

ORDINANCE NO. 07-011

**AN ORDINANCE OF THE CITY OF KITTITAS, WASHINGTON,
AMENDING AND UPDATING THE COMPREHENSIVE PLAN**

WHEREAS, the Washington State Growth Management Act mandates the City of Kittitas adopt a Comprehensive Plan; and

WHEREAS, the schedule established by the Growth Management Act in RCW 36.70A.130(4) mandates that the City review and, if necessary, revise its comprehensive plan and development regulations to ensure compliance with the Growth Management Act; and

WHEREAS, the City adopted and implemented a Public Participation Program by resolution in April 2006; and

WHEREAS, the State Department of Community, Trade and Economic Development provided a “Comprehensive Plan Checklist: Technical Assistance Tool” to aide in compiling a work plan to meet said schedule; and

WHEREAS, the City completed the checklist to determine which elements of the Comprehensive Plan would be reviewed and updated; and

WHEREAS, the City adopted and implemented a Work Plan identifying which Comprehensive Plan Elements were to be reviewed during the 2006 Update; and

WHEREAS, the City Planning Commission met at regular and special public meetings to review proposed changes, including a duly advertised public hearing on April 17, 2007, to review and take comment on the proposed amendments and developed a recommendation to the City Council to adopt the proposed changes; and

WHEREAS, all persons desiring to comment on the proposal were given a full and complete opportunity to be heard; and

WHEREAS, all comments from the 60-day review, conducted along with an appropriate review pursuant to the State Environmental Policy Act, were reviewed and considered; and

WHEREAS, the City Council conducted three public workshops as well as a duly advertised public hearing on July 10, 2007 to review the Planning Commission recommendation and take public testimony; and

WHEREAS, the City Council finds that a detailed and thorough analysis and projection of population, housing and land use has been completed, goals and policies have been developed and related land use designations have been identified; and

WHEREAS, the City Council finds that the desired land use designations within the urban growth area can either be served by existing capital facilities and services or are specifically part of the City's plans and efforts to provide future capital facilities and services to the community; and

WHEREAS, the City Council finds that the updated comprehensive plan is consistent with the Growth Management Act and the city has completed its obligation for a periodic review and update pursuant to RCW 36.70A.130;

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

Section 1. Amendments. The amended Comprehensive Plan is adopted hereby as set forth in Exhibit A.

Section 2. Ordinance to be transmitted to Department. Pursuant to RCW 36.70A.106, this Ordinance shall be transmitted to the Washington Department of Community, Trade and Economic Development.

Section 3. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 4. Effective Date. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

Passed by the City Council of the City of Kittitas, the 24th day of July, 2007.

CITY OF KITTITAS

Robert Cousart, Mayor

ATTEST:

Robin Newcomb, City Clerk

APPROVED AS TO FORM:

Katherine L. Kenison, City Attorney

Passed this _____ day of July, 2007

Approved this _____ day of July, 2007

Published this _____ day of July, 2007

City of Kittitas Comprehensive Plan 2007

Mayor

Robert Cousart

Council Members

Jeff Gay
Jerry Gilmour
Linda Huber
Bruce Simpson
Brian Sorenson

Planning Commission

Ron Damm
Darrel Dees
Gary Gleason
Doug Kempf
Tina Morefield

Staff

Robin Newcomb, Clerk/Treasurer
Val Bosch, Public Works
Cecil Howard, Water/Wastewater
Mike Studer, Police Chief
Roy Carbajal, Fire Chief

City of Kittitas Community Vision Statement

The following statement serves to guide the comprehensive plan. The goals and policies in the plan are intended to support and implement this vision.

We, the citizens of Kittitas, envision a Community that respects and preserves its historical and cultural resources and provides an effective stewardship of its outstanding scenic and natural features; a Community that maintains its historic identity while encouraging a balanced, cohesive yet diverse community as it grows; a Community that utilizes its location where residents' various physical, educational, economic and social activities can be pursued in a safe, attractive and healthy environment; and finally, a Community that strives to improve and increase the tax base to provide a high level of service to its residents, and to improve and increase employment opportunities by encouraging new businesses to join the community.

In December 2006 the City Council resolved that:

The City of Kittitas exists to consistently provide quality services essential for basic living, community protection, and social harmony.

The City also maintains a commitment to provide quality water services, police protection, fire prevention, recreation and employment opportunities, as well as fostering community pride and well being.

It is guided by a firm belief that people who live in a safe, secure and positive environment will create an exceptional community around themselves. In this respect, the City serves as a catalyst for quality community living.

The following is realized:

- ❖ *Police leadership is a must.*
- ❖ *Owning water rights is vital.*
- ❖ *Dirt streets are a challenge that must be overcome.*
- ❖ *Dust and mud make the City look and feel dirty which, in turn, hurts community pride, morale and hope, and may be a business deterrent.*
- ❖ *There must be an adequate tax base to adequately provide community services.*
- ❖ *The City must effectively inform its citizens about City matters. Communication enhances regulation.*
- ❖ *Enthusiasm and pride is contagious. City improvement projects have widespread benefits.*
- ❖ *New and enhanced business development opportunities will create jobs, increase income levels and increase city resources to provide improvements to City services and facilities.*

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INTRODUCTION

HISTORY OF KITTITAS

Kittitas is the name that American Indians called this valley: Kittit, meaning white chalk, and Tash, place of existence (pronounced Kit-Ti-Tash). There is a bank of such chalk located at the Menastash ford along the Yakima River below Ellensburg. The Indians used this white chalk for painting themselves and their horses. The Indians referred to the entire valley as Kittitash. Later the whites changed the name to Kittitas.

Fur trade brought the first white man to the Kittitas Valley. Later the valley was known as “Cattlemen’s Paradise”, as there was water and lush pastures for grazing.

Irrigation water was brought out to lands south of Kittitas in the 1890s when the Ellensburg Water Company completed extensions to the City Ditch. The Cascade Irrigation District canal was followed by the Kittitas Reclamation District canals were built in the 1930s as part of the U.S. Bureau of Reclamation Yakima Project. Most farms in the immediate area date from the 1890s; many of which used creek waters prior to the development of the major irrigation canals. The Milwaukee Railroad was important in the early years of the City and local historians provide the best detail on the origins of the City.

Kittitas has been the focus of the eastern half of the Kittitas Valley for almost one hundred years. The first school in its vicinity was established in 1893. The Milwaukee Land Company completed the Milwaukee Railroad in 1906 and platted the community of Kittitas alongside the railroad. New people and related businesses started to migrate into the area soon after the railroad was established. In 1908 Kittitas was surveyed and platted by Milwaukee Land Co. from Chicago Milwaukee, St. Paul, and Pacific Railroad Co.

By the early 1930s, the community of Kittitas had grown to the point of desiring community drinking water and electrical systems. Residents decided to incorporate the community so that public services and facilities could be organized and funded. After incorporation in 1932, the City of Kittitas continued to grow with its own newspaper, airport, and strong agriculture-based business district throughout the 1930s and 1940s.

Today, the City is still somewhat dependent on the agriculture industry that surrounds it. However, its predominant use is now as a residential area for those that work in Ellensburg. The services available in Ellensburg also draw many Kittitas residents away from Kittitas businesses district. Although the City has expanded relatively little since the middle of the century, recent trends have begun towards increased annexations and the placement of new residences in the City.

COMPREHENSIVE PLANNING UNDER GROWTH MANAGEMENT ACT

The Washington Growth Management Act [RCW 36.70A] establishes a framework which encourages communities to respond to growth in realistic ways. It recognizes that some central issues exist for all communities, and that these issues have implications for the state as a whole.

The interest of statewide planning lies at the heart of the Act. The statute asks that each community create a comprehensive plan based on the foundation and framework of the thirteen goals contained in RCW 36.70A.020:

Urban Growth - Encourage development in urban area where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce Sprawl - Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.

Transportation - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and City comprehensive plans.

Housing - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Economic Development - Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and the disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the states natural resources, public services, and public facilities.

Property Rights - Private property will not be taken for public use without just compensation having been made. The property rights of landowners will be protected from arbitrary and discriminatory actions.

Permits - Applications for both state and local government permits should, be processed in a timely and fair manner to ensure predictability.

Natural Resource Industries - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

Open Space and Recreation - Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Environment - Protect the environment and enhance the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Public Facilities and Services - Ensure that those public facilities and services necessary to support development will be adequate to serve the development at the time the development is available for occupancy and use without decreasing current levels below locally established standards.

Historic Preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Shorelines of the State - The goals and policies of the Shoreline Management Act (RCW 90.58.020) are adopted by reference as a goal of the GMA.

OVERALL PLANNING PROCESS GOALS

GOAL 1.1: Active citizen participation in community goals and government

GOAL 1.2: Civic pride in the community.

GOAL 1.3: Encourage citizen participation in community activities and government.

GOAL 1.4: Develop a functional, continuing City planning process.

GOAL 1.5: Preservation of the small City, friendly atmosphere of Kittitas.

GOAL 1.6: Compliance with the Kittitas County Countywide Planning Policies, as adopted by the Kittitas County Conference of Governments.

GOAL 1.7: Increase planning coordination with the other jurisdictions of Kittitas County.

GOAL 1.8: Actions regarding new proposed developments, including proposed new land uses and capital facilities and services improvements will consider the Comprehensive Plan goals and policies.

GOAL 1.9: Provide for frequent review of the City's comprehensive plan and development regulations, by council review at least every seven years.

GOAL 1.10: Encourage economic growth and creation of new industries and services, if sited appropriately.

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

GOAL 1.12: Applications for development approval should be processed in a timely and fair manner by the City.

URBAN GROWTH AREA

In accordance with RCW 36.70A.110, the City and Kittitas County are required to address urban growth to ensure the future orderly and efficient use of county and municipal lands. Since future expansion of Kittitas's municipal boundaries should be anticipated over the twenty-year planning period, the potential for expansion of the Urban Growth Area [UGA] should be considered. The original UGA was adopted in 1994 and revised in 1996 and 2006. It is important to note that a UGA can only be amended into the county's comprehensive plan once a year.

COMPREHENSIVE PLAN

The City of Kittitas's Comprehensive Plan will be used to identify potential growth for Kittitas over the twenty year planning period, and how to address and accommodate various development impacts. The comprehensive plan text includes goals and policies for the long-term development of the City. The statements in the comprehensive plan become the direction of the City when the plan is formally adopted by its legislative body, the City council.

Generally, a community plans to:

- Make sure the tax dollars invested in public roads, water and sewer lines, fire stations, parks and other public services are spent wisely.
- Introduce long range considerations into decisions on short-range actions. Promote the public interest, the interest of the community at large, rather than the interests of individuals or special groups within the community.
- Improve the physical environment of the community as a setting for human activities to make it more functional, efficient, beautiful, healthful, decent and interesting.

The comprehensive plan includes goals and policies for the long-term development of the community. Each element of the comprehensive plan includes a list of the community's goals and policies for addressing particular issues. Goals are general expressions of the City's hopes and aspirations about its future development. They are the target to shoot for, even though they may never be completely attainable. Policies are broad statements of intent to guide or direct action in order to achieve objectives. Policies can prohibit, permit, or require various actions.

Within this document, these statements will guide public and private land use decisions as the community develops. The City of Kittitas's Comprehensive Plan is required to include the following elements:

- Land Use
- Housing (from the adopted 1997 Comprehensive Plan)
- Capital Facilities
- Utilities
- Transportation

IMPLEMENTATION

With the enactment of growth management, the comprehensive plan initiates the beginning step in the overall development of the community, reflecting the desires of citizens and officials as to how the City should grow over the twenty-year period. It does not claim to anticipate all of the changing needs that will occur for such a period; therefore, an annual review of the plan is necessary to ensure that it is meaningful and effective. The City is required to assess its existing development regulations based on the Comprehensive Plan, and amend those regulations for consistency. Zoning, subdivision, building, health, street and sign

codes are examples of regulations that may be useful in the implementation of the comprehensive plan.

The Kittitas Planning Commission will recommend updates to the zoning, subdivision, other development ordinances based on the comprehensive plan to accomplish implementing measures related to the plan.

Zoning

The zoning ordinance and map divide the land into districts and, within these districts, regulate the permitted and conditional uses, density, and the placement, height, bulk and coverage of buildings and structures. This ordinance is required to be consistent with the Comprehensive Plan goals, policies and maps.

Subdivision

The subdivision ordinance regulates the process of laying out parcels of undeveloped land into lots, blocks, streets and public areas. It is primarily used to control new or expanding residential, commercial or industrial development. Consideration of how land may be developed in the Urban Growth Area will be based on the County's subdivision and cluster subdivisions ordinances; therefore, communication and coordination are vital to ensure adequate public facilities.

Other Implementation Tools

Building codes also are used to implement the Comprehensive Plan. These codes regulate design, construction, quality of materials, use occupancy, location and maintenance of buildings and structures within the City. Building codes should be updated periodically to ensure that the specifications do not contradict the Comprehensive Plan.

COMPREHENSIVE PLAN AMENDMENTS

The Comprehensive Plan is an overall policy document based upon community desires. The comprehensive plan must be maintained, evaluated, and updated if it is to keep pace with the changing needs of the City.

Amendments to the Comprehensive Plan may be requested by the City Council, Planning Commission, or by any affected citizen or property owner at any time. By reviewing and updating the plan on a regular basis, Kittitas can maintain public interest and involvement in the planning process. It demonstrates the City's own commitment toward implementing a long term vision for the community through the policy guidance in the comprehensive plan.

The Comprehensive Plan can be amended once a year. However, there may be times when a proposed change or revision is necessary to address a public health, safety, welfare issue, and/or Court Order. Such "emergency amendments" will follow State regulations but may not follow an established Comprehensive Plan amendment timeline.

The Growth Management Act states that public participation will have a wide range of input the process will have a "broad dissemination of proposals and alternatives, opportunity for

written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments.” Amendments to the Comprehensive Plan should include early and continuous public input. Local individuals, businesses, and groups along with regional, state, and national organizations can add distinctive and valuable input to the planning process.

Types of Public Participation

Encouraging public participation may require a variety of approaches. The following samples techniques provide a range of options for consideration.

NOTICE

- Newspaper legal notices and special advertisement
- Postings at post office or other areas know to attract people
- Newsletters and/or utility flyers
- Website
- Invitations to specific groups or interested parties
- Direct mailing

MEETINGS

- Council and Planning Meetings
- Public Hearings
- Open House or workshops

WRITTEN COMMENT

- Survey
- Written Comment

ADDITIONAL FORMATS

- Youth workshops, public service messages, advisory committee, school programs, visioning, etc.

Comments and ideas are used throughout the process to shape the Comprehensive Plan changes. To fully secure adequate public participation or as new proposal are considered additional meetings may be required. The planning commission should monitor how changes are working and hold, at least, one public meeting annually to determine any recommended amendments. Recommendations should be reported to the Council annually.

BACKGROUND INFORMATION

The following information provides historical and projected population estimates, land use analysis and a housing needs assessment.

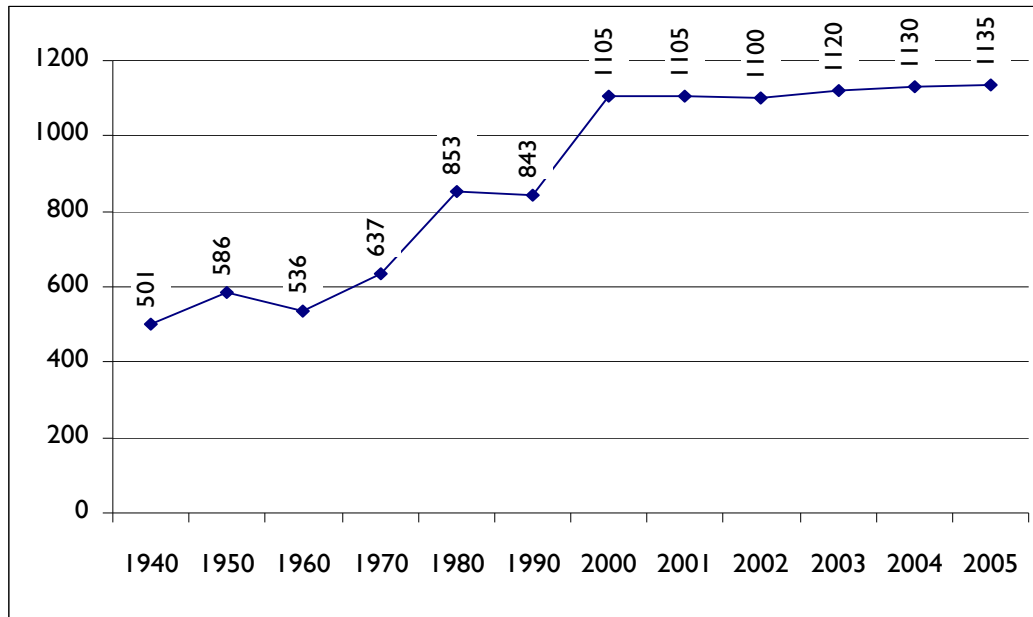
POPULATION PROJECTIONS

Population projections allow the City to analysis facility and land needs to support orderly development. The analysis of local population and demographic trends is important for a broad understanding of the community and to anticipate future needs. The analysis of population projections for the next 20 years is based on the Office of Financial Management projections for the County.

Kittitas County allocates a percentage of the projected County population growth to each community based on Office of Financial Management (OFM) high-end projections. The last projections were determined April 2006 and show the City of Kittitas containing 3% of the overall County population in 2025. This is equal to a population of 1,584 or a consistent growth of 1.68% annually for 2007-2025. The following table and chart show the historical pattern of population growth for the City.

YEAR	Population	Average Annual Change
1950	586	1.58%
1960	536	-0.89%
1970	637	1.74%
1980	853	2.96%
1990	843	-0.12%
2000	1105	2.74%
AVERAGE		1.34%

CHART L-1: Historical Population Data



Source: OFM Washington State Historical Decennial Populations for State, County, and City/Town: 1890 to 2000 & OFM April 1 Population of Cities, Towns, and Counties

HOUSING DEMAND ANALYSIS

The COG population projections are equivalent to 8-11 new residential structures being built each year.

Year	Population	Housing
2005	1135	
2006	1154	8
2007	1173	8
2008	1193	8
2009	1213	8
2010	1234	8
2011	1254	8
2012	1275	8
2013	1297	9
2014	1319	9
2015	1341	9
2016	1363	9

Year	Population	Housing
2017	1386	9
2018	1409	9
2019	1433	10
2020	1457	10
2021	1482	10
2022	1507	10
2023	1532	10
2024	1558	10
2025	1584	11
2026	1610	11
2027	1637	11
TOTALS		202

The pre- 1990 historical average of 5 or fewer building permits has been replaced by an increase demand for affordable single-family dwelling units. This is due, in part, to Kittitas’ close proximity to the City of Ellensburg which is experiencing increase land values and rents. Between the 1990 and 2000 US Census Kittitas experienced an increased population of 262 persons or the equivalent of 105 homes. From the year 2000 through 2006 the City has issued 50 home building permits and 5 demolition permits; and most recently, the first quarter of 2007 has seen 16 new home building permits. This pattern of growth will continue

to expand with the addition of several subdivisions which are expected to result in a “jump” the population over the next several years. Such “jumps” are not uncommon for Kittitas, see Chart L-1.

Subdivisions currently being developed include Coles Crossing I with 42 lots (building permits are currently being issued) and Farmview with 15 lots. The Brown preliminary plat with 15 lots is being processed and is expected to start development in the next year. Additionally, two recently annexed properties have submitted applications for preliminary plats: Morfield/Flood is proposing 42 lots and Cole’s Crossing II proposes 130 lots. These developments are expected to provide a combined 244 new homes over the next 6-7 years to the City of Kittitas.

These subdivisions equate to more than the expected 202 housing units necessary for the population projections established by COG for the 2027 population allocation. It is unlikely that the City will experience no growth after the construction of the current subdivisions; therefore, it is assumed that the City will exceed the COG population. However, after the “jump” in population, resulting from current subdivisions, the City expects a more historical population growth of 1.3% annually. The following chart details the impact of subdivision on the population:

Year	COG Population	Expected COG Homes	Expected Subdivision Homes	Adjusted Total Population	Subdivision Population
2005	1135				
2006	1154	8	0	0	
2007	1173	8	30	75	1229
2008	1193	8	35	87	1316
2009	1213	8	35	87	1403
2010	1234	8	35	87	1490
2011	1254	8	35	87	1577
2012	1275	8	35	87	1665
2013	1297	9	35	87	1752
2014	1319	9	9	23	1774
2015	1341	9	9	23	1798
2016	1363	9	9	23	1821
2017	1386	9	10	24	1845
2018	1409	9	10	24	1869
2019	1433	10	10	24	1893
2020	1457	10	10	25	1917
2021	1482	10	10	25	1942
2022	1507	10	10	25	1968

Year	COG Population	Expected COG Homes	Expected Subdivision Homes	Adjusted Total Population	Subdivision Population
2023	1532	10	10	26	1993
2024	1558	10	10	26	2019
2025	1584	11	11	26	2045
2026	1610	11	11	27	2072
2027	1637	11	11	27	2099
TOTALS		202	379		

*Housing for 1.3% population growth, consistent with historical patterns

LAND USE ANALYSIS

With population projections and housing requirements outlined, the next step is to determine current land uses and what lands are available to for development. A focus on residential housing lands necessary to meet population projects and lands for commercial and industrial development has been completed.

Current Land Uses

Land Use designations show the general distribution of land uses reflecting the unique character of the City, as well as the desired pattern for new development. Within each Land Use Designation the following uses were observed during a “windshield survey” completed in August of 2006.

Existing Land use inventory for City Limits

Land Use Inventory	R-R	R-1	R-2	D-C	G-I	M-C	TOTAL	Percent of total
Agricultural		11.59		1.54	8.09	51.05	72.27	25.8%
Commercial			2.39	4.33		17.17	23.89	8.5%
Industrial				13.31	12.81	6.16	32.28	11.5%
Multi Family		1.17	10.09	1.35			12.61	4.5%
Public			19.33	12.31	0.07	0.68	32.39	11.6%
Single Family	3.01	65.46	5.53	12.13			86.13	30.8%
Vacant		13.12	5.92	0.31		0.81	20.16	7.2%

Analysis of Land Necessary for Residential Growth

Actual land available within each Land Use Designation indicates the pattern of development that the community desires.

Land Use Designations – Urban Growth Area

LANDUSE	ACRES	Percent of Total
Residential 1	332	35%
Residential 2	44.7	5%
Central Business	28.5	3%
Industrial	168.4	18%
Mixed Commercial Industrial	369.8	39%
Rural Residential	3	0%
TOTAL	946.5	100%

In determining the amount of land needed to accommodate future growth within the Kittitas' Urban Growth Area, it is important to take certain factors into consideration. These factors, which may also be called assumptions, are necessary to understanding the needed land base for the people living in the area. The assumptions will apply primarily to the calculations for the identified residential land base necessary to accommodate the projected new population and housing units identified above.

While land use estimates generally start with the projected population there are historical “jumps” in population which occur when demand, price, location and developer interest support periods of market growth. The City of Kittitas is in such a time, as noted above with several subdivisions under development. Furthermore, there are additional factors that need to be considered for land needs:

Residential Density: Within the Land Use designations a desired residential density is determined. High density typically reflects such land uses as apartment buildings while low density development includes larger residential lots. The densities currently identified within the development regulations and Comprehensive Plan is 4 units per acre for Residential Low and 10 units per acre for Residential High. These figures are considered maximum densities encouraged through the planning and building process.

Lands for Public Purpose: The amount of land area needed to accommodate future roads and utility corridors for new development is not a known factor; however, it is assumed that thirty percent of developable land will be used for right-of-way. Additionally, the City desires to provide additional parks and trails, including access to the John Wayne Trail. To provide for parks and trails an additional five percent of developable land is set aside.

Market Supply Factor: A market supply factor is important to a community for the purposes of maintaining a choice and selection of residential locations, of maintaining a five year housing supply at all times and to build a reserve of residential land area. For the purposes of calculating the affect on land necessary for housing, a market factor of twenty-five percent is included in the calculations.

Critical Areas: The City of Kittitas has identified critical areas pertaining to flood area, along both creeks, and buildable soil hazards which will limit development. These areas represent a

small but noticeable impact to development; it is assumed that five percent of developable land will be critical areas.

City Limits	Vacant	Ag Land	Ag Conversion 60%	Vacant & Ag Lands for Development	Lands for Public Purpose; Market Factor; Critical Areas	Developable Lands	Equivalent Residential Units	Density Per Housing Unit (2.49)
Rural Residential	0	0	0	0	0	0		
Residential 1	13	12	7	20	13	7	28	70
Residential 2	6	0	0	6	4	2	21	52
Downtown Commercial	0	2	1	1	1	0		
Mixed Commercial/Industrial		51	31	31	20	11		
Industrial	0	8	5	5	3	2		
UGA					0			
Rural Residential	0	0	0	0	0	0		
Residential 1	51	43	26	77	50	27	108	268
Residential 2	0	5	3	3	2	1	11	26
Downtown Commercial	0	0	0	0	0	0		
Mixed Commercial/Industrial	0	290	174	174	113	61		
Industrial	0	75	45	45	29	16		
TOTAL	70	486	291	362	199	127	168	417

Housing Overview

The COG population projections show a need for an additional 202 homes by the year 2027; however, current subdivisions development show 239 additional homes by the year 2013 with a continued growth pattern on 1.3% this would bring 379 homes to Kittitas by the year 2027. The land analysis shows a possible 417 homes within the UGA. The Kittitas UGA has land available to meet these residential needs while preserving critical areas, providing parks and right-of-way and keeping market values affordable.

Analysis of Land Necessary for Commercial/Industrial

The residents of Kittitas have witnessed a limited opportunity for employment within the City. This is generally the result of the small number of industries within the City. The 2000 US Census found that the school, health and social system was the largest employer (27%) followed by manufacturing (14%).

INDUSTRY	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	26	5.8
Construction	35	7.8
Manufacturing	62	13.9
Wholesale trade	20	4.5
Retail trade	62	13.9
Transportation and warehousing, and utilities	20	4.5
Information	6	1.3
Finance, insurance, real estate, and rental and leasing	0	0.0
Professional, scientific, management, administrative, and waste management services	15	3.4
Educational, health and social services	121	27.1
Arts, entertainment, recreation, accommodation and food services	42	9.4
Other services (except public administration)	25	5.6
Public administration	13	2.9

Source: 2000 US Census: DP-3. Profile of Selected Economic Characteristics

Further evidence of the lack of employment within the City is seen in the work commute times. The City of Kittitas is a small community with a travel time of less than 10 minutes for end to end. The City of Ellensburg is approximately 8 minutes away. When reviewing the US Census data for travel time to work and employment options within the City, it is determined that as many as 87% of residents find jobs outside the City.

TRAVEL TIME TO WORK	Percent
Less than 10 minutes	12.9
10 to 14 minutes	24.6
15 to 19 minutes	32.2
20 to 24 minutes	6.2
25 to 29 minutes	1.4
30 to 34 minutes	2.9
35 to 44 minutes	2.1
45 to 59 minutes	5.0
60 to 89 minutes	2.1
90 or more minutes	10.5

Source: 2000 US Census: QT-P23. Journey to Work: Workers who did not work at home.

In order to provide a strong tax base, reduce travel time, improve the quality of life and job opportunities, and fill a regional need for larger retail and industrial land the City of Kittitas has designated a Mixed Commercial Industrial area, which covers most of the recent lands brought into the UGA. This land is ideal for larger retail and industrial due to its proximate to the highway and public facilities, single ownership and flat developable land.

LAND USE ELEMENT

The Land Use Element of a comprehensive plan is intended to promote orderly community growth by providing for planned land use areas that consider environmental, economic and human factors. The Plan is designed to meet both the present and future needs of the community, and to serve as a guide to decision makers when presented with options for developing and redeveloping Kittitas's Urban Growth Area (UGA). This Element also helps retain the basic form and pattern of the community while creating opportunities for an orderly expansion. As a portion of the Kittitas Comprehensive Plan, the Land Use Element includes the City of Kittitas's twenty-year vision for land use planning.

In general, the Comprehensive Plan Land Use Designations Map shows the locations of the different land use categories, as well as the boundary which defines the UGA. These designations are intentionally non-specific in order to account for site and project specific flexibility. They are a graphic expression of the goals and policies within this document, and were based on number of factors, including:

- The unique physical factors and social/economic characteristics in the area
- The type of existing development
- Existing and proposed zoning regulations
- Ownership patterns
- Resource Lands and Critical Areas

The Land Use Map and the goals and policies are meant to be used to evaluate individual land use proposals, as well as being a guide for both public and private actions affecting the growth and development in the community. The Land Use Designations Map is not a zoning map. It is intended to indicate the type of future development that is desired for an area, while at the same time allowing flexibility for previously approved development. It is important to keep in mind that this plan addresses a twenty year time period. Any changes that result from the policies in this plan will likely take place slowly, over time, and will result in incremental changes as opposed to drastic changes overnight.

CRITICAL AREAS

The purpose of defining resource and critical land is to ensure that land actions will not negatively impact the natural environment or the health, safety and welfare of residents and businesses. The prevention of environmental problems is stressed in order to avoid long-term costs associated with correcting these problems. The City does not have any designated agricultural commercial lands of long term significance within the corporate limits or the UGA. Furthermore, there are no forest or mineral resource lands within the UGA.

The quality of life is directly related to the quality of environmental factors, such as air and water issues. Many times the subtle and prolonged degradation of the environment can undermine the community's appeal and viability. The following goals and policies are intended to provide some measure of protection to the environmental elements that contribute to the quality of life in

Kittitas without being prohibitive as to development potential and private property rights. In reviewing and updating these goals and policies, the best available science was considered in order to protect the functions and values of critical areas.

The GMA states that local governments must classify, designate and regulate to protect critical areas, which include:

- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water
- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas

The criteria and data for making a determination on the critical areas are located in Appendix D with critical area maps in Appendix E. The overall review in 2006 found that within the City UGA Kittitas has some areas of potential flooding and potential building geological hazard due to soil types.

GOALS AND POLICIES- LAND USE

GOAL LU I: Balance the utilization of land to provide for viable uses which do not unduly interfere with adjacent land uses.

POLICY LU I.1: The following land use categories and their generalized characteristics and densities are to be implemented through the zoning ordinance and other implementing regulations, as necessary:

Rural Residential..... Provides for single family residencies on larger lots that allow the raising and care of animals. The maximum density allowed is 4 units per acre, provided appropriate standards are applied through a public review process which maintains the character of the surrounding neighborhood.

Residential 1..... Is to be characterized by lower-density residential uses, particularly single family homes and duplex units, with appropriate standards which will maintain the quality residential environment of Kittitas. The maximum density allowed is 4 units per acre. Site-specific planned developments may be allowed which exceed the maximum density, provided appropriate performance standards are applied through a public review process which maintains the character of the surrounding neighborhood.

Residential 2..... Is to be characterized by higher density residential uses, including a mix and variety of single family, duplex and apartment units, as well as some limited, low-intensity commercial development which does not generate high traffic volumes nor detract from the residential character of the area, such as professional or personal service businesses or long-term residential care facilities. The maximum density allowed

is 10 units per acre. Site specific planned developments may be allowed which exceed the maximum density, provided appropriate standards are applied through a public review process which maintains the character of the surrounding neighborhood.

Central Business District.....Provides the majority of commercial space within the community for present and future commercial activities. It is characterized by a concentration of general commercial uses, most commonly of a retail nature, such as grocery and hardware stores.

Mixed Commercial Industrial.....Provide the greatest land development options to support community social and economics needs, including a range of commercial and light industrial. Commercial and industrial uses should be conducted in a way to minimize impacts on surrounding properties, including requiring all services and storage be conducted within a building structure.

Industrial District.....Provides an area for existing and future industrial or commercial/industrial uses, such as farm implement dealers, chemical/fertilizer companies, etc. to operate without negatively impacting less intense uses.

POLICY LU 1.2: Encourage new development to provide land for parks, links to trails, especially the John Wayne Trail, and tourist recreational opportunities throughout the City.

Residential.....

GOAL LU 2: Maintain a sufficient number and variety of safe, aesthetically pleasing housing units by encouraging new and by enhancing/refurbishing existing housing in a variety of neighborhoods that are served by adequate public facilities and utilities for people of all income levels, and that does not adversely affect the surrounding agricultural area.

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

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

POLICY LU 2.2: Encourage residential development to locate within the urban growth area, consistent with the comprehensive plan.

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

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

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

POLICY LU 2.4: Development proposals and public projects within the Urban Growth Area will be jointly reviewed by the county and municipality, with final approvals continuing to reside with the county for areas outside of corporate limits.

POLICY LU 2.5: Prior to annexation of new areas for residential purposes, encourage redevelopment and in-fill of existing corporate boundaries.

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

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

POLICY LU 2.7: Within the single family residential districts, allow only residential development, with the exception of home occupations, subject to the appropriate hearing procedures.

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

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

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

POLICY LU 2.9: Manufactured home parks requiring urban services/facilities should be located within urban growth areas.

Rationale: Manufactured home parks generally maintain densities that are more characteristic of urban areas than rural ones. Consequently, they need to be serviced by

urban facilities and services which are to be provided only within Urban Growth Boundaries.

POLICY LU 2.10: Provide for accessory apartments in residential zones as long as the unit maintains the appropriate residential character and quality living environment.

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

POLICY LU 2.11: Disperse day care facilities throughout residential areas.

Rationale: It is increasingly necessary for households to have two incomes in order to maintain their standard of living, thereby creating a need for adequate day care facilities. Because of the convenience to working families and depending on the density of an area, day care facilities are appropriate in residential areas and should be allowed accordingly.

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

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

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

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

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

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

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

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

POLICY LU 2.17: Promote the retro-fitting and weatherization of existing housing for improved energy efficiency.

Rationale: It is important to recognize that energy efficient homes are essential, and that there is some responsibility on the part of the public sector to continue the existing programs already available to homeowners.

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

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

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

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

Commercial.....

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

POLICY LU 3.1: Promote the image of the Central Business District as a location for family-oriented business, cultural and recreation activities.

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

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

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

POLICY LU 3.3: Promote improvement of the area economy through diversification.

POLICY LU 3.4: Encourage business districts in scale with the needs of the population throughout the City and region.

Rationale: The stability of a community can be directly tied to the viability of its commercial areas. By encouraging an inviting aesthetically pleasing commercial environment through design criteria, that stability is strengthened. The future of Kittitas and the quality of life its residents enjoy can be enhanced and expressed through a quality commercial district.

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

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

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

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

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

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

POLICY LU 3.9: Require commercial development in the Mixed Commercial Industrial district to provide adequate off-street parking, appropriate landscaping and setbacks.

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

Rationale: Commercial activities are intensive land uses generating traffic volumes and service needs greater than those in residential areas. Commercial areas should be accessed by major or secondary arterials, provide adequate parking and be supported by a full range of utilities including sanitary and storm sewage collection and disposal and water quantities adequate to provide required fire flows.

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

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

Rationale: To maximize the efficient utilization of commercial development by consumers, the atmosphere should be as inviting as possible, and ease in moving from one place to another is essential. The circulation patterns for not only motorized traffic, but also pedestrian and transit traffic, must provide linkages between commercial uses, and within each area as well. This is particularly important to maintaining the viability of each existing area until such a time as they can be connected to become one. Attractive, vibrant commercial areas will encourage additional merchants to locate close by, enhancing the commercial core.

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

POLICY LU 3.14: Prohibit the further conversion of existing commercial structures into residential uses, and limit new residential development in the commercial districts to caretaker's residences that are not located on the commercial street frontage.

Rationale: By maintaining existing commercially zoned areas, Kittitas will encourage a strong downtown and promote shopping locally.

Industrial.....

GOAL LU 4: Promote industrial development that contributes to the economic diversification, growth and stability of the community without degrading its natural systems or residential living environment.

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

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

POLICY LU 4.2: Promote and enhance community characteristics to assist in planning industrial development.

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

POLICY LU 4.3: Encourage clean industrial development which is compatible with the quality of the City and natural environment (air, water, noise, visual).

Rationale: Industrial development should be compatible with the quality of the environment enjoyed by area residents. In development and operational phases industrial activities should be sensitive to the expectations of the community.

POLICY LU 4.4: Encourage small, light industries to locate in Kittitas.

Rationale: Small clean industrial developments that are compatible with and do not detract from the quality of life enjoyed by the area residents are encouraged to locate in the City of Kittitas to help increase economic diversification, create jobs and promote economic stability.

POLICY LU 4.5: Encourage industrial development to locate in industrial/ business park areas adjacent to major street arterials, preferably on lands not suited for agricultural or residential uses.

Rationale: Ensure that industrial development adjacent to other land uses is compatible and will not detract from the environmental quality and sensitivity of the area. Location requirements would be based on a set of criteria that provide ease of access, adequate utilities and compatibility with adjacent land uses.

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

Rationale: To encourage industrial development, generally a full range of utilities is necessary. Integrated capital improvement programs should be reviewed to assure timely provision of those services.

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

Rationale: Through well designated sites, encouragement of firms to locate will be easier and promote development. Including provisions for landscaping, adequate parking and innovative building designs will decrease conflicts in land use and make industrial areas inviting to locate.

POLICY LU 4.8: Actively support economic development measures that serve to revitalize and promote the growth of existing industrial locations.

Rationale: By revitalizing existing industrial areas, efficient use of existing infrastructure can be utilized. This should promote additional expansion by attracting new business maximizing land use potential.

Mixed Commercial Industrial.....

GOAL LU 5: Encourage attractive mixed use development in support of the local and regional needs.

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

POLICY LU 5.2: Promote, through streets, sidewalks, streetscape, bikelanes and other design concepts that promote traffic flows to the Central Business District.

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

POLICY LU 5.4: Allow industrial uses provided that the impacts can be sufficiently mitigated to minimize affect to surrounding properties.

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

POLICY LU 5.6: Encourage long-range land use designs that provide for conversion of parking lots to future commercial, industrial, residential, parking structures or other facilities as land values and community needs warrant changes.

POLICY LU 5.7: Support development of new industries, such as computer campuses and research and development centers.

POLICY LU 5.8: Support mixed use development, including a variety of retail, commercial, service businesses.

GOALS AND POLICIES - CRITICAL AREAS

GOAL CA 1: Preserve and protect the quality of the area's natural features while maintaining a harmonious relationship between the man-made community and the natural environment.

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

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

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

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

POLICY CA 1.5: Use best available science when determining critical areas location and qualified specialists for site specific development.

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

Wetlands...

POLICY CA 2.1: Recognize wetlands as a valuable resource in water and stormwater management.

POLICY CA 2.2: Provide protection from encroachment of changes in land use that would diminish the diversity of values or degrade the quality of wetlands located in the urban area.

Aquifer Recharge Areas...

POLICY CA 3.1: As data is available, identify, map, and maintain critical ground water and/or aquifer recharge supply areas and areas with a high groundwater table or unconfined aquifers used for potable water.

POLICY CA 3.2: Recognize the wellhead protection areas identified in the Water System Plan as designated aquifer recharge areas.

POLICY CA 3.2: Prohibit the installation of underground fuel or storage tanks or the disposal of hazardous materials within critical recharge areas unless appropriate protection measures and groundwater monitoring provisions are provided to assure continued acceptable groundwater quality.

Rationale: Contamination of potable water sources is becoming an increasing problem in many areas, primarily from on-site septic systems, underground fuel/storage tanks, and hazardous waste disposal methods. Identifying the critical aquifers and their recharge areas can help in developing appropriate, site specific requirements for maintaining the supply areas, and can help reduce the possibility of costly clean up projects.

POLICY CA 3.5: Within Aquifer Recharge Areas, subdivisions, short plats and other divisions of land should be evaluated for their impacts on groundwater quality.

POLICY CA 3.6: New development or failing septic systems will hookup to city water and wastewater facilities.

Frequently Flooded and Natural Drainage Areas...

POLICY CA 4.1: Allocate frequently flooded areas to the uses for which they are best suited and discourage obstructions to flood-flows and uses which pollute or deteriorate natural waters and water courses. This includes, but is not limited to, filling, dumping, storage of materials, structures, buildings, and any other works which, when acting alone or in combination with other existing or future uses, would cause damaging flood heights and velocities by obstructing flows.

POLICY CA 4.2: Promote the preservation of natural drainage areas that are an important part of the storm water drainage system.

POLICY CA 4.3: Prevent the development of structures in areas unfit for human usage by reason of danger from flooding, unsanitary conditions, or other hazards. Utilize the Building regulations addressing hydro testing soils to determine foundation and structure design requirements.

POLICY CA 4.4: Avoid fast runoff of surface waters from developed areas to prevent pollution materials such as motor oils, paper, sand, salt and other debris, garbage, and foreign materials from being carried directly into the nearest public waters.

Geologically Hazardous Areas...

POLICY CA 5.1: Minimize the negative impacts of wind and water erosion resulting from development and construction in know erosion hazard areas by using best construction practices, erosion control plans, and appropriate landscaping.

POLICY CA 5.2: On lands being used for agricultural purposes, encourage the use of conservation techniques to reduce the amount of wind erosion.

POLICY CA 5.3: All proposed development projects should be evaluated to determine whether the project is proposed to be located in a Geologic Hazard Area, its potential impacts on the hazard area, and the potential impact of geologic hazards on the proposed project.

POLICY CA 5.4: All proposed development projects located within a Geologic Hazard Area, or which have the potential to adversely affect the stability of one of these areas, should be required to conduct a technical study by a qualified consultant to evaluate the actual presence of geologic conditions giving rise to the geologic hazard.

POLICY CA 5.7: Any new residential subdivision or short plat that is determined to be in a Geologically Hazardous Area should have a note placed on the face of the plat and on the title report stating that the hazard is present.

Fish and Wildlife Conservation Areas...

POLICY CA 6.1: Recognize the importance of protecting wildlife habitat conservation areas, and encourage the protection and enhancement of these areas.

POLICY CA 6.2: Consider the impacts of new development on the quality of land, wildlife and vegetative resources as part of its environmental review process.

POLICY CA 6.4: Land uses adjacent to naturally occurring habitat areas will not negatively impact the habitat areas. If a change in land use occurs, adequate buffers and greenery linkages, determined using the best available science, will be provided to the habitat areas.

HOUSING ELEMENT

The Growth Management Act RCW 36.70A.070(2) states that the Housing Element of the comprehensive plan must ensure the vitality and character of established neighborhoods that:

- Includes an inventory and analysis of existing and projected housing needs;
- Includes a statement of goals, policies, and objectives and provisions for the preservation, improvement, and development of housing, including single family residences;
- Identifies sufficient land for housing including, but not limited to, government assisted housing, housing for low-income families, multifamily housing, and group homes and foster care facilities; and
- Makes adequate provisions for existing and projected needs of all economic segments of the community.

Housing represents a critical physical feature of the built environment, and the need for adequate housing for all residents of the community is important and can only be realized through a fair and open housing market.

INVENTORY

Services to housing and to the residents within them comprise a major portion of City expenditures. Taxes on housing are a principal source of local government revenue. The availability and condition of housing within the City, therefore, is important in its long-term planning.

Physical assessment of housing is necessary to get an understanding of problems individuals and families face now, and might expect to face in the future. In describing housing information should be presented by the number and kinds of housing units, number of owner or renter occupied units, location, condition, vacancy rates and supply.

In addition, regular analysis of assessed valuation should be performed to show value-use relationships of land. This analysis can be used as general information, used to locate areas of similarity that should be protected from unsuitable land use, and used to show areas appropriate for the location of City facilities.

Assistance for both physical and assessed valuation studies from such organizations as the Kittitas County Housing Authority and Hope Source should be utilized to achieve both study actions.

Existing Housing - Type and Value

The most current data on housing comes from 2000 U.S. Census Bureau indicates 510 housing units, a substantial increase from 368 in 1990, in Kittitas. Of which, the occupied units represented 65% owner and the remaining 35% by renters. In the 1990 vacancy rate for housing was 9%, but dropped as low as 1%, according to the 1997 Comprehensive Plan. During the 2000 Census vacancy was approximately 13%. Fifty-five percent of the total units are stand-alone homes; 35% are mobile/trailer homes; 7% are 2-4 unit complexes; and 3% are

5-19 unit complexes. The average household size in Kittitas was 2.49 persons, although 27% of the total households were occupied by only one person.

As of 2000, the median dollar value of owner-occupied households was \$92,200 up from \$40,400 in 1990. The median monthly rental rate was \$557, up from \$192 in 1990, for a unit in Kittitas.

Income Range of Households

Widely accepted as the measure of housing affordability, housing costs that exceed 30% of the median family income is considered excessive. The following income brackets are based on public assistance programs in relation to the county’s overall median income:

- Very Low Income: less than 50% of median less than \$16,273
- Low Income: 50% to 80% of median \$16,273 to \$26,036
- Moderate Income: 80% to 95% of median \$26,036 to \$30,019
- Middle Income: 95% to 110% of median \$30,019 to \$35,801
- High Income: greater than 110% of median greater than \$35,801

The 2000 U.S. Census listed Kittitas County’s median family income at \$32,546 and the City’s at \$26,985. The median asking price for housing was \$95,000. The City seems to contain affordable housing.

Table H-1: Household Occupancy

Owner Occupied Units/Persons	Kittitas County
Population	1,105
Occupied housing units	443
Vacant housing units	67
Owner-occupied housing units	290
Renter-occupied housing units	153
Average household size	2.49

Source: 2000U.S. Census tables DP-1 Profile of general demographic characteristics & P17 Average household size.

Table H-3: Housing Types and Value

	City of Kittitas
Population	1,105
Total housing units	511
Median rooms	4.8
1-unit detached/attached	55%
5+ units	3%
Structure Built	
1990-2000 (March)	99
1980-1989	80
1970-1979	159

	City of Kittitas
1960-1969	37
Value	
Less than \$50,000	7.1%
\$50,000-99,999	65.3%
\$100,000-149,999	27.1%
\$150,000 or more	.6%
Mortgage/Rent Cost	
Median Mortgage	\$268
Median Rent	\$557

Source: 2000 U.S. Census table: DP-4 Profile of selected housing characteristics

Condition of Existing Housing Stock

An exterior structural survey of Kittitas homes (single detached, duplexes, manufactured units only) was done in 1994. Residential buildings were rated and scored on the following criteria. Evidence of sagging or deteriorated siding and roof are an indication of needed costly repairs. Old age and maintenance neglect are an indication that electrical wiring and plumbing are faulty and pose safety and major cost problems.

Each unit was rated on a scale of 0-5 for the roof, siding, age, and general appearance for a possible total of up to 20 points if the unit was in excellent condition. The scale was set for the following conditions:

- Excellent = 17-20 points;
- Good= 13-16 points;
- Fair = 9-12 points;
- Poor = 5-8 points; and
- Bad = 0-4 points.

Findings of the exterior structural survey are as follows:

The 1994 housing survey found approximately 388 residential structures within the City limits. Of that 388, 3.4% were in excellent condition, in need of minor repairs or regular maintenance. The vast majority of the units, 75.5%, received a rating of fair or good, showing a need of some repair ranging from superficial care to major repairs. Approximately 20.1% (78 units) were rated as substandard (rated poor or bad). These are units which include several structural faults and are generally in need of repairs or improvements that exceed the value of the residence. These units are generally in need of replacement with a life expectancy of less than 20 years. Fire and other safety hazards along with heating inefficiencies also characterize such homes. In only 1% that received a rating of bad, would result in the immediate condemnation recommendation.

Of the 1994 count, 14.2% (55 units) of the residential units were trailer homes (approximately 720 square feet or less in size). Because of the small size of these homes, under current codes they can be placed only in a trailer park or mobile home court. There are six such courts within the existing City limits. None of the trailer homes were rated as

excellent, 1 unit (2%) was rated as good, 67% (37 units) were rated as fair, and 31% (17 units) trailers received a poor or bad rating.

The majority of the overall residences, 75.5% (293 units), received a rating of fair or good condition, showing a need of some repair ranging from superficial care to major repairs. Overall, there is evidence that some home owners are making continuous effort to improve their homes, yet other units have been let go for some time and are in need of expensive basic repairs. Approximately 82 units (21%) of the housing stock may need to be replaced in the coming 20 years.

Group Housing

The City has no known licensed group homes, nursing homes or forest care facilities. There is one public-assisted apartment housing development located at the southeastern end of Patrick Avenue on 4.5 acres. This development includes two complexes, one for elderly/disabled residents in 20 living units, and one for families in 16 living units. The family complex was just recently renovated, and there are renovation plans in the near future planned for the elderly complex.

Housing Analysis

Housing units needed to meet the expected population projections and the corresponding land analysis is located in the Introduction under “Background Information”.

GOALS AND POLICIES

GOAL H I: Promote diverse, safe, affordable housing with adequate services.

Policy H I.1: The City of will coordinate its actions with countywide planning policies on housing.

Policy H I.2: Housing Types: A wide range of housing development types and densities will be encouraged and promoted. This will include multiple-family and special needs housing to provide affordable housing choices for all.

Policy H I.3: Manufactured housing, meeting specific requirements, is a viable housing option and will be allowed in all residential zones.

Policy H I.4: The inclusion of all types of housing for individuals with special needs should be encouraged.

Policy H I.5: Multi-family housing that meets the needs of all income levels should be encouraged

Policy H I.6: City should consider economic techniques and strategies for providing affordable housing.

Policy H I.7: Create a means to survey housing and housing problems in the future.

Policy H I.8: Promote quality residential growth; more specifically by involving landowners in the planning process early on.

Policy H I.9: Promote and enforce City codes that maintain building safety, property maintenance, and public participation in neighborhood clean-ups and improvement programs.

Policy H I.10: Seek funding and develop programs to ensure affordable housing programs and a range of new residential units.

Policy H I.11: Manufactured housing, meeting the design standards and other requirements of the development code, is considered the same as site built or modular housing.

UTILITIES ELEMENT

For the purposes of this Comprehensive Plan, utilities will include power, telecommunications and cable/television service. All of these are similar in that they are delivered on a parcel by parcel basis and generally entail the payment of a monthly bill to the purveyor. They are generally provided by private entities and/or public entities other than the City. The intent of the following goals and policies is to provide direction to decision makers involved in the process of planning for and expanding these utilities. The general theme is to 1) encourage the provision of these services at levels appropriate to the intensity and density of development in an area; and 2) encourage coordinated planning efforts between the different agencies and purveyors to more efficiently provide these services.

Current utility providers within the community are Puget Sound Energy (gas and electric), Kittitas County Public Utility District (electric), Charter Communications (cable) and Fairpoint (phone).

GOALS AND POLICIES

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

Policy U 1.1: Ensure that development takes into account the timely provision of adequate and efficient utility systems.

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

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

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

Policy U 1.5: The cost of on-site utility improvements or site preparation for developments should be the responsibility of private enterprise whenever possible.

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

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

Policy U I.8: Promote continued use, maintenance, development and revitalization of existing utilities whenever possible.

Policy U I.9: Ensure that utilities planning and programs are consistent with the Comprehensive Plan.

Policy U I.10: Encourage utility purveyors to keep pace with updated technology and the demand for new and/or expanding services.

CAPITAL FACILITIES ELEMENT

For the purposes of this Comprehensive Plan, capital facilities are those things necessary to maintain the livelihood of a community, as provided by local governmental agencies that. Capital facilities and services play a large role in determining what kind, where, when and how much development will occur. The intent of this element is to serve as an objectively derived guide/framework to encourage coordinated and comprehensive planning efforts, including routine maintenance, upgrading schedules, new construction, timing and funding sources and capabilities, to more efficiently provide these services.

The Capital Facilities Element identifies and budgets projects indicated as important to the community needs to ensure adequate public facilities and services, funding, programming, and maintenance are available to meet future demands. Projects that require large amounts of funding may limit the ability of the City to accomplish other projects. Having a clear understanding of the fiscal impacts of any given project is a valuable assessment tool for policy makers facing land use decisions.

The Capital Facilities Element must be consistent with, and demonstrate agreement or harmony with all of the elements of the Comprehensive Plan and the budget decisions of the City. If identified projects can not be completed due to lack of funding the City may need to review it's land use element to determine if changes are needed to ensure all residents are receiving adequate public facilities.

GOALS AND POLICIES

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

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

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

Policy CF 1.3: Ensure a coordinated timely process for development and review of the capital facilities, current and planned, with participation from all City departments.

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

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

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

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

Policy CF 1.8: Coordinate land use, public works activities, development actions, and purveyor's needs with planning activities in order to conserve fiscal resources.

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

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

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

Policy CF 1.12: New development requiring and/or requesting the extension of the City's public water and sewer systems will be required to pay for those extensions as well as providing a fair-share investment in the existing systems; any water rights associated with the land will provide for proposed development impacts; public/private partnerships that provide overall community benefit are possible.

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

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

Policy CF 1.15: Reassess the land use element of the comprehensive plan if probable funding falls short of meeting existing capital improvements.

GOAL CF 2: Maintain a level of services that protects the public health, safety, and welfare.

Policy CF 2.1: Policy adopted Level of Service standard for potable water is 135 gallons per capita per day raw water source including a 10% contingency; 189 gallons per capita per day treatment and piping capacity, plus 15 million gallons per day fire reserve, or as defined in the Water Plan.

Policy CF 2.2: Level of Service standard for sanitary sewer is 110 gallons per capita per day, or as defined in the Wastewater Plan.

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

Neighborhood parks

1.6 acres per 1,000 residents;

Community parks

2.6 acres per 1,000 residents;

Regional parks

20 acres per 1,000 residents; and,

Open space

25% of the total 350 acres of city area (includes public rights-of-way), thus 87.5 acres

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

FINANCING

It is understood that some capital needs may go beyond the resources available through the general City revenues. Furthermore, future issues may develop quickly in response to changes in community standards or circumstances. This element is designed to be flexible to these situations, in part, by identifying multiple funding sources and projects and laying a framework for providing needed services.

There are numerous potential financing options the City of Kittitas will need to consider to implement the Capital Facilities Element. The plan presumes that funding for needed capital improvements will be obtained from a variety of sources, including private, local, state and federal agencies.

Local Funding

Local funding for projects will come primarily from the City of Kittitas's General Fund, or from specific reserves built from utility rate revenues. The City may also need to consider bonds, levies and other revenue sources as needed for specific projects. The City's ability to finance identified improvements through many funding sources, will depend partly on its current indebtedness. Revising the rate structures for utilities/services will also help provide the revenue needed to generate local match for state and/or federal dollars.

State/Federal Funding

Federal and State funding may be available to provide portions of the funding necessary to implement improvements contemplated in this plan. Timely and up-front contact with the appropriate agencies should be made early in the planning process for a project to determine the applicability of the proposed funding source. To obtain this type of funding it is important

for the community to attempt to fund projects on its own, to carefully document the need for assistance, as well as demonstrate the ability generate some matching funds.

AMENDMENT PROCESS

Because the CFE is not intended to be a static and unchanging document, amendments to it should occur on an annual basis in response to changing conditions within the community. The most appropriate time for it to be amended is during the City’s annual budget process. Amendments can be in many forms, such as the addition of projects which arise as result of unique opportunities or the unexpected availability of special funding; or deleting projects that are deemed unnecessary. The amendments can be proposed by individual citizens, City staff, the Planning Commission or City Council, but amendments must be formally adopted by the City Council through the same process as the initial CFE.

The CFE should guide the annual budget process by outlining desired and necessary projects and determining needed revenue for the completion of those projects. By yearly reviewing the projects and the funding options the City will be able to maintain a clear picture of it financial goals.

Because there will almost always be more projects than available funding, a rating system is proposed that projects can be evaluated against in determining their priority. A project’s status should be based on a combination of things, primarily the goals and policies of the comprehensive plan, identified deficiencies in the existing systems, citizen input, and the feasibility of obtaining funding. The following criteria and rating system is intended to provide at least a beginning quantification of these factors which can be used to initiate discussions on a project’s merits.

Capital Facilities Decision Matrix

Key/Rating	Criteria	Explanation
Life, Health & Safety 5	Is the proposed improvement needed to protect public health, safety and welfare?	This criterion should be considered one of the most important since one of the basic functions of government is to protect the public health, safety and welfare.
Legal Mandate 5	Is the proposed improvement required to comply with a legal mandate?	Compliance with legal mandates is often a prerequisite to obtaining state or federal funding assistance needed for utility improvements and failure to comply can result in severe penalties to the City.

Key/Rating	Criteria	Explanation
Tax Base 4	Does the proposed improvement contribute to or directly improve the community's tax base?	It is important to judge a proposed improvement's impact on the local tax base. For example, an improvement which extends water service to an area outside the corporate limits in most circumstances does little to improve the City's tax base while upgrading services to an area within the corporate limits that would allow for more commercial or industrial development would.
Funding Available 4	Is funding available?	It is important to separate improvements that have an identifiable and available source of funding from those that require applications for funding, bond issues or other financing mechanisms that may or may not be approved. For example, an improvement which could be directly budgeted out of the City's Current Expense or General Fund would rate higher than one which required a lengthy grant or loan application and approval process.
Revenue Generation 4	Is the proposed improvement part of a service that generates revenue?	Improvements to revenue-generating utilities (water and wastewater) are better able to pay for themselves or at least generate matching dollars for loans/grants.
Maintenance 4	Does the proposed improvement have a clearly identified source of revenue for ongoing maintenance and operation?	It is important to provide an opportunity to incorporate a project's long term maintenance needs into the prioritization process. A project with high maintenance costs and no identified funding source for maintenance would rate low, while a project with a clear source of maintenance funds would rate high.
Cost Effective Service 4	Will the proposed improvement result in cost effective service delivery?	There should be some consideration of the proposed improvement's long term impact on the City's financial situation. For example, an improvement which corrects an existing maintenance problem or a project which results in an improvement with low maintenance requirements should rate better than an improvement which does not correct an existing maintenance or will result in higher maintenance costs.

Key/Rating	Criteria	Explanation
Coordination 4	Is the proposed improvement a part of another project?	This criterion gives projects that, considered alone would not rate well, a chance to be given a higher priority because it is part of another improvement. For example a street is scheduled for an overlay and there are water and/or sewer lines under the street that are not planned to be upgraded for several more years. These water and/or sewer lines should be upgraded prior to the street overlay and thus become part of that project
Partnership 3	Does the proposed improvement create opportunities for public/private partnerships, intergovernmental cooperation or further existing commitments to private or public parties?	Improvements that involve other private or public entities are important. For example, a developer is extending a City's water main to serve a new private development in an area that is presently undeserved. The partnership in this instance could be that the City would participate in increasing the size of the line over that required for the new development as a means of improving service to existing customers.
Consistency 3	Is the proposed improvement consistent with the elements of the comprehensive plan, including the goals and policies of the capital facilities element?	Planned improvements, particularly utility upgrades and expansions, must be consistent with the comprehensive plan. The issue of consistency also comes into play if the City seeks outside funding for all or parts of planned improvements.
Level of Service 3	Will the proposed improvement enhance the provision of that service for existing residents?	This criterion is used to determine a project's impact on the current residents.
Forecast Demand 2	Is the proposed improvement needed to help meet forecasted demand?	This criterion is used to determine a project's impact on forecasted demand.

INVENTORY OF EXISTING CAPITAL FACILITIES

Water System

The City of Kittitas is currently revising the Water System Plan for possible adoption in the fall of 2007. This new Plan will provide important information on the function and service available for current and future residents, and is being developed based on the goals, policies and projections for land use, population, housing, etc. in this comprehensive plan. As required by State law, the comprehensive Water System Plan specifically identifies the existing system, as well as the required improvements to serve the future needs of the Kittitas Urban Growth Area, as it is presented in this comprehensive plan. The following information on the existing system is excerpted from the **draft** plan currently being prepared by Gray and Osbourne. Once the Water System Plan has been reviewed and approved by the City Council through a formal public hearing process, it will be included in this comprehensive plan, by reference.

“Chapter I: Description of the Water System

A Mayor and City Council govern the City of Kittitas. The water system is owned by the City and operated and managed by City employees. The City’s Lead Utility Worker is Val Bosch and the City Clerk is Robin Newcomb. The City’s current mailing address and main phone number are:

*City of Kittitas
207 N. Main
PO Box 719
Kittitas, WA 98934
(509) 968-0200*

The system’s Washington State Department of Health water system identification number is 42650A. A copy of the City’s Water Facilities Inventory Form (WFI) is included in Appendix A. Its operating permit is provided in Appendix C. The City’s Water System Manager, Cecil Howard, maintains a certification as water distribution manager (WDM) I.

The town of Kittitas was platted in 1908 and incorporated in 1931. In 1932, the City Well was drilled, and in 1936 the City entered a contract with the Chicago, Milwaukee, St. Paul, and Pacific Railroad to purchase water from its well for municipal use. In 1953, the City entered a contract with the Warm Springs Water Company to supply 650 gpm for its municipal water supply from springs called Warm Springs located approximately 2 miles northeast of town. That amount was increased to 750 gpm when the contract was renewed in 1983. The current contract is set to expire in 2013.

The City’s 500,000 gallon steel standpipe was constructed in 1985. Prior to the agreement that made the Warm Springs supply available in 1953, water was delivered directly into the system by a booster pump. After the Warm Springs supply came online in 1953 and prior to construction of the standpipe, pressure was maintained by a regulating valve.

Kittitas’s existing water system facilities consists of the Warm Springs supply system, one well, one storage reservoir, approximately two miles of transmission line, and six miles of distribution lines. The City has one pressure zone. Figure I-1 shows a topographic map of the City’s existing water facilities.

The Kittitas drinking water supply is provided primarily by the Warm Springs source. According to previous reports and testimony heard during the Acquavella adjudication of Subbasin 10 of the Yakima River Basin, the

Warm Springs source consists of three artesian wells that were originally drilled in the early 1900s to supplement an agricultural water supply. In 1953 the City entered into a water purchase contract with the owner of the Warm Springs supply, the Warm Springs Water Company, to divert water from the wells to the City. Other than a monthly charge set by the contract, there is no pumping or other maintenance cost.

The City Well, the other source listed on the City's WFI form, is maintained as a backup supply. The City periodically exercises this well to ensure its availability if needed. In the mid-1980s the City physically disconnected the railroad well from its water distribution system.

Table I-1 summarizes the characteristics of the City's sources. In recent years the City's production demands have decreased and the City Well has been used infrequently as a production well.

TABLE I-1
Existing Water System: Source

Characteristic	Warm Springs Supply (1)	City Well (2)
Year Developed/Drilled	1915-16	1932
Use	Permanent	Emergency
Ground Elevation, ft msl	1850 (±)	1650 (±)
Well Depth, ft	120	250
Estimated Flow, gpm	750	200 – 400
Static Water Level (SWL), ft	+ 3 (1)	40
Dynamic Water Level (DWL), ft	NA	100
Casing Description	8-inch, depth unknown	10-inch steel from 0 ft to 240 ft
Pump Type	No Pump Installed	Lineshaft Turbine
Motor Horsepower and Type	NA	

(1) Warm Springs data based on 1953 schematics developed for Warm Springs Water Company.

(2) Source: 1969 Water and Sewer Comprehensive Plan, 1999 Water System Plan.

Kittitas has owns and operates a single, 500,000 gallon steel reservoir. Its characteristics are summarized in Table I-2.

TABLE I-2
Existing Water System: Storage

Characteristic	City Reservoir
Date Constructed	1985
Type of Construction	Steel
Nominal Capacity, gal	500,000
Diameter, ft	28
Nominal Height, ft	120
Base Elevation, ft above msl (1)	1667.0
Overflow Elevation, ft above msl (1)	1787.0

(1) Source: City of Kittitas 1999 Water System Plan.

Water enters the reservoir through an 8-inch inlet pipe that extends approximately 40 above the base of the reservoir. This configuration enables the City to obtain adequate chlorine contact time before water enters the distribution system. Water exits the reservoir through a separate 8-inch outlet at the base.

The City uses gas chlorination for disinfection at the valve house where water enters the reservoir from the Warm Springs supply. There are currently no functioning disinfection facilities at the City Well.

The City does not have an automated telemetry system. The 500,000 gallon reservoir is filled by a hydraulic control valve that opens automatically when the reservoir reaches a low level set point. Flow is read and recorded manually by the operator five days a week.

Materials for the City’s water mains primarily consist of polyvinyl chloride (PVC) and steel. Much of the City’s PVC distribution pipe was constructed as part of the 1985 water system improvements project. Table I-3 lists the approximate length, diameter, and type of distribution pipe in the system.

**TABLE I-3
Existing Water System: Transmission and Distribution**

Size (in)	Pipe Type ⁽¹⁾			Subtotal	% of Subtotal
	PVC	Steel	AC		
2		1,654		1,654	4.0%
4		3,171		3,171	7.6%
6	6,333	5,373	1,019	12,725	30.5%
8	1,097	5,339		6,436	15.5%
10 ⁽²⁾	10,085	810	11,600	22,495	54.0%
Subtotal	17,515	11,522	12,619	41,656	
% of Subtotal	42%	28%	30%	100%	

(1) Pipe lengths are in feet. Pipe types include asbestos-cement (AC), polyvinyl chloride (PVC), ductile iron (DI), galvanized iron (GI), and steel (S).

(2) The 10-in AC pipe listed represents the 2.2 mile transmission line from Warm Springs.

The City does not currently have a telemetry system for system control or data acquisition. The reservoir is filled automatically by a hydraulic control valve that opens when the reservoir level is reaches a low level set-point, and closes at a high level set point. City staff manually reads and records flow meter readings.

The only water system near the City of Kittitas is the City of Ellensburg, which is located approximately seven miles to the west. There are currently no plans by either City to intertie the two water systems. The City does not wholesale water to any outside water purveyor.

The City does not currently hold water right permits or certificates for either the Warm Springs supply or for the City or Railroad Wells. The municipal water right for the Warm Springs supply is held by the Warm Springs Water Company and is listed in a 1953 Certificate of Change as 1.44 cfs, or about 650 gpm. No annual quantity is specified on that document. The City filed claims in 1998 under RCW 90.14 for the City Well and the Railroad Well.”

Wastewater Collection And Treatment System

The City of Kittitas owns and operates a municipal wastewater collection and treatment system. The existing wastewater treatment facility is located in the westerly portion of the urban growth area and was just recently annexed into the city limits.

A gravity sewer collection system serves lands within the city generally north of the old rail road bed (Iron Horse State Park/John Wayne Trail). Land to the south is currently being designed for sewer service extensions based on new business development. Currently, there are two lift stations that serve areas of lower elevation in the community. One is located at the new school facility in the northwest corner of the city/UGA, and the other is located at the Wrangler Estates subdivision to the south of the school property. The following inventory of collection main lines does not reflect the recent development extensions to serve newer subdivisions, but is a general indicator of pipe inventory:

4 inch pipe	=	21,450 feet
6 inch pipe	=	4,340 feet
8 inch pipe	=	20,900 feet
10 inch pipe	=	760 feet

The existing wastewater treatment plant has been significantly upgraded in recent years. After a series of interim measures conducted in 2001 and 2003, the City implemented substantial improvements that upgraded the wastewater treatment plant to a dual sequencing batch reactor (SBR) process with the existing aerated lagoons being reserved for solids treatment. After undergoing filtration and ultraviolet light disinfection, the treated effluent is aerated and discharged to Cooke Creek.

Public Works Equipment

The City owns a variety of equipment related to the different public works functions and services provided throughout the community. Storage of vehicles and equipment is generally located behind City Hall and at the wastewater treatment plant. The following is a list of current equipment that is generally valued at more than \$3,000 and/or has a life span of three or more years.

1979 Grader	1969 Water truck
1997 Backhoe	1978 Water truck
1982 Vac Truck	1994 Ford Taurus
1989 1-ton truck with a dump box	1962 Sand truck
1989 Service pickup	2006 60-inch Kabota mower
1980 Ford Van Econoline with mainline camera	

Various small equipment such as chain saw, mud pump, paint sprayer, weed eater, etc.

Public Buildings

City Hall is located on Main Street. This facility is presently accommodating existing city services, including police and fire. Approximately 1/3 to 1/2 of the current city hall is

unfinished and only occasionally used for meetings when other accommodations aren't available. The City recently purchased the "Clerf Building" located immediately south of the existing City Hall and has been actively pursuing grants to fund upgrades and expansions necessary to accommodate increasing city services. The City also owns the existing community hall which is located on the corner of Pierce and Second streets, just behind City Hall. The community hall now accommodates room for the city library and serves as the primary meeting location for various clubs and organizations, including City Council and Planning Commission meetings and municipal court.

Transportation System

The City is served by a series of public rights-of-way, including both city- and county-owned and maintained streets. Kittitas is located off of Interstate 90 with a small commercial strip along both sides of the I-90 interchange. In early 2007, staff from the Transportation Improvement Board conducted an inventory of city streets, with particular attention paid to those roadways that qualified for the "*Small City Pavement Preservation Program*". Below is a reproduction of that inventory that indicates there are approximately 6.67 miles of streets in Kittitas.

Existing Street Inventory

Segment Name	Pavement Width & Segment Length	Classification	Surfacing	Pavement Condition Rating	Travel Lanes & Paved Parking Lanes	Bus Route Sidewalk
Recommended for Overlay						
First Ave: Clark St. to East City Limits	24' 739'	Secondary	ACP	36	2 travel lanes No paved parking	No buses No sidewalk
First Ave: Main St. to Clark St.	22' 792'	Secondary	ACP	52	2 travel lanes No paved parking	No buses No sidewalk
Main St: Patrick Ave. to Railroad Ave.	78' 1,267'	Primary	ACP	52	2 travel lanes Parking both sides	School Route Intermittent sidewalks
Main St. Extension: Caribou Creek BR to I-90 WB ramp	28' 2,323'	Primary	ACP	32	2 travel lanes No paved parking	School Route No sidewalks
Main St. Extension: Railroad Ave. to Caribou Creek BR	42' 1,531'	Primary	ACP	38	2 travel lanes No paved parking	School Route No sidewalks
Okanogan St: Patrick Ave. to End of pavement	21' 736'	Secondary	ACP	52	2 travel lanes No paved parking	School Route No sidewalks
Patrick Ave: Road 81 to Main St.	39' 1,162'	Primary	ACP	36	2 travel lanes No paved parking	School Route One side
Pierce St: Patrick Ave. to 7 th Ave.	38' 950	Secondary	ACP	67	2 travel lanes No paved parking	School Route One side
Recommended for Seal Coat						
Alpine Dr: County Rd 81 to Cul-de-sac	34' 1,250'	Local Access	ACP	86	2 travel lanes Parking both sides	School Route No sidewalks
Barbara Lane: Rainier Drive to Cul-de-sac	34' 340	Local Access	ACP	81	2 travel lanes Parking both sides	No buses No sidewalk
Jenny Circle: Alpine Dr. to	34'	Local Access	ACP	86	2 travel lanes	No buses

Segment Name	Pavement Width & Segment Length	Classification	Surfacing	Pavement Condition Rating	Travel Lanes & Paved Parking Lanes	Bus Route Sidewalk
Cul-de-sac	300'				Parking both sides	No sidewalk
Dan Lane: Cul-de-sac to cul-de-sac	34' 450'	Local Access	ACP	62	2 travel lanes Parking both sides	No buses No sidewalk
First Ave: Main St. to West end of pavement	50' 151'	Local Access	ACP	86	2 travel lanes Parking both sides	School Route One side
Mason St: Patrick Ave to Cul-de-sac	26' 850'	Local Access	ACP	90	2 travel lanes No paved parking	No buses No sidewalk
Patrick Ave: Main St. to Benton St.	40' 1,901'	Primary	ACP	86	2 travel lanes No paved parking	School Route One side
Rainer Dr: Cul-de-sac to Cul-de-sac	34' 1,863'	Local Access	ACP	81	2 travel lanes Parking both sides	School Route No sidewalks
Sacajawea Crt: Patrick Ave. to Cul-de-sac	32' 200'	Local Access	ACP	76	2 travel lanes Parking both sides	No buses No sidewalk
Tony Circle: Cul-de-sac to Alpine Dr.	34' 425'	Local Access	ACP	86	2 travel lanes Parking both sides	No buses No sidewalk
Paved, Not Eligible, No Treatment Recommended						
2nd Ave: Mason St. to West end of pavement	36' 440'	Local Access	ACP	100	2 travel lanes Parking both sides	No buses Both sides
2nd Ave: Pierce St. to Main St.	39' 370'	Secondary	ACP	100	2 travel lanes Parking both sides	No buses Both sides
3rd Ave: Main St. to East end of pavement	25' 140'	Local Access	ACP	100	2 travel lanes No parking	No buses No sidewalk
3rd Ave: Pierce St. to Main St.	25' 305'	Secondary	ACP	100	2 travel lanes Parking one side	No buses Intermittent
Benton St: Patrick Ave. to Cul-de-sac	36' 775'	Local Access	ACP	100	2 travel lanes Parking both sides	No buses Both sides

Segment Name	Pavement Width & Segment Length	Classification	Surfacing	Pavement Condition Rating	Travel Lanes & Paved Parking Lanes	Bus Route Sidewalk
Pierce St: 2 nd Ave. to Patrick Ave.	38' 686'	Secondary	ACP	100	2 travel lanes Parking both sides	No buses Both sides
Pierce St: 2 nd Ave. to First Ave.	38' 260'	Local Access	ACP	100	2 travel lanes Parking both sides	No buses Both sides
Railroad Ave: Main St. to Lewis St.	38' 130'	Local Access	ACP	100	2 travel lanes Parking both sides	No buses Both sides
Railroad Ave: Main St. to West alley	38' 160'	Local Access	ACP	100	2 travel lanes Parking both sides	No buses Both sides
Gravel, Not Eligible						
2nd Ave: Clark St. to Main St.	24' 500'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
2nd Ave: Mason St. to Pierce St.	25' 1,313'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
3rd Ave: East end of pavement to Clark St.	24' 467'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
3rd Ave: Pierce St. to End of road	25' 1,375'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
5th Ave: Patrick Ave to End of road	25' 210'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
5th St: Spokane St. to End of road	25' 550'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
6th Ave: Patrick Ave. to End of road	25' 210'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
7th St: Spokane St. to Okanogan St.	25' 300'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
Clark St: First Ave. to Fourth Ave.	23' 950'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
Clark St: Railroad St. to	24'	Local Access	Gravel	n/a	2 travel lanes	No buses

Segment Name	Pavement Width & Segment Length	Classification	Surfacing	Pavement Condition Rating	Travel Lanes & Paved Parking Lanes	Bus Route Sidewalk
First St.	365'				No parking	No sidewalk
1st Ave: West end of pavement to Railroad Ave.	24' 850'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
King St: Railroad Ave. to Patrick Ave.	30' 1,025'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
Lewis St: 4 th Ave. to Railroad Ave.	24' 1,216'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
N. Mason St: Patrick Ave. to End of road	30' 210'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
Okanogan St/Railroad St: Patrick Ave. to Spokane St.	25' 1,140'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
Pierce St: First Ave. to Railroad Ave.	25' 225'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
Railroad Ave: Lewis St. to Clark St.	24' 360'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
Railroad Ave: West end of pavement to Public works	24' 1,320'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
Spokane St: Patrick Ave. to North end of road	24' 1,000'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
Spokane St: Patrick Ave. to Railroad Ave.	25' 860'	Local Access	Gravel	n/a	2 travel lanes No parking	No buses No sidewalk
Recommended for Reconstruction						
Railroad Ave: Main St. to Main St. Extension	34' 264'	Primary	ACP	18	2 travel lanes No parking	School route One side

Public transit provides affordable transportation to all segments of the community allowing residents to commute for work, shopping and other necessary activities. Currently, it is available on a limited “on call” basis for low income residents through Hope Source, a County Program.

Stormwater

Currently, most stormwater is handled with on-site systems that are implemented on a project-by-project basis and maintained by property owners and/or homeowners’ associations. The only city-owned, public stormwater facilities are for Pierce Street, where there is a catch basin and detention pond located at the south end of Railroad Avenue, next to the John Wayne Trail.

Fire Protection

The City is served by the City of Kittitas Fire Department, which operates strictly on a volunteer basis, including the volunteer Fire Chief. Currently, there are 14 volunteers listed with the Department, which is up significantly from early 2007. Historically, Fire District No. 2 has provided service to the City on a cooperative basis, as has the City Fire Department to the unincorporated areas surrounding the city. Because of financial constraints, this cooperative agreement is currently in a state of flux and mutual aid agreements may change. The City Fire Station is centrally located on the corner of Main Street and Second Avenue. The facility provides three parking bays for the following equipment:

- City Aid Car (ambulance)
- City Fire Engine
- City Brush Truck
- FD#2 Fire Engine
- DNR Brush Truck

Police Protection

The Police Department consists of one full-time chief and two full time officers, with 1 paid reserve (through August of 2007) officer, 3 additional reserves and a volunteer clerk, all of which are working out of a small office at City Hall. The city has no jail or juvenile facilities: all offenders are transported to the Kittitas County Public Safety facilities. Currently, the Department has 2 patrol cars, each equipped with a laptop computer.

Parks And Recreation

With the city there are approximately 0.48 acres of neighborhood park (Community Park), 3.73 acres of community park (Palmiero Park), and 9.7 acres of regional park and trail (Iron Horse State Park). Of these facilities, the City owns and maintains Community Park and Palmiero Park. The John Wayne Trail, which includes Wilson Park, is owned by the State of Washington, and is maintained by the City for a nominal fee. The parks are maintained by the city public works employee and volunteer labor. Palmiero Park was dedicated to the city by the Fred & Joy Palmiero family, and is primarily used for little league baseball. Facilities include a

fenced baseball diamond with dugout, broadcast booth and very limited playground equipment. This park will only remain the City's as long as it is being used and maintained as a park.

Wilson Park is located adjacent to the old railroad terminal at the corner of Main Street and Railroad Avenue and is approximately a 0.5 acre portion of the Iron Horse State Park. This is an abandoned rail road depot site, with the building being used now only for storage. The site is part of the Iron Horse State Park, which runs the length of Kittitas County on the old rail road bed. That portion of the State Park within the City is 9.7 acres. The site has in the past been leased by the city from the Washington State Parks Department, although the current arrangement includes a fee paid to the City for maintenance. The primary use of Wilson Park is for picnics and as open space.

Community Park is located adjacent to the Community Hall/Library, at the corner of Third Street and Pierce Street and is 1/2 of a city block, 0.48 acres in size. The primary use of the park is associated with the new playground equipment and gazebo.

Library

Current library facilities are operated by the City and are located in the Community Hall. The library carries a wide selection of local and Pacific Northwest collections and other popular material. Beyond Kittitas the nearest library facility is the City of Ellensburg public library, approximately 6 miles to the west.

Public Schools

The Kittitas School District serves approximately 600 students in two structures, the Kittitas Elementary School and the new Kittitas Secondary School, which just completed its first full school year. Students come from the surrounding area, bounded by the Columbia River in the east, Ferguson and Nanum Roads to the west, and county boundaries to the north and south. Anticipated enrollment at Kittitas Elementary School (serving grades K through 5) for the 2007-2008 school year is 270 students, while the Secondary School (serving grades 6 through 12) is expected to be at 330 students for the next school year. The maximum capacity at the Elementary School is 500, while the Secondary School will handle up to 400 students.

Because of the close proximity to Central Washington University the Kittitas School District is able to offer a variety of programs, classes, learning opportunities and curricular activities for its students. The community is proud of its long history of high test scores, its continuing tradition of excellence in athletics, and its highly skilled teaching and support services staff.

Solid Waste and Recycling Facilities

Waste Management currently provides all waste and recycling services for the City. Additionally, the school initiated a recycling program as part of an on-going project that is operated by Waste Management in cooperation with the City.

SUMMARY OF PROPOSED IMPROVEMENTS – 6 YEAR LIST

The following improvements are identified below to provide a general understanding of the projects listed below on the 6-Year Capital Facilities Project List.

Water System

As stated above, the City is currently in the process of updating its Water System Plan, which is anticipated to identify in more detail the necessary water system improvements. Once approved through the final hearing process, the improvements identified in the water system plan will be incorporated herein, and the necessary financial analysis completed.

In addition to the already identified water main upgrade planned for 2007, the City acknowledges and has been diligently planning for obtaining needed water rights. To this end, the City has recently adopted an ordinance that requires new development and/or annexations to either give the City water rights or pay a fee into a fund set aside for the sole purpose of obtaining additional water rights. The following is an excerpt from the **draft** Water System plan being prepared by Gray and Osborne detailing the City's efforts related to obtaining additional water rights.

“Besides keeping its Warm Springs and ground water claims options open, the City is taking the following steps to secure additional water rights:

- *The City is currently discussing purchasing a water right owned by a local farmer. Those discussions are expected to continue through 2007.*
- *The City has adopted an ordinance requiring developers to transfer any existing water rights from their property to the City, or if there are none to transfer, to pay the City a fee, based on current market prices, to purchase an amount required to serve their development.*
- *At such time as an opportunity for a water right transfer comes before the City, the City plans to include the City Well in that application as an additional point of withdrawal so that the City Well claim can be quantified through the tentative determination process. Two additional points of withdrawal would be requested in that application so that additional wells could be added when needed.*
- *The City filed an application for a new permit in 2003 for an instantaneous right of 2,500 gpm and 1,200 acre-feet per year. The application requested two new points of withdrawal that would be in addition to the City Well. It is not known when Ecology might process that application.*

Besides these efforts to secure new water rights, the City also requires developers to use water shares on their property from Cascade Irrigation District or Kittitas Reclamation District to construct separate irrigation systems. These systems, which the City ensures are not interconnected with its drinking water system, are expected reduce the City's future needs for new water rights.”

Wastewater Treatment and Collection

Based on the substantial work that is nearly complete at the wastewater treatment plant, the City's wastewater treatment capacity is more than satisfactory for the planning horizon.

Certain facilities within the collection system are in need of being upgraded as described in the list below.

Public Works Equipment

The equipment identified in the list below is seen as being essential in the next 6 years in order for the City to maintain an acceptable level of service to the community. Where necessary, the equipment can be utilized by more than one city department to ensure efficient use of public funds.

Public Buildings and Equipment

The City has been working with a grant writer and state and federal agencies to find grant funding for the desperately needed updates and expansions at both City Hall and the Community Hall. Both buildings appear large enough to support immediate community needs, however, they are substantially in need of updates related primarily to fire and safety issues.

Transportation

The City has identified the following list of existing graveled streets that are ready to be paved. These streets have water and wastewater lines and other capital facilities and utilities that are currently adequate to serve community needs and new paving would not need to be disturbed for a period of time to upgrade these facilities.

Street	Width	Length
Clark Street from Patrick Avenue to Railroad Avenue to Main Street	24 feet	1770 feet
Okanogan Street from Patrick Avenue to Eighth Avenue	24 feet	1430 feet
2 nd Avenue from Mason Street to Pierce Street	24 feet	1330 feet
2 nd Avenue from alley on Main Street to Clark Street	24 feet	550 feet
1 st Avenue from alley on Main Street to end of Road at King	24 feet	700 feet
Pierce Street from 1 st Avenue to Railroad	24 feet	250 feet
Railroad to city shop	24 feet	900 feet
5 th Avenue to trailer park	24 feet	230 feet
6 th Avenue to trailer park	24 feet	240 feet
7 th Avenue from Spokane Street to Okanogan Street	24 feet	300 feet
5 th Avenue from Spokane Street to Okanogan Street	24 feet	300 feet
Lewis Street from Patrick Avenue to railroad	24 feet	1250 feet

The City has a unique opportunity to accomplish the above paving. The nearby Operating Engineers School is willing to provide the necessary heavy equipment and labor for these projects as training opportunities for their students, provided the City can pay for the materials.

Fire Protection

In addition to the upgraded fire station to meet safety regulations, the Fire Department is also in need of firefighter gear and vehicle upgrades to provide safe, effective fire protection services. The Fire Chief has indicated that the vehicle upgrades can either use the existing vehicles and/or can include the purchase of used vehicles.

Police Protection

The existing facilities being utilized by the City Police Department are inadequate in both size and necessary secured facilities to provide adequate police protection services. There is a need for additional office space for the paid and volunteer employees, as well as a need for secured evidence and records storage and interview facilities.

Six-Year Project List –2007-2012

The following projects can be completed through careful budgeting and sequencing of projects. Many reserve accounts have been depleted and should be given time to recover in order for the City to maximize its granting and loan options. A complete 6-year financial analysis can be found in Appendix C.

6-Year Capital Facility Project List	COST	YEAR	FUNDING
WATER			
New main upgrade	\$55,000	2007	Grant, City
Water Rights	\$100,000	2008	City
WASTEWATER			
Lift Station Upgrade (School)	\$16,000	2008	City
Equipment storage at WWTP	\$60,000	2009	City
PUBLIC WORKS EQUIPMENT			
Street sweeper	\$146,000	2009	Grant, Loan, City
Vacuum truck	\$30,000	2009	Grant, Loan, City
Service truck with tools and hoist	\$40,000	2010	City funds
PUBLIC BUILDINGS & EQUIPMENT			
City Hall and Fire Station remodel, expand and upgrade	\$750,000	2012	CDBG, Rural Development Grant/Loan, City
City Hall copier, computers and equipment	\$10,000	2008	City

6-Year Capital Facility Project List	COST	YEAR	FUNDING
Community Hall roof, new windows, make ADA accessible, update floor and electrical	\$150,000	2009	Grant, Loan, City
TRANSPORTATION			
Pave graveled streets (see list)	\$400,000	2007 - 2008	TIB, City, Operating Engineers School
Sidewalks- new, replace and repair	\$30,000	2008 - 2011	City
FIRE PROTECTION			
Fire Equipment- PPE, S-C Breathing Apparatus, Radios	\$114,000	2007	Grants, City
Fire Engine refurbish to meet code	\$60,000	2008	Grants, City
Fire Brush Truck/Cabin Chassis	\$35,000	2010	Grants, City
POLICE PROTECTION			
New Police Station	\$625,000	2008	Grants, City
Police patrol cars	\$35,000	2008	Grants, City

Capital Facilities Twenty Year Project List...

- New well
- Additional water tower
- Utility Shop
- Parks enhancement and development
- Add/upgrade street lights, storm drains
- Pave gravel streets
- Replace/upgrade water transmission lines

TRANSPORTATION ELEMENT

The transportation element is required by the Growth Management Act to be consistent with the land use element. The transportation element should encourage efficient multi-modal and inter-modal transportation systems that are based on regional priorities and coordinated between City and County comprehensive plans.

The GMA provides detailed guidance on what needs to be included in the transportation element including:

- Land use assumptions used in estimating travel
- Facility service needs including:
 - Inventory of facilities and services
 - Level of service standards for all arterials and transit routes
 - Identify actions needed to bring substandard services and facilities into compliance with level of service standards
 - Forecasts of 10 year traffic needs
 - Identification of system expansion needs
- Financing (included in the Capital Facilities Element)
 - Monitoring program to assess funding versus needed improvements
- Intergovernmental coordination and impact assessment
- Strategies for reducing travel demand

Concurrency requirement

Land use changes have a direct impact on transportation. As new development takes place it will not negatively affect the current level of service defined by the community. If a negative impact is expected then mitigation measure should include transportation demand management strategies, possible land use changes, and or review of adopted level of service standards.

Coordination & Certification

Land use affects on transportation can impact neighbor jurisdictions; therefore, large development or transportation changes made within the City are benefited by intergovernmental coordination efforts. The City is available to meet with County as such issues emerge. Additionally, the Quad-County Regional Transportation Planning Organization works to ensure an effective transportation system for its region and State. The City of Kittitas supports this effort by having their transportation plan certified by the regional transportation planning organization.

Transportation Demand Management (TDM) Strategies

TDM strategies are a proven way to reduce traffic congestion in communities of all sizes. Individuals within the community currently work together to help provide ride or car sharing as needed. Additional TDM's that may work in City include:

- Public education and promotion
- Custom Transit Services

- Support for pedestrians and cyclists, such as, shelters and benches
- Park & Ride Lots

INVENTORY

The City of Kittitas is located approximately five miles east of Ellensburg, at the end of the Kittitas Highway and just north of Interstate-90. The City is connected to the rural residential and agricultural areas of the east Kittitas Valley by a variety of county roads.

Traffic Patterns

There are several barriers to the traffic circulation system requiring special consideration when determining traffic volumes and circulation expansions. These include the irrigation canals, creeks, the abandoned rail road and Interstate-90.

Heaviest vehicular traffic is found on Patrick Avenue, Main Street, and Second Street between Main and Mason Streets, respectively. Additionally, heavy truck traffic occurring as farm produce is moved to processing plants has required the City to establish a truck route moving trucks off of the Main Street corridor to Clark Street.

Improvements

The priorities for regional improvements in the planning area transportation network have been developed through the Kittitas County Transportation Plan. The City desires to pave all existing streets to improve dust control, ease maintenance and increase the longevity of roadways. Specific projects will be identified and completed as additional funding becomes available. Current priorities are discussed in the capital facilities element.

Projected Travel

Projected travel in the planning area is expected to grow at a rate commensurate with the population growth rate as forecasted by the Office of Financial Management. Other factors that may contribute to increased traffic demands will be growth in the commercial, recreational, and industrial sectors.

As resources and data availability become available the City will establish Average Daily Traffic counts on arterial streets.

Level of service (LOS)

The levels of service standards adopted in this plan will be maintained through upkeep of the existing circulation system, expansion of transportation services, and/or traffic demand management strategies. The city has adopted the Link (A-F) LOS standards for its roadways, as described in Appendix B. LOS standards provide measurable criteria to judge the adequacy of service. Future transit facilities should be linked to established LOS standards. As specified in the Growth Management Act new development will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

Mass Transit

Transit is an important alternative to automobile travel for regional trips. Transit is not only useful in reducing traffic volumes and pollution, but is often the only means of transportation available to certain members of the community. Currently transit is available upon demand, for the elderly and disabled.

Pedestrian & Bike (non-modal transportation)

The benefits of walking and bicycling go beyond an individual's enjoyment and health benefits; having fewer vehicles on the road will result in less pollution and a healthier environment. There is also a positive economic impact seen in increased property values and marketability for property located near trails, creeks and open space. Beyond property values businesses located in pedestrian friendly downtowns or centers encourage visitors to stop and shop. Additionally, the City benefits from the lower cost and maintenance of bicycle and pedestrian facilities. Design standards for pedestrian and bicycles are available through the Washington State Department of Transportation.

Currently, Kittitas has a very limited sidewalk and bike lane system. Historically, there have been painted bicycle lanes along Patrick Avenue, leading by the downtown business core and the school campus. Sidewalks are located south side of Patrick, along Main Street (Patrick to Railroad) and new the newer subdivisions. There are painted pedestrian cross walks at Main and 1st Streets and along Patrick by the public school campus.

The City has identified a desire to provide sidewalks north side of Patrick, both sides of Pierce (north of Patrick), east side of Okanogan (north of Patrick) and east side of Clark (from Patrick 600 feet south). Additional inventory and projects will be identified and completed when additional funding becomes available. The School District's "safe routes to school" map may aid the City as they look to develop pedestrian and bike systems.

GOALS AND POLICIES

GOAL TI: Maintain efficient, safe and reliable transportations and services at a minimal cost to residents.

Policy TI.1: Coordinate actions with neighboring jurisdictions, regional transportation planning organization and Kittitas County Public Transportation Benefit Area (PTBA).

Policy TI.2: Provide for a complete and consistent circulation system, including sidewalks, bikelanes and disability access to ensuring maximum efficiency and safety.

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

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

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

Policy T1.6: Require new development to meet or mitigate street system impacts to maintain acceptable levels of service for capacity and quality. For all local streets, the City adopts a level of service “C” as described herein. For regional and state-owned transportation facilities, the City recognizes the authority of the Regional Transportation Planning Organization and the Washington State Department of Transportation to establish levels of service for said facilities, pursuant to the requirements of the Growth Management Act.

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

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

- A. **Arterials:** Streets that are designed to carry a high proportion of the total urban area traffic, and usually either serves traffic going from the central business district to outlying residential areas, or traffic entering and leaving the urban area. They also provide a connection to collector streets, and provide intra-community continuity while maintaining identifiable neighborhoods. (These streets are classified by Washington State DOT and Federal Highways as Major Arterials and/or Major Collectors.)
- B. **Collectors:** Streets that are designed to provide access service and traffic circulation within residential neighborhoods and commercial/industrial areas. They differ from the above arterials in that they may penetrate residential neighborhoods, distributing traffic from arterials to the ultimate destination or vice-versa.
- C. **Local Access:** Streets that have a primary function of providing access to abutting land and to collector and arterial streets. They offer the lowest level of mobility and through traffic in residential neighborhoods should be deliberately discouraged. Local Access Streets are further classified according to the primary intended use of the area, based on the comprehensive plan land use designations map:
 - 1. **Local Access – Commercial/Industrial:** Streets that serve primarily commercial and industrial uses with adequate structural and design features to serve traffic typical for these areas, including larger trucks. Important features include, but are not limited to, adequate sight distance, turning radius, travel lane widths, etc.
 - 2. **Local Access - Residential:** Streets that primarily serve residential uses with design components to slow down traffic and to discourage through traffic.

GOAL T2: Consider land use and budgeting options to minimize short and long-range cost of transportation facilities.

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

Policy T2.2: Future capital facilities maintenance plans and corresponding budgets should take into account expected expansion of all facilities and funding sources.

Policy T2.3: Encourage street development options, including local improvement districts.

GOAL T 3: Develop a plan to provide avenues for pedestrian, bicyclist and other non-motorized travel.

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

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

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

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

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

APPENDIX A: Definitions

The City of Kittitas Comprehensive Plan utilizes the following definitions.

Capacity: the measure of the ability to provide a level of service on a public facility.

Capital Facilities: those physical structures or assets which provide a public service such as, but no limited to, fire stations, water towers, police stations, libraries, highways, sewage treatment plants, communication and recreation facilities.

Capital Improvement: physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Comprehensive Plan: a generalized coordinated land use policies that guide regulations and decision making of the governing body.

Concurrency: adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts. of adequate capital facilities and of available capital facilities as defined above.

Consistency: that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in system.

Critical Areas: include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Density: a measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acres);. Density is useful for establishing a balance between potential local service use and service capacities.

Development Regulations: any controls placed on development or land use activities by the City, including but not limited to zoning ordinances, official controls, planned unit development ordinances, subdivision ordinances, and binding sit plan ordinances.

Financial Commitment: that sources of public or private finds or combinations thereof have been identified which will be sufficient to finance capital facilities necessary to support development and that there is assurance that such finds will be timely put to that end.

Goal: a statement of the desires of a group/individual.

Growth Management: a method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the

residents of the community.

Infrastructure: those man-made structures which serve the common needs of the population, such as: sewage disposal systems, potable water wells serving a system, solid wastes disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intensity: a measure of land use activity based on density, use, mass, size, and impact.

Land Development Regulations: any controls placed on development or land use activities by a county or City, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building codes, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

Level of Service (LOS): an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity of capital facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Local Improvement District: legislative establishment of a taxing district to pay for specific capital improvements.

Planned Unit Development (PUD): the result of a site specific zone change, based on binding site plan. The PHD zoning district is intended to encourage flexibility in design and development that will result in a more efficient and desirable use of land.

Planning Period: the 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policy: the way in which programs and activities are conducted to achieve an identified goal.

Public Facilities: may include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. These physical structures are owned or operated by a government entity which provides or supports a public service.

Public Services: include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Regional Transportation Planning Organization (RTPO): the voluntary organization conforming to RCW 47.80.020, consisting of local government within a region containing one or more counties which have common transportation interests.

Rural Lands: all lands which are not within an urban growth area and are not designated as natural resource lands having long-term commercial significance for production of agricultural

products, timber, or the extraction of minerals.

Sanitary Sewer Systems: all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Transportation Demand Management Strategies (TDM): strategies aimed at reducing traffic through alternative travel options, such as, the promotion of work hour changes, ride-sharing options, parking policies, and telecommuting.

Urban Lands: those lands located inside the Urban Growth Area or the City and are generally characterized by densities and uses of a non-rural character with municipal services provided.

Urban Growth Area: those areas designated by a county pursuant to RCW 36.70A.I 10.

Urban (or Municipal,) Governmental Services: include those governmental services historically and typically delivered by cities, and include sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public services associated with urban areas.

Utilities: private facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity and telecommunications services.

Visioning: a process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Zoning: the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones.

APPENDIX B: Transportation Data

The Link (A-F) LOS standards are a minimum criteria for the quality of service provided at peak hours for roadway segments that handle significant levels of local traffic. The evaluation of LOS was conducted using the ratio of “peak hourly demand volume” to “peak hourly capacity.” The LOS standards were assigned using the following descriptions of service levels for roadway segments:

LOS A: Primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Volume/capacity ratio is less than or equal to 0.06. Signalized intersection delays less than or equal to 5 seconds per vehicle.

LOS B: Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions. Volume /capacity ratio greater than 0.60 or less than or equal to 0.70. Signalized intersection delays greater than 5 and less than or equal to 15 seconds per vehicle.

LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues an/or adverse signal coordination may contribute to lower aggregate travel speeds. Motorists will experience appreciable tension while driving. Volume/capacity ratio greater than 0.70 and less than or equal to 0.80. Signalized intersection delays greater than 15 and less than or equal to 25 seconds per vehicle.

LOS D: Small increases in traffic flow may cause substantial increase in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Volume/capacity ratio greater than 0.80 and less than or equal to 0.90. Signalized intersection delays greater than 25 and less than or equal to 40 seconds per vehicle.

LOS E: Significant delays in traffic flow operations and lower operation speeds. Conditions are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing. Volume/capacity ratio greater than 0.90 and less than or equal to 1.00. Signalized intersection delays greater than 40 and less than or equal to 60 seconds per vehicle.

LOS F: Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized location, with high approach delays resulting. Adverse signal progression is frequently a •contribution to this condition. Volume/capacity ratio great than 1.00. Signalized intersection delays greater than 60 seconds per vehicle.

Peak Hourly Volumes: Peak hourly demand volumes for roadway segments were estimated from average daily traffic volume counts for the base year. When peak hour counts are not

available, average daily traffic volume counts are multiplied by a factor of 0.1 and the resulting figure used to estimate peak hourly demand.

Volume/Capacity Ratio: The capacity of a roadway is often defined as the maximum number of vehicles which have a reasonable expectation of passing over a given roadway section or through a given intersection during a specified period of time.

Additional data collection will be done when funding is available.

APPENDIX C: Capital Facilities 6-Year Financial Analysis

This analysis is based on revenues and expenditures from the City's budget. The analysis looks at the patterns in the various accounts and attempts to discern trends in the revenues generated and expenses paid. Projection factors are assigned to each item in a fund using Excel spreadsheets that generated this analysis.

Some accounting questions have been attempted to be clarified through review of past accounts with the help of the State Auditor's Office. In the last several years more common account management practices have become the norm. This will aid in future analysis and projections of city funds. Generally, the City of Kittitas has maintained stable accounts. However, maintenance, tools and supplies used to increase the function of city resources have not always been updated; therefore, the City has taken on the task of updating to improve efficiency and function. Additional improvements are needed to keep pace with the fast rate of growth now occurring and expected to continue. As changes have been made several reserve funds have been depleted. Reserve accounts serve several vital functions in a city budget. They build up revenue for expensive items, support emergency needs and are a good source of "matching funds" for grants and loans. These funds generally take years to develop and are slow to recover. Reserve accounts for those items found in the six year project list are discussed below.

Current Expense Fund...

The current expense fund is a large and complex account. Revenues come from several sources and support a wide variety of the City's operating expenses and some capital projects. For this analysis it has been paired with the Capital Project Fund. This was done to show the direct relationship of the two funds when examining and planning for city projects.

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	Projected	Projected	Projected	Projected	Projected	Projected
General Fund												
Revenue												
Beginning Balance	0		98,281	56,848	115,527	130,748	130,748	3,749	31,926	65,646	105,298	26,288
Taxes	194,867	195,434	210,927	313,981	306,462	347,565	361,468	375,926	390,963	406,602	422,866	439,781
Licenses & Permits	30,703	31,514	54,385	51,632	32,412	78,057	81,960	86,058	90,361	94,879	99,622	104,604
Intergovernmental	56,714	28,126	29,154	40,192	45,061	46,778	47,713	48,668	49,641	50,634	51,647	52,680
Charges for Services	5,928	12,071	34,951	3,263	3,941	2,050	2,091	2,133	2,175	2,219	2,263	2,309
Fines & Forfeitures	9,397	13,215	12,135	11,238	13,818	16,840	17,345	17,866	18,402	18,954	19,522	20,108
Miscellaneous	3,962	4,289	19,610	10,834	6,039	6,100	6,222	6,346	6,473	6,603	6,735	6,870
Non-Revenue	11,994	35,453	10,190	348	36,601	20,252	20,657	21,070	21,491	21,921	22,360	22,807
Other					1,077							
Total Revenue	313,566	320,102	469,633	488,337	560,938	648,390	668,204	561,815	611,432	667,457	730,313	675,445
Expense												
Legislative	7,651	8,810	7,999	9,637	11,360	7,570	7,797	8,031	8,272	8,520	8,776	9,039
Judicial	26,145	28,721	29,097	38,565	56,252	52,700	54,281	55,909	57,587	59,314	61,094	62,927
Executive	3,032	2,980	2,986	3,253	3,302	6,660	6,860	7,066	7,278	7,496	7,721	7,952
Finance & Admin	65,694	63,040	69,655	81,209	65,397	65,270	67,228	69,245	71,322	73,462	75,666	77,936
Legal Services	6,318	4,883	6,265	11,470	17,578	15,000	15,450	15,914	16,391	16,883	17,389	17,911
Law Enforcement	93,157	136,945	126,395	149,363			0	0	0	0	0	0
Fire	14,864	16,540	15,718	17,270			0	0	0	0	0	0
Security					192,443	274,459	282,692	291,173	299,908	308,906	318,173	327,718
Physical environment, economic dev, mental health and Non-expenditures	129,191	118,716	136,866	50,915	38,269	25,712	26,483	27,278	28,096	28,939	29,807	30,701
Other: un-capitalized and transfers					36,256	41,562	42,809	44,093	45,416	46,778	48,182	49,627
Cultural & Parks	3,033	2,350	8,264	1,311	9,337	10,539	10,855	11,181	11,516	11,862	12,218	12,584
Building Inspection	0	2,408	9,540	9,816								
Non-Expenditures						15,900						
Patrol Car Purchase						2,270						
Transfer to Capital Projects							150,000				125,000	
Total Expense	349,085	382,986	403,245	362,993	430,195	517,641	664,456	529,889	545,786	562,159	704,024	596,395
<i>Expense minus Revenue</i>	<i>-35,519</i>	<i>-62,884</i>	<i>66,388</i>	<i>125,343</i>	<i>130,743</i>	<i>130,748</i>	<i>3,749</i>	<i>31,926</i>	<i>65,646</i>	<i>105,298</i>	<i>26,288</i>	<i>79,050</i>
Capital Projects Fund												
Beginning Balance	-			-	-	18,456.57	4,456.57	4,856.57	60,664.57	66,888.73	88,537.37	65,618.99
Real Estate Excise Tax	-		16,605.49	15,726.91	18,931.82	20,000.00	20,400.00	20,808.00	21,224.16	21,648.64	22,081.62	22,523.25
Grants and or Loans						100,000	610,000	130,000	20,000		505,000	
Transfer from Reserve Fund											75,000	
Transfer from General Fund							150,000	55,000			125,000	
Total Revenue	-35,519	-62,884	82,994	141,070	18,932	138,457	784,857	210,665	101,889	88,537	815,619	88,142
Capital projects	0		10,199	4,993	17,616	20,000						

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	Projected	Projected	Projected	Projected	Projected	Projected
City Hall copier, computers, equipment							10,000					
Community Hall repairs								150,000				
New Police Station							675,000					
Fire Engine refurbish to meet code							60,000					
Fire equipment, training, radios						114000						
Fire Brush Truck Cabin Chassis									35,000			
Police patrol cars							35,000					
City Hall and Fire Station - remodel, expand and upgrade											750,000	
Total Expenses	0	0	10,199	4,993	17,616	134,000	780,000	150,000	35,000	0	750,000	0
Balance	-35,519	-62,884	72,795	136,077	1,316	4,457	4,857	60,665	66,889	88,537	65,619	88,142

Observations/Assumptions

REVENUE

Taxes: Overall this portion of the current expense fund has tended to grow to reflect tax increases and population growth. A modest projection of 4% annual increase with a one year 8% increase in 2009 is expected, to match the assumed completion of new housing units.

Licenses & Permits and Charges for services: This portion of the fund fluctuates greatly depending on the number of services sought in any given year. Because there is an increase in building permits (current and future) taking place in Kittitas it is assumed that this will result in an increase of 5% annual growth. Fines are assumed to increase by 3% annually.

Intergovernmental: Overall, this section of the general fund has grown from year to year. It is assumed that grow will continue at a rate of 2% annually.

Miscellaneous revenues: This category includes a variety of revenue sources. Because of fluctuations the average of 2002-05 was used in combination with a 2% annual increase as the projection factor.

EXPENSES

Government Services: In the legislative sector of the local government, expenses were fairly stable over the period analyzed. The projected budget assigns a constant projection factor of 3% per year for the projected period.

Security: This category includes law enforcement and fire services. These high budget items are expected to increase with the new population and businesses at 3% annually.

Economic Environment: This category includes expenses associated with Planning and Building permit and review. Expenditures in this category fluctuated somewhat; however, with the on going development it is projected to increase to 3% annually.

Analysis

The City has identified several projects that would be funded through this account. They include a renovation of City Hall, Community Hall, and the fire station. Most of these funds will need to be provided through grants.

City Street Fund...

The City Street Fund generates the bulk of its revenue from property and fuel taxes. The fund ensures that streets are maintained, and provides funds for storm drainage, traffic control, snow removal, and street cleaning. Historically, the County has overseen projects within the City Limits. However, the City will, as much as possible, start to participate in the Department of Transportation Improvement Plan (TIP) to identify specific projects to maintain and improve the transportation system. This fund has been paired with the Cumulative Reserve Fund which is projected to support sidewalk construction over several years.

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
DESCRIPTION	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	Projected	Projected	Projected	Projected	Projected	Projected
STREET REVENUE												3% increase Annually
BEGINNING BALANCE			20,211	-	(48,243)	52,338	52,338	23,091	18,366	13,161	7,477	1,313
County STP Funds	11,785	9,746	14,160	19,551		22,000						
MVFT	23,350	22,973	23,065	27,422	26,380	30,000	30,600	31,518	32,464	33,437	34,441	35,474
Misc Inter Gov	462	1,000	1,500		93,986		-	-	-	-	-	6,000
Transfer from Current Ex/and Misc	70,717	75,960	63,558	17,559	20,051	17,597	35,000	35,000	35,000	35,000	35,000	35,000
TIB Grant		379,744	10,333		500,821	1,194,595						
Grant/Loan						200,000	200,000					
TOTAL STREET FUND	106,313	489,422	132,827	64,532	592,995	1,516,530	317,938	89,609	85,829	81,598	76,917	77,787
STREET EXPENSE												2% increase Annually
Salary	23,524	18,955	16,323	19,387	17,369	14,000	14,280	14,566	14,857	15,154	15,457	15,766
Benefits	7,275	4,653	5,761	5,618	5,746	3,700	3,774	3,849	3,926	4,005	4,085	4,167
Charges for Goods & Services	80,306	32,200	37,898	45,128	54,766	50,777	51,793	52,828	53,885	54,963	56,062	57,183
Miscellaneous						1,120						
Arterial Street Repair	4,507	12,546	25,924	1,643		-	-	-	-	-	-	-
New Streets Project	-	400,859	46,920	40,999				-	-	-	-	-
Bridge Eng/Const					462,777	1,194,595						
Paving streets						200,000	200,000					
Storm Water Drains							25,000					
TOTAL STREET FUND	115,612	469,213	132,827	112,775	540,658	1,464,192	294,847	71,243	72,668	74,122	75,604	77,116
Revenue - Expense	(9,298)	20,209	-	(48,243)	52,338	52,338	23,091	18,366	13,161	7,477	1,313	671

DESCRIPTION	2002 ACTUAL	2003 ACTUAL	2004 ACTUAL	2005 ACTUAL	2006 ACTUAL	2007 BUDGET	2008 BUDGET	2009 BUDGET	2010 BUDGET	2011 BUDGET	2012 BUDGET	2013 BUDGET
CUMULATIVE RESERVE REVENUE												
Beginning Balance	-		17,750.19	5,577.98	7,502.31	7,502.31	7,502.31	13,737.71	21,060.17	29,502.31	39,097.81	79,881.27
Telephone Tax (10%)	1,424.91	1,698.34	1,974.48	4,222.14	4,690.00	3,300.00	3,399.00	3,500.97	3,606.00	3,714.18	3,825.60	3,940.37
Electricity Tax (10%)	2,617.31	1,929.02	2,529.59	2,235.20	2,700.00	5,900.00	6,077.00	6,259.31	6,447.09	6,640.50	6,839.72	7,044.91
Natural Gas Tax (10%)	342.13	789.98	577.74	1,318.88	1,600.00	-	-	-	-	0.10	0.20	0.31
Solid Waste Tax (10%)	357.63	362.25	441.39	138.03	130.00	260.00	267.80	275.83	284.11	292.63	301.41	310.45
Cable Franchise (10%)	587.21	641.33	639.29	692.84	850.00	-	-	-	-	-	-	-
PUD Franchise (10%)	480.67	655.11	751.42	194.56	250.00	-	-	-	-	-	-	-
Investment Interest	1,028.49	1,418.06	1,121.05	931.11	1,100.00	-	-	-	-	-	-	-
Transfer from Water	8,000.00	13,000.00	8,000.00	8,000.00	5,200.00	10,073.00	10,375.19	10,686.45	11,007.04	11,337.25	11,677.37	12,027.69
Transfer from Sewer	8,000.00	13,000.00	8,000.00	8,000.00	5,200.00	10,073.00	10,375.19	10,686.45	11,007.04	11,337.25	11,677.37	12,027.69
Transfer from Parks	1,000.00	1,000.00	1,000.00		-	-	-	-	-	-	-	-
Transfer from CE/streets adjustment	5,000.00	25,000.00	5,000.00	9,000.00	-	5,574.00	5,741.22	5,913.46	6,090.86	6,273.59	6,461.79	6,655.65
				(683.88)								
Yearly Revenue	28,838.35	59,494.09	30,034.96	34,048.88	21,720.00	35,180.00	36,235.40	37,322.46	38,442.14	39,595.50	40,783.46	42,007.07
Total Revenue	28,838.35	59,494.09	47,785.15	39,626.86	29,222.31	42,682.31	43,737.71	51,060.17	59,502.31	69,097.81	79,881.27	121,888.34
EXPENSE												
Sidewalk Const	5,087.06	6,788.06	4,999.81	1,675.35	5,000.00		30,000.00	30,000.00	30,000.00	30,000.00		
Real Estate Principal	9,723.15	30,000.00	7,852.67	10,724.15	9,160.00							
Real Estate Interest	781.83		7,473.63	8,782.05	7,560.00							
Equip Purchase Principal	21,150.16	21,352.63	21,570.58	10,806.84		18,460.00					-	-
Equip Purchase Interest	730.90	528.43	310.48	136.78		-	-	-			-	-
Clerf Bldg Purchase Principal						9,662.00						
Clerf Bldg Purchase Interest						7,058.00						
Yearly Expense	37,473.10	58,669.12	42,207.17	32,125.17	21,720.00	35,180.00	30,000.00	30,000.00	30,000.00	30,000.00	-	-
Ending Balance	(8,634.75)	824.97	5,577.98	7,501.69	7,502.31	7,502.31	13,737.71	21,060.17	29,502.31	39,097.81	79,881.27	121,888.34

Observations/Assumptions

Revenues from the STP fund have been eliminated and MUFT funds have been reduced starting in 2007. These reductions in financing may require the City to move general funds to maintain a positive balance over the planning period. All revenue is expected to increase 3% annually.

EXPENSES

Transportation costs are expected to increase at 2% annually. Increases are expected to support road projects identified on the 6-year plan.

Water & Sewer Fund...

The Water & Sewer fund is maintained under one fund, this may change, as necessary, to accommodate management needs. Within the fund revenues and expenses are clearly identified as belonging to either water or sewer. The fund is a proprietary fund which means it is allowed to generate the revenues in user fees to cover the normal costs for maintenance and debt service. Therefore, this fund is made up entirely of user fees and connection costs to balance their fund.

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
DESCRIPTION	ACTUAL	ACTUAL	ACTUAL	ACTUAL	Budget	Projected	Projected	Projected	Projected	Projected	Projected
REVENUE											
Beginning Balance W		239,768	299,926	204,057	218,656	227,402	236,498	245,958	255,796	266,028	276,669
Beginning Balance S			97,451	80,245	81,529	84,790	88,182	91,709	95,377	99,192	103,160
Water Sales	152,341	153,439	155,942	171,399	157,500	163,800	170,352	177,166	184,253	191,623	199,288
Water Connections	4,900	23,085	14,225	8,090	15,000	80,000	80,000	80,000	80,000	80,000	80,000
W/S Interest Income	10	550	5,419	10,551	10,400	10,816	11,249	11,699	12,167	12,653	13,159
W/S Late Fees				6,495	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Grants	27,543	15,208			24,000						
W/S Misc				36,300	52,000						
Transfer from sewer rehab	82,320										
Sewer Services	181,110	176,946	215,277	259,946	253,423	263,560	274,103	285,067	296,469	308,328	320,661
Sewer Connections	2,250	21,060	9,521	7,654	15,000	80,000	80,000	80,000	80,000	80,000	80,000
Project funding	385,190	256,984	(35,718)								
CTED grant						1,000,000					
CCWF grant						201,500					
SRF loan						201,500					
Total Revenue	835,664	887,039	762,043	784,737	832,508	2,318,368	945,383	976,598	1,009,062	1,042,825	1,077,938
CURRENT EXPENSE											
W-Salaries, Service & Supplies	132,757	111,447	103,103	122,861	170,827	175,952	181,230	186,667	192,267	198,035	203,976
Water Purchase	18,653	20,208	17,185	20,208	19,000	19,570	20,157	20,762	21,385	22,026	22,687
S-Salaries, Service & Supplies	151,741	135,481	157,053	145,121	184,484	190,019	195,719	201,591	207,639	213,868	220,284
S-Trans to Cumulative Reserve				5,200							
Transfers				19,505	20,146						
Other Expense				4,144	32,500	33,475	34,479	35,514	36,579	37,676	38,807
Loans	107,889	98,155	99,259	167,513	113,122	116,516	120,011	123,611	127,320	131,139	135,074
USDA 2007 SEWER PROJECT	2,480	2,069	2,069								
PWTF 2007 SEWER PROJECT	1,820	1,517	1,517								

Equipment Storage, office/utility area							60,000				
Lift Station (School)						16,000					
Service Truck								40,000			
Vacuum Truck							30,000				
Street Sweeper							146,000				
Water rights						100,000		100,000			
New main upgrade					55,000						
Sewer Improvements (table 6-1 Sewer System Evaluation Addendum No3)						1,400,000					
Total Expense	415,340	368,877	380,186	484,552	595,079	2,051,531	787,597	708,145	585,189	602,745	620,828
Revenue - Expense	420,323	518,162	381,857	300,185	237,429	266,837	157,786	268,453	423,873	440,080	457,110

Observations/Assumptions

Revenue for the Water & Sewer fund is expected to increase at 4% annually. Additionally, \$140,000-160,000 will be generated through an estimated 35-40 yearly building permits starting in 2007-2012.

Expenses, outside of capital improvements, are expected to be 3% annually. Capital projects found in the Water Plan and Sewer Plan reflect the need to make improvements. The Sewer Plan currently being developed will provide the City with projects necessary to meet the growing population. Improvements to the sewer plant are expected to be covered through grant and loan funding sources. The City will need to acquire water rights for current and future developments which may be covered, in part, through fees.

Analysis

There are adequate funds available for current projects; however, the City should continue to closely monitor the water and sewer needs with regard to new development of industrial, commercial and residential land uses.

APPENDIX D: Critical Areas Data

The following information was collected in the spring of 2006 from the US Department of Agriculture, Natural Resources Conservation Services.

Soil Type Summary for Kittitas- all soils in UGA.

Soil Name	Acres	Sym
BRICKMILL COBBLY ASHY LOAM, 0 TO 2 PERCENT SLOPES	4.4	611
BRICKMILL GRAVELLY ASHY LOAM, 2 TO 5 PERCENT SLOPES	27.6	602
BRICKMILL VERY COBBLY ASHY LOAM, 0 TO 5 PERCENT SLOPES	0.2	600
BRICKMILL-NANUM COMPLEX, 0 TO 5 PERCENT SLOPES	86.6	590
MITTA ASHY SILT LOAM, 0 TO 2 PERCENT SLOPES	20.1	790
MITTA ASHY SILT LOAM, DRAINED, 0 TO 2 PERCENT SLOPES	265.1	791
NACK ASHY LOAM, 0 TO 2 PERCENT SLOPES	57.3	633
NACK-OPNISH COMPLEX, 0 TO 2 PERCENT SLOPES (M)	52.2	795
NANUM ASHY LOAM, 0 TO 2 PERCENT SLOPES	2.6	480
NANUM ASHY LOAM, WET, 0 TO 2 PERCENT SLOPES	5.0	588
OPNISH ASHY LOAM, 0 TO 2 PERCENT SLOPES	110.9	635

GEOLOGICALLY HAZARDOUS AREAS

In some cases the risk to development from geological hazards can be reduced or mitigated to acceptable levels by engineering design or modified construction practices. However, when the risks cannot be sufficiently mitigated, development needs to be prohibited. Geologically hazardous areas are defined as follows:

Erosion Hazard Areas

Erosion within the area is generally related to hydrologic and geologic characteristics, vegetative conditions, wind and human land use. By minimizing the negative impacts of human land use on these areas, the damage to the natural environment as well as to human-built systems is reduced. The two major factors for erosion are related to wind and water activity.

The City of Kittitas recognizes that wind and water erosion are possible during times of land disturbance or natural events; however, there is no data available at this time indicating critical areas.

Landslide Hazard Areas (Steep Slopes)

Landslide hazard areas are those areas that are subject to potential slope failure. These include slopes of 15% or greater that are underlain by weak, fine grained unconsolidated sediments, jointed or bedded bedrock, or landslide deposits, including the top and toe of such areas. It is necessary to protect the public from damage due to development on, or adjacent to, landslides; to preserve the scenic quality and natural character of the areas hillsides, and to protect water quality. Within Kittitas there are no slopes that exceed 15 percent.

Within the City of Kittitas and the UGA there are no slopes over 15%.

Seismic Hazard Areas

Earthquakes and the associated ground shaking, differential settlement, and/or soil liquefaction are geological hazards.

The City of Kittitas has identified, using the Liquefaction Susceptibility and Site Class Maps for Washington State, a classified D or low liquefaction susceptibility soils.

Mine Hazard Areas

Mine hazard areas are defined as "areas directly underlain by, adjacent to, or affected by mine workings such as adits, tunnels, drifts, or air shafts." Mine hazards may also include steep and unstable slopes created by open mines.

There are no identified mine hazards with the City of Kittitas or the UGA.

Volcanic Hazard Areas

Volcanic hazard areas are defined as "areas subject to pyroclastic flows, lava flows, and inundation by debris flows, mudflows, or related flooding resulting from volcanic activity."

Volcanic hazard are limited in most Central Washington communities; however, significant ash fall may be possible but does not affect land use activity or planning.

Soil Hazard

The National Resource Conservation Service has identified soils with severe building limitations, *for houses with full basements*, based on soil types/properties [WAC 365-190-080(4)(d)(i)(A)].

Dwellings with basements are structures built on shallow foundations on undisturbed soil. The ratings are based on soil properties, site features, and observed performance of the soils. A high water table, flooding, shrinking and swelling, and organic layers can cause the movement of footings. A high water table, depth to bedrock or to a cemented pan, large stones, slope, and flooding affect the ease of excavation and construction. Landscaping and grading that require cuts and fills of more than 5 or 6 feet are not considered.

Kittitas has 256 acres in Very Limited soils- in its ability to have a basement, and 376 acres in somewhat limited soils. See Geologic Hazard Building Map.

A somewhat limiting limitation indicates soil properties or site features are not favorable for the indicated use and special planning, design, or maintenance is needed to overcome or minimize the limitations. A very limiting limitation indicates soil properties or site features are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possibly increased maintenance are required. Special feasibility studies may be required where the soil limitations are very limiting.

Soil Survey: Kittitas County Area, Washington

Survey Status: Initial Correlation Date: Distribution Date: 11/25/2002

Map Symbol	Soil Name	Rating	Dominant Component(s) and Reason(s)
480	NANUM ASHY LOAM, 0 TO 2 PERCENT SLOPES	Very limited	Component - NANUM (100%) • Depth to saturated zone • Shrink-swell
588	NANUM ASHY LOAM, WET, 0 TO 2 PERCENT SLOPES	Very limited	Component - NANUM (100%) • Depth to saturated zone • Shrink-swell
590	BRICKMILL-NANUM COMPLEX, 0 TO 5 PERCENT SLOPES	Very limited	Component - BRICKMILL (45%) • Depth to saturated zone Component - NANUM (30%) • Depth to saturated zone • Shrink-swell Component - BRICKMILL (25%) • Depth to saturated zone • Content of large stones
600	BRICKMILL VERY COBBLY ASHY LOAM, 0 TO 5 PERCENT SLOPES	Very limited	Component - BRICKMILL (100%) • Depth to saturated zone • Content of large stones
602	BRICKMILL GRAVELLY ASHY LOAM, 2 TO 5 PERCENT SLOPES	Very limited	Component - BRICKMILL (100%) • Depth to saturated zone
611	BRICKMILL COBBLY ASHY LOAM, 0 TO 2 PERCENT SLOPES	Very limited	Component - BRICKMILL (100%) • Depth to saturated zone • Content of large stones
633	NACK ASHY LOAM, 0 TO 2 PERCENT SLOPES	Very limited	Component - NACK (100%) • Depth to saturated zone • Shrink-swell
635	OPNISH ASHY LOAM, 0 TO 2 PERCENT SLOPES	Somewhat limited	Component - OPNISH (100%) • Depth to saturated zone • Shrink-swell
790	MITTA ASHY SILT LOAM, 0 TO 2 PERCENT SLOPES	Very limited	Component - MITTA (100%) • Depth to saturated zone
791	MITTA ASHY SILT LOAM, DRAINED, 0 TO 2 PERCENT SLOPES	Somewhat limited	Component - MITTA (100%) • Depth to saturated zone
795	NACK-OPNISH COMPLEX, 0 TO 2 PERCENT SLOPES (M)	Very limited	Component - NACK (55%) • Depth to saturated zone • Shrink-swell

AQUIFER RECHARGE AREAS

Critical Aquifer recharge areas (CARA) are those areas where surface water feeds directly into potable groundwater. Groundwater is an essential natural resource that the residents of the City depend on as an important source of drinking water. Because remediation of contaminated groundwater is very costly, protecting and sustaining it has become of primary importance in recent years. One way to assure this resource is adequately maintained is to protect areas that provide a critical recharging effect to that groundwater resource. Because of

the inter-relatedness of the aquifers, population increases and environmental concerns, it is necessary to protect all of the critical aquifer recharge areas as they become known.

Within the Kittitas area the USGS defines the underlying “Columbia Plateau basin-fill aquifers” as unconsolidated sand gravel aquifer. Furthermore, Kittitas is within the Central Columbia Plateau- Yakima Basin (CCYK) aquifer study area. These study areas cover the entire UGA. Until more precise data is available the City will work to protect ground water through the “Well-head Protection Plan,” part of the Water Plan, and through identification of soils with a high (quick) permeability. High permeability means water and pollutants could reach an aquifer before being “cleansed” by the natural filtration process of soils with a lower permeability.

Currently the entire UGA has a moderate soil filtration which does not require additional considerations.

FREQUENTLY FLOODED AREAS

The best guide for frequently flooded areas is the Federal Insurance Rate Map often called FIRM data. Frequently Flooded Areas are defined as those areas that have a one percent or greater chance of flooding in any given year. These areas may include, but are not limited to, streams (including intermittent ones), rivers, lakes, wetlands and the like. Through a reference map, this Comprehensive Plan attempts to provide information to the residents of the community as to the location of these potential flood hazards. This map is not intended to represent an engineered study of the precise location of these areas. This map should be updated as any engineering reports are completed, and at such time as flooding occurs which can be documented. Additionally, Flooding Frequency Classes (compiled by US Dept of Agriculture Natural Resources Conservation Service) are based on the interpretation of soil properties and other evidence gathered during soil survey field work. Flooding frequency class is the number of times flooding occurs over a period of time and expressed as a class. None of these classes occur in Kittitas.

The City of Kittitas has some areas subject to periodic flooding, particularly along the creeks during the spring runoff.

WETLANDS AREAS

Wetlands are defined as areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands. (RCW 36.70A.030(21))

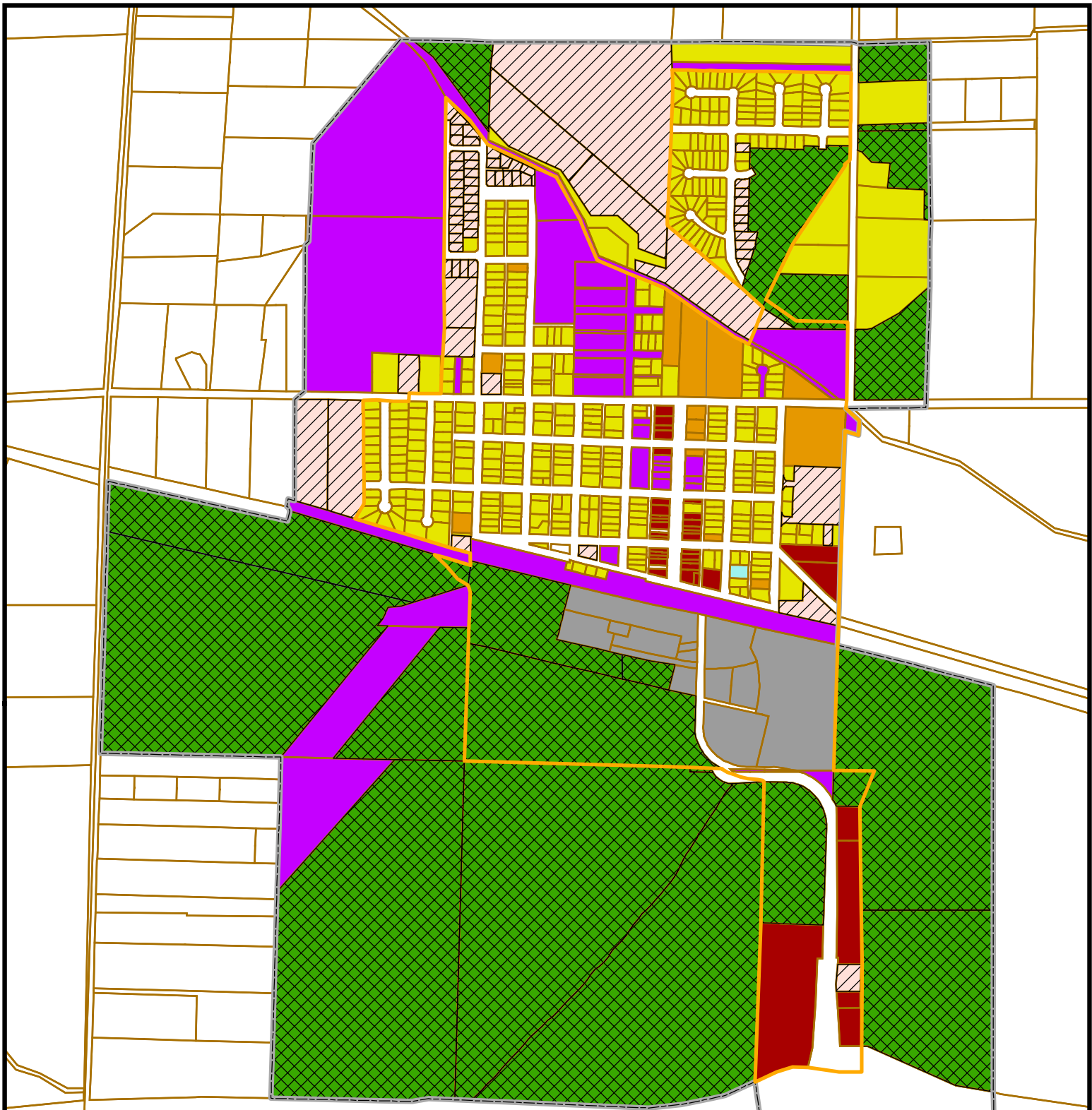
Within the City of Kittitas UGA boundary there are no identified wetlands or wetland soil types.

FISH AND WILDLIFE AREAS












The Central Washington area is fortunate to have natural resources encompassing a large variety of environments. The Washington Department of Fish and Wildlife “*Priority Habitats and Species List*” provides data which indicates that there are priority habitat species within or near the City of Kittitas UGA. Additionally, it is worth noting, that a lack of data does not limit designating areas of protection based on local data and scientific research. There are no anadromous species that occur in or near the UGA.

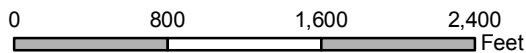
Within the City of Kittitas and the UGA, data indicates two state priority species, the mountain suckers in Cooke Creek and the Columbia Spotted Frog in Cooke and Caribou Creeks.

APPENDIX E: Maps



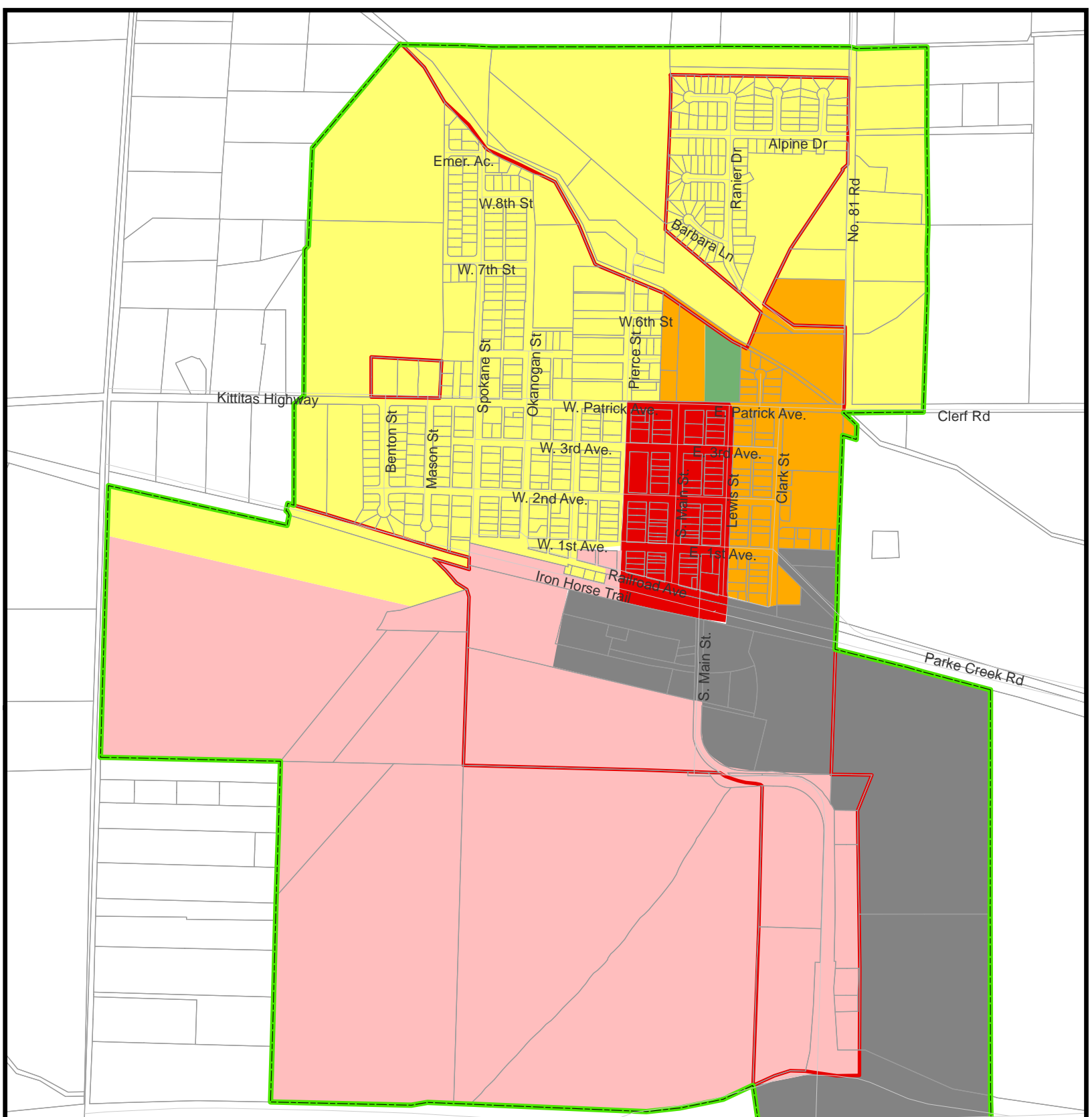
City of Kittitas, Washington Existing Landuse Inventory

- | | | |
|--|---|---|
|  Parcels |  Commercial |  Vacant |
|  Agricultural |  Industrial |  Yard |
|  Vacant |  Single Family |  Public; Quasi- Public |
|  Ag; Ag with Building |  Multi Family | |



Disclaimer:
 This map is intended for general information only. Data is subject to change. It is not meant as an accurate measurement. Contact the City of Kittitas for more information. April 11, 2007

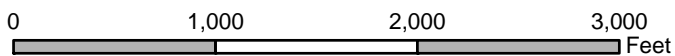




City of Kittitas, Washington Land Use Designations

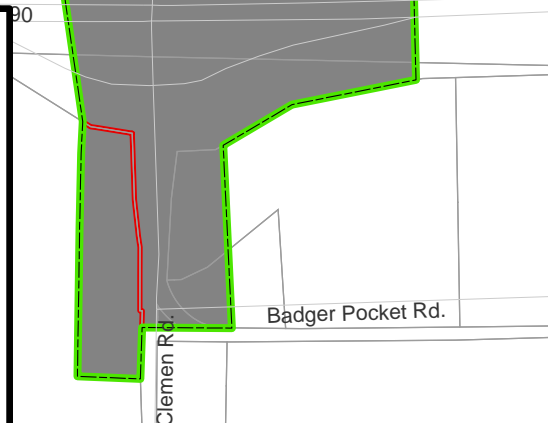
Legend

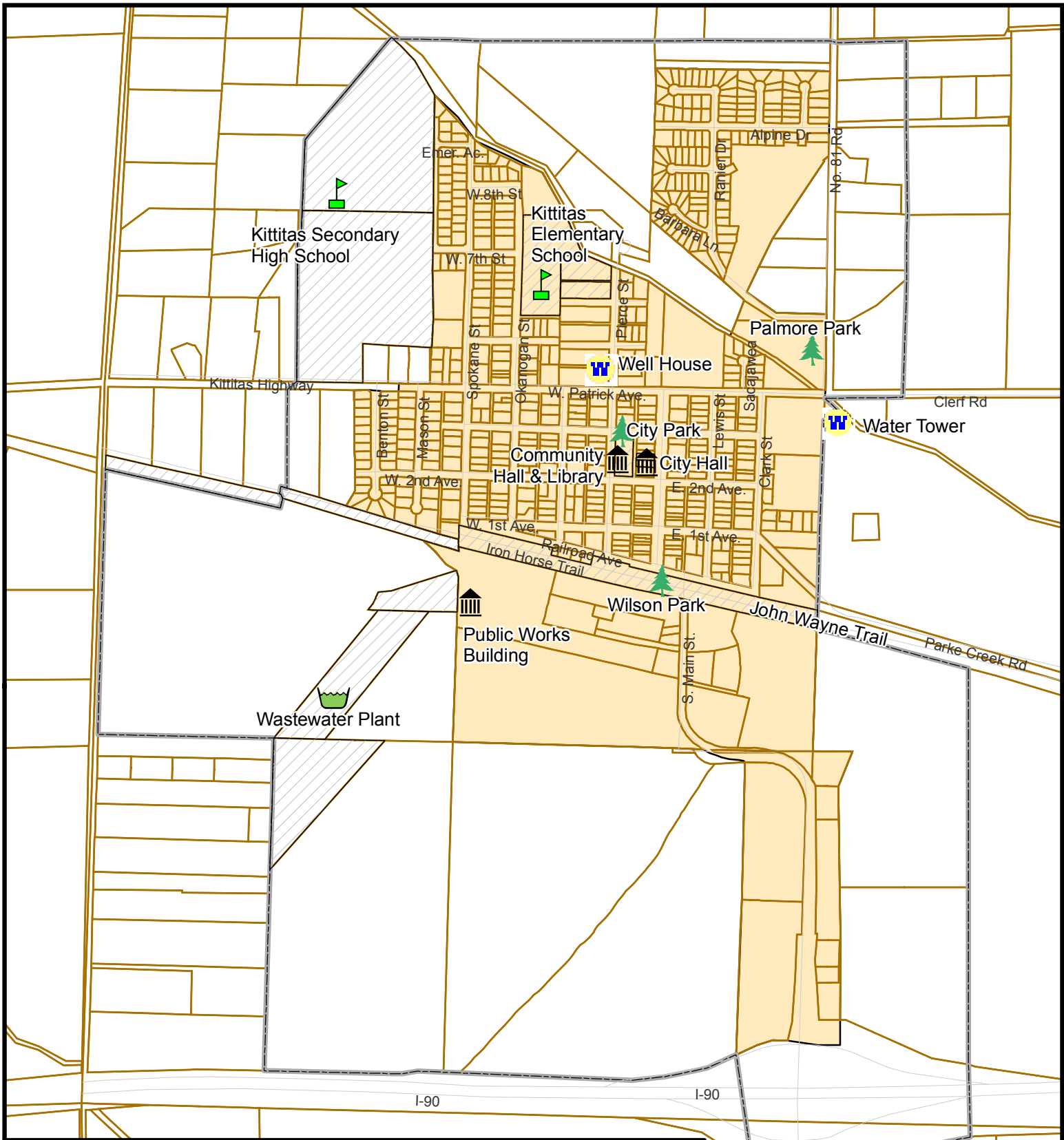
- Central Business
- Industrial
- Mixed Commercial Industrial
- Residential 1
- Residential 2
- Rural Residential
- Urban Growth Area
- City Limits



Disclaimer:

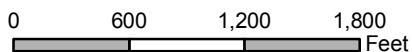
This map is intended for general information only. Data is subject to change. It is not meant as an accurate measurement. Contact the City of Kittitas for more information. July 10, 2007



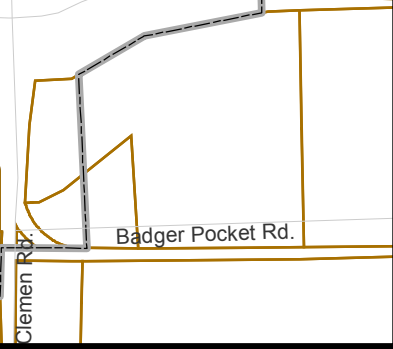


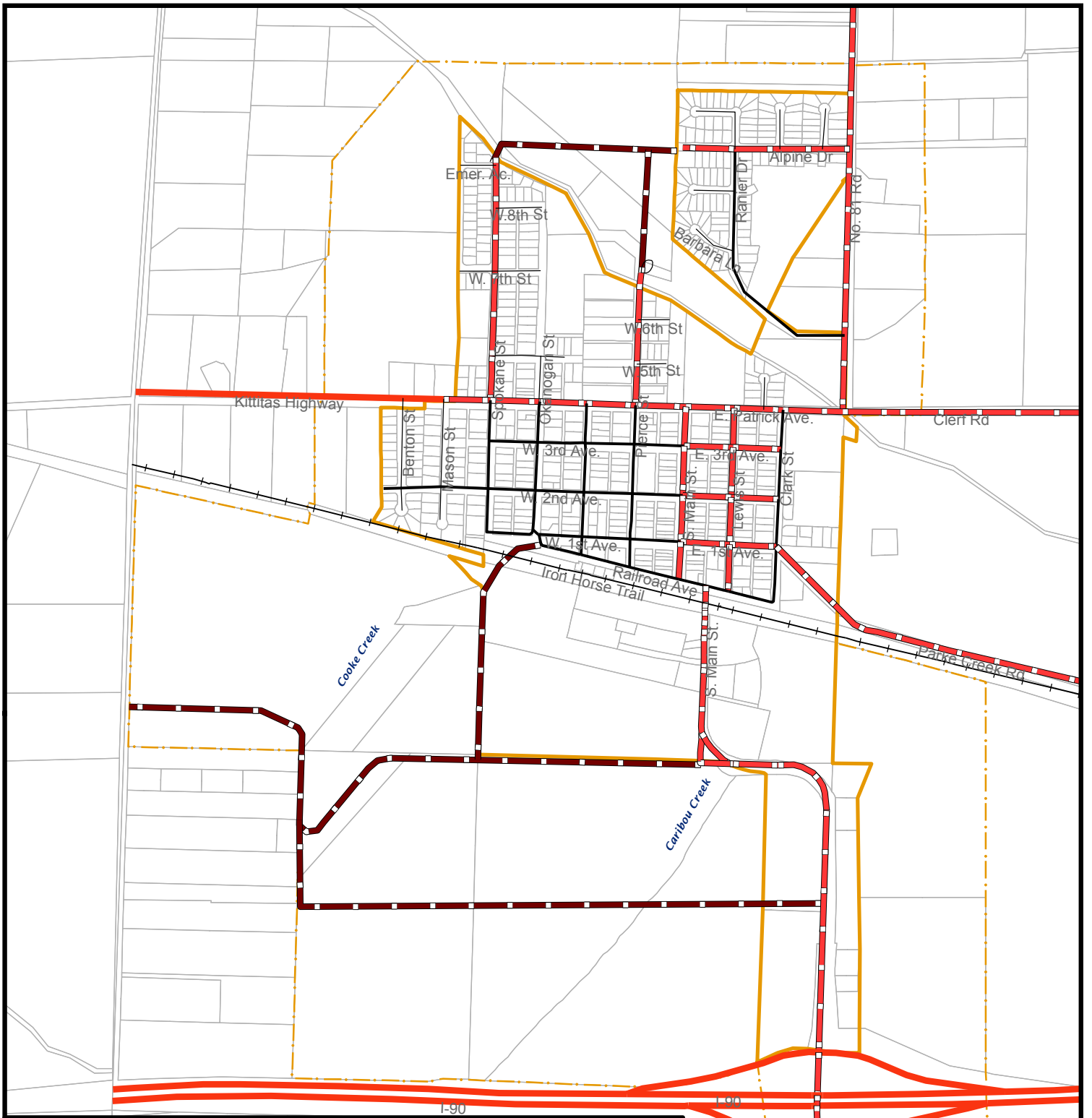
City of Kittitas, Washington Public Facilities

- Parcels
- 2006UGA
- City_limits



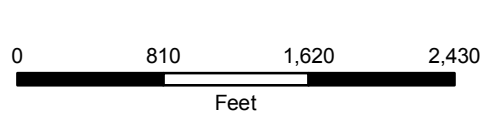
Disclaimer:
 This map is intended for general information only. Data is subject to change. It is not meant as an accurate measurement. Contact the City of Kittitas for more information. April 11, 2007



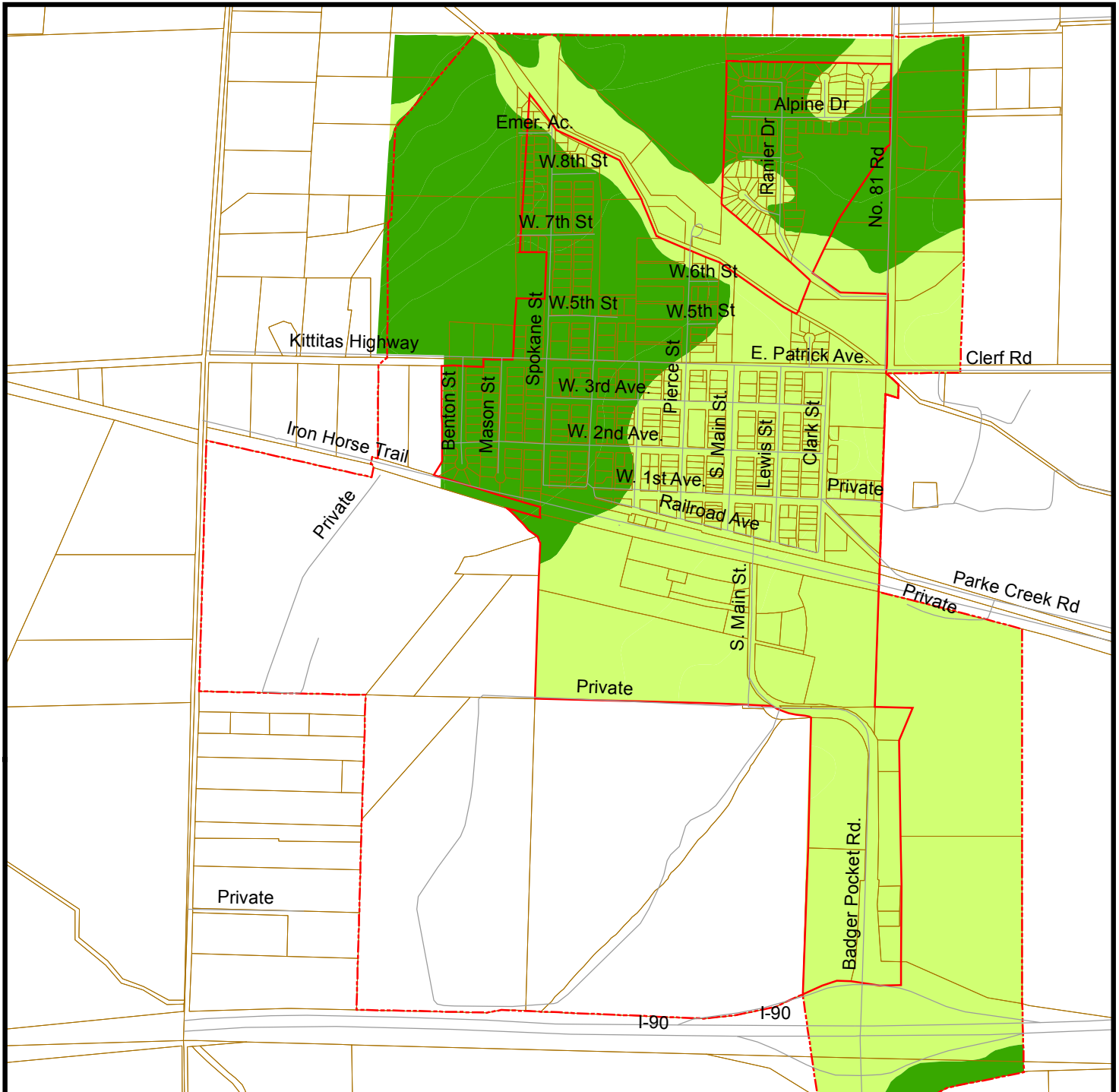


Future Roads Corridors Kittitas, Washington

- City_limits
- Highway
- Collector
- Old RR
- 2006UGA
- Arterial
- Local Access
- Proposed Arterial

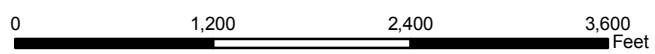


Disclaimer:
 This map is intended for general information only. Data is subject to change. It is not meant as an accurate measurement. Contact the City of Kittitas for more information. March 13, 2007

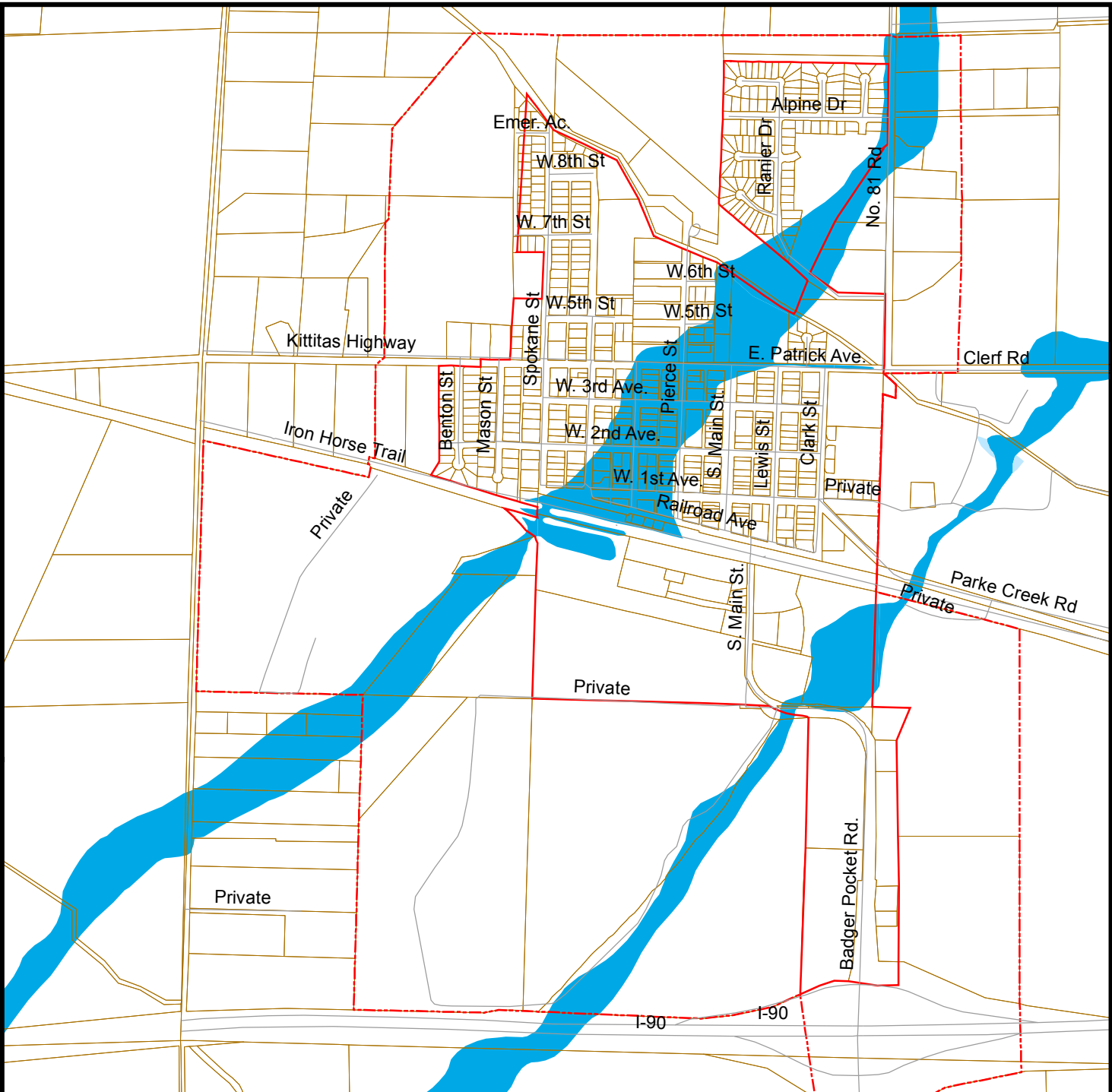


City of Kittitas, Washington

- Soils with Geologic Building Hazard**
- Somewhat limited
 - Very limited
 - City Boundary
 - 2006UGA
 - Parcels

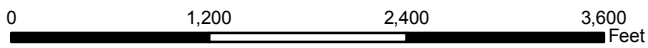


Disclaimer:
 Data is from the best available source; however, it is subject to change and should not be used as an accurate measurement. All data should be verified with the governing jurisdiction. January 2007



City of Kittitas, Washington

- | | | |
|---|---|---------------|
| FIRM - Flood Hazard |  | City Boundary |
|  |  | 2006UGA |
|  |  | Parcels |



Disclaimer:
 Data is from the best available source; however,
 it is subject to change and should not be used
 as an accurate measurement. All data should be
 verified with the governing jurisdiction. January 2007