

City of Ellensburg
501 N. Anderson St.
Ellensburg, WA 98926

C E R T I F I C A T E

STATE OF WASHINGTON)

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County of Kittitas)

I, the undersigned, Coreen M. Reno, the duly appointed, qualified and acting City Clerk of the City of Ellensburg, County of Kittitas, State of Washington, do hereby certify that the ORDINANCE hereto annexed is a full, true and correct copy of ORDINANCE NO. 4535 of the City of Ellensburg, Washington, entitled as follows:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ELLENSBURG, WASHINGTON AMENDING THE ELLENSBURG MUNICIPAL CODE relating to planning and amending the comprehensive plan adopted by Ordinance No. 3997 as last amended by Ordinance No. 4502 and set out in Chapter 3.32 of the Ellensburg CityCode.

I further certify that said ORDINANCE was passed by the Council of said City at a meeting held December 15, 2008, at which time a quorum was in attendance and that said ORDINANCE was duly published in the official newspaper of said City on the 18th day of December, 2008.

DATED this 29th day of December, 2008.



Coreen Reno, CMC, City Clerk
Ellensburg, Washington

ORDINANCE NO. 4535

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ELLENSBURG, WASHINGTON AMENDING THE ELLENSBURG MUNICIPAL CODE relating to planning and amending the comprehensive plan adopted by Ordinance No. 3997 as last amended by Ordinance No. 4502 and set out in Chapter 3.32 of the Ellensburg City Code.

WHEREAS, the City Council has heretofore by adoption of Ordinance No. 3997, adopted that certain document, the title page of which reads "CITY OF ELLENSBURG FINAL PLAN/EIS – JULY 1995" as the official comprehensive plan for the City of Ellensburg; and

WHEREAS, the City Council has heretofore by adoption of Resolution 1997-10 and Ordinance No. 4116 as amended by Ordinance No. 4176, established a policy and procedure for the annual review of proposals to amend the comprehensive plan; and

WHEREAS, the City Council has heretofore by adoption of Ordinance No. 4474, adopted and substituted that document entitled "City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg's Next Legacy" for the "City of Ellensburg Final Plan/EIS" bearing the same reference, and

WHEREAS, on July 7, 2008 the City Council reviewed all of the proposed Comprehensive Plan amendments for the 2008 annual amendment cycle and moved to docket proposed amendments 08-01, 08-02, 08-04, 08-05, 08-06, 08-07, 08-09, 08-10, 08-11, 08-13, 08-14, 08-16, 08-17, 08-18, 08-19, 08-20, 08-21, 08-22, 08-23, and 08-24, 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 August 5, 2008 the City Community Development Department mailed the required 60-Day Notice of Intent to Adopt Comprehensive Plan Amendments to the WA Department of Community, Trade and Economic Development, which notice was received by CTED on August 8, 2008; and

WHEREAS, on September 2, 2008 the City Council re-opened the docketing process for one week and two additional proposed amendments, 08-25 and 08-26 were timely submitted and docketed; 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 on September 19, 2008 for the docketed 2008 Comprehensive Plan Amendments; and

WHEREAS, the Ellensburg City Planning Commission held a public hearing on September 23, 2008, heard testimony in favor and against the proposed amendment, and after closing the public hearing moved to:

- recommend that City Council approve proposed amendments 08-02, 08-04, 08-05, 08-06, 08-07, 08-09, 08-10, 08-11, 08-13, 08-14, 08-16, 08-17, 08-18, 08-19, 08-21, 08-22, 08-23, 08-24, and 08-25, as originally submitted or with Planning Commission suggested additional amendment language;
- recommend that City Council deny proposed amendment 08-20;
- made no recommendation on proposed amendments 08-01 and 08-26; and

WHEREAS, the City Council held a public hearing on the matter of adopting the docketed 2008 comprehensive plan amendments at its Regular Meeting on October 20, 2008, which public hearing was continued to a Special Meeting on November 10, 2008 and, after hearing public testimony both in favor and against adoption of the proposed amendments, Council entered into the public hearing record the Agenda Reports for Council's October 20, 2008 Regular Meeting and Council's November 10, 2008 Special meeting along with Attachments A thru M, N1 thru N22, O thru Z, AA, AB and AC prior to closing the public hearing, after which City Council determined that it is in the best interests of the City of Ellensburg that:

- the SEPA Responsible Official's issuance of a Determination of Non-Significance (DNS) on September 19, 2008 be upheld;
- proposed amendments 08-02 relating to Urban Growth Area boundary changes be recommended to the County Commissioners for approval;
- proposed amendments 08-04, 08-06, and 08-09 be denied;
- proposed amendment 08-11 not be approved due to lack of majority vote;
- proposed amendment 08-19 be re-docketed to the 2009 annual Comprehensive Plan Amendment process;
- proposed amendment 08-20 be withdrawn at the request of the applicant;
- proposed amendment 08-26 be approved and submitted to Kittitas County for consideration in the County's 2009 amendment process; and
- the "City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg's Next Legacy" be amended to reflect the language contained in amendment proposals 08-01, 08-05, 08-07, 08-10, 08-13, 08-14, 08-16, 08-17, 08-18, 08-21, 08-22, 08-23, 08-24 and 08-25 as amended by the Planning Commission and further amended by City Council; and,

WHEREAS, all portions of the "City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg's Next Legacy" 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 CITY OF ELLENSBURG CAPITAL FACILITY PLANS 2009 is hereby adopted and incorporated by reference in the "City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg's Next Legacy" as an Appendix to Chapter 6 - Capital Facilities and Utilities.

Section 2. The text at page 60 of the "City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg's Next Legacy" pertaining to Goal LU-1, Policy B, Program 5 is hereby amended to read as follows:

Goal LU-1 - Achieve a harmonious, compatible arrangement of all land uses

Policy	Program
B	Recognize importance of land use 1
	Revise zoning to permit and

Goal LU-1 - Achieve a harmonious, compatible arrangement of all land uses

Policy	Program
interrelationships	encourage the mixing of residential and commercial uses
2	Study use of form-based zoning for application to the Central Commercial zones
3	The City will consider adoption of development regulations for the west and south interchange areas so that development results in appropriate site development standards and the opportunity to site regional commercial land uses.
4	Locate industrial land in the north portion of the west interchange area .
5	Locate industrial land at the South Interchange area to the immediate south of Berry Road, east of Canyon Road and north of Tjossem Road.
6	Concentrate industrial uses between Water Street and the railroad
7	Locate industrial land along Dolarway and the area between I-90 and the railroad south of west Ellensburg park
8	Locate compatible uses with the industrial property near the proposed third I-90 interchange at Umptanum Road
9	Adopt zoning regulations to discourage the siting of land uses incompatible with Bowers Field

Section 3. The text at page 187 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to “*Areas Warranting Special Handling*” is hereby amended to read as follows:

Areas Warranting Special Handling

There are several areas of interest within Ellensburg's UGA that warrant special consideration in Ellensburg's economic development strategies.

Bowers Field – Kittitas County has recently completed an airport master plan for Bowers Field. As Ellensburg looks to expand its industrial and employment base, the airport may present development opportunities. While industrial land would certainly be compatible with aircraft operations, accessing the airport from Interstate 90 or US Highway 97 could be problematic because of the distance from the airport to the highways. Bowers Road, however, is now open and may help overcome that difficulty.

CBD – The Downtown Historic District began life as the city's commercial, institutional and governmental focus, providing the marketplace for goods coming into the city and the meeting place for the community's residents. While economic activity has dispersed beyond the limits of the Downtown Historic District, the area remains the most concentrated activity center in Ellensburg. Economic development needs to build on that, crafting strategies that take advantage of the Downtown Historic District's physical, economic and social environment to help the community thrive, grow and evolve.

Dolarway Road – Ellensburg is craving industrial development, and many participants in this planning process noted that the most likely area for industrial development is along Dolarway Road. Unfortunately, much of that land is also within the flood plain, making it less attractive to potential users than land elsewhere. If land along Dolarway is to develop with job-rich industrial uses, something will need to be done to make the land easier to develop.

West Interchange – The I-90 west interchange is located approximately two miles from the city's center. The triangle of land there includes nearly 200 acres, with the city limit line weaving between various parcels. All of these parcels lie within the UGA. The land use element identifies this area for increased commercial activity.

South Interchange – Located south of the Central Commercial zones and adjacent to Ellensburg's southernmost neighborhoods, are approximately 300 acres of open land with immediate access to I-90. This area provides another opportunity site for the City's economic-development strategies. How it develops will be vitally important, given its high visibility and its proximity to existing residential development. The area north of I-90 shall be designated for commercial activity. The acreage immediately south of Berry Road to Tjossem Road and adjacent to Canyon road shall be reserved for industrial use.

Section 4. The text at page 55, 3rd and 4th paragraphs, of the "City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg's Next Legacy" pertaining to "*Preferred Scenario: West Interchange Development*" is hereby amended to read as follows:

The development of regional, big-box retail at the I-90 interchanges could more than double the community's supply of retail square footage. It is crucial that such development be designed and built in a way that preserves the community's identity and does not detract from the downtown's vitality. Regional retail will continue to exist in the central commercial zones, but they will also serve as the locus for specialty retail, entertainment, and housing, offering shopping, museums, restaurants, theaters and other such uses to ensure their vitality.

Section 5. The text at page 62 of the "City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg's Next Legacy" pertaining to Goal LU-3, Policy A, Program 1 and Policy C, Program 4 is hereby amended to read as follows:

Goal LU-3 - Provide convenient, centralized facilities designed to serve present and future citizen needs

Policy		Program	
A	Regard the Downtown Historic District as one of the predominant design and activity centers of the community and region	1	Prepare a Downtown Historic District urban design and land use plan
		2	Facilitate long-range planning workshops between CWU and downtown organizations
		3	Facilitate use of the Downtown Historic District for community events
B	Encourage and locate new, public buildings for administrative, cultural, and recreational activities in or in close proximity to the Central Commercial zones	1	Review and revise zoning, if necessary, to permit public buildings in and near the Central Commercial zones
		2	Revise zoning to prohibit construction of large institutional uses other than schools and public safety facilities distant from the Central Commercial zones
C	Encourage development and activity which increases automobile and pedestrian traffic in the Central Commercial zones after 6:00 PM	1	Revise zoning to permit and encourage the mixing of residential and commercial uses
		2	Coordinate with CWU to develop student housing in the Downtown Historic District, particularly in a mixed-use format
		3	Coordinate with the various downtown stakeholders to increase after-hours business
		4	Prepare a Downtown Historic District urban design and land use plan

Section 6. The text at page 71 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to “*Priority Projects*” is hereby amended to read as follows:

Priority Projects

The following priority projects represent immediate steps the City should take to implement this plan.

Project	Description and Goals
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CBD plan	Prepare a subarea plan for the Central Commercial zones to facilitate and smooth their transition to a pedestrian oriented, retail, institutional, cultural and entertainment district
West and south interchange areas	Consider adoption of development regulations for the west and south interchange areas which are specifically tailored to the uses anticipated to site in those areas, address consistency with development of many similar uses in the area, accommodate project impacts that are unique to this area because of the intensity of commercial, industrial, and residential land uses and activities.
University Way plan	Investigate design and improvement strategies to emphasize University Way's connection between the Central Commercial zones and the emerging hub at the west interchange, drawing on the street's heritage as a historic cross-state highway for design reference
Dolarway Road plan	Study options to make Dolarway and increasingly attractive industrial corridor and more convenient link between the Central Commercial zones and the west interchange
Zoning revisions	Revise zoning and development regulations to be consistent with current GMA requirements and to implement policies and programs of this comprehensive plan
Design guidelines	Review current design guidelines and revise as necessary in scope and content to ensure new development and major renovations respect community character and elevate the appeal of the community's public spaces.
CBD business improvement district	Study the feasibility and effect of a business improvement district for the Central Commercial zones, possibly offsetting negative impacts caused by shifts in retail activity to the west and south interchanges and arterial corridors
Economic development vision	Collaborate with others in the preparation of a regional economic development vision and strategy to help target land use designations and prioritize capital improvement projects
Transit-oriented design standards	Reevaluate zoning and subdivision standards to accommodate transit-oriented or multi-modal design in areas of more concentrated development, such as in the Downtown Historic District, near the university and in the area around the west and south interchanges

Section 7. The text in Figure 8.3 at page 176 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to “Priority Projects” is hereby amended to read as follows:



Figure 8.3 - Re-developing the downtown core as a service, entertainment and retail destination may help revitalize vacant or underutilized properties within the Central Commercial zones. (Image source: Tom Pickarel, participant)

Section 8. The text at page 117 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to Goal T-6, Policy B, Program 1 is hereby amended to read as follows:

Goal T-6 - Maintain the City of Ellensburg as the predominant center for commercial, financial, governmental, and cultural activities

Policy		Program	
B	Discourage retail strip development characterized by uncoordinated development of separate lots	1	Prepare corridor plans for Canyon Road, Mountain View Avenue, Umptanum Road, Dolarway Road and University Way to limit the spread of commercial development while still recognizing each corridor’s unique qualities and opportunities

Section 9. The text at pages 175-176 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to “*Economic Development Strategy*” is hereby amended to read as follows:

While available property and an adequate labor force are at the top of the list of criteria sought by businesses looking to relocate, financial and other incentives rank immediately behind them in the site selection process. The State offers a number of incentives but also provides the ability for local government to offer additional incentives. Kittitas County is at a distinct disadvantage because it lacks a Port District to provide funding and infrastructure. The City should consider establishing incentives to retain existing and attract new businesses that provide family wage jobs.

Section 10. The text at page 179 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to Goal ED-2, Policy A, Program 2 is hereby amended to read as follows:

Goal ED-2 - Stimulate and diversify Ellensburg’s economy

Policy		Program	
A	Promote the retention and expansion of existing businesses as well as the development of new businesses	1	Solicit comments and feedback from local businesses on things that the City could change to better support local businesses
		2	Establish financial and other incentives to retain existing and attract new businesses
		3	Market to a variety of business -

Goal ED-2 - Stimulate and diversify Ellensburg’s economy

Policy	Program
	both large and small - that fit with Ellensburg’s character and meets the needs of the local market
	4 Inventory vacant building space in Central Commercial zones and post on the City’s web site

Section 11. The text at page 181, paragraph following Goal ED-2, 5th and 7th lines of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” is hereby amended to read as follows:

As export-based economies shrink, the service sector established to serve them also shrinks, sometimes losing its diversity as the market gets smaller. Ellensburg has been able to retain its service sector diversity despite the downturn in basic industry. There is no single-source directory, however, to encourage a “buy local” program. As Ellensburg seeks to enrich its commerce sector, it will promote local businesses more actively and provide accommodations for their visitors. Ellensburg will encourage a more entrepreneurial culture, supporting existing and start-up businesses as they explore new markets.

Section 12. The text at page 165 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to Goal H-3, Policy F, Program is hereby amended to add the following new Program 2 as follows:

Goal H-3 - Make housing affordable to more Ellensburg households

Policy	Program
F Take advantage of local, Kittitas County, State and Federal housing resources to construct affordable housing and provide services if needed	1 Create a regional funding entity, much like the Kittitas County “Hope Source” program
	2 Encourage development and utilization of a Community Land Trust as one tool for addressing affordable housing issues.

Section 13. The text at page 70 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to Land Use Goals is hereby amended to add the following new Goal LU-9 as follows:

Goal LU-9 –Encourage construction techniques which will result in a reduction of natural resource consumption and help to protect the environment.

Policy	Program
<p>A Encourage and support “Green Building Policies and Practices” and other “green” architecture policies and practices, such as LEED (<i>Leadership in Energy and Environmental Design</i>), that are designed to incorporate environmental protection and reduce natural resource consumption.</p>	

Section 14. The text at pages 205-206 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to Goal HP-2, Policy A is hereby amended to add the following new Program 13 as follows:

Goal HP-2 - Maintain the integrity and reuse of historic buildings

Policy	Program
<p>A Facilitate adaptive reuse of historic buildings</p>	<p>1 Develop and publicize program of incentives to apply to renovation, rehabilitation and reuse of historic structures</p>
	<p>2 Create a facade design assistance program</p>
	<p>3 Establish a revolving loan fund for work on historic structures</p>
	<p>4 Create a program that uses existing reinvestment incentives and institute and publicize other tax relief program, such as new market housing credits or property tax deferrals, and/or building fee credits to encourage development of housing in the Downtown Historic District in a manner consistent with the area’s historic character</p>
	<p>5 Adopt regulatory or zoning standards relief for work on historic structures in the historic districts</p>
	<p>6 Implement study results from other city building code requirements for historic structures to create solutions that</p>

Goal HP-2 - Maintain the integrity and reuse of historic buildings

Policy	Program
	address ways to manage fire suppression, exiting and access requirements
7	Develop and publicize a training program to educate local designers and contractors in historic building renovation techniques and opportunities that adhere to Secretary of the Interior standards
8	Revise zoning to permit mixing residential and non-residential uses in the Downtown Historic District
9	Develop an assistance program which identifies appropriate resources for rehabilitation of historic buildings and funding mechanisms to do appropriate restoration on the historic structure
10	Complete an informational packet outlining the benefits for historic preservation throughout the City and the necessary steps needed for a renovation project, for a restoration project, for a landscaping project, for a street/access permit project, for encouraging renovation, restoration or infill construction within the historic core and areas of transition near the Downtown Historic District and throughout the community
11	Create an overlay zone for Registered Historic Housing in, near or adjacent to the core
12	Create design standards that help to continue the existing façade patterns within the immediate neighborhood of a project building
13	Encourage and support "Green Building Policies and Practices", including but not limited to consideration of recycling requirements for demolition projects, and encouragement for "deconstruction" (the piece-by-piece disassembly of an existing building with

Goal HP-2 - Maintain the integrity and reuse of historic buildings

Policy	Program
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reuse/recycling of much of the material.

Section 15. The text at page 97-98 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to “*Non-Motorized Transportation Routes/Facilities*” is hereby amended as follows:

Non-Motorized Transportation Routes/Facilities

The 1995 comprehensive plan directed the City to:

- Establish a task force to study the non-motorized transit issue and to recommend a non-motorized transit plan to Council
- Focus on development of a major non-motorized pathway segment connecting Irene Rinehart Park with the Rodeo/Fairgrounds

The City adopted a non-motorized facilities plan in 1995 which was updated in 2008, and that 2008 Non-Motorized Transportation Plan is incorporated into this comprehensive plan by reference and is substituted for the 1995 Non-Motorized Transportation Plan.

Section 16. The text at page 114-115 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to Goal T-5, Policy B, Program 1 is hereby amended as follows:

Goal T-5 - Provide convenient, centralized facilities designed to serve present and future citizen needs

Policy	Program
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A	Regard the Downtown Historic District as the predominant design and activity center of the community and region	1	Prepare a Central Commercial zones urban design and access plan to interconnect regional retail with the Central Commercial zones
		2	Facilitate long-range planning workshops between CWU and the downtown organizations
		3	Provide Central Commercial zones parking and design parking facilities to serve multiple purposes, such as pedestrian plazas, performance venues, or sculpture walks

Goal T-5 - Provide convenient, centralized facilities designed to serve present and future citizen needs

Policy		Program	
B	Encourage and locate new public buildings for administrative, cultural, and recreational activities in or in close proximity to the Central Commercial zones	1	Implement the non-motorized transit plan to ensure adequate service for pedestrians and bicyclists in the Central Commercial zones and linkage to the west interchange
		2	Review parking requirements for institutional uses and reduce them where appropriate

Section 17. The text at page 119 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to Goal T-10, Policy A, Program 2 is hereby amended as follows:

Goal T-10 - Implement a non-motorized transportation system that increases the number of residents who choose to walk or bicycle in lieu of driving

Policy		Program	
A	Encourage other transportation modes	1	Revise zoning to permit mixing of land uses
		2	Implement the Non-motorized Transportation Plan to develop a comprehensive non-motorized circulation plan and implementation program
		3	Build streets, trails, linear parks, and pathways to connect neighborhoods, schools, parks, and commercial areas as both recreation and transportation facilities
		4	Prepare a Central Commercial zones urban design and access plan to encourage walking and bicycling
		5	Investigate ways to provide effective and attractive public transportation, such as a trolley or jitney system linking the Central Commercial zones to the west and

Goal T-10 - Implement a non-motorized transportation system that increases the number of residents who choose to walk or bicycle in lieu of driving

Policy	Program
	south interchanges
	6 Whenever possible, retrofit existing streets with pedestrian and bicycle facilities

Section 18. The text at page 130 of the “City of Ellensburg Comprehensive Plan: Visions and Paths, Ellensburg’s Next Legacy” pertaining to “Streets” is hereby amended as follows:

Streets and Non-Motorized Transportation

The description of the city’s street system is provided in Chapter 5. The description of the city’s non-motorized transportation system is provided in the 2008 Non-Motorized Transportation Plan that has been incorporated into this comprehensive plan by reference in Chapter 5.

Section 19. The text at page 145 of the “City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg’s Next Legacy” pertaining to “Levels of Service - Storm Water System” is hereby amended as follows:

Levels-of-Service

The level-of-service (LOS) standard is a principal criterion for identifying when capital improvements are needed. This chapter identifies the adopted LOS standards for each public facility, and requires new development be served by adequate facilities (the concurrency requirement of GMA). These standards will help ensure services will continue to be provided to maintain the community’s quality of life. Public services and facilities and their LOS standards include:

Service/Facility	LOS Standards
Police Protection	Priority 1 response time to be determined by future study
Fire Protection	Follow the guidelines from the National Fire Protection Association #1720
Emergency Medical Service	Basic Life Support at 5 minutes/90% of the time Advanced Life Support at 9 minutes/90% of the time
Transportation	LOS B for local access streets LOS C for arterials and collector streets LOS D for arterials at the interchanges with the understanding that if traffic capacity on Canyon Road south of Mountain View Avenue is not increased, the LOS for Canyon Road will lower to LOS E.
Water Utility	Provide water meeting all requirements of the Federal Safe

	Drinking Water Act and Washington State Dept. of Health to any customer desiring service that lies within the city's water service area
Sewer Utility	Provide a collection system capable of conveying all wastewater discharges from residential, commercial and industrial customers within the city limits and UGA
Storm water System	Provide a public collection system capable of conveying a storm event with a 25-year return frequency without flooding or damage to structures. Meet the requirements of the City's State Stormwater Discharge Permit, and develop a Stormwater Utility to fund compliance measures required under the permit.
Natural Gas Utility	Provide minimum gas pressure of 20 psi at the customer's meter
Solid Waste Management	Weekly curbside refuse collection

Section 20. That document attached to this ordinance as Exhibit "B" and referenced as "Figure 4.9 – Preferred Land Use Designation Map" is hereby adopted and substituted as the replacement for the document in the "City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg's Next Legacy" bearing the same reference to reflect the changes adopted in Comprehensive Plan Amendments 08-05, 08-07, and 08-25. Said Exhibit "B" shall also be amended to reflect the changes adopted in Comprehensive Plan Amendment 08-25 as adopted and or further amended by the Board of Kittitas County Commissioners.

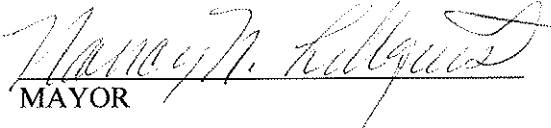
Section 21. All portions of the "City of Ellensburg Comprehensive Plan: Vision and Path, Ellensburg's Next Legacy" shall remain in full force and effect except as specifically amended herein.

Section 22. 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 23. This ordinance shall take effect and be in full force five (5) days after publication of a summary, consisting of the title.

Passed and adopted by the City of Ellensburg this 15th day of December, 2008.

CITY OF ELLENSBURG


MAYOR

ATTEST:

By: 
CITY CLERK

APPROVED AS TO FORM:

By: 
CITY ATTORNEY

FILED WITH THE CITY CLERK: 12-15-08
PASSED BY THE CITY COUNCIL: 12-15-08
PUBLISHED: 12-18-08
EFFECTIVE DATE: 12-23-08
ORDINANCE NO.: 4535

CITY OF ELLENSBURG
6-YEAR CAPITAL FACILITY PLANS
2009

These 6-Year Capital Facility Plans are incorporated by reference in the City of Ellensburg Comprehensive Plan as an Appendix to the Capital Facilities Chapter. They will be reviewed and updated annually.

6-Year Transportation Improvement Plan 2009 – 2014

Water Department

- **Water Utility Capital Improvement Plan**

Sewer Department

- **Sewer Utility Capital Improvement Plan**

Parks & Recreation Capital Improvements Schedule 2009 – 2014

Energy Services

- **Gas Division Capital Improvement Plan 2009 – 2014**
- **Light Division Capital Construction Plan 2009 – 2014**

Table CP-1 Long Range Capital Plans 2009 - 2026

EXHIBIT A

CITY OF ELLENSBURG
 6-YEAR TRANSPORTATION IMPROVEMENT PLAN
 2008 TO 2014 (INCLUDES CURRENT WORK REMAINING)

PUBLIC HEARING DATE: June 16th, 2008
 ADOPTION DATE: June 16th, 2008
 RESOLUTION NO: 2008-23

REVENUE BY YEAR (In thousands)									
SOURCE	2008*	2009	2010	2011	2012	2013	2014	Future	TOTALS
ARTERIAL STREET	513	68	128	128	128	128	128		1,221
FEDERAL HAZARD ELIMINATION									0
PUBLIC WORKS TRUST FUND LOAN/CAP. RESERVES									0
FEDERAL BRIDGE REPLACEMENT									0
STATE AND REGIONAL STP	441	597							1,038
FEDERAL DISCRETIONARY									0
QUADCO-PLANNING FUNDS	23								23
ENHANCEMENT FUNDS	294								294
SALES TAX RESERVE	732	606	305	885	344	540	288		3,700
TRANSPORTATION IMPROVEMENT BOARD - AIP/TPP	1,213	2,366							3,579
TRANSPORTATION IMPROVEMENT BOARD - PSCMP									0
FEDERAL RR CROSSING PROGRAM									0
STORMWATER UTILITY									0
LOCAL IMPROVEMENT DISTRICT		770	135	1,211	1,820				3,936
SIDEWALK IMPROVEMENT DISTRICT									0
1/4 CENT REAL ESTATE EXCISE TAX	125	100							225
SIDEWALK IMPROVEMENT ACCOUNT FUNDS									0
STATE SAFE ROUTE TO SCHOOLS			250						250
LATECOMERS FEES									0
CITY OTHER									0
OTHER AGENCY/PRIVATE	147	581							728
DISTRESSED COUNTY SALES/USE TAX							86	2,719	2,805
IMPACT FEES					400		846	154,023	55,669
UNFUNDED									0
TOTAL REVENUE	3,488	5,088	818	2,224	2,692	668	1,148	57,342	73,468

EXPENDITURES BY YEAR (In thousands)									
PROJECT	2008*	2009	2010	2011	2012	2013	2014		TOTALS
1 Bridge Inspections	3	3	3	3	3	3	3		21
2 Alley Reconstruction	30	30	30	30	30	30	30		210
3 Engineering Transfer	15	15	15	15	15	15	15		105
4 Methacrylate - Annual	20	20	20	20	20	20	20		140
5 Signal Optimization			60	60	60	60	60		300
6 Signal Upgrades - University Way/Main St	140								140
7 Depot Project - Acquire/Weatherize	25								25
8 90 Trail Crossing - IRRP to W. Ellensburg Park	272								272
9 Chestnut Street - Spokane to Hobert	153								153
10 MTN. VIEW/RUBY (RUBY TO E. City Limits & Mtn View to Manitoba)	2,150								2,150
11 Mtn. View Overlay - Ruby St to Main Street	145								145
11 Citywide Traffic Count	25								25
12 Dolarway - University Way to 5th AVE - Design	510								510
13 14th AVE Extension - Willow to Brooklane		305							305
14 Signal Upgrades - 5th AVE/Main & University Way/Chestnut Street		300							300
15 Dolarway - University Way to 5th AVE - Construct		4,415							4,415
16 Umptanum Road Overlay - Canyon Road to W. City Limits			170						170
17 Signal Upgrade - 3rd AVE/Main Street			120						120
18 Cora Street Curb/Sidewalk - 15th Avenue to John Wayne Trail			250						250
19 Helena Street - Water to Walnut - Design			150						150
20 Helena Street - Water to Walnut - Construct				1,346					1,346
21 Canyon Rd/Ruby St Overlay - Berry to Umpt/Umpt to Mtn. View				760					760
22 University Way Sidewalk Extension - Nanum Street to SR 97					2,220				2,220
23 Main Street Overlay - 3rd to University Way					344				344
24 Main Street Overlay - Mountain View to 3rd Avenue						540			540
25 University Way Overlay - Main to Chestnut							288		288
26 15th Water-Signal/Rechannel/extend road east							732		732
Projects Partially Funded Through Impact Fees									
27 14th/Alder-Signal/Illum/Channel								494	494
28 14th/D-Signal/Channelization								442	442
29 18th/Walnut-Illumination/Channelization								136	136
30 Helena/Walnut-Signal/Illumination/Widening								1,234	1,234
31 Helena/Water-Signal/Illumination/Widening								710	710
32 5th/Ruby-Signal/Illumination/Rechannel								430	430
33 Manitoba/Ruby-Signal/Illumination/Rechannel								2,898	2,898
34 Canyon/90 EB Ramos-Signal/Illumination/Rechannel								538	538
35 Mtn View/Ruby-Signal Modification/Nb/SB Right Turn								1,357	1,357
36 University Way/D-Signal Modification/Widening								1,413	1,413
37 University Way/Alder-Signal Modification/Widening								1,160	1,160
38 University Way/Main-Signal Modification/Illumination/Widening								2,335	2,335
39 Canyon/Umptanum-Signal Modification/Illumination/Widening								2,209	2,209
40 Dolarway/University-Signal/Illumination/Widening								2,016	2,016
41 University Way/Water Street-Signal Modification/Illumination/Widening								1,970	1,970
Long Range Projects									
42 Railroad Overpass								30,000	30,000
43 Umptanum Road/90 Interchange								8,000	8,000
									0
TOTAL EXPENDITURE	3,488	5,088	818	2,224	2,692	668	1,148	57,342	73,468
ARTERIAL STREET FUND BEGINNING BALANCE (12/31/08)	423	50	122	134	146	158	170		
ESTIMATED GAS TAX REVENUE	140	140	140	140	140	140	140		
ARTERIAL STREET FUND ENDING BALANCE	50	122	134	146	158	170	182		

**City of Ellensburg
Water Utility
Capital Improvement Program**

Capital Outlays	2008	2009	Year		2012	2013-2026
			2010	2011		
			dollars in thousands			
New Well	\$750	\$880				\$2,800
New Well	\$643	\$1,523				
New Well		\$800	\$750			
Pfenning Road Water Main	\$710	\$140				
Walnut Street Main Replacement			\$254			
Seattle/Manitoba Main Replacement				\$306		
John Wayne Trail Crossing @ Cora St.			\$65			
Wenas Street Main Upsizing					\$110	
Berry Road Loop Connection						\$1,000
24" Valve Replacement			\$50	\$50		
Oversizing Fund			\$50	\$50	\$50	\$650
Pipe Replacement Fund			\$40	\$110	\$130	\$1,000
Bulk Water Stations	\$30	\$30	\$30			
Meter Replacement / Upgrade	\$150	\$150	\$150	\$150	\$150	\$728
Hydrants	\$12	\$12	\$12	\$12	\$12	\$156
Hydrant Adapters	\$7	\$7	\$7			
Pumps	\$20	\$20	\$20	\$20	\$20	\$260
Valve Insertions	\$20	\$20	\$20	\$20	\$20	\$360
Totals	\$2,342	\$3,582	\$1,448	\$718	\$492	\$6,954

**City of Ellensburg
Sewer Utility
Capital Improvement Program**

Capital Outlays	2008	2009	Year		2012	2013-2026
			2010	2011		
			dollars in thousands			
Pfenning Road Sewer Extension	\$180	\$962				
Replace Heat Exchanger		\$50	\$250			
WWTP Outfall			\$100			
Refurbish Secondary Clarifier			\$135			
Biosolids Handling Expansion				\$560		
Cured in place main reconstruction	\$100	\$100	\$100	\$100	\$100	\$500
Repave Drying Beds		\$75				
Mains / Collection Lines		\$70	\$100	\$100	\$100	\$500
Water Reuse Study			\$50			
Totals	\$280	\$1,257	\$735	\$760	\$200	\$1,000

Proposed Parks & Recreation Capital Improvements Schedule and Cost Summary

Project	Project Description						
		2009	2010	2011	2012	2013	2014
1	KVMP Infrastructure	\$ 25,000.00				\$ 50,000.00	\$ 50,000.00
2	Off Leash Park	\$ 15,000.00					
3	McElroy Park Development Phase II			\$ 150,000.00			
4	North Alder Street Park Development	\$ 300,000.00			\$ 400,000.00		
5	Kiwanis Park Improvements		\$ 50,000.00				
6	Rotary Park and Trail Development	\$ 100,000.00					
7	New Play Structure at IRRP						\$ 75,000.00
8	New Park Acquisition					\$ 200,000.00	
9	In-line Rink		\$ 50,000.00				
10	JWPT Reconnection		\$ 500,000.00	\$ 825,000.00	\$ 150,000.00		
11	New Senior/Recreation Center			\$ 3,000,000.00			
12	West Ellensburg Trail		\$ 150,000.00				
13	Yakima River Trail				\$ 750,000.00		
TOTALS		\$ 440,000.00	\$ 750,000.00	\$ 3,975,000.00	\$ 1,300,000.00	\$ 250,000.00	\$ 125,000.00

**ENERGY SERVICES - GAS DIVISION
6 YEAR CAPITAL CONSTRUCTION PLAN**

Project	2009 (\$)	2010 (\$)	2011 (\$)	2012 (\$)	2013 (\$)	2014 (\$)	2015 Onward s
System Improvements							
Sanders Road	38,000						
18 th /Walnut Tie-in	17,350						
No 6 Road	15,700						
Game Farm Road	57,650						
Meter/Regulator Upgrades							
Twin City Foods			28,200				
Wheeler Reg. Station				28,000			
Seattle Gate Upgrade		20,000					
Kittitas Tap Station Upgrade			20,000				
Developments							
Belsaas/Bender Road	10,000	10,000	14,000				
Canterberry Est. 2	10,000	5,000					
Currier Creek	10,000	5,000	5,000	5,000			
Rosewood Phase 2	11,000	11,000	11,000	11,000			
Sanders Mill	18,000	18,000					
Timothy Park Ph 3		22,200	22,000				
Vista Views Dev.	5,000	25,000	25,000	25,000	25,000		
Misc. Developments	15,000	15,000	15,000	15,000	15,000	20,000	
Sanders Mill Part 2			41,750	41,750	41,750	33,750	
Balck Horse Dev.	45,000	36,500					
System Expansion							
Look Road Expansion	65,000						
Reecer Creek 2		41,500	22,000				
Airport North Exp.				59,400		65,400	
Hungry Junction Rd					85,000		
Sub-Total	317,700	209,200	181,950	185,150	166,750	119,150	

ENERGY SERVICES - GAS DIVISION
6 YEAR CAPITAL CONSTRUCTION PLAN

Project	2009 (\$)	2010 (\$)	2011 (\$)	2012 (\$)	2013 (\$)	2014 (\$)	2015 Onwards
New Facilities							
New Tap Station – Watson Road (Williams)		750,000					
New HP Pipeline – Northern Feeder (1)		250,000	3,190,000	2,100,000	1,500,000	1,200,000	
New M/R Station – Watson Road		450,000					
New LP Pipeline – Northern Loop		300,000	175,000	175,000	175,000		
Look Road Regulator			300,000				
Reecer Creek Regulator				300,000			
Faust Road Regulator					300,000		
ECP Regulators			350,000				
Woodhouse Tap Station (Williams)							700,000
Woodhouse M/R Station							300,000
Southern Feeder (HP)							1,100,000
Southern Loop (LP)							600,000
Sub Total		1,750,000	4,015,000	2,575,000	1,975,000	1,200,000	2,700,000
Sub Total from last sheet	317,700	209,200	181,950	185,150	166,750	119,150	
TOTALS	317,700	1,959,200	4,196,950	2,760,150	2,141,750	1,319,150	2,700,000

#	AREA	PROJECT	No. of Lots								\$ in THOUSANDS		
				2009	2010	2011	2012	2013	2014	2009-2014	2015-2020	2021-2026	
											1st 6 years	2nd 6 years	3rd 6 years
DEVELOPMENTS													
1	ALL	Prop'd Plats	809	80	80	80	80	80	80		480	1,000	1,000
2	ALL	Various new developments		60	60	60	60	60	60		360	200	200
3	ALL	Distribution transformers		110	110	115	120	120	125		700	600	600
4	ALL	Electric Kwh Meters	905	40	40	40	40	40	40		241	200	200
5	ALL	NEW CONNECT FEES*		(68)	(68)	(68)	(68)	(68)	(68)		(407)	(900)	(900)
6	ALL	DEVELOPER COSTS*		(112)	(112)	(112)	(112)	(112)	(112)		(672)	(1,000)	(1,000)
7	ALL	New Services	905	113	113	113	113	113	113		679	1,200	1,200
8	A) Developments Subtotal			223	223	228	233	233	238		1381	1300	1300
9													
10	NORTH	BENDER OH MAIN WEST 1 MI		-	-	-	-	-	-		-	80	
11	NORTH	BENDER - AIRPORT TIE		-	40						40		
12	NORTH	BENDER OH MAIN EAST 1 MI			40	40					80		
13	NORTH	PFENNING TIE				17	17				34		
14	NORTH	BENDER WEST TO BNSF TIE		70							70	70	
16	NORTH	BOWERS OH MAIN 2 MI				-	80				80	80	
17	SOUTH MAINT	MANITOBA ST		50	50	50					150		
18	SOUTH	BULL RD MAIN FEEDER		-	-	-	80	80	80		240		
19	EAST ELLENSBURG	FEEDERS					-	-	-		-	250	0
20	NORTH	HELENA AVE UG MAIN FDR		75	75						150		
21	WEST	UNIV WAY/DOLAR 750 TIE		50	50	-	-				100	250	
22	WEST	BNSF OH MAIN FDR 3/4MI					50	50				50	50
23	ALL	PSE ANNEXATION AREAS		10	10	10	10	10			50	90	90
24	ALL - MAINT	RECONDUCTORING		10	10	10	10	10	10		60	50	50
25	ALL - MAINT	URD CABLE REPLACEMENTS		40	40	40	40	40	40		240	300	300
26													
27	LINE EQUIPMENT	CAP BANKS		20	8	8	8	10	10		64	20	20
28	LINE EQUIPMENT	REGULATORS		40	-	40		40			120	50	50
29	LINE EQUIPMENT	LINE RECLOSERS		22	-	22	-	22	-		66	20	20
30	LINE EQUIPMENT	VFI 1 PHS BREAKERS		10	10	12	12	12	12		68	20	20
31	LINE EQUIPMENT	600 AMP SWITCH CABINETS		-	65	-	65	-	65		195		
32													
33	B) Subtotal Feeders			397	398	249	372	274	217		1907	1330	600
34													
35	CWJ			10	10	10	10	10			50	50	50
36	PUBLIC WORKS ROAD RELOC			50	50	50	50	50	50		300	300	300
37	C) Subtotal			60	60	60	60	60	50		350	350	350
38													
39	GENERAL SYSTEM	SCADA UPGRADE/NEW		60	-	-	10	10	10		90	20	20
40	NORTH	SUBSTATION CONSTRUCTION			700	700					1,400		0
41	NORTH	SUBSTATION - POWER XFMR					750				750		0
42	DOLARWAY	SUBSTATION CONSTRUCTION		50	-						50		0
43	ALL	LAND USE		-	110			100			210		
44	BPA ELLENSBURG	CIRCUIT SWITCHER BPA #1					120				120		
45	BPA ELLENSBURG	BPA BAY #2 115KV SF6 BREAKER									-	560	0
46	EAST ELLENSBURG	CIRCUIT SWITCHER		80							80		
47	EAST ELLENSBURG	2ND POWER TRANSFORMER									-	0	400
48	EAST ELLENSBURG	RECLOSERS & 15KV bus									-	0	180
49	D) Subtotal Substation Improvements			190	810	700	880	110	10		2700	580	600
50													
51	TOTAL CITY CAPITAL COST			870	1491	1237	1545	677	515		6338	3560	2850

TABLE CP-1 LONG-RANGE CAPITAL PLANS
2009 - 2026

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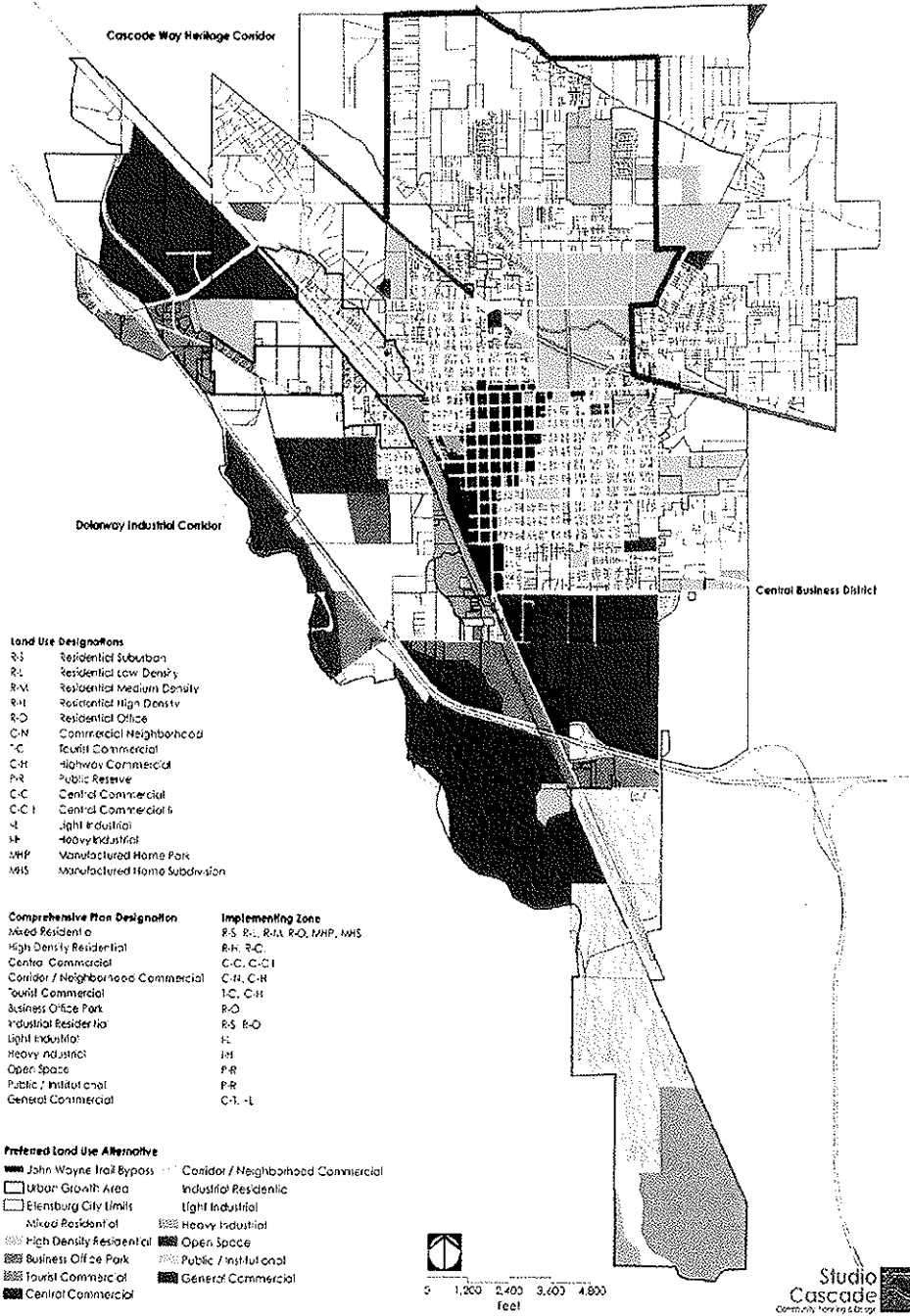
	WATER	SEWER	SHOP	GAS	ELECTRIC	PARKS & REC
1st 6 Years	<u>Amount:</u> \$7.6 mm	<u>Amount:</u> \$3.76 mm		<u>System Expansion</u> \$0.34mm	<u>Line Extensions to New Developments</u> \$1.4 mm	<u>New Park Development</u> \$0.80mm
	<u>Source:</u> Utility Rev. Bonds	<u>Source:</u> Utility Rev. Bonds		<u>System Upgrade</u> \$0.1mm	<u>Feeder Improvements</u> \$1.9mm	<u>Existing Park & Rec. Facility Improve.</u> \$0.41mm
				<u>Developments</u> \$0.67mm	<u>CWU</u> \$0.06mm	<u>West Ellensburg Park and Trails</u> \$0.60mm
				<u>Northern Feeder</u> \$0.98mm	<u>Road Relocation</u> \$0.30mm	<u>John Wayne Pioneer Trail</u> Phase I \$0.65mm Phase II \$0.825 mm
2009 thru 2014				<u>High Pressure Line</u> \$8.24mm	<u>Substation Improvement</u> \$2.7mm	<u>New Senior/Recreation Center Building</u> \$3.0 mm
				<u>New Tap Station</u> \$0.75mm	<u>New Connect Fees & Developer Costs</u> (\$1.7mm)	<u>Yakima River Trail</u> \$0.75mm
				<u>New City Gate Station</u> \$0.46mm	<u>Solar/Wind</u> \$1.2mm	<u>Source:</u> Impact Fees; IAC Grants; Land Sale; Risk Mgmt.; Sales Tax Rev.; Donations G.O. Bonds; Councilmanic; Inter-jurisdictional Cost Share; or Private Development
				<u>Regulator Station</u> \$1.20mm	<u>Conservation</u> \$0.6 mm	
				<u>Source:</u> Operating Capital Private Development Utility Revenue Bonds	<u>Source:</u> Utility Rev. Bonds Operating Capital Private Development Private Grants, BPA	
2nd 6 Years	<u>Amount:</u> \$1.58 mm	<u>Amount:</u> \$1.20 mm	<u>Expansion</u> \$0.26 mm	<u>Regulator Station</u> \$0.80mm	<u>Line Extensions to New Developments</u> \$1.3mm	<u>Two New Parks</u> \$1.00 mm
	<u>Source:</u> Utility Rev. Bonds	<u>Source:</u> Utility Rev. Bonds	<u>Source:</u> Rent Revenue	<u>New Distribution Pipeline</u> \$0.9mm	<u>Feeder Improvements</u> \$1.3 mm	<u>Source:</u> Impact Fees; IAC Grants; Land Sale; Risk Mgmt.; Sales Tax Rev.; Donations G.O. Bonds; or Councilmanic
				<u>System Expansions</u> \$0.60mm	<u>CWU</u> \$0.05mm	
				<u>System Upgrades</u> \$0.15 mm	<u>Road Relocation</u> \$0.30mm	
2015 thru 2020				<u>Developments</u> \$1.0 mm	<u>Substation Improvement</u> \$0.58mm	
				<u>Source:</u> Operating Capital Private Development Utility Revenue Bonds	<u>New Connect Fees & Developer Costs</u> (\$1.9mm)	
					<u>Solar/Wind</u> \$1.2mm	
					<u>Conservation</u> \$0.6 mm	
					<u>Source:</u> Utility Rev. Bonds Operating Capital Private Development Private Grants, BPA	
3rd 6 Years			<u>Expansion</u> \$2.66 mm	<u>New Distribution Pipeline</u> \$0.3 mm	<u>Line Extensions to New Developments</u> \$41.3mm	<u>Two New Parks</u> \$1.00 mm
			<u>Source:</u> Rent Revenue	<u>System Expansion</u> \$0.5mm	<u>Feeder Improvements</u> \$0.6mm	<u>Source:</u> Impact Fees; IAC Grants; Land Sale; Risk Mgmt.; Sales Tax Rev.; Donations G.O. Bonds; or Councilmanic
				<u>System Upgrades</u> \$0.25mm	<u>CWU</u> \$0.05mm	
2021 thru 2026				<u>Developments</u> \$0.75mm	<u>Road Relocation</u> \$0.30mm	
				<u>Source:</u> Operating Capital Private Development	<u>Substation Improvements</u> \$0.6mm	
					<u>New Connect Fees & Developer Costs</u> (\$1.9mm)	
					<u>Solar/Wind</u> \$1.2mm	
					<u>Conservation</u> \$0.6mm	
					<u>Source:</u> Utility Rev. Bonds Operating Capital Private Development Private Grants, BPA	

TABLE CP-1 LONG-RANGE CAPITAL PLANS
2009 - 2026

Page 2	TABLE CP-1 LONG-RANGE CAPITAL PLANS 2009 - 2026				
	LIBRARY	STREET	POLICE	PUBLIC FACILITIES	INFORMATION TECHNOLOGY
1st 6 Years 2009 thru 2014	<p>Parking Lot Improvements \$0.35 mm</p> <p><u>Source:</u> Councilmanic, Sales Tax Rev., Rent Rev., Sidewalk Imp. Dist., or Hal Homes Trust</p>	<p><u>Amount</u> \$15.9 mm (Local - \$4.7mm)</p> <p><u>Source:</u> Grants; Gas Tax; Local; Sales Tax; G. O. Bonds; or Councilmanic</p> <p>West Ettersburg Flood Control Project \$2.10 mm</p> <p><u>Source:</u> Grants; G.O. Bonds or Councilmanic</p>	<p><u>Update/Remodel Public Safety Building</u> \$1.0 mm</p> <p><u>Source:</u> Inter-jurisdictional cost sharing; General Fund; Impact Fees; G.O. Bonds; Voter Approved Bonds; or Councilmanic</p>	<p><u>City Hall Re-Roof</u> \$0.25 mm</p> <p><u>Source:</u> Grants; General Fund; G.O. Bonds or Councilmanic</p>	<p><u>Desktop Systems</u> \$0.30 mm</p> <p><u>Network Systems</u> \$0.30mm</p> <p><u>GIS System</u> \$0.5 mm</p> <p><u>Permitting System</u> \$0.10 mm</p> <p><u>Electronic Security</u> \$0.50mm</p> <p><u>Source:</u> General Fund; Utility Operating Capital; impact Fees; G.O. Bonds; Voter Approved Bonds; or Councilmanic</p>
2nd 6 Years 2016 thru 2020		<p><u>Amount</u> \$17.9mm (Local - \$5.3mm)</p> <p><u>Source:</u> Grants; Gas Tax; Local; Sales Tax; G. O. Bonds; or Councilmanic</p> <p>3rd I-90 Interchange \$8.0 mm</p> <p><u>Source:</u> Grants; Gas Tax; Local; Sales Tax; G.O. Bonds or Councilmanic</p> <p>Wilson Creek Flood Control Project \$6.90 mm</p> <p><u>Source:</u> Grants; Local; Sales Tax; G.O. Bonds or Councilmanic</p>			<p><u>Desktop Systems</u> \$0.30 mm</p> <p><u>Network Systems</u> \$0.30mm</p> <p><u>GIS System</u> \$0.2 mm</p> <p><u>Permitting System</u> \$0.10 mm</p> <p><u>Source:</u> General Fund; Utility Operating Capital; impact Fees; G.O. Bonds; Voter Approved Bonds; or Councilmanic</p>
3rd 6 Years 2021 thru 2026		<p><u>Amount</u> \$20.1mm (Local - \$5.9 mm)</p> <p>Railroad Overpass \$30.0mm</p> <p><u>Source:</u> Grants; Gas Tax; Local; Sales Tax; G. O. Bonds or Councilmanic</p>			<p><u>Desktop Systems</u> \$0.30 mm</p> <p><u>Network Systems</u> \$0.30mm</p> <p><u>GIS System</u> \$0.2 mm</p> <p><u>Permitting System</u> \$0.10 mm</p> <p><u>Source:</u> General Fund; Utility Operating Capital; impact Fees; G.O. Bonds; Voter Approved Bonds; or Councilmanic</p>

TABLE CP1 (As amended 12/15/08, Ord. No. 4535)

Figure 4-9 - Preferred Land Use Designations (Source: Studio Cascade, Inc.)
 Chapter 4 - Land Use (As Amended 12/ /08, Ord. No.)



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