supply and demand have exacerbated the affordable housing challenges for Ellensburg residents. With these factors in mind, the City is committed to turning the tide and supporting innovative methods to meet the needs of its residents. The City recognizes the need to encourage and promote a higher rate of housing production, and the need to successfully implement important housings goals which will aid all economic segments of the community.

The following sections will describe opportunities identified for providing new housing, as well as a description of what success would look like for Ellensburg. This is followed by goals, policies and programs intended to guide future policy decisions, as well as a section pertaining to Action Items that can be pursued in the more immediate future.

Housing Opportunities

This Housing Chapter supports innovative methods to achieve important housing goals while maintaining flexibility to fulfill different priorities in different neighborhoods. This section describes some of the innovative housing types in Ellensburg and the context in which they may work well.

- **Mixed use housing**. Ellensburg encourages creative and innovative uses on commercial and mixed use land to increase housing supply. Mixing housing and commercial uses can enhance the vitality of commercial areas by encouraging foot traffic to support neighborhood shops, and to provide eyes on the street. Over time, areas of downtown and areas near the south and west freeway interchanges could become distinct mixed use neighborhoods.
- **Downtown housing**. Second and third story residential and mixed used buildings will provide housing for people who want to live in an urban setting where there is a higher concentration of jobs and services and a variety of transportation options.
- **Accessory dwelling units**. New housing opportunities may also be provided in well-established neighborhoods. City policies currently allow for a single-family property to be designed to include an independent residence, or accessory dwelling unit, which is either attached or detached to the existing home. Accessory dwelling units are subject to specific guidelines to protect the character of the single family neighborhood. Accessory dwelling units may provide affordable housing opportunities, help those with limited income keep their homes, and extend opportunities for aging in place.
- **Universal design and aging in place**. Housing opportunities are created when housing design and choice accommodates the ordinary changes that people experience over their lives due to aging and life circumstances. Ellensburg encourages housing options, programs, and services, that support independence and choices for those who want to remain in their homes or neighborhoods regardless of age or ability.
- ~~**Planned unit development.** Utilization of Planned Unit Developments allows for variations in site design and density from the requirements of the Land Development Code in exchange for public review and design review to ensure compatibility with the setting. Clustering of housing within the planned unit developments may be encouraged to protect critical areas.~~

What does success look like?

Ellensburg maintains the vitality of existing neighborhoods and employs an array of housing tools to increase housing opportunities across the city. A broader range of housing choices serve residents at various income levels and help address emerging market demand, including housing for a varied workforce, for young adult workers and students, for seniors aging in place, and for those who desire to live in walkable neighborhoods. For a housing strategy to be considered successful, the following outcomes will be visible:

- All residents have fair and equal access to healthy and safe housing choices.
- Housing production is occurring in a manner consistent with housing targets.
- All households have access to affordable housing and diverse housing options that are equitably and rationally distributed.

GOALS, POLICIES, & PROGRAMS

These housing goals, policies, and programs contain steps that the City of Ellensburg can take in response to housing issues found within the community. These steps are intended to ensure the vitality of the existing residential stock, estimate current and future housing needs, and provide direction to implement programs that satisfy those needs.

Goal H-1: Preserve, protect, and strengthen the vitality and stability of existing neighborhoods.

Policy A **Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations.**

Program 1 Integrate new development, with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.

Program 2 Encourage infill development on vacant and underused sites.

Policy B **Establish additional logical access routes outside of the existing street system for bicycle and pedestrian traffic.**

Program 1 Identify trail easements and develop an effective maintenance strategy.

Policy C **Protect and connect residential neighborhoods so they retain identity and character and provide amenities that enhance quality of life.**

Program 1 Encourage housing opportunities in mixed residential/commercial settings throughout the city.

Program 2 Provide increased residential density and improve infrastructure along arterials and transit routes through redevelopment and retrofitting, such as sidewalks and stormwater treatment.

Program 3 Assure that site, landscaping, building, and design regulations create effective transitions between different land uses and densities.

Policy D **Promote sense of place in neighborhoods.**

Program 1 Promote high quality design that is compatible with the overall style and character of established neighborhoods.

Program 2 Support the preservation of Ellensburg's historically-significant housing through the City's historic preservation program, which maintains a list of historic properties and districts, and provides education and incentives.

Program 3 Encourage the use of long-lived, low-maintenance building materials; high-efficiency energy systems; and low impact development techniques that reduce housing life-cycle costs and provide better environmental performance.

Program 4 Foster innovative housing and mixtures of housing types that preserve natural resources and consolidate open space.

Goal H-2 Allow and encourage a variety of housing types and densities to meet housing needs of all economic segments of the community.

Policy A **Review the Land Development Code to allow for a wider variety of housing types.**

Program 1 Review barriers to the development of denser housing types such as duplexes, townhomes, and accessory dwelling units.

Policy B **Encourage residential development in commercial and mixed use zones, especially those within proximity to transit.**

Program 1 Expand the Multifamily Tax Exemption program beyond the downtown area to encourage multifamily housing in other areas where it is needed.

Program 2 Evaluate, review, revise, and publicize the density bonus incentive program.

Program 3 Work with Central Washington University and private developers to support on-campus housing for students and in transit-served mixed residential/commercial settings throughout the city.

Policy C **Consider housing cost and supply implications of proposed regulations and procedures.**

Program 1 Consider reducing parking requirements for mixed-use housing developments and affordable housing developments in close proximity to jobs and transit.

Policy D **Create and preserve ADA accessible and affordable housing opportunities locally and with a regional perspective.**

Program 1 Promote working partnerships with public, private, non-profit groups, and developers to plan and develop a range of housing choices.

Program 2 Evaluate other housing affordability programs utilized in other communities that could be incorporated into the Land Development Code.

Program 3 Support the preservation, maintenance, and improvements of older/historic housing and assistance to low income households who want to stay in their homes.

Goal H-3 Encourage and support a variety of housing opportunities for older adults and people with disabilities.

Policy A **Collaborate with other jurisdictions, organizations, and private developers to meet special housing needs that address a broad spectrum of solutions.**

Program 1 Promote accessible and affordable housing in areas that are close to services and the rest of the community.

Program 2 Coordinate with local organizations and agencies to provide sufficient and affordable home maintenance and support services.

Program 3 Promote the use of universal design principles for new development or redevelopment housing projects.

ACTION ITEMS

~~***Allow for Planned Unit Developments***~~

~~Incorporate planned unit developments as an allowable use as appropriate into the City's land development code.~~

Evaluate, review and revise density bonus program

The existing density bonus program provides density bonus incentives between 5 and 150% greater density for developments that incorporate a greater variety of housing types, affordable housing, green building, trails, and historic preservation. Since to date, none of these density bonuses have been taken advantage of, it is the City's goal to create a program that provides relevant incentives and an administration and implementation plan. This will include an evaluation of other jurisdictions' incentive programs including affordable housing mandates that have achieved the sought after results as well as outreach and engagement with the local development community.

~~***Expand the Multifamily Tax Exemption Program***~~

~~Expand the Multifamily Tax Exemption program into areas outside the Central Business District that have been prioritized for increased multifamily housing.~~

Review and revise land development code

Review and revise the land development code as necessary to allow for a wider variety of housing types; specifically review and identify potential barriers to small-scale multifamily developments, duplex, townhome, and accessory dwelling units.

Review barriers to missing middle housing types

Ellensburg needs increased housing production, particularly among missing middle formats such as duplexes, townhomes, tiny homes, and accessory dwelling units. Outreach to housing developers and to real estate professionals indicated there is a need for this housing, but that it may be difficult to produce under current conditions.

Review parking standards

Consider reducing parking requirements for new student-oriented housing or affordable housing near jobs and transit. Parking was identified as a significant cost barrier for building new multifamily housing, and as such additional residential parking and transit data should be collected and evaluated.

Evaluate cottage development standards

Review and revise the cottage development standards to encourage the development of and removal of barriers to developing cottage communities.

POLICY CONNECTIONS

The **Land Use** chapter includes policies and land use designations that support the development of many types of housing to ensure that people who live and work in Ellensburg have adequate housing choices.

The **Transportation** chapter includes goals and policies for establishing consistency and coordination between transit service and future housing and mixed use developments.

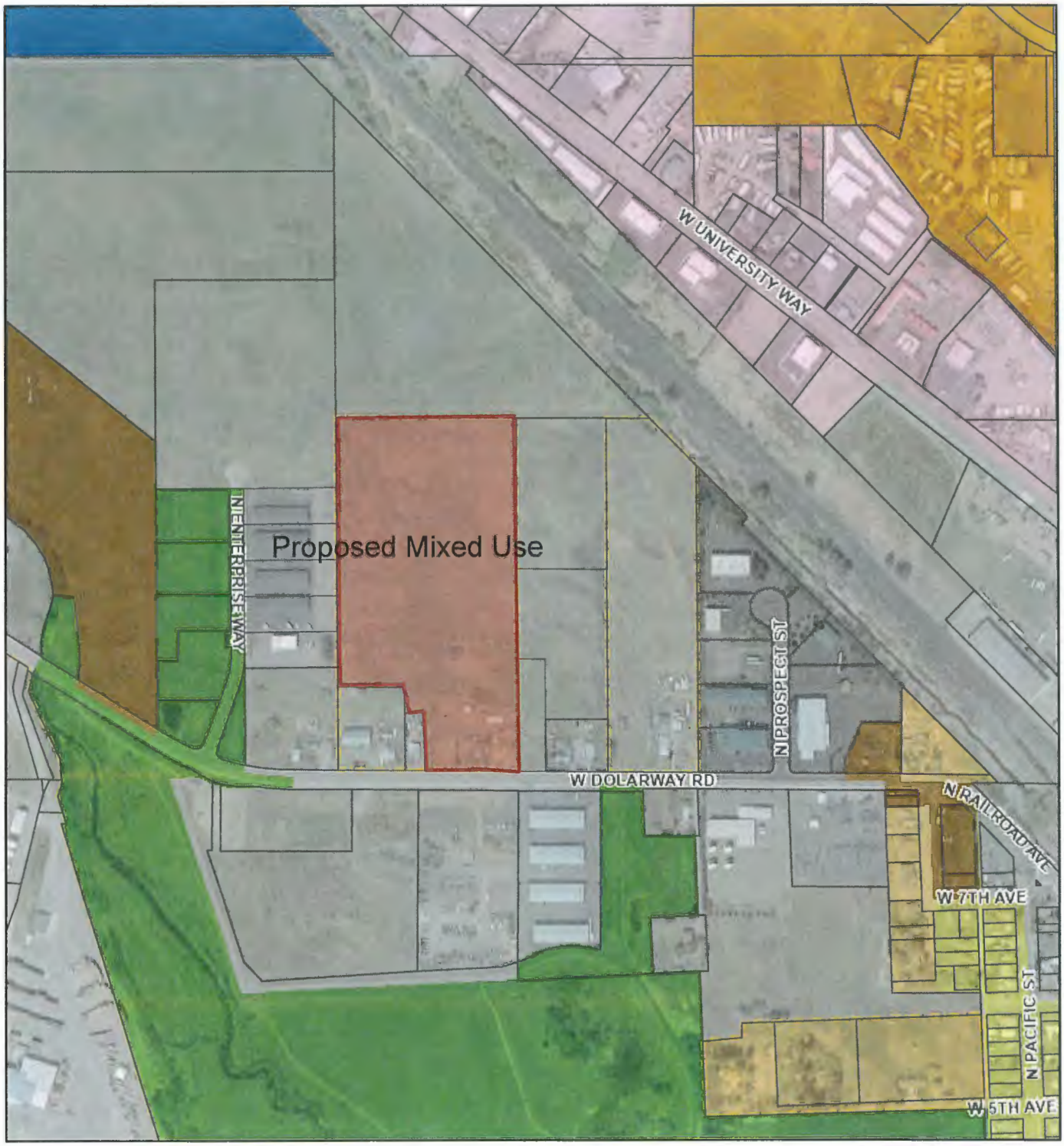
The **Economic Development** chapter includes goals and policies to encourage mixed-use areas and residential areas in close proximity to job opportunities and amenities.

PLAN AMENDMENT – REVISE CHAPTER 3 FIGURE 13 TO DELETE/EDIT MAP W/ FOOTNOTE.

Figure 13. Roadway Functional Classifications

***Figure 13 (above) depicts the general location and connections of future roadways. The exact locations of future roadways will be determined based on topography, environmental conditions, and future development needs.*

FOOTNOTE: DEDICATION OF 40 FOOT ROW REQUIRED ON ANY FUTURE LAND USE ACTION. HELENA AVENUE IS CONTEMPLATED TO NOT EXTEND TO BRICK ROAD IN THE FORSEEABLE FUTURE DUE GRADE & CREEK CROSSING ISSUES. HELENA MAY EXTEND ONLY AS FAR AS 900 FEET EASTWARD FROM THE LOCATION EXISTING ON 6/2022.



1/27/2023, 9:39:57 AM

1:9,028

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Override 1
County Parcels
Road
Major Arterial

Land Use Designations

Residential neighborhood
Blended residential neighborhood
Urban neighborhood
Neighborhood mixed use
Urban center
Community mixed use
Industrial residential
Neighborhood commercial
Mixed business park

Google Maps

W.LONGMIRE

Google Maps | Hexagon, WaTech, Kittitas County GIS | Kittitas County Public Works | Kittitas County Auditor | Kittitas County Assessor | Esri Community Maps Contributors, City Of Ellensburg GIS,