

COUNCIL AGENDA

Monday, February 6, 2023



Ellensburg City Council meetings are broadcast on Charter/Spectrum Channel 191 and available to livestream on Ellensburg Community Television at ectv2.com or on YouTube at ECTV Ellensburg. Members of the public may attend City Council meetings either in person in the City Council Chambers, 501 N Anderson Street, Ellensburg, WA 98926 or by registering to attend remotely via video conference.

The Study Session will take place in the City Council Chambers, 501 N Anderson Street, Ellensburg, WA 98926. No public comment will be accepted. The meeting is available to livestream on YouTube at ECTV Ellensburg.

To attend the city council meeting virtually register here:
https://us02web.zoom.us/webinar/register/WN_WYGvF4KbQh-nUeo4dhI2tw

AMERICANS WITH DISABILITIES ACT

The City of Ellensburg strives to make our services, programs, and activities readily accessible and usable by individuals with disabilities. Reasonable accommodations will be made upon request. Please furnish the ADA Coordinator with your request in sufficient time for the City to provide a reasonable accommodation by calling the City of Ellensburg ADA Coordinator at (509) 962-7222 or email ADAcoordinator@ellensburgwa.gov.

COUNCIL MEETING GUIDELINES FOR PUBLIC PARTICIPATION

All City Council meetings are broadcast on Charter/Spectrum Channel 191 and available to livestream on Ellensburg Community Television at www.ectv2.com or on YouTube at ECTV Ellensburg. You may also attend by phone, only, and listen to the meeting by following the registration instructions under "Remote testimony during the meeting," below. Once you register, you will be sent a meeting invitation with a phone number for the meeting.

City Council accepts testimony or comments in person or via remote testimony under Citizen Comment on Non-Agenda Items (Item No. 7) as well as for all other topics under the Regular Agenda. Testimony or comments will be accepted in the following manner:

SUBMISSION OF WRITTEN COMMENTS

- **Written comments submitted in advance of meeting**
Submit written comments by mail to Beth Leader, City Clerk, Ellensburg City Hall, 501 N. Anderson St., Ellensburg, WA 98926, or via email to: cityclerk@ellensburgwa.gov. Comments received by 5 p.m. on the meeting date will be compiled, sent to the City Council and entered into the record.
- **Comments for public hearings**
Written comments must be received by the City Clerk by 5 p.m. on the meeting date. Comments can either be mailed to Beth Leader, City Clerk, Ellensburg City Hall, 501 N. Anderson St., Ellensburg, WA 98926, or sent via email to: cityclerk@ellensburgwa.gov. Comments received by 5 p.m. on the meeting date will be compiled, sent to the City Council and entered into the record.

PROCEDURE FOR REMOTE PARTICIPATION DURING MEETING

1. ***Advance registration is required to provide public comment or hearing testimony via remote meeting attendance.*** Anyone wishing to speak on items under the Agenda must register prior to 7 p.m. the day of the meeting. Register for the meeting at: https://us02web.zoom.us/webinar/register/WN_WYGvF4KbQh-nUeo4dhl2tw - Once registered, you will receive an email with the meeting link and phone number (for those who wish to call into the meeting).
2. **Join the meeting early**, as you may need to download the app in advance to participate. Once you've joined the meeting, your camera and microphone will be muted until you are recognized by the Mayor to speak.
3. Please note that there may be several items on the City Council Agenda that will precede the agenda item you wish to address.
4. **The Mayor will identify the agenda item** and ask if anyone wishes to speak on the matter.
5. Any interested person may provide comments: 1) under Item 7 on non-agenda items, or 2) on any listed agenda items. If you wish to speak, you must:
 - a) **Raise your "virtual hand"** in the corner of Zoom application on the computer screen or press *9 on your phone. Raising your hand signals the moderator that you wish to speak.
 - b) **Wait to be called upon by the Mayor** using your name, e-mail, or phone number used to log in to the teleconference.
6. **Please state your name, address, and whether you are representing only yourself or others.**

PROCEDURE FOR IN-PERSON PARTICIPATION (COUNCIL CHAMBERS)

- ◆ When recognized, approach the microphone provided on the right side of the room.
- ◆ Please state your name, address, and whether you are representing only yourself or others.
- ◆ Each speaker's comments are to be limited to 3 MINUTES.
- ◆ Submit written comments to the City Clerk.
- ◆ Speakers are cautioned not to make comments of a personal, impertinent or derogatory nature.
- ◆ Speakers may not identify themselves as candidates for elective public office or make any statements which assist or discuss the campaign of a candidate for elective office or discuss or campaign for or against a ballot proposition (unless the ballot proposition is being considered as part of the City Council agenda item).

PUBLIC COMMENT RULES FOR ALL MEETING PARTICIPANTS

1. Each speaker's comments are to be limited to 3 MINUTES.
2. Speakers are cautioned not to engage in conduct that disrupts, disturbs or otherwise impedes the orderly conduct of the Council meeting.
3. Speakers may not identify themselves as candidates for elective public office or make any statements which assist or discuss the campaign of a candidate for elective office or discuss or campaign for or against a ballot proposition (unless the ballot proposition is being considered as part of the City Council agenda item).

Please note: City Council Rules provide that no action will be taken by the Council at the meeting at which a subject is first introduced during the citizen comment period (Item 7 on the Agenda). Council may consider an item at a future meeting, thus you may wish to concisely state your concern and request placement of your matter on a future agenda. Staff will follow up with speakers as necessary.

CONSENT AGENDA

Members of the audience may request items be removed from the consent agenda by asking for recognition and making the request during Agenda Approval. Items will not be removed from the consent agenda unless your request is confirmed by a councilmember.

AGENDA ITEMS

If you wish to have an item placed on a Council agenda, a written request should be delivered to the City Manager's Office prior to noon on the Monday preceding the Council meeting. Assistance will be provided in preparing a request if you wish to contact the City Clerk at (509) 925-8614.

PUBLIC HEARINGS

City Council accepts testimony or comments in person or via remote testimony on a particular subject schedule for Public Hearing. Council will consider all testimony, respond to any questions, and take action after the public hearing is closed. Testimony or comments will be accepted in the following manner:

1. When recognized,
 - If attending in the Council Chambers, approach the microphone provided on the right side of the room.
 - If attending remotely, raise your "virtual hand" in the corner of Zoom application on the computer screen or press *9 on your phone.
2. Please state your name, address, and whether you are representing only yourself or others.
3. Please limit your comments to 5 MINUTES.
4. Submit written comments to the City Clerk.

**CITY OF ELLENSBURG
COUNCIL AGENDA
Council Chambers
501 North Anderson Street
Ellensburg, WA 98926
And remotely via Zoom
Monday, February 6, 2023
6:00 PM – Study Session
7:00 PM - Regular Meeting**

Study Session

DAHP Historic Preservation Presentation- Michelle Thompson 7
[Study Session Memo](#)
[Presentation Material](#)

Pledge of Allegiance

1. Call to Order and Roll Call

2. Proclamations

2.A National Black History Month 14
[Proclamation - National Black History Month 2023 Black Resistance](#)

3. Awards and Recognitions

4. Approval of Agenda [No Public Comment]

5. Consent Agenda [No Public Comment]

Items listed below have been distributed to Councilmembers in advance for study and will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Agenda at the request of a Councilmember or at the request of a member of the public with concurrence of a Councilmember. Requests to remove items should be made under Item 4 Approval of Agenda.

5.A Approve Minutes of January 17, 2023 Regular Meeting 15
[1-17-23 Regular Meeting Minutes](#)

5.B Acknowledge Minutes of Boards and Commissions 19
[Affordable Housing Commission 10-5-22](#)
[Affordable Housing Commission 11-02-22](#)
[Arts Commission 12-8-22](#)
[DEI Commission 12-13-22](#)

EBDA/CenterFuse 12-14-22
Environmental Commission 10-19-22
Environmental Commission 11-16-22
Landmarks & Design Commission 01-04-23
Library Board 12-13-22
Parks & Recreation Commission 12-14-22
Planning Commission 10-27-22
Planning Commission 11-10-22
Sr. Citizen Advisory Committee 11-8-22
Utility Advisory Commission 11-17-22

- 5.C Project Acceptance - Bid Call 2022-15 Tree Pruning Contract with Wright Tree Service, Inc. 49
- 5.D Request for Extension of 2022 City of Ellensburg Historic Preservation Grant Funds Awarded by City Council to 420 N. Pearl LLC, To Be Utilized in 2023 50
420 N Pearl LLC Request for Extension
- 5.E Request for extension of 2022 City of Ellensburg Historic Preservation Grant funds awarded by City Council to The Ames House LLC, to be utilized in 2023 54
Ames House LLC Request for Extension
- 5.F Revised Project Acceptance Bid Call No. 2020-33, the Bull Road Utility Extension Project 57
- 5.G Approve February 6, 2023 Voucher Listing 60
2-6-2023 Voucher Listing

6. Petitions, Protests, and Communications

- 6.A Kittitas Valley Healthcare (KVH) Update by Julie Peterson [Public Comment Opportunity]
- 6.B Board and Commission Appointments [Public Comment Opportunity] 61
J Hurson PTAC Application
J Hurson Appointment Recommendation
S Stearns PTAC Application
S Stearns Recommendation of Appointment

7. Citizen Comment on Non-agenda Issues

8. Business Requiring Public Hearings

- 8.A Public Hearing (Legislative) and First Reading of Ordinance 4910 Amending the Ellensburg Comprehensive Plan [Public Comment Opportunity] 68
Ordinance 4910
Exhibit 1 Docket request 22-01
Exhibit 2 Docket Request 22-02

[Exhibit 3 Docket Request 22-03](#)
[Exhibit 4 Docket Request 22-04](#)
[Exhibit 5 Docket request 22-05](#)
[Exhibit 6 Proposed Comp Plan Amendment List](#)
[Exhibit 7 Transportation](#)
[Exhibit 8 Housing](#)
[Exhibit 9 Figure 13](#)
[Exhibit 11 Comp Plan Public Notice to Paper 2022](#)
[Exhibit 10 Future Land Use Map Amendment](#)
[Exhibit 12 PC PH Notice Comp Plan Amendments](#)
[Exhibit 13 PH Notice to CC](#)
[Exhibit 14 P22-128 PRELIMINARY SEPA DNS](#)
[Exhibit 15 P22-128 AFFIDAVIT OF PUBLICATION](#)

9. Introduction and Adoption of Ordinances and Resolutions

10. Unfinished Business

10.A [Recommendations from Streateries Subcommittee](#) [Public Comment Opportunity] 236

11. New Business

11.A [Ellensburg Fieldhouse - Proposed Plan to Replace the Ellensburg Racquet and Recreation Center](#) [Public Comment Opportunity] 239
[2023 Ellensburg Fieldhouse Capital Request](#)
[2023 City of Ellensburg Legislative Priorities](#)

12. Miscellaneous

12.A Manager's Report [No Public Comment] 245
[Manager's Report 2-6-23](#)

12.B Councilmembers' Reports [No Public Comment]

13. Executive Session

13.A Per RCW 42.30.140, to consider collective bargaining sessions with employee organizations, including contract negotiations, grievance meetings, and discussions relating to the interpretation or application of a labor agreement

14. Adjournment



**COMMUNITY DEVELOPMENT DEPARTMENT
501 N. Anderson St, Ellensburg WA 98926**

MEMO

MEETING DATE: February 6, 2023

TO: City Council

FROM: Stacey Henderson, Senior Planner – Historic Preservation

THRU: Jamey Ayling, Community Development Director

RE: **DAHP Historic Preservation Presentation**

Michelle Thompson is the Certified Local Government (CLG) Coordinator at the Washington Department of Archaeology and Historic Preservation (DAHP). She provides support to local CLGs such as the City of Ellensburg. She is remotely attending this study session to discuss what a Certified Local Government is, roles and responsibilities of the CLG within the community, and benefits and opportunities available as a CLG. She has planned a brief presentation, with time for questions and discussion.

ATTACHMENTS:

- 1) Presentation slides provided by Michelle Thompson.

What the Heck is a CLG?



- A Certified Local Government (CLG) simply means a that your Historic Preservation Commission is “certified” by the National Park Service.

- Becoming a CLG is Voluntary.
- Ellensburg had to Apply for CLG Status.

To Become a CLG Ellensburg had to

Pass a Local Historic Preservation Ordinance

Create a Historic Preservation Commission

Commission Responsibilities

- Promote Preservation and Educate the Public
- Survey Ellensburg's Historic Buildings
- Review Nominations and add properties to the Ellensburg Register
- Keep a Local Ellensburg Historic Register
- Review Changes to Buildings on the Ellensburg Register (Design Review)
- Review Special Tax Valuation Applications
- Review Nominations to the National Register

2 Primary Benefits of Being a CLG

- Technical Preservation Assistance From DAHP (CLG Coordinator will train your commission for free in whatever it needs, virtually or in person)
- Access to annual CLG grant money



CLG Grants

- 10% of annual state historic preservation funding must go to CLGs
- Grant money is used to carry out your CLG responsibilities.
- Grants are competitive but you are very likely to receive one if you apply.
- Anticipated \$125,000 FY24

Grant Money can be used for:

- Survey of your Historic Buildings
- Educational Materials: I.e., walking tours
- Trainings
- National and Local Register Nominations (to open property owners up to preservation tax incentives and grants)
- Design Guidelines
- Much more.....

National Register vs. Local Register

- The National Register is a voluntary and honorary designation. There are no restrictions to changes or demolition of National Register buildings unless the property owner is receiving preservation-related funding from the federal government. This is in the form of tax credits and grants.
- The local (Ellensburg) Register also requires owner consent. Changes to buildings in the local register undergo design review by the local preservation commission to issue a COA. Buildings listed in the Ellensburg Register are also eligible for a Washington State program called Special Tax Valuation.
- Properties can even be listed on both registers to maximize funding potential



City of Ellensburg

PROCLAMATION

National Black History Month, 2023
Black Resistance

Whereas, the roots of National Black History Month date to 1865 as the beginning of an annual celebration of emancipation, and Harvard Historian, Carter G. Woodson, the "father of Black History," began Negro History Week, on February 1, 1926; and

Whereas, Negro History Week evolved to "National Black (Afro-American) History Month through Congressional Public Law 99-244 in 1986; and

Whereas, we acknowledge that Black History is American History, and support the notion put forth by President Bill Clinton when he described Black history as "America's struggle to become a more perfect union;" and

Whereas, the theme for National Black History month in 2023 is "Black Resistance", we honor the struggles of all Black Americans during the brutality of slavery, hope of emancipation, and reconstruction, and through the restrictions of Jim Crow laws and redlining.

Whereas, we recognize that Black Americans such as Harriet Tubman, Sojourner Truth, Rosa Parks, and Martin Luther King Jr. helped millions of Black Americans navigate the turbulence of their times and laid the groundwork for the extraordinary courage, faith and determination all Black Americans utilized to build lives for themselves and their families; and

Whereas, we celebrate the contributions of numerous Black Americans to our nation's culture, the sciences, the arts, and education as we acknowledge the outstanding leadership of General Colin Powell, poet bell hooks, and Congressman John Lewis on behalf of civil rights for all Americans; and

Whereas, we recognize and support the struggle and resistance Black Americans continue to experience on their journey to peace, acceptance, equity and inclusion in American society; and

Now, Therefore, the City Council of Ellensburg does hereby proclaim February 2023 as National Black History Month in Ellensburg, honors the courage and contributions of Black Americans to our city, state, and nation, and commits our efforts to make Ellensburg a city where everyone belongs and feels welcome.

Signed this 6th day of February 2023.

Attest:
City Clerk

A blue ink signature of the City Clerk, which appears to read "Betto Leades".

A blue ink signature of Nancy Lillquist, Mayor of Ellensburg.

Nancy Lillquist, Mayor



CITY OF ELLENSBURG

Date of Meeting

Time of Meeting

Place of Meeting

Minutes of City Council, Regular Meeting

January 17, 2023

7:00 PM

Council Chambers 501 North Anderson Street

Ellensburg, WA 98926

And remotely via Zoom

Pledge of Allegiance

The Pledge of Allegiance was led by Councilmember Monica Miller

1. Call to Order and Roll Call

Roll Call Present: Sarah Beauchamp, Rich Elliott, Nancy Goodloe, Nancy Lillquist, Monica Miller, Adam Winn (remotely via Zoom)

Absent: David Miller (excused)

Councilmember Goodloe moved to approve an excused absence for Councilmember David Miller. **Motion Approved 6-0.**

Others present in person: City Manager Behrends Cerniwey, City Attorney Weiner, City Clerk Leader, Parks & Recreation Director Case, and approximately twelve members of the public

Others present remotely via Zoom: Community Development Director Ayling and one member of the public

2. Proclamations

3. Awards and Recognitions

4. Approval of Agenda

Councilmember Elliott moved to Approve the Agenda as presented. **Motion Approved 6-0.**

5. Consent Agenda

5.A. Approve Minutes of January 3, 2023 Regular Meeting

5.B. Approve Minutes of January 3, 2023 Study Session

5.C. 2023 City-County Library Services Agreement

5.D. 2023 Natural Gas Pipe Purchase

5.E. 2023 First Choice Health Administrative Services Agreement, and the Accompanying Business Associates Agreement, PHI Designation Form, and Appendices A, B, C, D, E, F, and G.

5.F. Accept the Resignation of Cassandra Town from the Arts Commission

5.G. Removal of Library Board Member

5.H. City of Ellensburg and WA Department of Enterprise Services Interagency Agreement

5.I. Approve Voucher Listing for January 17, 2023

Councilmember Goodloe moved to Approve the Consent Agenda with the addition of new item "City of Ellensburg and DES Interagency Agreement" as 5.H and moving Vouchers to item 5.I. **Motion Approved 6-0.**

6. Petitions, Protests, and Communications

6.A. Board and Commission Appointments

The City Manager presented information concerning the requested reappointments

Councilmember Elliott moved to Approve the board and commission reappointments on Lodging Tax Advisory Committee and Library Board and acknowledge the EBDA recommendation for reappointments. **Motion Approved 6-0.**

7. Citizen Comment on Non-agenda Issues

8. Business Requiring Public Hearings

8.A. Resolution 2023-03 to Declare the Ellensburg Racquet and Recreation Center Property as Surplus to the City's Needs

The Mayor opened the public hearing. Terry Weiner, City Attorney, presented information in the staff report.

With no questions or comments from the public or Council, the Mayor closed the public hearing.

Councilmember Elliott moved to Approve adoption of Resolution 2023-03 declaring the property as surplus. **Motion Approved 6-0.**

9. Introduction and Adoption of Ordinances and Resolutions

9.A. Resolution 2023-04 for 2019 Countywide Hazard Mitigation Plan

Jamey Ayling, Community Development Director, presented information in the staff report. He recognized a corrected page in the Ellensburg Annex attachment, which was distributed to Council on the dais.

Councilmember Elliott moved to Approve adoption of Resolution 2023-04. **Motion Approved 6-0.**

10. Unfinished Business

11. New Business

11.A. Proposed Wippel Park Improvements

Brad Case, Parks & Recreation Director, presented information in the staff report. Councilmembers asked questions of staff.

Jack Carpenter, 1406 Thayer Ave, speaking for the Morning Rotary Club, commented in favor of the project.

Councilmember Monica Miller moved to Approve placement of a community garden and pollinator garden at Wippel Park and authorize staff to continue to work with representatives from both projects in the design and development of the site, which includes operational agreements that will be brought back to Council for approval at a later time. **Motion Approved 6-0.**

11.B. Council Subcommittee Recommendation to Honor 100-Year Anniversary of the Ellensburg Rodeo

Heidi Behrends Cerniwey, City Manager, presented information in the staff report.

Councilmember Elliott moved to Approve the staff and Subcommittee recommendation listed on page 151 of the packet in support of the Rodeo themed mural project on the Craigs Hill Reservoir. **Motion Approved 6-0.**

12. Miscellaneous

12.A. Manager's Report

The Manager reviewed the report and requested Council set a joint City/County study session for February 9, 2023 at 5:30 pm.

Councilmember Elliott moved to Approve setting a joint City/County study session for February 9, 2023 at 5:30 pm at City Hall. **Motion Approved 6-0.**

She also reported on the current state of city streets in need of repair, plans for funding and development of a replacement facility for the Racquet and Recreation Center and announced the 113th anniversary of the Public Library.

12.B. Councilmembers' Reports

- Councilmember Beauchamp reported on Library events, the Affordable Housing Committee has received two proposals for a housing project at Catherine Park and the need for board members on the Developmental Disabilities committee
- Councilmember Elliott attended an EBDA meeting, reported on KITTCOM, attended a Planning Commission meeting, gave a status update on the animal

adoption center and shared information regarding the Regional Emergency and Disaster Healthcare Coordination report

- Councilmember Goodloe attended a DEI commission meeting
- Councilmember Winn attended Lodging Tax Committee applicant interviews and announced a project is moving forward at the bowling alley
- Mayor Lillquist attended a County Airport Advisory Committee meeting and will present at the Environmental Commission meeting for the bicycle friendly community designation application

13. Executive Session

14. Adjournment

Meeting adjourned at 7:49 pm

Mayor

ATTEST: _____
City Clerk



**COMMUNITY DEVELOPMENT DEPARTMENT
501 North Anderson Street, Ellensburg WA 98926**

MINUTES OF ELLENSBURG CITY AFFORDABLE HOUSING COMMISSION

Date and Time: Affordable Housing Commission meeting, October 5, 2022 - 4:30 p.m.

Place of Meeting: Hybrid Meeting In-person and via Zoom

Present (in-person): Sarah Beauchamp

Present (virtual): Jordan Ruhle, Charli Sorenson, John Perrie

Absent: Hannah Tower, Sarah Bedsaul

Others Present: Community Development Director, Jamey Ayling, CWU Observer, Omar Benitez

Others Present Via Zoom: Kelly Dvorak Vandenberg

1. CALL TO ORDER

Community Development Director, Jamey Ayling called the meeting to order at 4:34 pm.

2. APPROVAL OF THE AGENDA

Commissioner Sorenson made a motion to approve the agenda. **Motion passed 4-0.**

3. APPROVAL OF MINUTES

Commissioner Perrie made a motion to approve minutes from August 3rd, 2022, as presented. **Motion passed 4-0.**

4. NEW BUSINESS

- a. Selection of Chair and Vice Chair
Commissioner Sorenson motioned to defer election of Chair and Vice Chair until the next meeting when more Commissioners are present. **Motion passed 4-0.**
- b. Catherine Park project promotion
Discussion around using social media platform and flyers to promote interest. An update is scheduled for the next meeting.
- c. Housing Action Plan Implementation
Commissioners will review Housing Action Plan considerations prior to the next meeting and come back to the meeting with ideas to move forward.

5. UNFINISHED BUSINESS

None

6. CITIZEN COMMENT

CWU Observer, Omar Benitez asked if any of the Commission were available for an interview after the meeting. Director Ayling stated he was available.

7. STAFF UPDATE/DISCUSSION ITEMS

- a. Monthly Budget Report was presented by Director Ayling. Ayling will present a potential project for use of funds at the next meeting.
- b. Status report on Affordable Housing Projects
 1. Funds for Nites Inn have been released to Hope Source. Hope Source is in the process of developing a plan.
 2. Stuart Meadows –The groundbreaking ceremony had a good turnout. The ground has been cleared and trees removed. Building permits have been submitted, reviewed, and are ready to be issued. The infrastructure and foundations will be completed prior to winter. Six units will be Phase 1. Three of the units have been funded.
 3. Community Garden Stalder project-The contract between Stalder and the City of Ellensburg is in place. The community members will be using the lot until the end of growing season at the end of October.

8. Commission Representative Update

None

Next meeting scheduled for November 7, 2022, 4:30 pm

9. Adjourned at 5:09 pm



**COMMUNITY DEVELOPMENT DEPARTMENT
501 North Anderson Street, Ellensburg WA 98926**

MINUTES OF ELLENSBURG CITY AFFORDABLE HOUSING COMMISSION

Date and Time: Affordable Housing Commission meeting, November 2, 2022 - 4:30 p.m.

Place of Meeting: Hybrid Meeting In-person and via Zoom

Present (in-person): Sarah Beauchamp, John Perrie

Present (virtual): Sarah Bedsaul, Hannah Tower

Absent: Jordan Ruhle

Others Present: Community Development Director, Jamey Ayling, Heidi Behrends Cerniwey, City Manager

Others Present Via Zoom: Kelle Dvorak Vandenberg

1. CALL TO ORDER AND ROLL CALL OF MEMBERS

Community Development Director, Jamey Ayling called the meeting to order at 4:30 pm.

Charli Sorenson has resigned from the Commission. Roll call completed.

2. APPROVAL OF THE AGENDA

Commissioner Perrie made a motion to approve the agenda. **Motion passed 4-0.**

3. APPROVAL OF MINUTES

Commissioner Perrie made a motion to approve minutes from October 5, 2022, as presented. **Motion passed 4-0.**

4. NEW BUSINESS

a. Selection of Chair and Vice Chair

Commissioner Perrie made a motion to nominate Commissioner Bedsaul as Chair. Commissioner Bedsaul accepted the nomination. **Motion passed 4-0.** Commissioner Bedsaul is now Chair of the Affordable Housing Commission.

Election of Vice Chair was deferred until the next meeting.

- b. Sales and use tax funding consideration for infrastructure improvements for sleep center

Ayling stated the sales and use tax funding can be used for a sleep center based on the RCW. Heidi Behrends Cerniwey, City Manager provided a history of the Ad Hoc Committee working on developing a sleep center and visiting the Moses Lake Sleep Center. The Moses Lake Sleep Center was a model that the City of Ellensburg would like to replicate. Discussion revolved around the details of how the sleep center may be implemented. Once a sleep center is built, the police department can enforce no camping on public property per regulations. Funds for the project will be used from many resources. The City Manager would like to have funds earmarked for the infrastructure of the project so once a suitable property has been located, the monies will be available. \$300,000 will be earmarked for the project.

5. UNFINISHED BUSINESS

- a. Housing Action Plan Implementation

Ayling recapped the housing action plan options for selection of a new focus. The Commission selected:

- 12. Continue community outreach and education on housing needs and the existing systems that support access to housing
- 13. Build a partnership with Ellensburg Diversity, Equity, and Inclusion Commission

The Commission would like to outreach and partner with various groups and show the community projects that have been implemented with the sales and use tax funding. Social media was discussed. The Commission will develop goals and strategies with an action plan in January 2023.

6. CITIZEN COMMENT

None

7. STAFF UPDATE/DISCUSSION ITEMS

- a. Monthly Budget Report was presented by Director Ayling.
- b. Status report on Affordable Housing Projects

- 1. Catherine Park-Proposals are still being accepted for potential projects.

- 2. Stuart Meadows –The foundations have been dug. The next six families are projected to be selected in February 2023.

8. Commission Representative Update

- 1. The Commission discussed ideas to help the private sector retain low rent and potential obstacles that may arise.

2. There are currently has two open seats on the Commission and potential new members were discussed.

Next meeting scheduled for December 7, 2022, 4:30 pm

9. Adjourned at 5:39 pm



CITY OF ELLENSBURG	MINUTES OF ARTS COMMISSION, Regular Meeting
Date of Meeting:	December 8, 2022
Time of Meeting:	4:00pm
Place of Meeting:	CCCR and ZOOM

1. CALL TO ORDER

Chair Eyre called the meeting to order at 4:03pm

2. ATTENDANCE

PRESENT: Alex Eyre, Jerry Dougherty, Courtney Blackstock, Brian Kooser, Jeffrey Snedeker

COUNCIL LIASON: David Miller

ABSENT: Cassandra Town, Jill Scheffer

VISITOR(S): Heidi Behrends-Cerniwey, Betsy Dunbar, Shannon Noel

STAFF: Josephine Camarillo

3. APPROVAL OF AGENDA

MOTION made by Snedeker to approve the agenda, seconded, motion approved.

4. CORRESPONDENCE AND CITIZEN COMMENTS

-CWU Jazz camp request for funding- will need to make presentation. Staff will invite group to January meeting to present project but will need to wait till the next grant cycle.

-Blue Bear Puppet Lab has new Director and will be submitting request for funding.

-Youth Services of Kittitas Co will be closing its doors and will forfeit 2023 grant award of \$2500.

-Jan Jaffe inquiry on non-funded project.

5. GUEST SPEAKER/PRESENTER

None

6. APPROVAL OF MINUTES

MOTION made by Snedeker to approve November 2022 minutes, seconded, motion approved.

7. BUDGET/FINANCIAL REPORT

2022 budget reviewed and discussed. Grantees still need to submit their reimbursements.

8. NEW BUSINESS

1. Mural on Craig's Hill (Heidi)

City Council that they will be celebrating 100yr Rodeo Anniversary with a possible creation of a rodeo theme mural on Craig's Hill reservoir by September 2023. Total cost estimated to be \$25,000. Lodging Tax grant committee will be approached for possible funding source. Council would like EAC to be involved in the mural committee.

2. Gateway Signage (Heidi)

City will also discuss possible gateway sign at south interchange with Lodging Tax committee will. Cost approximation \$400,000

3. CWU Bus Shelter (Dunbar)

Dunbar met with CWU staff Gregg Schlanger regarding bus shelter on 11th/Maple without artwork. EAC staff liaison Camarillo was contacted by Dunbar inquiring on previous process of bus shelter call to art. CWU put a call to art on Nov. 7, 2022, to CWU artists with a deadline of Dec. 16, 2022, and with final design by Jan. 31, 2023. Dunbar requesting EAC for artist stipend. If EAC cannot provide stipend, transit would still like commission to be on selection committee.

9. UNFINISHED BUSINESS

None

10. SUBCOMMITTEE BUSINESS

A. Ellensburg Cultural Arts Program: Still need physical location for makerspace.

B. Funding: There are still outstanding grant reimbursements

C. Public Art: All plaques are up in Adult Activity Center; 2022 art still needs to be hung

D. Advocacy/Public Relations: Kooser will write article for Daily Record on behalf of EAC; Snedeker will review letter before submission.

E. Art Walk: December Artwalk was slow, no Artwalk in January.

11. ANNOUNCEMENTS

Nutcracker performances December 9-11

12. NEXT MEETING

January 12, 2023 at 4pm.

13. ADJOURNMENT

With no further discussion, meeting adjourned at 5:05pm.

Respectfully submitted,
Josephine Camarillo, Staff Liaison
Drafted: 12-8-22
Approved: 1-12-23

CITY OF ELLENSBURG

**Minutes of Diversity, Equity & Inclusion
Commission Meeting**

Date of Meeting

December 13, 2022

Time of Meeting

3:00 PM

Place of Meeting

Council Chambers, 501 North Anderson St.

Ellensburg, WA 98926

And remotely via Zoom

1. Call to Order and Roll Call

The Chair called the meeting to order at 3:00 p.m.

Roll Call Present: Kandee Cleary, Tylene Carnell, Alex Mandujano, Daniel Amos, and Nancy Goodloe (Chair)

Absent: Teresa Divine, Mayra Colazo

Commissioner Cleary moved to approve an excused absence for Commissioner Divine. Commissioner Amos seconded the motion. **Motion Approved 4-0.**

Also present: Nicole Klauss, Public Information Officer (Recording Secretary); David Schwan, CWU EthicsLab Director; Ramona Bryant, League of Women Voters; and Phil Backlund, commission retreat facilitator.

2. Approval of Agenda

Commissioner Carnell moved to approve the agenda. Commissioner Cleary seconded the motion. **Motion Approved 4-0.**

3. Approval of Minutes from November 8, 2022 Meeting

Commissioner Cleary moved to approve the November 8, 2022 meeting minutes. Commissioner Amos seconded the motion. There was no discussion. **Motion Approved 3-0. Commissioner Carnell abstained.**

4. Previous Meeting Motions And To-Do List Review

The Commission reviewed the previous meeting motions.

Daniel will finalize first collaboration with CWU and City library about the Japanese American WWII heroes event. **Daniel will work on contacting the library.**

Mayra will talk to contacts about plans for Cinco de Mayo. **No update.**

Nancy will collaborate with ESD and offer first community conversation event/World Café. **Complete.**

Nancy will review subcommittees and individual responsibilities to commission. **Will be reviewed at a future meeting.**

Nancy will discuss what to do with remaining funding for 2022. **Complete.**

Nicole needs to set up time for two commissioners to go to another commission meeting. **In progress. January visits are scheduled.**

Teresa and Mayra will set first meeting to plan participation in 2023 farmers market. **No update.**

Teresa will meet with CWU Day of Action Committee. **Nicole mentioned that the Day of Action organizers will meet with the City's Parks & Recreation Director.**

Tylene will finalize sponsorship of Pride 2023. **No update, committee meeting same day.**

6. Subcommittee Reports

Commissioner Amos and Mandujano are planning three listening tour sessions for 2023. They are also working on the policy document about the listening tours. They also hope to eventually analyze the report and session data to see if there are concrete recommendations.

7. Commission Member Reports

Chair Goodloe said the City Council is considering a proclamation policy and we will hear updates on the requirements at the January meeting.

Chair Goodloe reported PBS has a new documentary "In A Different Key" coming out about people on the autism spectrum and how people can include them.

Chair Goodloe said the Belonging In The Burg subcommittee met and people overwhelmingly want to do it again.

8. New Business

The Commission heard from David Schwan with the CWU EthicsLab about the Human Library event. The concept is that local volunteers serve as human "books" that can be "checked out" for a 30-minute conversation on a specific topic. There are a couple areas where the commission could provide assistance: feedback on the event, help determine areas to recruit human books, promotion help, and/or budget for items for the volunteers or "books."

Commissioner Cleary made a motion to partner with the CWU EthicsLab in hosting The Human Library event. Commissioner Carnell seconded the motion. Discussion was that a funding request could be made at the January meeting. **Motion Approved 4-0.**

Chair Goodloe discussed the remaining 2022 funding.

Commissioner Carnell made a motion to approve spending 2022 funding on magnetic nametags for each commission member and paying for the printing of 100 business cards for each member. **Motion Approved 4-0.**

Chair Goodloe reviewed the commission's goal list and said updating the 30, 60, 90-day goals will be an agenda item at the January meeting.

9. Staff Report

Klauss reminded the Commission of the visiting schedule for 2023 commission visits. Klauss will send out calendar invites and reminders with the talking points.

Klauss provided a report about the Belonging In The Burg event.

10. Public Comment

Commissioner Carnell said it seems like Safe Space trainings would fit in with the events the DEI Commission is partnering with so the commission should consider creating a library of ongoing Safe Spaces training.

11. Preview Next Meeting

Goodloe reviewed items that will be on the next agenda:

- Review Board & Commission handbook, subcommittee responsibilities, and individual responsibilities
- 2023 Funding Proposals
- 2023 Proclamations Policy
- 30, 60, & 90-day Goal Discussion

Meeting adjourned at 3:56 p.m.

Nicole Klauss
Drafted: 12/14/22
Approved: 1/10/23



Centerfuse

Ellensburg Business Development Authority BOARD OF DIRECTORS MEETING MINUTES

Regular meeting held synchronously in-person and virtually

Wednesday, December 14, 2022

4:00-5:30 PM

Members in Attendance: Garrett Poshusta, Chair; Andreas Bohman, Vice Chair; Grant Clark, Treasurer; Del Bankston, Secretary; John Perrie, Board Member; Jennifer Lubanski, Board Member, James Jankowski, Board Member; Jared Vallejo, Board Member; and Bob Rapp, Board Member

Others present: Laura Troyani, Plan Beyond; Manda Scott, KVH; Heidi Behrends Cerniwey, Ellensburg City Manager; Rich Elliott, Ellensburg City Council liaison; and Margaret Reich, Executive Director

1. Meeting Called To Order

The Chair called the meeting to order at 3:59 PM

2. Approval of Agenda

Motion to approve the December 2022 meeting's agenda by Del Bankston, second Grant Clark. Motion approved by unanimous vote.

3. Approval of Minutes

Motion to approve the November 3, 2022 special meeting minutes by John Perrie, second by Grant Clark. Motion approved by unanimous vote.

Motion to approve the November 9, 2022 regular meeting minutes by Grant Clark, second John Perrie. Motion approved by unanimous vote.

4. Public Comment

None.

5. Board Business

a. Organizational Effectiveness

Grant Clark, Treasurer presented the financial reports.

The board reviewed and discussed the draft 2023 budget, draft updated City of Ellensburg Interagency Agreement, and Employee Handbook/Employee Policy. Member Jankowski agreed to review the Employee Handbook.

Motion to approve the draft updated City of Ellensburg Interagency Agreement and refer it to CenterFuse attorney for legal review by John Perrie, second by Grant Clark. Motion approved by unanimous vote.



Board members discussed board term limits, upcoming board vacancies and reappointment application process. Board member Perrie proposed the current slate of officer continue in 2023.

b. Build Local Capacity

Executive Director Reich provided a brief update on the Kittitas County economic development plan, City of Ellensburg's deferral of the Economic Development Chapter of the Comp Plan, and the work of the Ellensburg Art and Culture Alliance.

c. Marketing

The board received November's digital reports.

Laura Troyani, Plan Beyond, presented findings of the 2022 market research project. The board received a summary of the research.

Motion to accept the 2022 market research findings and report by James Jankowski, second by Del Bankston. Motion approved by unanimous vote.

d. Business Recruiting & Expansion

The Executive Director provided a progress report on prospective large distribution center and key industry work. Updates on grant funded projects including the USDA Non-Residential Building and Land data collection, the CERB I-90 West Interchange Private Development study, and the CERB Wood Products study, City Cat Tank, and Washington State Microenterprise Association (WSMA) grant award.

Motion to authorize staff to enter into grant agreement with WSMA and commence work by Del Bankston, second by Grant Clark. Motion approved by unanimous vote.

6. **For the good of the order**

Board member Bob Rapp provided an update on electric vehicles.

7. **Adjournment** – time 5:30 Motion to adjourn by Del Bankston

Drafted: 12/15/2022

Approved: *Del Bankston*

Submitted by: Margaret Reich



ELLENSBURG ENVIRONMENTAL COMMISSION

**October 19, 2022 Regular Meeting
(5:15 p.m. to 7:00 p.m.)
Hybrid Meeting In-Person and Zoom**

Members Present: Christina Wollman, Steve Luten, Jean Marie Linhart, Andrea Sledge, and Raven Harlin

Members Absent: Kristine Steinkoenig (excused)

Also present: Adam Winn, Council Liaison; Colleen Renee, Grace Episcopal Church; Rebecca Wassell, Mid Columbia Fisheries; Emily Burkhart, Mid Columbia Fisheries; Laura Wilson, Recording Secretary

CALL TO ORDER

Commissioner Wollman called the meeting to order at 5:15 p.m.

AGENDA

The agenda was acknowledged with no changes.

MINUTES

The August 17, 2022 regular meeting minutes were approved with one amendment.

CITIZEN COMMENT

There was no citizen comment.

NEW BUSINESS

Water Quality Grant Applications

The Commission awarded Grace Episcopal Church Labyrinth Project \$875 and Mid-Columbia Fisheries Backyard Buffer and Adopt a Stream program \$9,125.

P22-081 West Dolarway Industrial North Storage Facility

The Commission recommended the City require the applicant to perform a flood study to determine the effects of the fill and the barrier the fill creates on adjacent properties.

BICYCLE ADVISORY

There was no bicycle advisory update.

STAFF UPDATE/DISCUSSION ITEMS

There were no staff updates.

ADJOURNMENT- The meeting adjourned at 7 pm.



ELLENSBURG ENVIRONMENTAL COMMISSION

**November 16, 2022 Regular Meeting
(5:15 p.m.)
Hybrid Meeting In-Person and Zoom**

Members Present: Steve Luten, Jean Marie Linhart, and Andrea Sledge

Members Absent: Kristine Steinkoenig, Raven Harlin, Christina Wollman

Also present: Adam Winn, Council Liaison; Laura Wilson, Recording Secretary

The meeting was cancelled for lack of quorum.



CITY OF ELLENSBURG

Date of Meeting

Time of Meeting

Place of Meeting

Minutes of Landmarks & Design, Regular Meeting

January 4, 2023

5:45 PM

Council Chambers 501 North Anderson Street

Ellensburg, WA 98926

And remotely via Zoom

1. Call to Order and Roll Call

Roll Call Present- In Person: Fred Redmon, Darren Reid, Amy McCoy

Roll Call Present-Via Zoom: Dorothy Stanley, Marty Blackson, Zane Kayner

Absent:

Also present- In Person: Stacey Henderson- Senior Planner, Ryan Kellogg, Applicant, Michael Barrow, Public, Sadie Thayer, Public

Also present- Via Zoom:

2. Approval of Agenda

Commissioner Stanley moved to approve the agenda. **Motion Approved 6-0.**

3. Approval of the Minutes

Approval of Minutes from the December 6, 2022, LDC meeting.

Commissioner Stanley moved to approve the minutes. **Motion Approved 6-0.**

4. New Business

A. (P22-123) Public Hearing for Consideration of a Certificate of Appropriateness (COA) to replace the fence along Pearl St., at 301 N. Pearl St., Ellensburg, WA.

Planner Henderson read the staff report. Continuation of last meeting where the Commission approved roof structure but requested gutters and fence rendering. Ryan Kellogg (applicant) has provided gutter samples and fence rendering with materials. Staff recommended approval of the proposal. Ryan Kellogg presented samples to Commission. Public comment opened. No public comment. Public comment closed. Commission deliberated. Findings of Fact read. Darren Reid moved to approve gutter and fence at 301 N Pearl Street as presented with no conditions. **Motion approved 6-0.**

B. LDC 2023 Work Plan Discussion.

Work plan was discussed.

5. Old Business

6. Citizen Comment

Public comment by Michael Barrow and Sadie Thayer

7. Staff Update/Discussion Items

WEDNESDAY January 18, 2023 - Next Meeting

8. Commission Representative Update

A. EDA Update

9. Adjournment

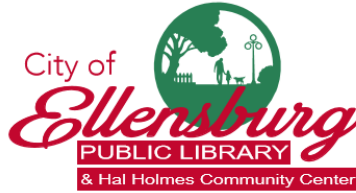
Chair McCoy adjourned the meeting.

CITY OF ELLENSBURG

Date of Meeting:

Time of Meeting:

Place of Meeting:



LIBRARY BOARD

December 13, 2022

4:30 p.m.

Council Conference
Room/ZOOM

Marty Blackson, Chair, term expires December 31, 2022

Loretta Gray, Secretary, term expires December 31, 2022

Mary Holmgren, term expires December 31, 2026

Andreina Delgado, term expires December 31, 2023

Julie Cloninger, term expires December 31, 2024

Andrea Sledge, term expires December 31, 2026

Mary James, term expires December 31, 2022

I. CALL TO ORDER

Blackson called the meeting to order at 4:35 pm.

II. ATTENDANCE

PRESENT: Marty Blackson, Loretta Gray, Mary Holmgren, Andrea Sledge

COUNCIL LIASON: None

ABSENT: Andreina Delgado, Julie Cloninger, Mary James

VISITOR: None

STAFF: Josephine Camarillo

III. APPROVAL OF AGENDA

Motion made by Holmgren to approve the agenda, **motion passed.**

IV. APPROVAL OF MINUTES

Motion made by Gray to approve the November 2022 minutes, **motion passed.**

V. CORRESPONDENCE AND CITIZEN COMMENTS/SUGGESTIONS

The use of Venmo was suggested.

VI. REPORTS

A. Director's Report: (1) Fabiola Sierra, from Peru, was the featured speaker at Cultural Conversations. (2) "Belonging in the Burg" held by the City DEI Commission. (3) There is another staff opening due to a resignation, so there are now two openings. (4) Youth Services has held several events; storytime will start again in January. (5) Staff in new positions are being trained. (6) Collection and circulation statistics were discussed. (7) Hal Holmes has been completely booked with a variety of events and programs.

B. Budget Report: The budget is on track, roughly 92% complete.

C. Friends of the Library Report: The Friends plan to purchase a new sound system for Hal Holmes.

VII. UNFINISHED BUSINESS

A. None.

VIII. NEW BUSINESS

A. Motion made by Gray to replace a Board member due to excessive unexcused absences and a lack of communication with the director; **motion passed**.

B. Online interviews will be held for members whose terms are expiring and for a new member. There are five candidates for four seats.

B. There will be a Board Retreat on February 14, 2023. Topics to be discussed include a fundraiser and ways to encourage the borrowing of physical items.

IX. UPCOMING PROGRAMS/EVENTS

For December, the following are scheduled: (1) Library Book Club meeting, (2) Friends of the Library meeting, (3) Children's Christmas Storytime, (4) Read to a Dog.

X. UNSCHEDULED BUSINESS

A. None

XI. NEXT MEETING

January 10, 2023

XII. ADJOURNMENT

With no further discussion, meeting adjourned by Blackson at 5:05.

Respectfully submitted,
Loretta Gray, Secretary



**Parks & Recreation Advisory Commission
Special Meeting Minutes – December 14, 2022**

DATE OF MEETING: December 14, 2022 – 4:30pm
MEMBERS PRESENT: Laci Harrison, KT Kelleher, Nick Zentner, Jackie Adams, Nikki Pollock
OTHERS PRESENT: Parks & Recreation Director Case, Council Liaison Monica Miller, Bob Droll, RDW Landscape Architects, three members of the public, and three members from the public remotely
LOCATION: Meeting was held in the City Council Conference Room and Remotely

CALL TO ORDER – Meeting called to order at 4:30pm

MEETING MINUTES - Minutes from the November 9, 2022 meetings were approved after a recommendation to correct Mari Gaines' name. All in favor.

Old Business

Reed Park Update – Bob Droll, from RWD Landscape Architects, presented the two final park concept plans for Reed Park. On November 16th the City hosted a remote and in person community open house to review four Reed Park concept plans. Approximately 50 community members attended these meeting, which included an opportunity for each community member to vote on their favorite park design. From that meeting, two park plans were clearly identified as the preferred park plans. 'Concept A' which of the four options is the most similar design to what Reed Park currently is, keeps the majority of the overlook parking area and doesn't change the traffic circulation pattern. The other option that had the most support was 'Concept D', a plan that moves the overlook parking closer to the American Legion building and eliminates the traffic loop next to the water tower and replaces it with green space. Both plans have a pedestrian pathway, additional seating areas, and a flush restroom.

Commission members and community members provided the following feedback:

- Concerns with the additional green space when the current green space isn't used.(Option D)
- The city should add speedbumps to change driving behavior rather than change the park layout.
- Changes will just move the problem of teens gathering to another location in town. (Option D)
- A request to change the parking layout from pull in stalls to parallel (Option D)
- Don't remove any existing trees. (both plans)
- Add parking in the proposed grass area (Option D)
- Add sidewalks near the relocated overlook parking area (Option D)
- Concerns with behaviors of people who camp overnight during Fair & Rode

Staff Reports

Staff provided the following information; 1. A lot of time being currently dedicated to the ERRC fire. 2. Exclusion Ordinance will go in front of Council on December 19th.

Meeting adjourned at 5:30pm.



CITY OF ELLENSBURG

Date of Meeting

Time of Meeting

Place of Meeting

Minutes Planning Commission, Regular Meeting

October 27, 2022

5:45 PM

Council Chambers 501 North Anderson Street

Ellensburg, WA 98926

And remotely via Zoom

1. Call to Order

2. Roll Call

Roll Call Present In-Person: Fred Padjen, Ed Harrel, Sathy Rajendran, George Bottcher, Sigrid Davison, Delano Palmer

Roll Call Present-Via Zoom: Geraldine O'Mahony

Absent:

Also Present: Jamey Ayling, Community Development Director, Laura Wilson, Planner, Tom Morris, Public

Also Present Via Zoom: Abigail Donner, agent for Fortify Holdings LLC

3. Approval of Agenda

Commissioner Harrel moved to Approve the Agenda. **Motion Approved 7-0.**

4. Approval of the Minutes

Approval of Minutes of the September 22, 2022, Planning Commission Meeting

Commissioner Harrel made a motion to approve the minutes from September 22, 2022.

Motion Carried 7-0.

5. New Business

A. Open Record Public Hearing to consider a conditional use permit for the conversion of existing motel into multifamily housing in the Commercial Highway zoning district.

Staff Wilson presented staff report. Public comments by Tom Morris. Staff responded. No other public comment. Planning Commission addressed questions to applicant. Public comment closed. Commissioners had discussion. Commissioner Palmer made a motion that in addition to the conditional use that all exterior lighting meet local light requirements, soft landscaping along University Way, and prohibit access to 9th Avenue (Motion made at 6:47 pm-6:50 pm). Additional conditional use

amendment to motion by Commissioner Delano that the soft landscaping along University Way be required to meet conditions for new apartment construction. Staff suggested Commission clarify the landscaping for new apartment construction be specific to University Way if that is the Commissions intent. Commissioner Delano amended the motion to clarify the soft landscaping meet new construction standards along University Way ONLY. **Motion Carried 7-0.**

6. Old Business

7. Citizen Comment

Dave Dunbar gave public comment

8. Staff update/Discussion Items

Staff distributed email comments on the Growth Management Act (GMA). At a future meeting the GMA will be addressed.

Future meetings will be held the First Thursday of the month.

Next meetings docket has the I O O F Annexation. Geraldine O'Mahony will be absent for the next meeting.

Commissioner George Bottcher addressed concerns regarding Ida Nason Aronica Elementary. Conditional Use Permit traffic safety concerns. Staff pictures shown. Conditional Use Permit conditions were reviewed. Temporary Certificate of Occupancy has been granted but not final Occupancy. Critical areas were discussed from the CUP which effected a barrier between children and cars where sidewalk is located.

9. Commission Representative Update

10. Adjournment

Chairman Padjen adjourned the meeting at 7:11 p.m.
Next meeting November 10, 2022, 5:45 p.m.



CITY OF ELLENSBURG

Date of Meeting

Time of Meeting

Place of Meeting

Minutes Planning Commission, Regular Meeting

November 10, 2022

5:45 PM

Council Chambers 501 North Anderson Street

Ellensburg, WA 98926

And remotely via Zoom

1. Call to Order

Vice Chair Rajendran called the meeting to order at 5:47 p.m.

2. Roll Call

Roll Call Present In-Person: Ed Harrel, Sathy Rajendran, Sigrid Davison, Delano Palmer

Roll Call Present-Via Zoom: George Bottcher

Absent: Geraldine O'Mahony, Fred Padjen (Recused)

Also Present: Jamey Ayling, Community Development Director, Kathy Boots, Permit Technician; David Sturgell (Applicant), Members of the public that signed in: Korbie Jorgensen Haley, Sue & Dave Christopherson, Tricia & Adam Rabel, Len Riggan, Yvonne & Paul Davenport, Paul Rawlings, Denny & Jayme Clark, Jarred & Abbie Lee, Lindsey Quitmeier, Anneliese Childress, Mike & Nichole Gray, Rich & Kim Smith, Pinky & Kara Miller, Bernie & Marlene Meyers, Dan Terry, and Scott Nicolai.

Also, Present Via Zoom: Terry Weiner, City Attorney; Members of the public: Boyd Williams, Marty, David Soltz, Joanne, Hope Isitt

3. Approval of Agenda

Commissioner Delano moved to Approve the Agenda. **Motion Approved 5-0.**

4. Approval of the Minutes

A. Minutes of the October 27, 2022, Planning Commission Meeting

Commissioner Harrel made a motion to approve the minutes from October 27, 2022. **Motion Carried 5-0.**

5. New Business

A. Open Record Public Hearing to consider an annexation request for parcels 744134, 474134, 513634 and 503634 located at 1900 Brick Road.

Ayling read staff report. City Council heard the Annexation in a closed meeting September 6, 2022. Applicant Sturgell summarized the request for Annexation. Applicant requested upon Annexation that R-M Zone is applied.

Public comment started at 6:04 p.m. provided by:

1. Dave Christopherson provided public comment against the R-M zone. He has concerns regarding traffic, water drainage, racing. He has buried loved ones. Concern expressed over four plex's being built. Supports R-L or R-S
2. Hobert Miller provided public comment supporting R-L zone. He has buried loved ones. County previously tried to change the zoning so that low-income housing was allowed, and many people opposed it.
3. Paul Davenport provided public comment regarding irrigation concerns. He has concerns regarding water rights being addressed if a development is built. Staff Ayling answered questions regarding RCW, ROW, irrigation distribution, and water rights
4. Dan Terry provided public comment against the R-M zone and concerns about water flow for fire damage, sewer, traffic, and lowered house values. He supports Willard's written comment and the R-S zone
5. Jarred Lee provided public comment regarding R-M bringing increased traffic, noise (currently loud), in the future kids playing outside with traffic, and supports R-S zone not a higher density
6. Anneliese Childress provided public comment in opposition to the R-M zone, concerns regarding similar issues that The Verge/Grove experienced with the development such as flooding, traffic, accidents, noise, street danger, and racing.
7. Boyd Williams provided public comment representing his parents and brother who are ok with the Annexation if it is R-S zone. Over the 40 years there has been an increase in traffic. He has concerns over hazards effecting the area with sprawl. He opposes R-M and believes it does not fit in the area and with EIC and will impact current homes
8. Hope Isitt provided public comment expressing concern regarding development causing standing water increased and potential for flooding
9. Carol Miller provided public comment representing her parents who expressed concerns regarding having several medium density 3 story apartments by cemetery. Neighborhoods that have three story buildings are busy, traffic, partying, and college life is inappropriate in this area. They support R-S or R-L zone.
10. Paul Rawlings provided public comment with concerns regarding traffic impacts, garbage and furniture being strewn around after students move which attracts rodents. He provided an example of a house with one kitchen but several renters that is considered R-M. He has not seen impact statements for school, fire, or road. He wants to see traffic impact patterns for all the streets involved
11. Dan Terry provided public comment expressing concern over traffic which has increased. An increase in traffic especially for families with children is concerning. Current flooding which will increase, anticipating crime, racing, burglaries, and accidents from renters that are not vested in the neighborhood.

6:32 p.m. Staff will provide City Council with public comments. Commissioners discussed minimum and maximum development and height limits for each zone. Commissioner Delano addressed applicant. Applicant has no solid plans of development. Original structures will be

kept. Applicant plans to consult neighbors prior to development as they feel part of the neighborhood. The operational costs of the cemetery have drove the need for development. I O O F has been on the verge of bankruptcy each month. If they go bankrupt, the City or State would be responsible for upkeep of cemetery. They would love to keep up the graves but must increase revenue to continue and R-M would be the level needed to continue. This determination came from a feasibility study done. They are working with community groups to assist them and applying for grants. The cemetery is historic. Commissioner Harrel asked about the projected need for space for future burials. Applicant stated the acreage will last them over 200 years.

6:45 p.m. Paul Rawling (public) expressed concern that he paid for the upkeep of a gravesite and has not gotten notice of his loved ones being moved. He showed concern that if residents aren't invested in the neighborhood, they may tip over headstones. Commissioner Bottcher verified with staff that the applicant can change the zone request per code. With annexation a zone will be established. The Commission will make a recommendation that will be brought to City Council. Commissioner Palmer inquired about setting conditions on the annexation. Staff reported that would be difficult to enforce but possible. Public comment closed. Commissioners deliberated. Commissioner Bottcher motioned to recommend to City Council to approve annexation with R-M zone of parcels. Commissioner Harrel seconded the motion. Commissioner Delano clarified that staff were recommending R-L zone. Staff confirmed, which is what applicant applied for. Commissioner Harrel stated mitigation impacts can be addressed. Commissioner Davison asked staff if there is an open space code that requires a playground. Staff stated there is not a provision for that in the code.

7:02 p.m. Commissioner Delano reiterated motion to recommend to City Council to annex parcels 744134, 474134, 513634 and 503634 located at 1900 Brick Road with a medium density. **Motion carried 4-1.**

6. Old Business

None

7. Citizen Comment

A member of the public asked if tonight's meeting had a quorum. Staff stated this Commission is a quorum with 4 Commissioners and tonight 5 were present.

8. Staff update/Discussion Items

Staff stated meetings will now only be the 2nd Thursday of the month. The December meeting will be used to identify agenda topics and develop a work plan.

9. Commission Representative Update

The Council liaison Adam Winn will be contacted and reminded of meetings

Commissioner Davison discussed that educating the public on fossil fuels will be important

10. Adjournment

Chairman Rajendran adjourned the meeting at 7:13 p.m.
Next meeting December 8, 2022, 5:45 p.m.



CITY OF ELLENSBURG

Minute of Senior Citizens Advisory Committee,

November 8, 2022

1:00 PM

Date of Meeting

Time of Meeting

Place of Meeting

**City Hall Council Conference Room and
Zoom Meeting**

<https://us02web.zoom.us/j/4799521830>

Meeting ID: 479 952 1830

Roll Call Present: Wendy-Jean Fischer, Marcia Hedrick, Mildred Miller, Ed Sendelbach

Absent: Edward Bracken

1. CALL TO ORDER

Meeting called to order at 1:01 pm by Chair Ed Sendelbach.

2. ROLL CALL

3. APPROVAL OF MINUTES

Committee member Marcia Hedrick moved to Approve the minutes. **Motion 4-0.**

3.A. October 2022 Meeting Minutes

4. CITIZEN COMMENT ON NON-AGENDA ITEMS

5. OLD BUSINESS

Mildred Miller asked for an update on cameras. Cameras have been wired just waiting on IT to do finishing touches with software and installation.

6. NEW BUSINESS

Mildred Miller and Wendy-Jean Fischer wanted more details on the NexTrex recycling program. The AAC is competing against the Harmon Center in a friendly competition to see who can collect the most recycled stretchy plastic. Items can be zip locks, plastic wrap, packaged envelopes, bubble wrap, produce bags and/or grocery bags. If the AAC collects over 500 pounds by April 22, 2023, we will get a bench donated to us by the NexTrex program.

7. COMMISSION MEMBERS REPORTS/OTHER BUSINESS

7.A. AAC October 2022 Budget

8. STAFF REPORTS

- Why do you serve on the Senior Citizens Advisory Commission?
- Thanksgiving Dinner
- October Daily Check In's: 568 (September 346)
- October New/Renew users: 29 (September 15)
- To help recruit for open commission member positions, we would like to use your quote as to why you serve on the Senior Citizen Advisory Commission.
- Thanksgiving dinner is on Wednesday, November 23, 2022 from 3-6 at the Armory. There are different volunteer shifts available. If you have a food handler permit, we can use you in the kitchen anytime from 8 am to 6 pm. We have two serving shifts available first shift is 2:30 pm - 4:30 pm and the second shift is 4:15 pm-6:15 pm. There is also a clean-up shift from 6 pm - 7:30 pm. Sign up by coming to the AAC or calling at 509-962-7242.
- October daily check in's:568 (September was 346). With weather changing we see an increase in attendance and we brought back some more activities in October.
- October new/renewing users: 29 (September was 15)

9. ADJOURNMENT

- Next meeting Tuesday, December 13, 2022, at 1:00 pm.

Meeting adjourned at 1:25 pm.

Committee member Wendy-Jean Fischer moved to adjourn the meeting. **Motion**

4-0.



CITY OF ELLENSBURG

Utility Advisory Committee

Date of Meeting

November 17, 2022

Time of Meeting

3:30 PM

Place of Meeting

Council Chambers & remotely via Zoom

Nancy Goodloe, Chairperson, term expires May 31, 2024

Ed Barry, Vice Chairperson, term expires May 31, 2023

Nancy Lillquist, City Council, term expires May 31, 2025

Scott Carlson, CWU, term expires May 31, 2025

Bryan Clark, KITTCOM, term expires May 31, 2023

Kittitas County, Telecommunications Utility customer, term expires May 31, 2023

Nate Sitton, City Utility Customer, term expires May 31, 2023

1. CALL TO ORDER

Chairperson Goodloe called the meeting to order at 3:30 pm.

2. ROLL CALL

Members present: Nancy Goodloe, Chair; Nancy Lillquist, City Council; Ed Barry, Vice Chair; Scott Carlson, CWU; Bryan Clark, KITTCOM (Zoom).

Committee member Lillquist moved to excuse Nate Sitton. **Motion approved. 5-0**

Also present: Ryan Lyyski, Public Works & Utilities Director; Derek Mayo, Engineering Services Manager; Kim Bowie, Operations Analyst; Darin Yusi, Gas Engineer (Zoom); Ben Faubion, IT(Zoom); Heidi Behrends Cerniwey, City Manager; Paul Meyer, Electrical Engineer.

3. APPROVAL OF AGENDA

Committee member Barry moved to approve the agenda as presented. **Motion approved. 5-0**

4. APPROVAL OF MINUTES

4.A. Approve minutes - Oct 20, 2022 regular meeting minutes

Committee member Barry moved to approve the regular meeting minutes. **Motion approved. 5-0**

5. APPROVAL OF CONSENT AGENDA

Consent items have been distributed to committee members in advance for study and will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Agenda at the request of a committee member or at the request of a member of the public with concurrence of a committee member.

5.A. 2022 Cured in Place Sewer Line Rehabilitation Project Acceptance.

Committee member Barry moved to approve the consent agenda. **Motion approved. 4-0**

6. CORRESPONDENCE AND CITIZEN COMMENTS ON NON-AGENDA ITEMS

Time is set aside each meeting to allow citizens to address the Utility Advisory Committee on city utility issues that are not on the agenda. Please limit remarks to three minutes. The Committee will not take action when the issue is first raised, but may place the issue on a future agenda. Citizen comment on items on the agenda is also welcome. Please let the chair know you wish to speak and then wait to be recognized.

Chair Goodloe stated that the Committee received a letter from Meghan Anderson.

7. TELECOMMUNICATIONS UTILITY DISCUSSION ITEMS

7.A. Telecommunications Issues and Updates - verbal update

Ben Faubion gave an update on the telecom utility.

Telecommunication members are allowed to vote on telecommunication items only per ECC 1.50.040

8. ELECTRIC, NATURAL GAS, WATER, WASTEWATER, STORMWATER UTILITY DISCUSSION ITEMS

8.A. Ordinance for the Revision of City Code section 9.92.100 Electric Utility Fee and Credit Schedule

Paul Meyer reviewed the requested changes to the Electric Utility fee and credit schedule.

Committee member Barry move the committee forward a favorable recommendation to City Council to approve the attached ordinance to revise City Code section 9.92.100 Electric Utility Fee and Credit Schedule. **Motion approved. 4-0**

8.B. Update of Public Works Permitting Fees in the Public Works Development Standards and City Code, Title 9.

Derek Mayo explained Public Works fees have not been updated since 2006 when the development standards were first adopted.

Committee member Lillquist move the committee forward a favorable recommendation to City Council to proceed with an administrative hearing to update the Permitting Chapter of the Public Works Development Standards, which is adopted by Ellensburg City Code section 9.92.300 and 9.92.400. **Motion approved. 4-0**

9. INFORMATIONAL ITEMS

9.A. Committee Member Updates

Committee member Lillquist shared information.

9.B. Public Works & Utilities Issues and Updates

Staff distributed a memo regarding possible Natural Gas Washington state law notification to builders and permit applicants.

Committee member Lillquist moved to add the following paragraph to the supply chain letter given to builders: *“Ellensburg developers and builders are advised new laws in Washington State have set targets for reductions in greenhouse gas emissions. These reductions could increase the costs of natural gas service as well as ability to upgrade natural gas systems in the future”*. Committee member Lillquist also stated that she would work with PW&U Director regarding some of the information in the draft memorandum. **Motion approved. 4-0**

10. NEXT MEETING

10.A. December 17th, 2022 at 3:30 pm

11. ADJOURNMENT

With no further discussion, the meeting adjourned at 4:25 pm.

Kim Bowie
Recording Secretary
Drafted: 11/18/2022
Approved: 1/19/2023



CITY COUNCIL AGENDA REPORT

City Council Meeting Date:	February 6, 2023
Item Title/Agenda Subject:	Project Acceptance - Bid Call 2022-15 Tree Pruning Contract with Wright Tree Service, Inc.
Submitted by:	Josh Mathews Public Works & Utilities
Recommended Action or Motion:	Staff recommends Council accept Bid Call 2022-15 as complete.
Background/Summary:	All work for tree pruning services for 2022 has been satisfactorily completed by Wright Tree Service, Inc., and the contract is ready to be accepted as complete. Bid Call 2022-15 for tree trimming services was published through the City's small works roster process and after being evaluated by staff, was awarded to Wright Tree Service, Inc. by City Council on September 6, 2022. The contract was for an estimated 360 hours of work at \$259.53 per crew hour for a total cost of \$93,430.80.
Previous Council Action:	City Council, at its September 6, 2022 meeting, awarded Bid Call 2022-15 to Wright Tree Service, Inc. as the lowest responsive and responsible bidder.
Analysis:	The tree trimming work performed by Wright Tree Service, Inc. was completed in December of 2022. Wright Tree Service, Inc. completed 349 crew hours and invoices totaled \$90,575.97 under this contract at the hourly crew rate of \$259.53. Council is now being requested to accept project as complete.
Financial Impact:	There were no change orders and the total cost of the work performed was within the contract amount. This work was budgeted in the 2022 Light Division Budget.



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: February 6, 2023

Item Title/Agenda Subject: Request for Extension of 2022 City of Ellensburg Historic Preservation Grant Funds Awarded by City Council to 420 N. Pearl LLC, To Be Utilized in 2023

Submitted by: Stacey Henderson Community Development

Recommended Action or Motion: Approve the 420 N. Pearl LLC request to extend their 2022 grant to be completed in the calendar year 2023 and approve a budget adjustment to move the funds into the 2023 budget.

Background/Summary: In 2021, The 420 N. Pearl St. LLC was awarded the 2022 grant amount of \$1,422, as recommended by the Landmarks and Design Commission on October 19, 2021, and approved by City Council on November 15, 2021.

The proposed project was to restore the exterior facade to its 1930's nighttime appearance by re-installing decorative lighting at the front of the building intended to illuminate the decorative stonework and decorative aluminum windows at 420 N. Pearl St, Parcel ID #437033.

The applicant has requested an extension, Exhibit A, to utilize the 2022 Grant funds next year, in 2023. Per the letter provided, the applicant experienced delays in the project due to changes in occupancy in the building, but the new tenants are interested in pursuing this lighting improvement with the property owner, in 2023.

This extension request was brought before the Landmarks and Design Commission on Tuesday, December 6, 2022. After careful review and discussion with the applicant, Landmarks and Design commission unanimously recommended to approve the extension request.

Previous Council Action: In 2021, The 420 N. Pearl St. LLC was awarded the 2022 grant amount of \$1,422, as recommended by the Landmarks and Design Commission on October 19, 2021, and approved by City Council on November 15, 2021.

Analysis:

The Landmarks and Design Commission supports this project, as the work goes towards restoring a historic building that contributes valuable character to the downtown historic district. The Landmarks and Design Commission recommended approval of the extension request on December 6, 2022, acknowledging that the applicant is actively working towards completing the work.

Financial Impact:

Financial impact to the City will be the original \$1,422 grant awarded to the 420 N. Pearl St. LLC, being reallocated from the 2022 budget to be used within 2023.

Attachments:

[420 N Pearl LLC Request for Extension](#)

Stacey Henderson

From: Kathy Boots
Sent: Tuesday, December 6, 2022 8:19 AM
To: Stacey Henderson
Subject: FW: [Ext] Fwd: 2022 Historic Preservation Grants Program

To whom it may concern,
I would like to request an extension of the LDC historic building 2022 grant for the 420 Building.
We had a change of occupancy and new tenants are interested in pursuing this lighting improvement.
I think it is a worthwhile project and hope you will grant us this extension so we can accomplish this in 2023.

Sincerely,
Mollie Edson
420 N Pearl LLC

On Dec 5, 2022, at 1:46 PM, mollieedson@gmail.com wrote:

Since talking with you, I reached out to my new tenant and she is looking at the possibly doing this project with me. Is there any way to request an extension??
We have been in transition and the new tenants may be interested.

Mollie
206 355 3538

On Dec 5, 2022, at 1:40 PM, Kathy Boots <bootsk@ci.ellensburg.wa.us> wrote:

From: Kathy Boots
Sent: Thursday, December 1, 2022 2:58 PM
To: mollieedson@gmail.com
Subject: 2022 Historic Preservation Grants Program

Good Afternoon,

Per our discussion a couple of minutes ago, you stated that you were unable to use the grant monies at this time because of tenant issues. Please confirm by responding to this email. We hope to see a new application in the future.

Thank you

Kathy Boots

Planning Technician

(509)962-7231

Bootsk@ci.ellensburg.wa.us

501 N Anderson Street

Ellensburg, WA 98926



Kathy Boots

Planning Technician

(509)962-7231

Bootsk@ci.ellensburg.wa.us

501 N Anderson Street

Ellensburg, WA 98926





CITY COUNCIL AGENDA REPORT

City Council Meeting Date: February 6, 2023

Item Title/Agenda Subject: Request for extension of 2022 City of Ellensburg Historic Preservation Grant funds awarded by City Council to The Ames House LLC, to be utilized in 2023

Submitted by: Stacey Henderson Community Development

Recommended Action or Motion: Consider approval of the Ames House LLC request to extend their 2022 grant to be completed in the year 2023 and budget adjustment to move the funds into the 2023 budget.

Background/Summary: In 2021, The Ames House LLC was awarded the 2022 grant amount of \$3,549, as recommended by the Landmarks and Design Commission on October 19, 2021, and approved by City Council on November 15, 2021.

The funds were awarded for exterior improvements to the historic Ames House located at 109 E 6th Ave, Parcel ID #756933. The proposed work includes exterior painting, decorative ironwork, and replacing windowpanes of glass.

The applicant has requested an extension, Exhibit A, to utilize the 2022 Grant funds in 2023. Per the letter provided, the applicant has completed some of the work as proposed, but due to lag time with supply chain ordering and delivery, the exterior window work has not been completed yet. The window supplies were ordered in Summer of 2022, and were expected to be delivered middle of December 2022.

This extension request was brought before the Landmarks and Design Commission on Tuesday, December 6, 2022. After careful review and discussion with the applicant, the Landmarks and Design Commission unanimously recommended to approve the extension request.

Previous Council Action: In 2021, The Ames House LLC was awarded the 2022 grant amount of \$3,549, as recommended by the Landmarks and Design Commission on October 19, 2021, and approved by City Council on November 15, 2021.

Analysis:

The Landmarks and Design Commission supports this project, as the work goes towards restoring a historic building that contributes valuable character to the downtown historic district. The Landmarks and Design Commission recommended approval of the extension request on December 6, 2022, acknowledging that the applicant is actively working towards completing the work, and should not lose grant funds due to supply lag times and delivery delays.

Financial Impact:

Financial impact to the City will be the original \$3,549 grant awarded to the Ames House LLC, being reallocated from the 2022 budget to be used within 2023.

Attachments:

[Ames House LLC Request for Extension](#)

Stacey Henderson

From: Darren Reid <DReid@CVB.bank>
Sent: Monday, December 5, 2022 4:15 PM
To: Kathy Boots
Cc: Stacey Henderson; Steve Reid
Subject: [Ext] Historic Grant Extension

CAUTION - EXTERNAL EMAIL: The email below is from an external source. Please exercise caution before opening attachments, clicking links, fulfilling requests, or following guidance.

Good afternoon. I would like to formally request an extension for the Ames House grant from 12/2022 to 12/2023. A primary delay reason was the lag time with supply chain in ordering and receiving the exterior windows for install. The windows that were ordered in the summer of 2022 are expected to be delivered around December 15, 2022. Thank you for consideration of the grant request.

Darren Reid

From: darren reid <reidd05@gmail.com>
Sent: Monday, December 5, 2022 4:04 PM
To: Darren Reid <DReid@CVB.bank>
Subject: Fwd: [Ext] Re: Historic grant

WARNING: This email is from an EXTERNAL SOURCE. DO NOT open attachments or links from an unknown or suspicious origin.

----- Forwarded message -----

From: Kathy Boots <bootsk@ci.ellensburg.wa.us>
Date: Mon, Dec 5, 2022, 3:57 PM
Subject: RE: [Ext] Re: Historic grant
To: darren reid <reidd05@gmail.com>
Cc: Darren Reid <darren.reid@ci.ellensburg.wa.us>

Darren,

Stacey can present an extension request if I get the request today since it has to be on tomorrows agenda. I will need an email asking for the extension to extend to 2023 fiscal year and a brief reason why.



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: February 6, 2023

Item Title/Agenda Subject: Revised Project Acceptance – Bid Call No. 2020-33, the Bull Road Utility Extension Project

Submitted by: Josh Mattson Public Works & Utilities

Recommended Action or Motion: Reaccept bid call 2020-33 as complete.

Background/Summary: Additional work to reinstall a disturbed survey monument on the Bull Road Utility Extension Project has been completed. Council is being requested again to accept bid call 2020-33 as complete.

The project included extension of City utilities including new sewer main, water main, natural gas main, and spare conduit for future underground telecommunications and electrical power distribution on Berry Rd from the Days Inn Hotel to Bull Rd and on Bull Rd from Berry Rd to Umptanum Rd. Future electrical power conduits were also extended on Bull Rd from Umptanum Rd to Mountain View Ave. The project included improving the East Wilson Creek stream crossing on Berry Rd, improving the crossing of Bull Canal just south of I-90, and utilizing the existing Bull Rd tunnel to install the new utilities across I-90.

RH2 designed and prepared bid specifications for this project, Bid Call #2020-33. City staff and EMC Consulting provided construction administration for this bid call.

Previous Council Action:

- June 16, 2016 Regular Council Meeting - Council authorized the City Manager to execute the 'Cost Plus Fixed Fee' contract with RH2 Engineering Inc. to perform professional engineering design services for Phase One of the project in the amount of \$179,997.00, consisting of right-of-way acquisition and design of the utility crossing for I-90.
- January 17, 2017 Regular Council Meeting - Council authorized the City Manager to execute 'Contract

Amendment No. 1' with RH2 Engineering Inc. for a no change in cost time extension for Phase One of the project.

- January 2, 2018 Regular Council Meeting - Council authorized the City Manager to execute 'Contract Amendment No. 2' with RH2 Engineering Inc. for a no change in cost time extension for Phase One of the project.
- October 1, 2018 Regular Council Meeting – Council authorized the City manager to execute a purchase and sale agreement, quit claim deed, and any other related documents necessary to complete the acquisition of Bull Road tunnel access rights with Kenneth and Cathy Hash.
- January 7, 2019 Regular Council Meeting - Council authorized the City Manager to execute 'Contract Amendment No. 3' with RH2 Engineering Inc. for a no change in cost time extension for Phase One of the project.
- March 4, 2019 Regular Council Meeting – Council authorized the City manager to execute purchase and sale agreements, a utility easement, a quit claim deed, and any other related documents necessary to complete the acquisition of the utility easement and Bull Road tunnel access rights with Fenceline LLC.
- May 20, 2019 Regular Council Meeting - Council authorized the City Manager to execute 'Contract Amendment No. 4' with RH2 Engineering Inc. for Phase Two, a \$204,6638.00 contract increase, and a time extension to December 31st, 2020 to complete final design for the project.
- November 19, 2020 Regular Council Meeting - Council authorized the City Manager to execute 'Contract Amendment No. 5' with RH2 Engineering Inc. for a \$120,796.00 contract cost increase and a time extension to June 30th for Phase Two of the project.
- February 16, 2021 Regular Meeting - Council awarded Bid Call 2020-33 to Belsaas and Smith Construction.
- December 5, 2022 Regular Council Meeting – Council accepted the Bull Road Utility Extension project as complete.

Analysis:

Additional work to reset a disturbed survey monument was

required after Council accepted the project as complete on December 5th, 2022. Staff is now requesting Council to accept the updated revised project. The original contract bid amount with Belsaas and Smith Construction for the project was \$4,254,204.86, and the final project cost was \$4,300,242.03. This extra cost is primarily a result of standard asphalt cost price adjustments, adding epoxy coating to installed concrete box structures, reinstallation of a disturbed survey monument, and making utility and box culvert installation adjustments to complete the project.

Financial Impact:

Adequate expenditure authority was in place for additional expenditures that were shared between the water, sewer, light, gas, and telecommunication utilities.

VOUCHER APPROVAL

I, THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED, OR THAT ANY ADVANCE PAYMENT IS DUE AND PAYABLE PURSUANT TO A CONTRACT OR IS AVAILABLE AS AN OPTION FOR FULL OR PARTIAL FULFILLMENT OF A CONTRACTUAL OBLIGATION, AND THAT THE CLAIM IS A JUST, DUE AND UNPAID OBLIGATION AGAINST THE CITY OF ELLENSBURG, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND CERTIFY TO SAID CLAIM.


AUDITING OFFICER

1/30/23
DATE

CLAIMS VOUCHERS AUDITED AND CERTIFIED BY THE AUDITING OFFICER HAVE BEEN RECORDED ON THE ATTACHED LISTING, WHICH HAS BEEN MADE AVAILABLE TO THE COUNCIL AS OF THIS **6th DAY OF FEBRUARY 2023**. THE COUNCIL, BY A VOTE, HAS APPROVED FOR PAYMENT THE VOUCHERS INCLUDED IN THE ABOVE LIST AND FURTHER DESCRIBED AS FOLLOWS:

Claims Fund				Total Amounts
Check #'s	160446	TO	160758	\$ 2,479,268.27
EFT #'s	5999	TO	6049	\$ 2,718,765.70

Payroll Fund				Total Amounts
Check #'s	95897	TO	95902	\$ 6,888.43
Direct Deposits	71436	TO	71653	\$ 419,205.08

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

ATTEST: _____
CITY CLERK



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: February 6, 2023

Item Title/Agenda Subject: Board and Commission Appointments

Submitted by: Cynthia LaChappelle-Mathis City Manager Department

Recommended Action or Motion: Approve appointments for members of City Boards and Commissions as recommended by Public Transit Advisory Committee.

Background/Summary: There are two applicants for appointment to the Public Transit Advisory Committee (PTAC). The applications for appointment were forwarded to the staff member assigned to PTAC to process for consideration of appointment.

Previous Council Action: N/A

Analysis: As directed by Council, the applicants requesting appointment have completed the preliminary process of attending a meeting and interviewing with a subcommittee of the Board or Commission. Applications for appointments are attached to the agenda report. Two applications were received for PTAC and both have been recommended for appointment.

- Jim Hurson
- Sawyer Stearns

Financial Impact: N/A

Attachments:

[J Hurson PTAC Application](#)

[J Hurson Appointment Recommendation](#)

[S Stearns PTAC Application](#)

[S Stearns Recommendation of Appointment](#)

From: noreply@civicplus.com
Sent: Tuesday, January 17, 2023 3:05 PM
To:
Subject: [Ext] Online Form Submittal: Application for Appointment

CAUTION - EXTERNAL EMAIL: The email below is from an external source. Please exercise caution before opening attachments, clicking links, fulfilling requests, or following guidance.

Application for Appointment

Application for Appointment
For volunteering to serve on a Board or Commission

Boards & Commissions	Public Transit Advisory Committee
----------------------	-----------------------------------

Have you attended a meeting for the board or commission you are applying to?	No
--	----

Name of Applicant:	Jim Hurson
--------------------	------------

Address

Mailing Address (If Different)	<i>Field not completed.</i>
--------------------------------	-----------------------------

City

State	WA
-------	----

Zip	98926
-----	-------

Email Address

Phone Number

Length of Residency in Kittitas County	33 years
--	----------

Do you live within the city limits?	Yes
-------------------------------------	-----

ECC 1.12.120 Residency qualification. Except where a commission, board or committee specifically requires city residency as a condition of appointment, members of all other commissions, boards and committees shall maintain residency within the Kittitas County limits. "Residency," as used herein, means

residing within the city or county limits, as applicable, both at the time of appointment and for at least 270 days within each calendar year for the duration of the member's term, but shall not include any period for which a member is absent due to military service.

If applying for the Sr. Citizens' Advisory Board, are you at least 55 years of age?

Field not completed.

Occupation Status and Background:

Retired lawyer

Coauthor of "Pullman Alternative Transit Systems" feasibility study conducted for the City of Pullman. This was the study adopted by Pullman to initially create their public bus system in 1979.

BA in Economics with an emphasis in transportation. (WSU 1978)

Organization Affiliations:

Rotary

Why are you seeking appointment?

I've had a lifelong interest in public transportation and would like to help this community continue to provide transportation option to its residents.

Will you be able to attend meetings regularly if appointed?

Yes

If your first choice, as listed above, is not available, which other boards or commissions would you be interested in serving on?

Boards & Commissions

Field not completed.

Boards & Commissions

Field not completed.

Email not displaying correctly? [View it in your browser.](#)



TO: City Council
FROM: Public Transit Advisory Committee
DATE: February 6, 2023
RE: Recommendation of Appointment

Jim Hurson submitted an Application for Appointment to the Public Transit Advisory Committee (PTAC) January 17, 2023. Due to the need to fill the three PTAC vacancies, the subcommittee interviewed Jim on January 30, 2023.

Based on Jim's application, interview and his decades of service within the City of Ellensburg as an attorney and judge, along with his lifelong interest in public transportation, we highly recommend the City Council appoint Jim Hurson to the Public Transit Advisory Committee.

*Please note, the applicant has asked that no personal information (phone number, address or email) be published.

From: noreply@civicplus.com
To:
Subject: [Ext] Online Form Submittal: Application for Appointment
Date: Wednesday, November 16, 2022 11:04:06 AM

CAUTION - EXTERNAL EMAIL: The email below is from an external source. Please exercise caution before opening attachments, clicking links, fulfilling requests, or following guidance.

Application for Appointment

Application for Appointment
For volunteering to serve on a Board or Commission

Boards & Commissions Public Transit Advisory Committee

Have you attended a meeting for the board or commission you are applying to? No

Name of Applicant: Sawyer Stearns

Address

Mailing Address (If Different) Field not completed.

City Ellensburg

State WA

Zip 98926

Email Address

Phone Number

Length of Residency in Kittitas County 5 years

Do you live within the city limits? Yes

ECC 1.12.120 Residency qualification. Except where a commission, board or committee specifically requires city residency as a condition of appointment, members of all other commissions, boards and committees shall maintain residency within the Kittitas County limits. "Residency," as used herein, means residing within the city or county limits, as applicable, both at the time of appointment and for at least 270 days within each calendar year for the duration

of the member's term, but shall not include any period for which a member is absent due to military service.

If applying for the Sr. Citizens' Advisory Board, are you at least 55 years of age?

No

Occupation Status and Background:

I am Sawyer Stearns and am the new disability specialist here at Central Washington Disability Resources where I work alongside the Kittitas Public Health Department to work to ensure people with disabilities are prepared and have all of the necessary resources beforehand. This also looks like me outreaching in the community to give suggestions and hear about feedback from people with disabilities. I work primarily with the emergency preparedness and management portion to ensure people with disabilities are safe, prepared and educated on what to do in an emergency. My background is a little crazy, but I am a recent graduate from CWU with a Bachelor's degree in Family and Child Life and am starting the Master's program in Family and Child Life this summer at CWU. I have a passion for advocating for others as I am a person with a disability. I have a C6 incomplete spinal cord injury from spinal stenosis. I have been paralyzed since 2017 when I was losing feeling from the neck down so they did the spinal surgery to decompress it and when I came out of surgery, I had so much scar tissue from the compression that I never regained sensation or movement. I want to outreach more and be an advocate for people with disabilities while learning more about where we are lacking so I am putting out a survey and wanted to know about coming onto your show, if able, to introduce myself and hope to reach more people with disabilities by sharing my mission.

Organization Affiliations:

Emergency Management team, Public health department, Coalition on Inclusive Emergency Management,

Why are you seeking appointment?

I used to use public transit myself as I wasn't able to drive at the time due to a spinal cord injury I sustained. The appreciation I have for public transit is immeasurable and I want to be a part of the committee to help in any capacity.

Will you be able to attend meetings regularly if appointed?

Yes

If your first choice, as listed above, is not available, which other boards or commissions would you be interested in serving on?

Boards & Commissions

Public Transit Advisory Committee

Boards & Commissions

Field not completed.



TO: City Council
FROM: Public Transit Advisory Committee
DATE: February 6, 2023
RE: Recommendation of Appointment

Sawyer Stearns submitted an Application for Appointment to the Public Transit Advisory Committee (PTAC) on November 26, 2022. Due to not having a quorum, Sawyer was unable to attend the January 17, 2023 PTAC meeting. When speaking with Sawyer, she confirmed she was still very interested in joining the committee and would be happy to proceed with the interview process if possible.

The subcommittee will have conducted 2 separate interviews due to scheduling challenges. The first interview was held on January 20, 2023 and other will be conducted the first week of February.

The Public Transit Advisory Committee currently has three vacancies. Based on Sawyer's initial interview, involvement with Central Washington Disability Resources and her passion for advocating for persons with disabilities, we highly recommend the City Council appoint Sawyer Stearns to the Public Transit Advisory Committee.



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: February 6, 2023

Item Title/Agenda Subject: Public Hearing (Legislative) and First Reading of Ordinance 4910 Amending the Ellensburg Comprehensive Plan

Submitted by: Jamey Ayling Community Development

Recommended Action or Motion: Following the public hearing, staff recommends:
1. Approve the Comprehensive Plan amendments for Docket Items 22-01 through 22-05 as submitted by Staff.
2. Conduct first reading of Ordinance 4910 (attached).

Background/Summary: Six proposed amendments to the Comprehensive Plan were submitted during the 2022 annual docketing process. The submittal forms for the docketed amendments are included in this report (Exhibits 1-5), indicating who submitted the proposal and the rationale provided by the applicant for the proposed amendment. Also included in this report are exhibits depicting the text and map amendments that would be made to the Comprehensive Plan, if the docketed proposals are approved (Exhibits 6-10).

Under the requirements of the State Growth Management Act (GMA), the City is allowed to amend its Comprehensive Plan one time each year. City Council has adopted a formal amendment process that allows for amendments to be proposed by any member of the community, any City Council member, any City Board or Commission, or City staff.

Previous Council Action: At its July 18, 2022 meeting, City Council approved a motion to docket five of the six submitted Comprehensive Plan amendments.

Analysis: Chapter 15.250.090(C) of the ECC outlines the procedures for the annual Comprehensive Plan update, including requirements for public noticing and public hearings held before the Planning Commission and City Council.

PUBLIC NOTICE. Notice of the 2022 annual comprehensive plan amendment process, including timelines and deadlines for

submittals, was published in the Daily Record (Exhibit 11) and was also advertised on the News Page of the City website. Notice of the Planning Commission's January 12, 2023 public hearing was published in the Daily Record on December 17, 2022 (Exhibit 12). Notice of Council's February 6, 2023 public hearing was published in the Daily Record on January 23, 2023 (Exhibit 13).

SEPA AND STATE REVIEW. Following the 14-day pre-threshold determination comment period, a Preliminary Determination of Non-Significance was issued on December 22, 2022 (Exhibit 14). On this same date, the 21-day public comment period for the State Environmental Policy Act (SEPA) review process was initiated with a Public Notice in the Daily Record (Exhibit 15). The comment period ended on February 2, 2023, after which a Final Threshold Determination will be issued.

The required 60-day notice of intent to adopt Comprehensive plan amendments was submitted to the Washington State Department of Commerce on October 24, 2022. An acknowledgement letter from the Department of Commerce was received on the same day. The 60-day review period was complete on December 23, 2022.

The following five proposals were docketed by City Council for amendments to the Comprehensive Plan:

Docket Proposal 22-01. This docketing request (Exhibit 1) is a proposal to provide an annual update of the 6-Year Capital Improvement Plans. The amendments address the current budget year. The proponents for this amendment include the following City of Ellensburg departments: Community Development, Parks and Recreation, and Public Works and Utilities.

See Exhibit 6 for the actual updates to the 6-year Capital Improvement Plans from each city department with a capital facilities budget:

- Electric
- Information Technology
- Natural Gas

- Parks and Recreation
- Sewer System
- Stormwater
- Telecommunications
- Transportation
- Wastewater Treatment
- Water System

Various elements of the Capital Improvement Plans have been gathered from other plans previously adopted by the City.

Docket Proposal 22-02. This docketing request (Exhibit 2) was submitted by the City's Community Development Department. As stated in the docketing request, this proposal is to accept the suggestions from QUADCO (the Quad County Transportation Planning organization) review and include the missing elements into our plan by referencing the QUADCO long range transportation plan which includes various travel modes and park and rides.

Docket Proposal 22-03 (Amended to defer the Economic Development Chapter updates to 2023 Docket). This docketing request (Exhibit 3) is a proposal to update the Housing Chapter to align with more current demographics outlined in the June 2021 Housing Needs Assessment conducted by BERK Consulting. The proposed changes update several facts, figures and charts and descriptive narrative of the housing chapter. Refer to Exhibit 8 for the proposed text amendments. Additions to the text are depicted as underlined, language proposed for deletion has a strike-through. The second part of Docket Proposal 22-03 was a previously requested docket item from CenterFuse requesting amendments to the Economic Development Chapter of the Comprehensive Plan. This request was initiated in 2021 and was to add language to the chapter speaking to the economic impacts of the COVID-19 pandemic and the resiliency of the community, reference the findings of their recent broadband study, update the economic data in the chapter, including economic forecast data from the US Bureau of Labor and Statistics, and also reference the relationship of the housing market and the impacts to economic development. This proposal was deferred to 2022 in order to include the findings of the county-wide economic development

plan that was underway for the community. This process was not completed in time to be included in the 2022 updates therefore the docket request will be deferred into the 2023 updates.

Docket Proposal 22-04. This docketing request (Exhibit 4) was submitted by Matt Willard, to revise chapter 3 figure 13 (Roadway Functional Classifications) to delete/edit the map with a footnote about dedication of right-of-way for any future land use action along that section of Helena.

Docket Proposal 22-05. This docketing request (Exhibit 5) was submitted by Solar Dolar LLC in a proposal to update the Future Land Use Designation for parcel 946133. The proposal is to change the future land use designation from Industrial to Community Mixed Use. The ultimate goal of the property owner is to allow for a future annexation of the property and establishment of Regional Center Mixed Use zoning upon annexation. This zoning would complement the existing I-L zoning of the adjacent properties that have frontage along Dolarway Road. The property is currently zoned in the county as Light Industrial.

PROCEDURAL REQUIREMENTS

On January 12, 2022, the Planning Commission held a public hearing pursuant to the procedural requirements for Comprehensive Plan amendments, as outlined in ECC 15.250.090(D)(6):

6. The planning commission shall schedule and hold a public hearing on the docketed amendments and shall then make a recommendation to city council prior to council's first regular meeting in October. The planning commission shall make one of four decisions in considering comprehensive plan text and map amendments:

- a. Approval in the form submitted for public hearing;
- b. Approval with changes;
- c. Approval in part; or
- d. Disapproval;

No written comments were received in advance of the public

hearing, and no members of the public testified during the public hearing. At the conclusion of the hearing, the Commission voted to recommend approval of Docket Items 22-01, 22-02, 22-03, 22-04 and 22-05 as presented by Staff.

The next step in the amendment process is to conduct a public hearing before City Council, as outline in ECC 15.250.090(D) (8):

8. The city council, after a recommendation from staff and the planning commission, and after holding a public hearing, shall make one of the following decisions:
 - a. Approval in accordance with the findings and recommendations submitted by the planning commission;
 - b. Approval with modifications;
 - c. Refer all or part of the plan text or map amendment proposal back to the planning commission;
 - d. Refer all or part of the plan text or map amendment proposal to the following year's annual amendment process; or
 - e. Disapprove.

If the City Council's decision is to refer the amendment request back to the Planning Commission, the Council must specify which matters it wishes reconsidered by the Planning Commission. The final form and content of the Comprehensive Plan is determined by the City Council.

STAFF RECOMMENDATION: After reviewing the various Comprehensive Plan amendments, staff concurs with the recommendations of the Planning Commission described previously in this report.

Financial Impact:

The costs of administering the annual Comprehensive Plan amendment process are included in the 2023 Community Development budget.

Attachments:

[Ordinance 4910](#)
[Exhibit 1 Docket request 22-01](#)
[Exhibit 2 Docket Request 22-02](#)
[Exhibit 3 Docket Request 22-03](#)
[Exhibit 4 Docket Request 22-04](#)
[Exhibit 5 Docket request 22-05](#)
[Exhibit 6 Proposed Comp Plan Amendment List](#)
[Exhibit 7 Transportation](#)

Exhibit 8 Housing
Exhibit 9 Figure 13
Exhibit 11 Comp Plan Public Notice to Paper 2022
Exhibit 10 Future Land Use Map Amendment
Exhibit 12 PC PH Notice Comp Plan Amendments
Exhibit 13 PH Notice to CC
Exhibit 14 P22-128 PRELIMINARY SEPA DNS
Exhibit 15 P22-128 AFFIDAVIT OF PUBLICATION

ORDINANCE NO. 4910

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

Publish:

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

Beth Leader

EXHIBIT A

2022 PROPOSED Capital Improvement Plans

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

Summary

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

Table 23. Electric Utility 6-year Capital Improvement Plan

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

Table 24. Information Technology Capital Improvement Plan

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

Table 25. Natural Gas Utility Capital Improvement Plan

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

Table 26. Parks and Recreation Capital Improvement Plan

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

Table 27. Sewer System Capital Facility Improvement Plan

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

	\$ 2,950,000	\$ 100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$5,836,000
Grand Total	\$9,286,000						

Table 28. Stormwater Capital Improvement Plan

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

	\$5,742,000	\$5,115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000
Grand Total	\$11,317,000					

Table 29. Telecommunications Capital Improvement Plan

Project	2022	2023	2024	2025	2026	2027
Strategic Plan						
Plan Updates (every 3 years)			\$20,000			
System Improvements						
WWTP Fiber Optic Connection				55,000	\$55,000	
Bull Road	115,000			20,000		
Hardware Refreshment	100,000	25,000	25,000	25,000	100,000	25,000
Outdoor Plant Improvements	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000
Gateway 1	\$100,000					
Gateway 2	\$85,000					
Telecom Connections	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Telecom Infrastructure	\$55,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Line Extensions						
Commercial Customers	\$50,000	\$50,000	25,000	25,000	25,000	25,000
Wireless Improvements						
Community WiFi, Wireless Equipment for DR/Backup or Temporary Svc.		\$10,000	10,000	10,000		
Total	\$603,000	\$188,000	\$183,000	\$238,000	\$283,000	\$153,000
GRAND TOTAL	\$1,648,000					

Table 30. Transportation Capital Improvement Plan

CITY OF ELLENSBURG 6-YEAR TRANSPORTATION IMPROVEMENT PLAN 2023 TO 2028 (INCLUDES CURRENT WORK REMAINING IN 2022)				PUBLIC HEARING DATE: 1/3/2022 ADOPTION DATE: 1/3/2022 RESOLUTION NO. 2023-02														
REVENUE BY YEAR (thousands)																		
SOURCE	2022*	2023	2024	2025	2026	2027	2028		TOTALS									
ARTERIAL STREET	512	100	95	105	45	105	45		1,007									
REGIONAL STBG	685	1,154	0	0	0	710	750		3,299									
SALES TAX RESERVE	1,168	1,386	777	657	1,425	550	450		6,413									
FEDERAL SAFE ROUTES TO SCHOOL & PEDESTRIAN/BICYCLE GRANTS	0	43	1,045	2,364	750	0	250		4,452									
WSDOT SAFETY PROGRAM	1,145	0	0	4,350	0	0	0		5,495									
TRANSPORTATION IMPROVEMENT BOARD (TIB) - Grant Programs	1,599	1,463	1,213	200	1,700	3,475	3,500		13,150									
DISTRESSED COUNTY SALES/USE TAX	205	0	134	0	0	475	0		814									
1/4 CENT REAL ESTATE EXCISE TAX	1,023	582	1,214	221	190	30	215		3,475									
MAP-21 TRANSPORTATION ALTERNATIVES PROGRAMS	43	360	0	0	0	0	0		403									
DOE FISCAL YEAR WATER QUALITY GRANT	2,943	371	3,479	0	0	0	0		6,793									
COUNTY LODGING TAX GRANT	0	67	0	0	0	0	0		67									
LOCAL LODGING TAX FUNDS	0	66	0	0	0	0	0		66									
TRANSIT	48	0	0	0	0	25	0		73									
OTHER AGENCY OR CITY DEPARTMENT	809	487	1,173	6,165	0	95	0		8,729									
LOCAL IMPROVEMENT DISTRICT (LID) / DEFERRALS	0	0	0	0	1,145	695	12,900		14,740									
TRAFFIC IMPACT FEES	684	0	55	2,345	0	990	1,674		5,748									
NOT FUNDED	0	0	0	0	0	950	0		950									
TOTAL REVENUE	10,864	6,079	9,185	16,407	5,255	8,100	19,784		75,674									
Funding (S/P)	EXPENDITURES BY YEAR (thousands)								Future	TOTALS								
	PROJECT	2022*	2023	2024	2025	2026	2027	2028										
1 S/P	Bridge Inspections	5	5	5	5	5	5	5	0	35								
2 S/P	Engineering Transfer	15	15	15	15	15	15	15	0	105								
3 S/P	Signal Optimization	25	25	25	25	25	25	25	0	175								
4 S/P	Alley Reconstruction (Semi-Annual)	0	80	0	85	0	90	0	0	255								
5 S	Helena Ave Complete Streets Sidewalk Improvements - Water St. to Walnut St.	418	0	0	0	0	0	0	0	418								
6 S	Helena Ave Overlay - Water St. to Walnut St.	512	0	0	0	0	0	0	0	512								
7 S	Main St. Corridor Intersection Enhancements	1,210	0	0	0	0	0	0	0	1,210								
8 S	University Way and Reecer Creek Road Signalization	665	0	0	0	0	0	0	0	665								
9 S	5th Ave. and Railroad Ave. Traffic Signal Installation	482	0	0	0	0	0	0	0	482								
10 S	University Way Gateway - Nanum Street to Red Horse Diner	4,306	0	0	0	0	0	0	0	4,306								
11 S	Alder St and 14th Ave Signalization - PTC Reconnect Trail from 14th to KVEC	1,811	0	0	0	0	0	0	0	1,811								
12 S	Pfenning Road Shared Use Pathway	50	526	0	0	0	0	0	0	576								
13 S/P	Capitol Ave Sidewalk Replacement - Main St. to Sampson St.	147	0	100	0	110	0	130	0	487								
14 S	Sixth Ave Paverstone Walk & Angle Parking (N. of City Hall)	148	0	0	0	0	0	0	0	148								
15 S/P	Helena Ave Imp (Water St to 3,200' west, Cora Connection, portion in KC juris)	450	0	0	0	0	0	5,450	0	5,900								
16 S	Brick Rd Improvements	150	1,485	0	0	0	0	0	0	1,635								
17 S/P	Alder St Sidewalk - One Side - Capitol Ave to 4th Ave	70	0	75	0	80	0	85	0	310								
18 P	Large Scale Wayfinding Implementation Project	0	133	0	0	0	0	0	0	133								
19 S	Downtown Slurry Seal	0	540	0	0	0	0	0	0	540								
20 P	Water St. Overlay - University Way to Manitoba, Manitoba from Water to Main	0	1,416	0	0	0	0	0	0	1,416								
21 S/P	University Way Gateway II - Vista Rd to east City Limits	400	425	5,125	0	0	0	0	0	5,950								
22 P	Anderson/Umptanum/Railroad Ave. Road Widening/Overlay (Joint w/ County)	0	500	550	6,260	0	0	0	0	7,310								
23 P	Recon. Trail and Sidewalk Extension - PTC to Bender and Hannah to Whiskey	0	50	200	2,791	0	0	0	0	3,041								
24 P	1st Ave Sidewalk Improvements - Ruby St. to Sampson St. - North Side	0	0	234	0	0	0	0	0	234								
25 P	Palouse to Cascades Reconnect Trail - Sanders to Airport	0	0	804	0	0	0	0	0	804								
26 P	15th Ave Sidewalk Improvements - Cora St to Water St - North Side	0	0	185	0	0	0	0	0	185								
27 P	Wildcat Way and 18th Intersection Enhancements	0	0	0	756	0	0	0	0	755								
28 P	University Way and Water Street Intersection Enhancements and Widening	0	0	0	3,270	0	0	0	0	3,270								
29 S	Main St. Overlay - 3rd Ave to University Way	0	608	0	0	0	0	0	0	608								
30 P	Mountain View Ave and Ruby St Intersection Enhancements and Widening	0	0	0	2,920	0	0	0	0	2,920								
31 P	Walnut St and 18th Bike Lane - Dean Nicholson to Alder St	0	0	0	0	150	0	0	0	150								
32 P	Water St. Overlay - University Way to Helena	0	0	0	0	1,550	0	0	0	1,550								
33 P	University Way Sidewalks - Brick Rd. to Vista Rd.	0	0	0	0	2,040	0	0	0	2,040								
34 S	Pfenning Rd Sidewalk - 240' North of Vantage Hwy to Radio Rd	0	272	1,867	0	0	0	0	0	2,139								
35 P	Industrial Way Improvements - LID	0	0	0	0	1,280	0	0	0	1,280								
36 P	Canyon Rd and Umptanum Rd Intersection Enhancements and Widening	0	0	0	0	0	3,390	0	0	3,390								
37 P	Multimodal Facility Study	0	0	0	0	0	120	0	0	120								
38 P	Wildcat Way Overlay (University Way to 14th Ave)	0	0	0	0	0	950	0	0	950								
39 P	3rd Ave. Paverstone Sidewalks and Historic Lighting - Water St. to Depot	0	0	0	0	0	810	0	0	810								
40 P	Capitol Ave. Improvements - Willow St. to Oak St.	0	0	0	0	0	1,525	0	0	1,525								
41 P	Airport Rd Sidewalk Improvements - Dean Nicholson to N. City Limits	0	0	0	0	0	1,170	0	0	1,170								
42 P	3rd Ave and Ruby St Intersection Enhancements	0	0	0	0	0	0	890	0	890								
43 P	14th Ave and Wildcat Way Bike Lane - B St to University Way	0	0	0	0	0	0	103	0	103								
44 P	Alder St. Overlay - University Way to Helena	0	0	0	0	0	0	1,100	0	1,100								
45 P	Helena Ave Extension - PTC Trail to Dry Cr Rd	0	0	0	0	0	0	4,100	0	4,100								
46 P	Cora Street Ext - PTC Trail to Bender Rd (portion in KC jurisdiction)	0	0	0	0	0	0	7,200	0	7,200								
47 P	Mountain View Ave and Bull Rd Intersection Enhancements	0	0	0	0	0	0	681	0	681								
48 P	Chestnut St and Walnut St Bike and Ped Improvements								263	263								
49 P	Trail Connection - 5th Ave to University Way (near CWU)								47	47								
50 P	5th and Ruby Intersection Enhancements and Widening								741	741								
51 P	Helena Ave and Walnut St Intersection Enhancements and Widening								740	740								
52 P	Helena Ave and Water St Intersection Enhancements and Widening								936	936								
53 P	Manitoba Ave and Ruby St Intersection Enhancements and Realignment								1,332	1,332								
54 P	University Way and Alder St Intersection Enhancements and Widening								1,558	1,558								
55 P	University Way and Main St Intersection Enhancements and Widening								3,338	3,338								
56 P	Water St and Bender Rd Intersection Enhancements								966	966								
57 P	Airport Rd and Bender Rd Intersection Enhancements								1,008	1,008								
58 P	Capitol Ave and Chestnut St Intersection Enhancements								672	672								
59 P	Sanders Rd and Alder St Intersection Enhancements								665	665								
60 P	Capitol Ave and Willow St Intersection Enhancements								524	524								
61 P	Anderson Rd and Umptanum Rd Intersection Enhancements								1,252	1,252								
62 P	15th Ave and Cora St Intersection Enhancements								432	432								
63 P	18th Ave and Alder St Intersection Enhancements								720	720								
64 P	Canyon Rd Overlay - Umptanum to Mountain View Ave	0	0	0	280	0	0	0	0	280								
65 P	Pfenning Rd Sidewalks - Radio Rd to 14th Ave								1,101	1,101								
TOTAL EXPENDITURE										10,864	6,080	9,185	16,407	5,255	8,100	19,784	16,295	91,969
ARTERIAL STREET FUND BEGINNING BALANCE (01/01/2022))										511	119	139	164	179	254	269		
EST. GAS TAX REVENUE & SCHEDULED SALES TAX TRANSFER										120	120	120	120	120	120	120		
ARTERIAL STREET FUND ENDING BALANCE										119	139	164	179	254	269	344		

*Current year projects shown for accounting purposes.

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

Table 31. Wastewater Treatment Capital Improvement Plan

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

Grand total \$16,428,000

Table 32. Water System Capital Improvement Plan

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

Grand Total \$14,468,520

EXHIBIT B



TRANSPORTATION

WHAT YOU WILL FIND IN THIS CHAPTER:

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

OVERVIEW

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

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

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

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

BACKGROUND & CONTEXT

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

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

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

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

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

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

ROLE OF THE TRANSPORTATION CHAPTER

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

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

OTHER PLANS

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

Kittitas County Comprehensive Plan

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

QUADCO Transportation Plan

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

Ellensburg Nonmotorized Transportation Plan

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

The Plan identifies 11 goals for transportation in the region:

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

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

Central Washington University Campus Master Plan

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

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

Ellensburg Transit Feasibility Study

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

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

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

Kittitas Valley Event Center Master Plan

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

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

Interstate-90 Snoqualmie Pass East Project

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

DOWNTOWN PARKING

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

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

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

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

Management strategies will consider elements such as:

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

Potential areas of focus for zoning code strategies include:

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

CONDITIONS AND TRENDS

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

Land Uses and Key Destinations

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

The main commercial areas in Ellensburg are the Central Commercial zones, the Commercial Highway zones, and the Commercial Tourist zones. The Central Commercial zone is generally comprised of older buildings in the



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

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

Central Washington University

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

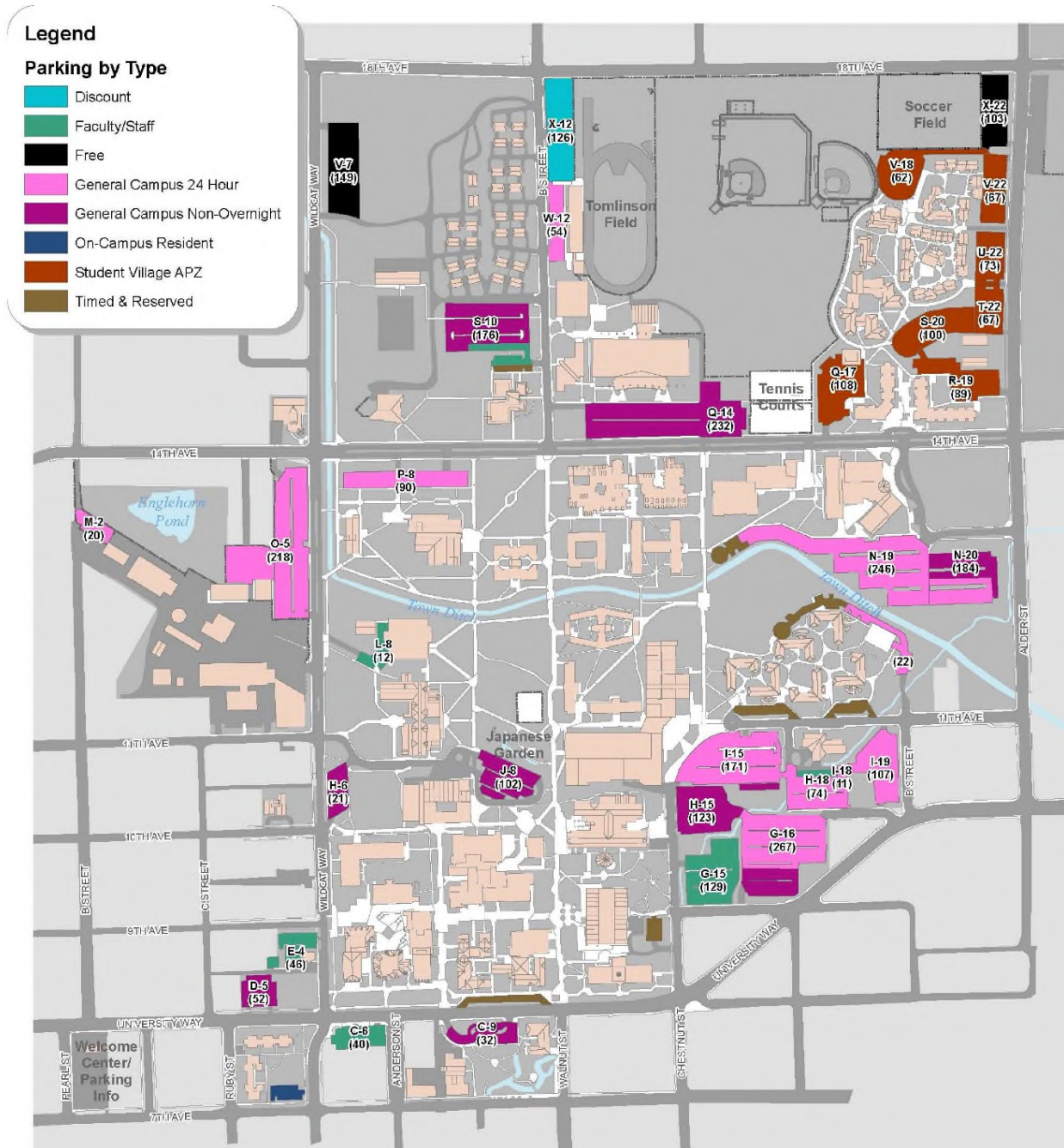


The majority of students, faculty and staff access campus via car. In the 2010-2011 academic year (the most recent available data) 5,462 parking permits were sold, including 3,791 student permits. At this time, enrollment was 8,400 students. Most parking for campus is located in the lots shown in *Figure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

Figure 2. Key Destinations

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

Figure 3. CWU Parking Lots



Schools

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

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

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

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

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

Parks and Recreation Areas

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

Hospital

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

Kittitas Valley Event Center

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

Retirement Communities

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

Transportation Network Overview

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

Auto and Freight Network Overview

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

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

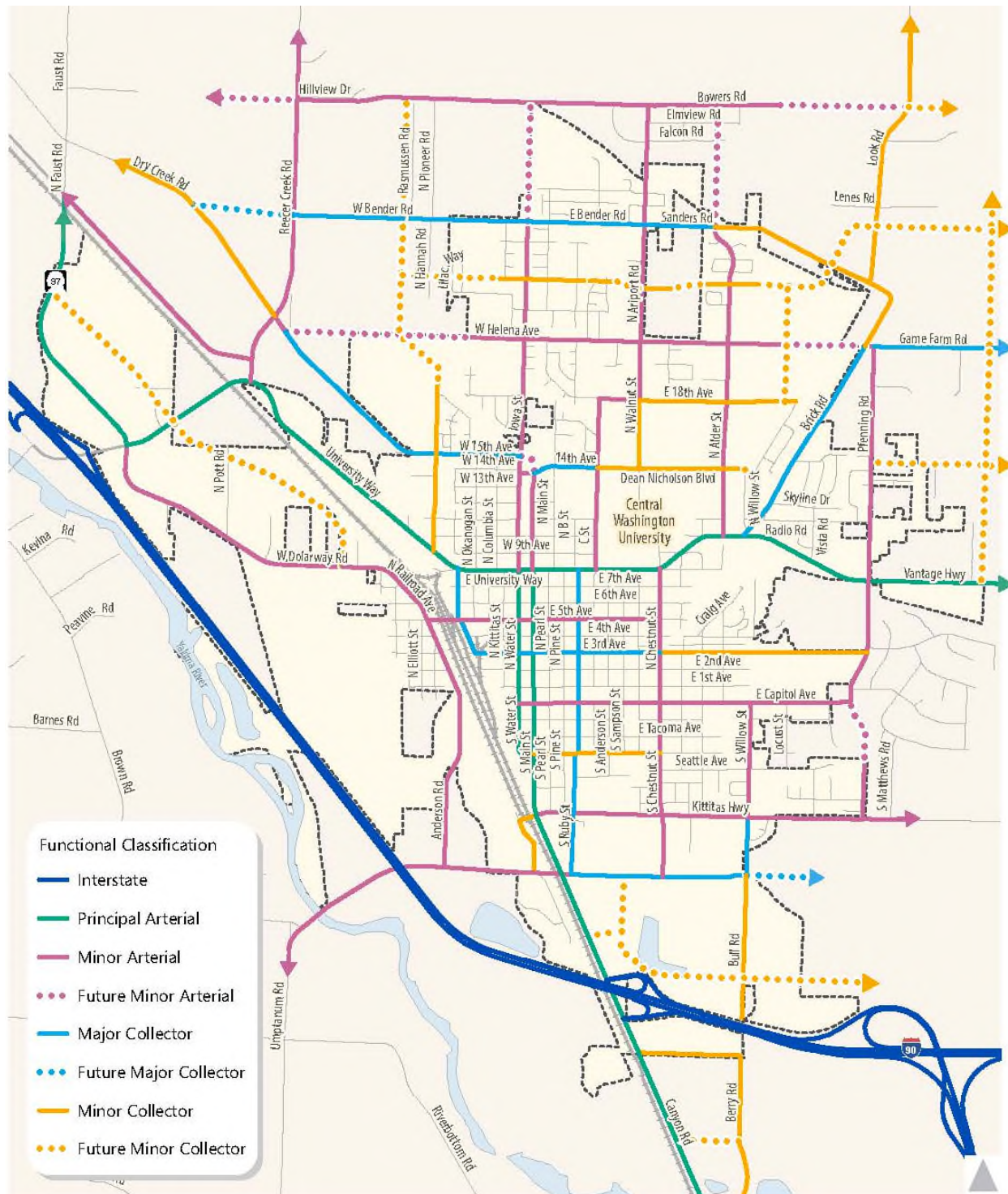
In recent years, grants have funded several safety and roadway improvement enhancements to Ellensburg's transportation network. These include updating all 21 of Ellensburg's traffic signals with new controllers, road widening and street improvements on Mountain View Avenue and Dolarway Road, widening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

Table 1. Classification of Roadways

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

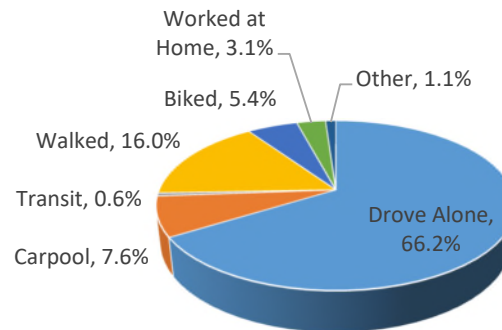
Figure 4. Roadway Functional Classifications



Pedestrian and Bicycle Network

Since every trip includes a segment that is made on foot or by bike, facilities for walking and biking are a critical component of the overall transportation network. The American Community Survey Travel to Work data, shown in *Figure 5*, indicates that 16 percent of Ellensburg residents walk to work, and 5 percent bike to work.

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



The combined 21 percent of workers who use active transportation modes to travel to work, rely on safe sidewalks, pedestrian paths, and bicycle infrastructure. It is also important to note that Travel to Work Data historically undercounts the overall demand for walking and biking, since it does not consider how the network is also used by school children and recreational users. Ellensburg's current bicycle and sidewalk network is shown in *Figure 6*.

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

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

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

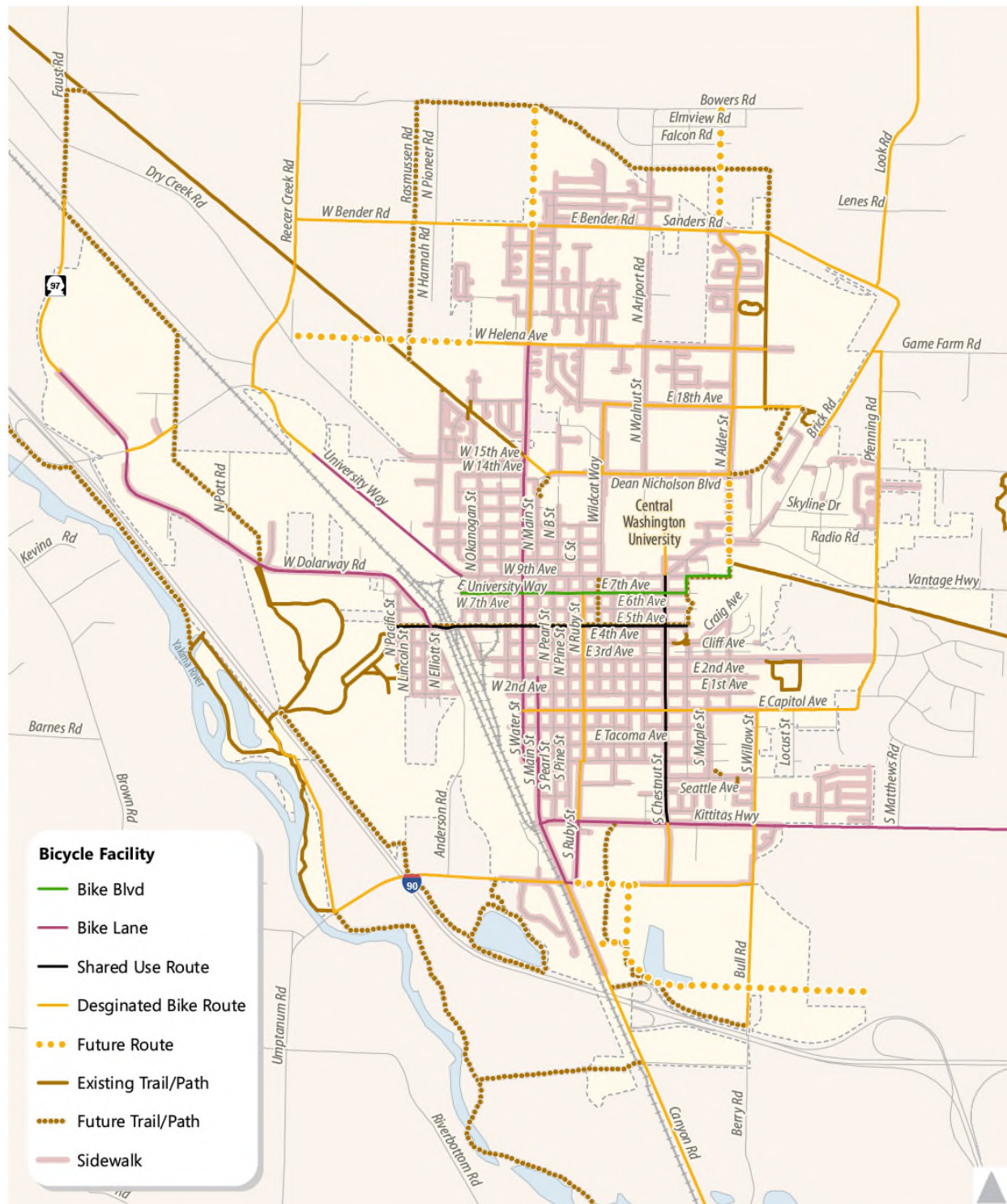
- Implement a bicycle wayfinding system
- Maintain off-street infrastructure and address potholes and other hazards more swiftly
- Promote cycling with community events
- Celebrate Bike to Work Day
- Encourage CWU to become a LAB Bicycle Friendly University
- Update the 2008 Nonmotorized Transportation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

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



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

Figure 6. Existing and Proposed Pedestrian and Bicycle Facilities



Transit Network

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



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

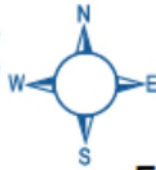
For connections outside of the County, the Greyhound bus offers a stop in Ellensburg, the Apple Line bus travels north into Chelan and Okanogan counties, and the Bellaire Airport Shuttle takes residents to and from the Seattle Airport.

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

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

Figure 8. Yakima-Ellensburg Commuter Routes

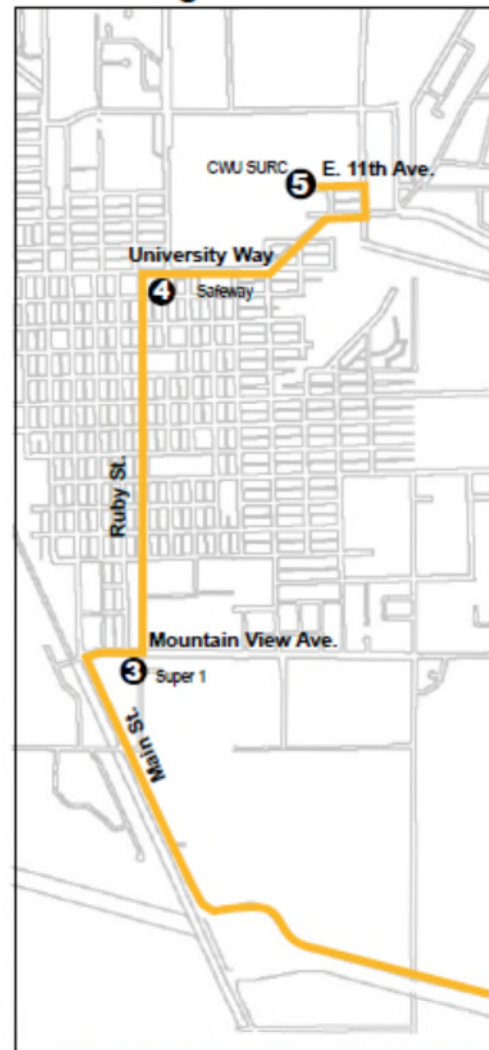
The Commuter Express runs the same route Northbound and Southbound. The black dots mark the only bus stops.



Yakima/Selah



Ellensburg



 All routes served by lift-equipped buses

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

Freight Network

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



Auto Network

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

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

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

Table 2. Level of Service Definitions for Signalized Intersections

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

Table 3. Level of Service Definitions for Unsignalized Intersections

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

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

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

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

Figure 10. Intersections and 2017 Level of Service

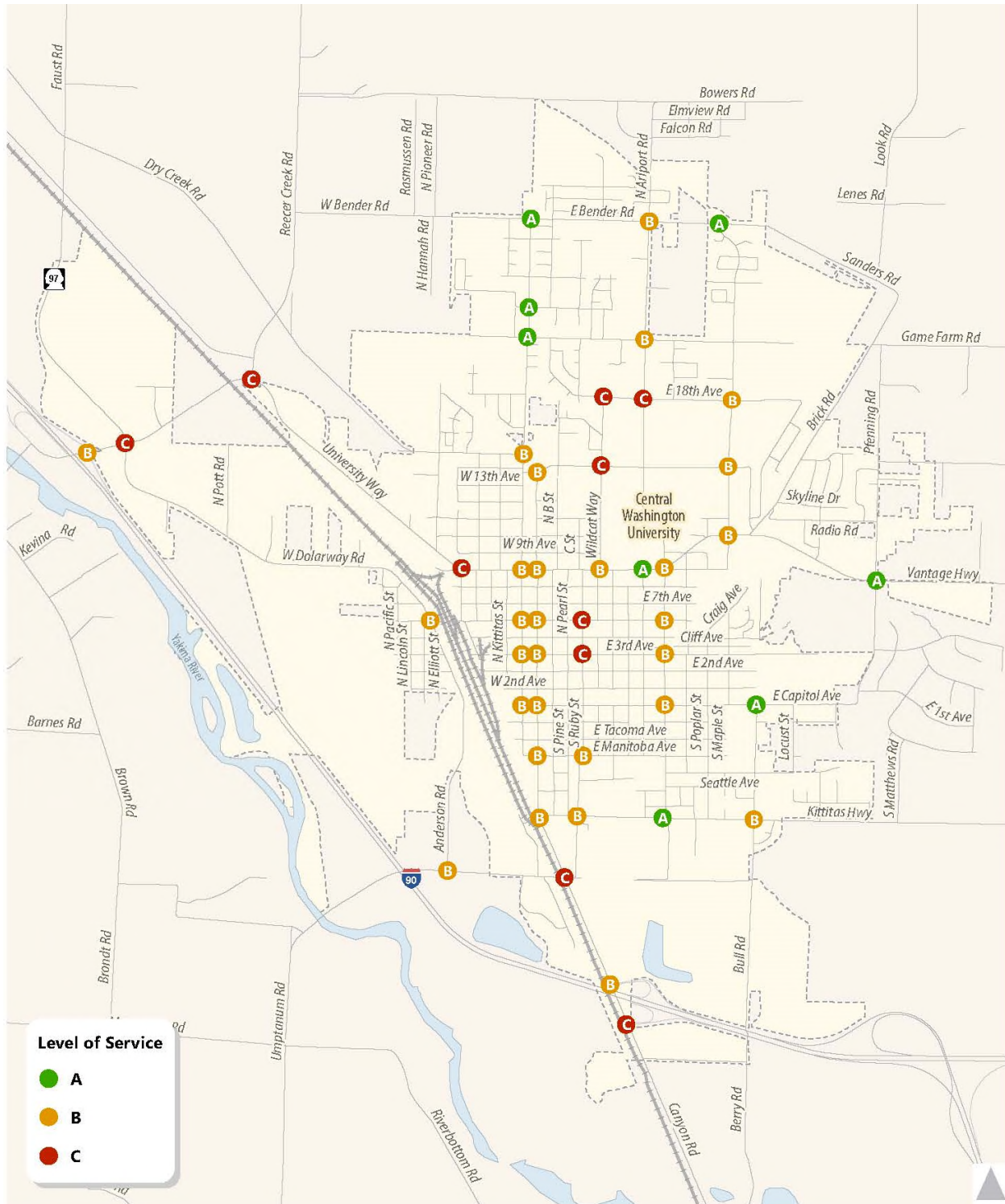


Figure 11. Intersections and Projected 2037 Level of Service – without Capital Improvement Projects

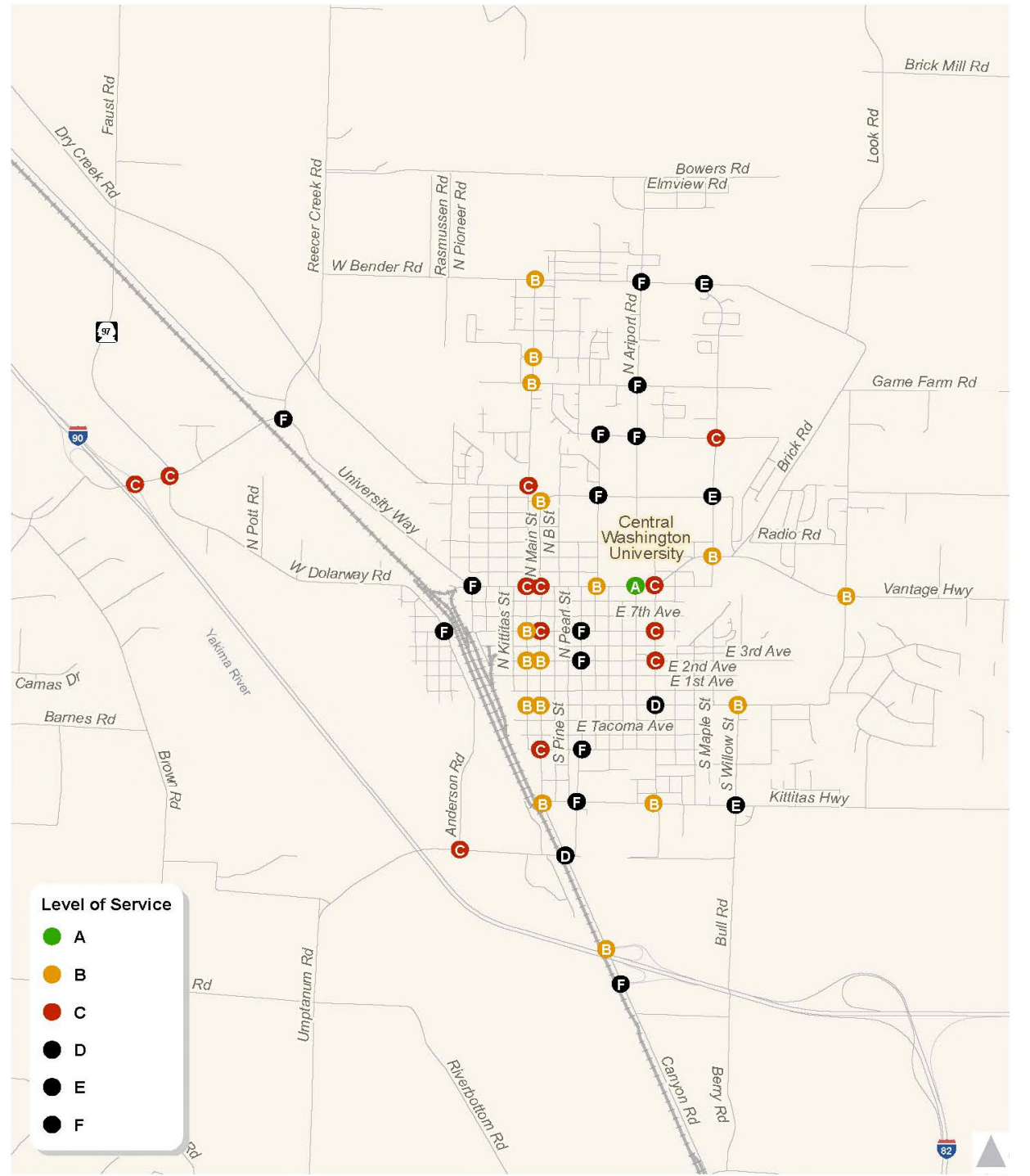
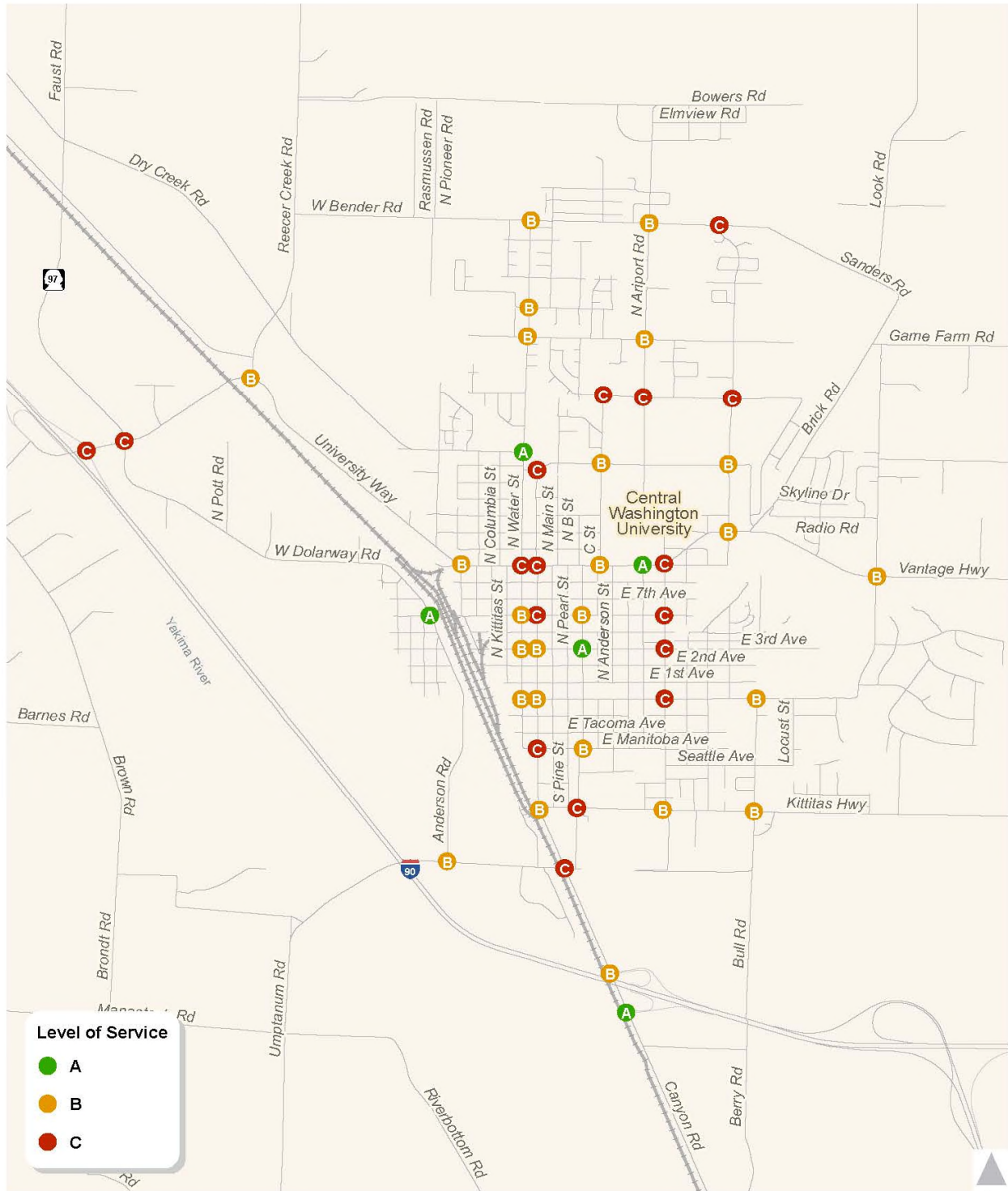


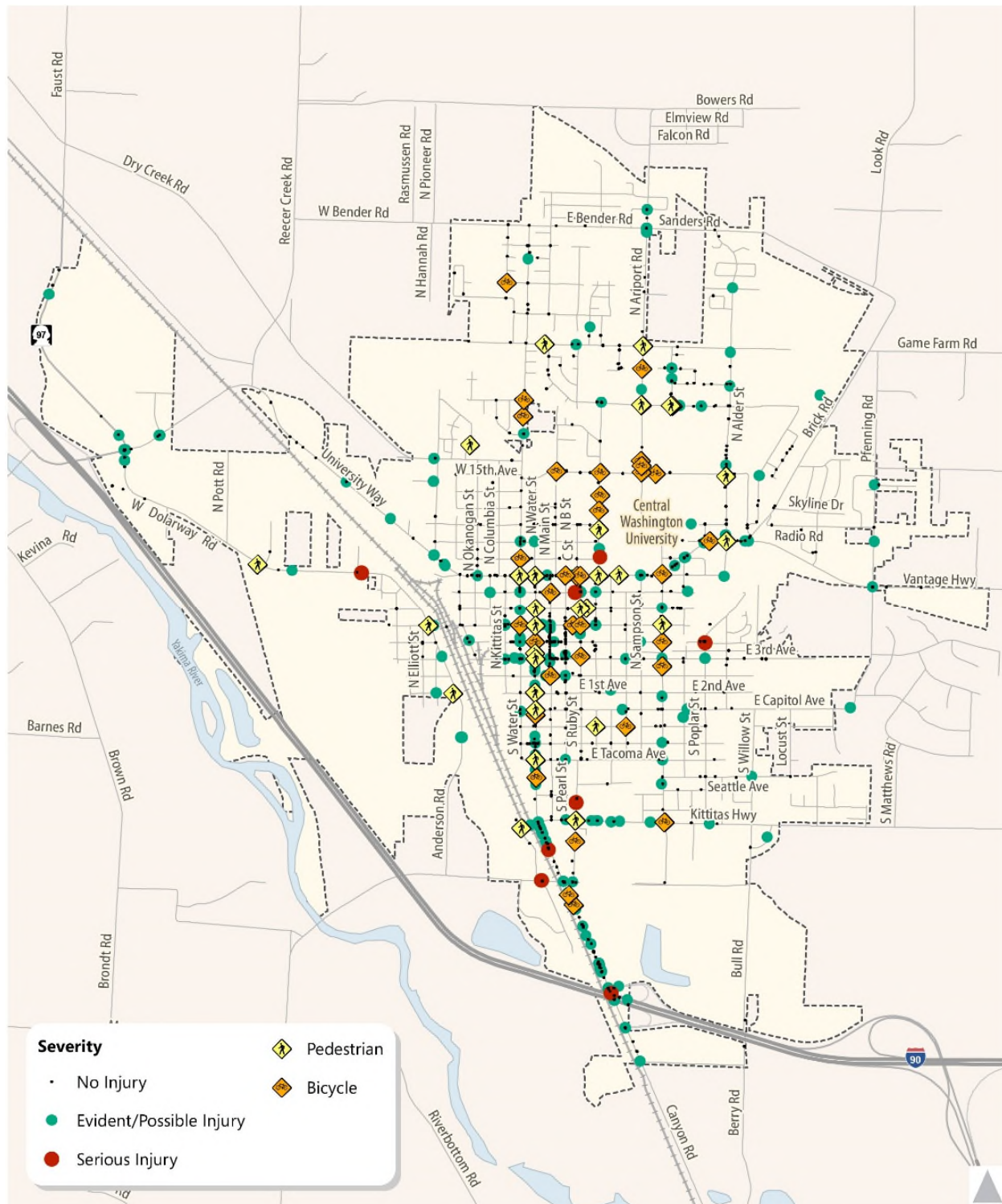
Figure 12. Intersections and Projected 2037 Level of Service – with Capital Improvement Projects



Safety

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

Figure 13. Collisions in Ellensburg (2010-2016)



OPPORTUNITIES AND CHALLENGES

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

Network Connectivity

Barriers to Mobility

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

Pedestrian and Bicycle Infrastructure

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

Transit

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

ELLENSBURG TRAVEL DEMAND FORECASTING

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

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

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

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

Regional Growth

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

Safety

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

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

Funding

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

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

TRANSPORTATION VISION

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

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

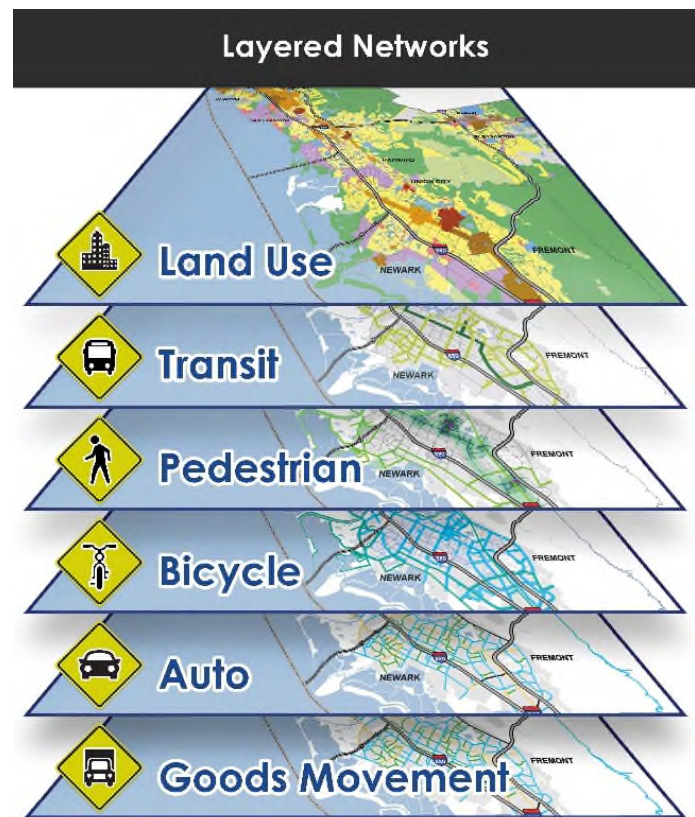
Introduction to the Layered Network

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

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

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

Figure 14. Layered Network



Modal Networks

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

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

Walking

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

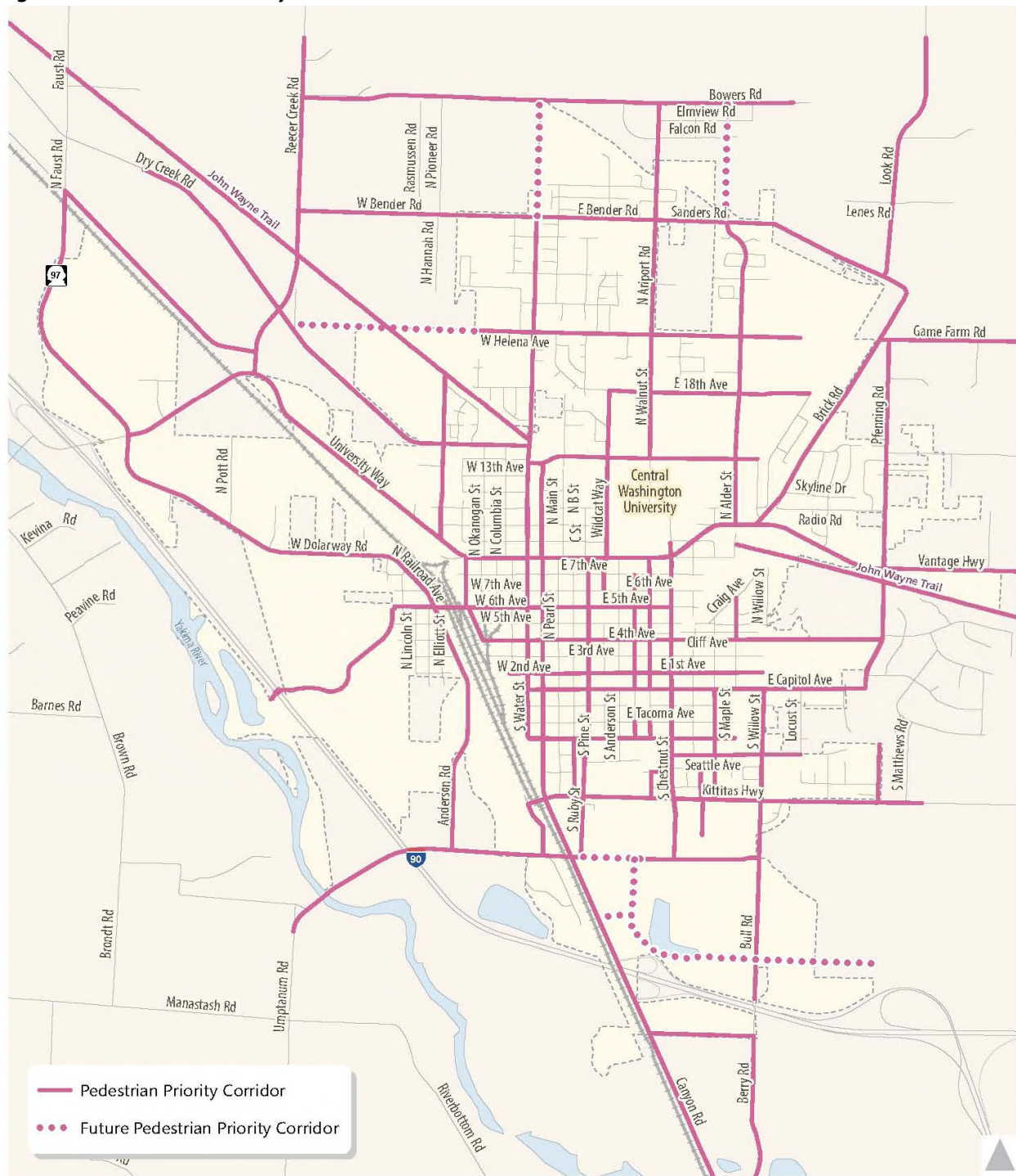
Figure 15 highlights the Pedestrian Priority Network, which specifies where pedestrian infrastructure should be provided in the long term. Sidewalks on the Pedestrian Priority Network should provide both comfort and safe travel space whenever possible.

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

Table 4. Levels of Pedestrian Infrastructure

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

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

Figure 15. Pedestrian Priority Network

Bicycling

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

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

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

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

Table 5. Levels of Bicycle Accommodation

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

Figure 16. Bicycle Priority Network



Transit

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

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



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

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

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



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

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

Freight and Auto

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

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

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

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

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



GOALS AND POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy G Identify trail easements.

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

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

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

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

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

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

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

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

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

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

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

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

Policy G Explore potential locations for a future transit center.

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

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

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

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

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

Policy E Minimize street widths to reduce maintenance needs.

Policy F Develop an emergency fund to address unanticipated events.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ACTION ITEMS

Citywide Transit Master Plan

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

Monitor Parking Demand

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

Monitor Street Design Standards and Parking Standards

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

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

Nonmotorized Transportation Plan

Implement and update the Nonmotorized Transportation Plan.

Review Parking Requirements

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

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

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

Study rail impacts

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

Study University Way pedestrian crossings

Study ways to improve safety on University Way pedestrian crossings.

POLICY CONNECTIONS

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

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



HOUSING

WHAT YOU WILL FIND IN THIS CHAPTER

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

OVERVIEW

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

This chapter contains information on housing supply, condition, occupancy, and affordability. The City of Ellensburg conducted an Ellensburg Housing Needs Assessment in 2016, [and developed a Housing Action Plan in 2021](#) and the results from ~~that~~^{those} studies supplement the information in this chapter.

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

to implement programs that satisfy those needs.

BACKGROUND & CONTEXT

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

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

Household Characteristics

As of ~~2016~~2021, ~~241,230~~340 people live in the City of Ellensburg and its surrounding Urban Growth Area (UGA). This equates to ~~7,823~~8,210 total households in the City of Ellensburg and 660 additional households in the UGA. According to data from the Washington State Office of Financial Management (OFM), 11% of the population reside in group quarters, such as college residence halls, jails, or nursing facilities, while the remainder reside in households.

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

HOUSEHOLD TYPES

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

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

Large Family – families with 5 or more members

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

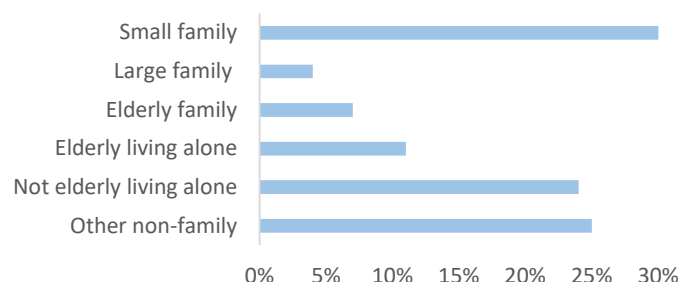
Elderly Living Alone – 62 years or over, living alone

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

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

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

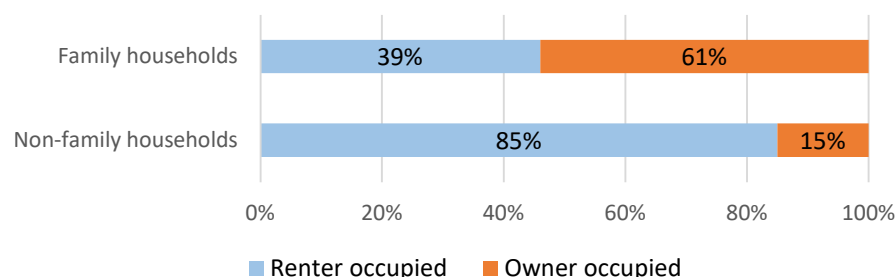
Figure 17. Households by Household Type



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

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

Figure 18. Household Tenure by Household Type



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

Demographic trends

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

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

Table 7. Households with a Senior Householder

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

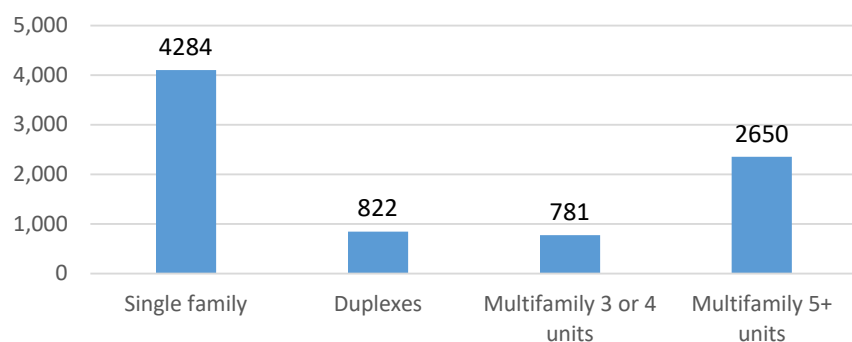
Source: U.S. Census, American Community Survey 5-Year Estimates, 2010-2014; BERK, 2017

Homelessness and unhoused population

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

Existing Housing Stock

As of [20162021](#), there were [8,3638,870](#) housing units in the City of Ellensburg. *Figure 19* breaks down all units in the City by unit type. Single family homes make up 49% of the housing stock, 47% are in multifamily structures, and less than 4% are mobile homes. Among the multifamily units, the majority are in larger buildings with five or more units.

Figure 19. Housing Units by Housing Stock

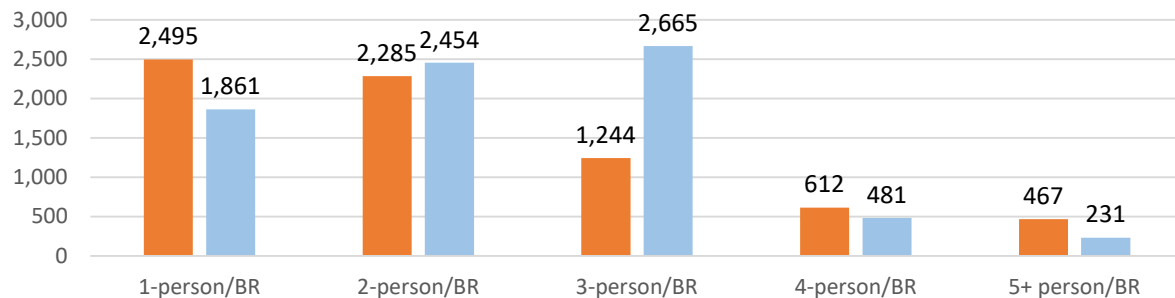
Source: OFM, [20162021](#); BERK, [20172021](#)

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

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

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

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



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

Between 2012 and 2016, 570-1343 new housing units were built or placed in Ellensburg; 56.35% of the units produced were single family homes. Less than a quarter of the production during this period 38% were multifamily residences. With nearly two thirds of the households in Ellensburg having one or two members, and 70% of households being renters, there may be greater demand for multifamily housing and smaller unit sizes than the market is currently providing.

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

HOUSING VACANCY RATE

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

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

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

CWU student housing

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

Table 8. CWU Student Housing: Current Operating Capacity

Beds		Apartment units	
Residence halls	2,761	Studios	20
Apartments	892	1 bedroom	97
Total	3,653	2 bedroom	281
		3 bedroom	71
		Total	469

Source: CWU, 2016; BERK, 2017

Subsidized housing

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

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

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

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

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

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

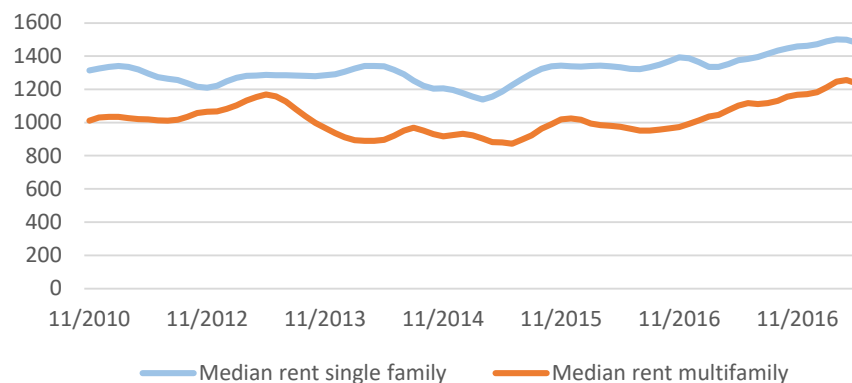
According to the Kittitas County Housing Authority, wait times for qualified applicants seeking units in their buildings is typically twelve to eighteen months. Wait times for three bedroom units have a shorter wait time (three to six months) and wait times for four bedroom units can be up to three years.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

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

Housing market trends and housing affordability

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

Figure 21. Median Monthly Rent



Source: Zillow Rent Index 2017; BERK 2017

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

AREA MEDIAN INCOME

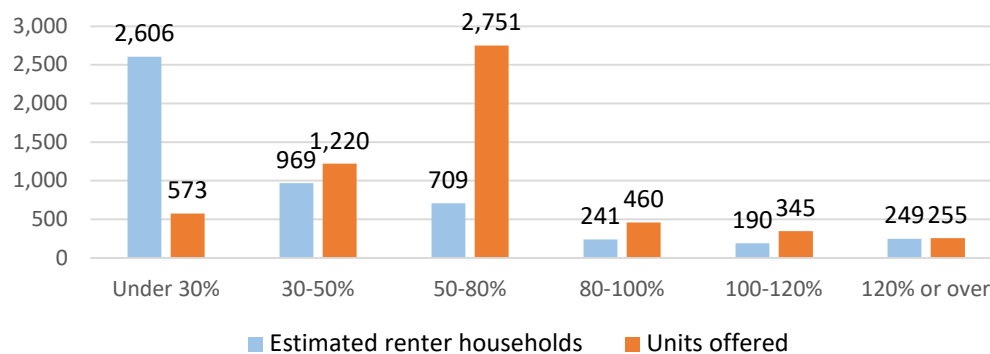
is determined by the U.S. Department of Housing and Urban Development (HUD) using American Community Survey five-year estimates of median household income for a family of four.

Kittitas County Area Median Income: \$65,600

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

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

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



Source: Zillow Rent Index 2017; BERK 2017

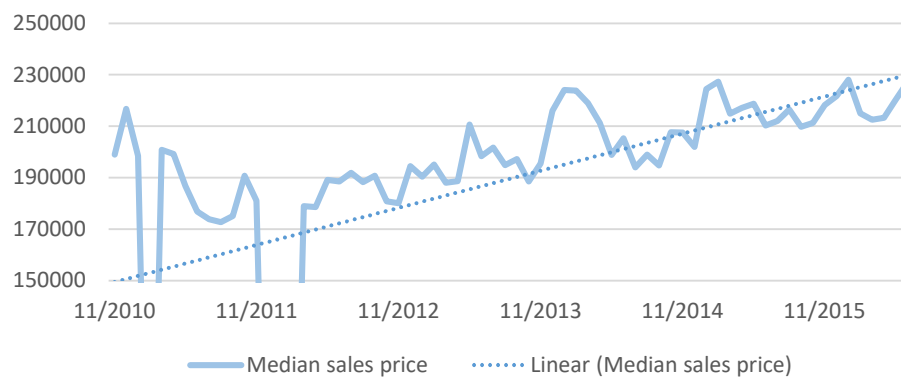
In order to better understand where the needs are in Ellensburg *Table 10* shows cost burdened households by household type. The household type 'Other' includes non-family households with no members 62 years and older. It is likely that a great number of these households include CWU students, and it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

Table 10. Cost Burdened Renter Households by Household Type

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

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

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

Figure 23. Median Home Sale Price

Source: Zillow, 2017; BERK 2017

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

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

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

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

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

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

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

Housing Opportunities

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

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

What does success look like?

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

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

GOALS, POLICIES, & PROGRAMS

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

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

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

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

Program 2 Encourage infill development on vacant and underused sites.

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

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

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

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

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

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

Policy D Promote sense of place in neighborhoods.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ACTION ITEMS

Allow for Planned Unit Developments

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

Evaluate, review and revise density bonus program

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

Expand the Multifamily Tax Exemption Program

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

Review and revise land development code

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

Review barriers to missing middle housing types

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

Review parking standards

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

Evaluate cottage development standards

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

POLICY CONNECTIONS

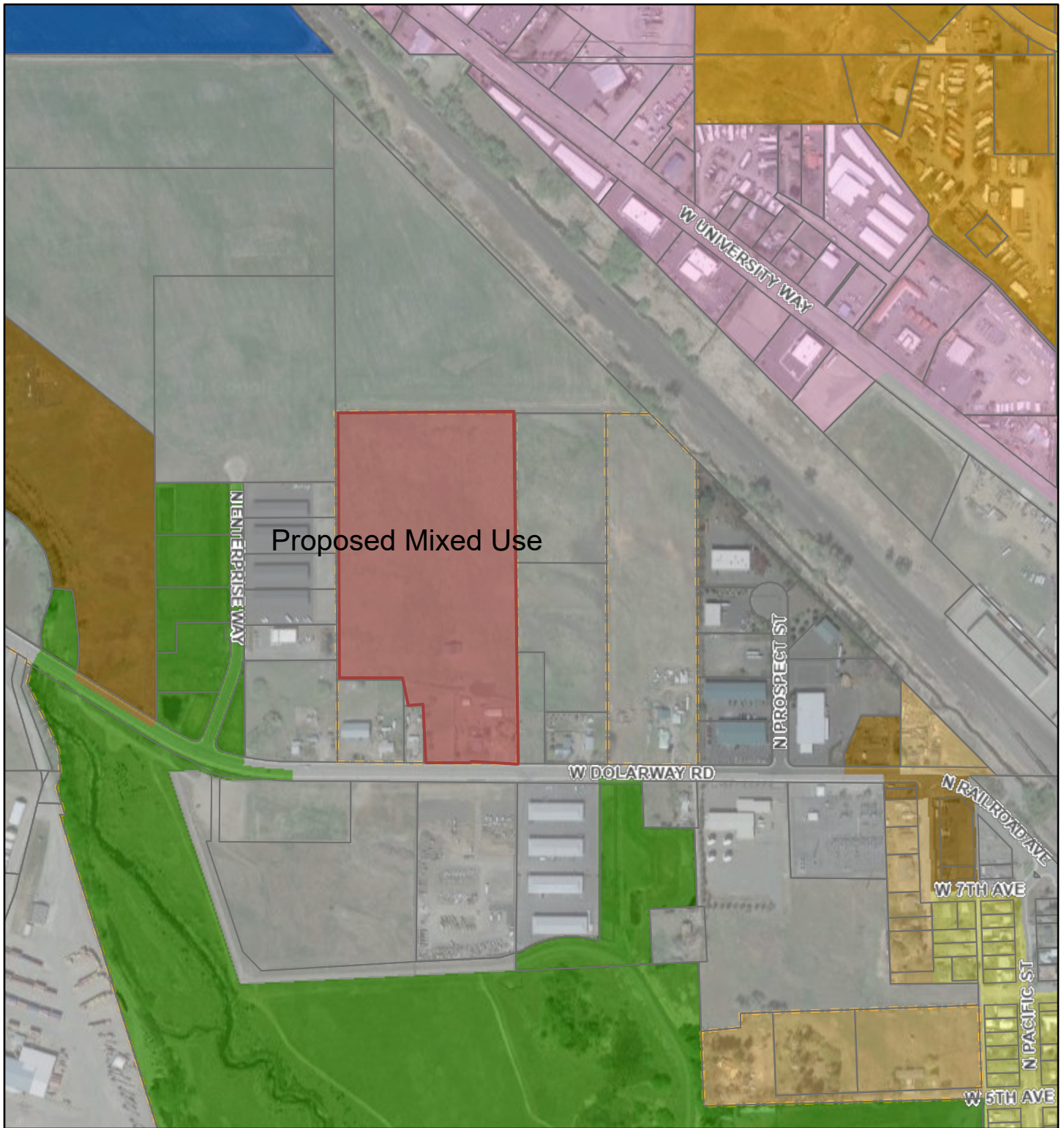
The **Land Use** chapter includes policies and land use designations that support the development of many types of housing to ensure that people who live and work in Ellensburg have adequate housing choices.

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

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

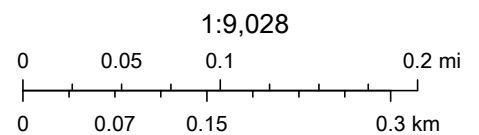
[illegible]

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

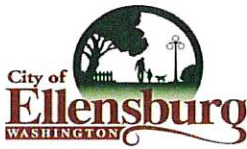


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- | | |
|--|---|
| Override 1 | Urban neighborhood |
| County Parcels | Neighborhood mixed use |
| Road | Urban center |
| Major Arterial | Community mixed use |
| Land Use Designations | Industrial residential |
| Residential neighborhood | Neighborhood commercial |
| Blended residential neighborhood | Mixed business park |



Google Maps



Comprehensive Plan Amendment Proposal

RECEIVED

JUN 28 2022

PA-16

COMMUNITY DEVELOPMENT

Community Development Department

501 N. Anderson, Ellensburg, WA 98926 (509) 962-7239 (Building) (509) 962-7231 (Planning)
permits@ci.ellensburg.wa.us

Application Name: Annual 6-year CIP Docket #: 22-01

OFFICE USE ONLY

OFFICE USE ONLY

Date Application Received: 6-28-22 Received by: Alicia Winbauer

Applicant:

Name: Jamey Ayling Daytime Phone: 509-925-8653
Mailing Address: 501 N. Anderson Street Fax Number: _____
City/State/Zip: Ellensburg WA 98926 Signature: [Signature]
Professional License No: _____ E-mail: aylingj@ci.ellensburg.wa.us

Agent/Consultant/Attorney: (mandatory if primary contact is different from applicant)

Name: _____ Daytime Phone: _____
Mailing Address: _____ Fax Number: _____
City/State/Zip: _____ E-mail: _____
Signature _____

Please provide a statement in the space provided below or on an attached sheet as needed for the suggested change(s) to the comprehensive plan with regards to the relevant criteria listed below:

- Detailed statement of the proposal and reason for the amendment including proposed language for amendment;
- Anticipated impacts of the change, including the geographic area affected and issues presented;
- Why existing comprehensive plan should not continue in effect or why existing criteria no longer apply;
- How the change would be compliant with the Growth Management Act;
- How the change would be compliant with the Countywide Planning Policies; and
- How functional plans (e.g. subarea plans, utility plans) and capital improvement programs (e.g. transportation improvement program) support the change.

Annual Update to the 6 year Capital Improvement Plans.

It is a requirement that the 6 year CIP's are updated on an yearly basis for each of the City's utilities and other capital programs. The 6-year CIP's are incorporated into the Comp Plan by reference, as Appendix A of the Capital Facilities and Utilities Chapter.



Comprehensive Plan Amendment Proposal

PA-16

Community Development Department

501 N. Anderson, Ellensburg, WA 98926 (509) 962-7239 (Building) (509) 962-7231 (Planning)
permits@ci.ellensburg.wa.us

Application Name: Transportation Element Docket #: _____

OFFICE USE ONLY

OFFICE USE ONLY

Date Application Received: 6-28-22 Received by: Alicia Winbauer

Applicant:

Name: Jamey Ayling Daytime Phone: 509-925-8653
Mailing Address: 501 N. Anderson Street Fax Number: _____
City/State/Zip: Ellensburg WA 98926 Signature: _____
Professional License No: _____ E-mail: aylingj@ci.ellensburg.wa.us

Agent/Consultant/Attorney: (mandatory if primary contact is different from applicant)

Name: _____ Daytime Phone: _____
Mailing Address: _____ Fax Number: _____
City/State/Zip: _____ E-mail: _____
Signature _____

Please provide a statement in the space provided below or on an attached sheet as needed for the suggested change(s) to the comprehensive plan with regards to the relevant criteria listed below:

- Detailed statement of the proposal and reason for the amendment including proposed language for amendment;
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- Why existing comprehensive plan should not continue in effect or why existing criteria no longer apply;
- How the change would be compliant with the Growth Management Act;
- How the change would be compliant with the Countywide Planning Policies; and
- How functional plans (e.g. subarea plans, utility plans) and capital improvement programs (e.g. transportation improvement program) support the change.

The Transportation Element was reviewed by Quadco RTPO for consistency with the Growth Management Act and found to be consistent with 12 out of 13 topics. The area that needed minor correction included the section on modes of travel to include air, park and rides added to intermodal connections section and add a reference to the QUADCO Long-range Transportation Plan.



Comprehensive Plan Amendment Proposal

RECEIVED

JUN 30 2021

PA-16 COMMUNITY DEVELOPMENT

Community Development Department

501 N. Anderson, Ellensburg, WA 98926 (509) 962-7239 (Building) (509) 962-7231 (Planning)
permits@ci.ellensburg.wa.us

Application Name: _____ Docket #: _____

OFFICE USE ONLY

OFFICE USE ONLY

Date Application Received: 6/30/2021 Received by: Alicia Winbauer

Applicant:

Name: Kirsten Sackett Daytime Phone: 509-962-7232
Mailing Address: 501 N. Anderson Street Fax Number: _____
City/State/Zip: Ellensburg, WA 98926 Signature: Kirsten Sackett
Professional License No: _____ E-mail: sackettk@ci.ellensburg.wa.us

Agent/Consultant/Attorney: (mandatory if primary contact is different from applicant)

Name: _____ Daytime Phone: _____
Mailing Address: _____ Fax Number: _____
City/State/Zip: _____ E-mail: _____
Signature _____

Please provide a statement in the space provided below or on an attached sheet as needed for the suggested change(s) to the comprehensive plan with regards to the relevant criteria listed below:

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- Why existing comprehensive plan should not continue in effect or why existing criteria no longer apply;
- How the change would be compliant with the Growth Management Act;
- How the change would be compliant with the Countywide Planning Policies; and
- How functional plans (e.g. subarea plans, utility plans) and capital improvement programs (e.g. transportation improvement program) support the change.

See attached narrative regarding a proposal to update sections of Chapter 4 Housing Element to align with the data in the 2021 Housing Needs Assessment.

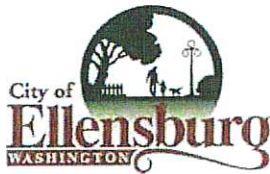
Description of proposed Comprehensive Plan amendment to Chapter 2 Housing Demographics:

The Housing Element (Chapter 2) of the 2017-adopted Comprehensive provides demographic data and assumptions based on a Housing Needs Assessment that was conducted in 2016. The City recently completed a June 2021 Housing Needs Assessment that provides more current data.

The proposal is to update the Housing Element with the current demographics, beginning on Page 36 of the Comprehensive Plan. This includes updates to the chapter narrative, Figures 3, 4 and 5, and Tables 7 thru 11.

The City is currently working on a Housing Action Plan (HAP) that included an analysis of the existing Housing Goals, Policies, and Programs and assessed them for alignment with the Key Findings of the Housing Needs Assessment. Please see the attached DRAFT analysis of the Goal section. This identifies potential areas for re-evaluation of the existing goals.

Next steps in development of the HAP include engagement with the community in identifying and prioritizing strategies for improving the housing challenges in Ellensburg. Input from the community and future discussion with the Planning Commission and City Council may lead to amendments to the existing goals, policies, and programs within Chapter 2 of the Comprehensive Plan. Depending on the timing of these next steps staff would propose to update the Comprehensive Plan with any revised goals. If the information is not available or developed within the time period for this amendment cycle, staff would then propose to defer the amendments to the Goals section to the 2022 Comp Plan amendment cycle.



Land Use Application Cover Sheet



Community Development Department 501 N. Anderson, Ellensburg, WA 98926 (509) 962-7239 (Building) permits@ci.ellensburg.wa.us (509) 962-7231 (Planning) comdev@ci.ellensburg.wa.us
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INSTRUCTIONS – PLEASE READ FIRST AND ANSWER ALL QUESTIONS COMPLETELY.

If you have any questions about this form or the application process, please ask to speak with a planner. All necessary attachments and the filing fee are required upon submittal. Filing fees are not refundable. This application consists of two parts. PART I - GENERAL INFORMATION and PART II, project descriptions and site plan contain additional information specific to your proposal and all required information MUST be attached to this page to complete the application process.

PART I – GENERAL INFORMATION

1. Applicant's Information:	Name:	MATT WILLARD, MANAGER SONVIDA 1, LLC																																		
	Mailing Address:	PO BOX 1359																																		
	City:	St:	Zip:	Phone:																																
	E-Mail:	MATT@TANOC.HOMES.NET																																		
2. Applicant's Interest in Property:	Check One:	☒ Owner	☐ Agent	☐ Purchaser	☐ Other																															
3. Property Owner's Information (If other than Applicant):	Name:	SEE ABOVE																																		
	Mailing Address:																																			
	City:	St:	Zip:	Phone:	()																															
	E-Mail:																																			
4. Subject Property's Assessor's Parcel Number(s):																																				
TAX PARCEL / A PORTION OF PARCEL 411133																																				
5. Legal Description of Property. (if lengthy, please attach it on a separate document)																																				
SEE ABOVE																																				
6. Property Address:																																				
NOT ADDRESSED																																				
7. Property's Existing Zoning:																																				
☒ RS ☐ RL ☐ RM ☐ RH ☐ RO ☐ CN ☐ CH ☐ CT ☐ CC ☐ CCH ☐ MHP ☐ IL ☐ IH ☐ PR ☐ PUD																																				
8. Type Of Application: (Check All That Apply)																																				
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9. PART II – PROJECT DESCRIPTION AND SITE PLAN (See attached page)

10. I certify that the information on this application and the required attachments are true and correct to the best of my knowledge.

Property Owner's Signature 	Date 6-23-22
Applicant's Signature 	Date 6-23-22

FILE/APPLICATION(S)#

DATE FEE PAID:	RECEIVED BY:	AMOUNT PAID:	RECEIPT NO:
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Figure 13. Roadway Functional Classifications



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

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



Proposal No. _____ (leave blank) RETURN TO:

COMMUNITY DEVELOPMENT DEPARTMENT
501 N. ANDERSON STREET
ELLENSBURG, WA 98926

COMPREHENSIVE PLAN AMENDMENT PROPOSAL

THE PURPOSE OF THIS FORM IS TO CLEARLY OUTLINE INFORMATION REGARDING A PROPOSAL TO AMEND THE CITY OF ELLENSBURG COMPREHENSIVE PLAN. PROVISION OF THE FOLLOWING INFORMATION WILL INSURE THAT THE PROPOSAL CONTAINED HEREIN WILL RECEIVE FULL CONSIDERATION AND THAT THE INDIVIDUAL MAKING SUCH PROPOSAL WILL BE ADVISED OF ALL RELEVANT PUBLIC MEETINGS, HEARINGS, ETC....

NAME/DATE: Solar Dolar LLC, A Washington Limited Liability Company
June 23rd 2022

ADDRESS/PHONE NO.:

Attn: Joel Greear
Solar Dolar, LLC
1410 W. Dolarway, Suite 301
Ellensburg, WA 98926
Joel@centralpavingllc.com
509 899-737371

With copies to:

Jeff Slothower Attorney at Law
P.O. Box 1088
Ellensburg, WA 98926
Jslothower@lwhsd.com

DESCRIPTION OF AMENDMENT TO COMPREHENSIVE PLAN

Solar Dolar owns Kittitas County Tax Parcel No. 946133, which is located at 1501 W Dolarway Rd, Ellensburg WA (hereinafter the "Property"). (See map attached as exhibit 1) The Property is not within the city limits of Ellensburg and instead is an island of unincorporated Kittitas County surrounded by the city of Ellensburg. The applicant desires to change the future land use map so that this property is designated for a Community Mixed Use designation instead of Industrial. If the designation is approved, then the Applicant will petition the city to have the property annexed into the city with a zone of Regional Center Mixed-Use. The application then intends to develop the property consistent with the uses allowed in the Regional Center Mixed-Use zone.

SECTIONS OF THE COMPREHENSIVE PLAN PROPOSED FOR AMENDMENT

The Applicant requests that the City of Ellensburg Comprehensive plan future land use map be modified so that the Property is designated as Community Mixed Use under the comprehensive plan future land use map.

REASONS AND INFORMATION SUPPORTING THE PROPOSED AMENDMENT

The requested designation will allow the Property to be annexed into the city with a zoning designation of Regional Center Mixed-Use Zone. The Regional Center Mixed-Use zone is a new zone in the city of Ellensburg, having been authorized in Ordinance No. 4887, dated May 16, 2022. The zone is intended to provide for a “broad mix of uses that offer a variety of commercial and employment opportunities and medium to high density multifamily housing”. The applicant has a development across Dolar Way from the Property that provides compatible uses which provides small businesses a location to operate from, enhancing the economic development of the area and the city as a whole, providing significant employment opportunities and services to the citizens of Ellensburg. The requested designation and future zone will also give the applicant the ability to mix in multifamily housing opportunities that will be available to city residents with additional commercial business development. The Property is compatible for development consistent with the requested zoning designation.

PROPOSED LANGUAGE FOR AMENDMENTS (IF NOT PROVIDED ABOVE)

None proposed as this is a future land use map amendment.

EXHIBIT 6

2022 PROPOSED COMPREHENSIVE PLAN AMENDMENT LIST

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

Summary

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

Table 23. Electric Utility 6-year Capital Improvement Plan

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

Table 24. Information Technology Capital Improvement Plan

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

Table 25. Natural Gas Utility Capital Improvement Plan

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

Table 26. Parks and Recreation Capital Improvement Plan

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

Table 27. Sewer System Capital Facility Improvement Plan

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

	\$ 2,950,000	\$ 100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$5,836,000
Grand Total	\$9,286,000						

Table 28. Stormwater Capital Improvement Plan

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

	\$5,742,000	\$5,115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000
Grand Total	\$11,317,000					

Table 29. Telecommunications Capital Improvement Plan

Project	2022	2023	2024	2025	2026	2027
Strategic Plan						
Plan Updates (every 3 years)			\$20,000			
System Improvements						
WWTP Fiber Optic Connection				55,000	\$55,000	
Bull Road	115,000			20,000		
Hardware Refreshment	100,000	25,000	25,000	25,000	100,000	25,000
Outdoor Plant Improvements	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000
Gateway 1	\$100,000					
Gateway 2	\$85,000					
Telecom Connections	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Telecom Infrastructure	\$55,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Line Extensions						
Commercial Customers	\$50,000	\$50,000	25,000	25,000	25,000	25,000
Wireless Improvements						
Community WiFi, Wireless Equipment for DR/Backup or Temporary Svc.		\$10,000	10,000	10,000		
Total	\$603,000	\$188,000	\$183,000	\$238,000	\$283,000	\$153,000
GRAND TOTAL	\$1,648,000					

Table 30. Transportation Capital Improvement Plan

CITY OF ELLENSBURG 6-YEAR TRANSPORTATION IMPROVEMENT PLAN 2023 TO 2028 (INCLUDES CURRENT WORK REMAINING IN 2022)										PUBLIC HEARING DATE: 1/3/2022 ADOPTION DATE: 1/3/2022 RESOLUTION NO. 2023-02		
REVENUE BY YEAR (thousands)												
SOURCE	2022*	2023	2024	2025	2026	2027	2028			TOTALS		
ARTERIAL STREET	512	100	95	105	45	105	45			1,007		
REGIONAL STBG	685	1,154	0	0	0	710	750			3,299		
SALES TAX RESERVE	1,168	1,386	777	657	1,425	550	450			6,413		
FEDERAL SAFE ROUTES TO SCHOOL & PEDESTRIAN/BICYCLE GRANTS	0	43	1,045	2,364	750	0	250			4,452		
WSDOT SAFETY PROGRAM	1,145	0	0	4,350	0	0	0			5,495		
TRANSPORTATION IMPROVEMENT BOARD (TIB) - Grant Programs	1,599	1,463	1,213	200	1,700	3,475	3,500			13,150		
DISTRESSED COUNTY SALES/USE TAX	205	0	134	0	0	475	0			814		
1/4 CENT REAL ESTATE EXCISE TAX	1,023	582	1,214	221	190	30	215			3,475		
MAP-21 TRANSPORTATION ALTERNATIVES PROGRAMS	43	360	0	0	0	0	0			403		
DOE FISCAL YEAR WATER QUALITY GRANT	2,943	371	3,479	0	0	0	0			6,793		
COUNTY LODGING TAX GRANT	0	67	0	0	0	0	0			67		
LOCAL LODGING TAX FUNDS	0	66	0	0	0	0	0			66		
TRANSIT	48	0	0	0	0	25	0			73		
OTHER AGENCY OR CITY DEPARTMENT	809	487	1,173	6,165	0	95	0			8,729		
LOCAL IMPROVEMENT DISTRICT (LID) / DEFERRALS	0	0	0	0	1,145	695	12,900			14,740		
TRAFFIC IMPACT FEES	684	0	55	2,345	0	990	1,674			5,748		
NOT FUNDED	0	0	0	0	0	950	0			950		
TOTAL REVENUE	10,864	6,079	9,185	16,407	5,255	8,100	19,784			75,674		
EXPENDITURES BY YEAR (thousands)												
Funding (S/P)	PROJECT	2022*	2023	2024	2025	2026	2027	2028	Future	TOTALS		
1 S/P	Bridge Inspections	5	5	5	5	5	5	5	0	35		
2 S/P	Engineering Transfer	15	15	15	15	15	15	15	0	105		
3 S/P	Signal Optimization	25	25	25	25	25	25	25	0	175		
4 S/P	Alley Reconstruction (Semi-Annual)	0	80	0	85	0	90	0	0	255		
5 S	Helena Ave Complete Streets Sidewalk Improvements - Water St. to Walnut St.	418	0	0	0	0	0	0	0	418		
6 S	Helena Ave Overlay - Water St. to Walnut St.	512	0	0	0	0	0	0	0	512		
7 S	Main St. Corridor Intersection Enhancements	1,210	0	0	0	0	0	0	0	1,210		
8 S	University Way and Reecer Creek Road Signalization	665	0	0	0	0	0	0	0	665		
9 S	5th Ave. and Railroad Ave. Traffic Signal Installation	482	0	0	0	0	0	0	0	482		
10 S	University Way Gateway - Nanum Street to Red Horse Diner	4,306	0	0	0	0	0	0	0	4,306		
11 S	Alder St and 14th Ave Signalization - PTC Reconnect Trail from 14th to KVEC	1,811	0	0	0	0	0	0	0	1,811		
12 S	Pfennig Road Shared Use Pathway	50	526	0	0	0	0	0	0	576		
13 S/P	Capitol Ave Sidewalk Replacement - Main St. to Sampson St.	147	0	100	0	110	0	130	0	487		
14 S	Sixth Ave Paverstone Walk & Angle Parking (N. of City Hall)	148	0	0	0	0	0	0	0	148		
15 S/P	Helena Ave Imp (Water St to 3,200' west, Cora Connection, portion in KC juris)	450	0	0	0	0	0	5,450	0	5,900		
16 S	Brick Rd Improvements	150	1,485	0	0	0	0	0	0	1,635		
17 S/P	Alder St Sidewalk - One Side - Capitol Ave to 4th Ave	70	0	75	0	80	0	85	0	310		
18 P	Large Scale Wayfinding Implementation Project	0	133	0	0	0	0	0	0	133		
19 S	Downtown Slurry Seal	0	540	0	0	0	0	0	0	540		
20 P	Water St. Overlay - University Way to Manitoba, Manitoba from Water to Main	0	1,416	0	0	0	0	0	0	1,416		
21 S/P	University Way Gateway II - Vista Rd to east City Limits	400	425	5,125	0	0	0	0	0	5,950		
22 P	Anderson/Umptanum/Railroad Ave. Road Widening/Overlay (Joint w/ County)	0	500	550	6,260	0	0	0	0	7,310		
23 P	Recon. Trail and Sidewalk Extension - PTC to Bender and Hannah to Whiskey	0	50	200	2,791	0	0	0	0	3,041		
24 P	1st Ave Sidewalk Improvements - Ruby St. to Sampson St. - North Side	0	0	234	0	0	0	0	0	234		
25 P	Palouse to Cascades Reconnect Trail - Sanders to Airport	0	0	804	0	0	0	0	0	804		
26 P	15th Ave Sidewalk Improvements - Cora St to Water St - North Side	0	0	185	0	0	0	0	0	185		
27 P	Wildcat Way and 18th Intersection Enhancements	0	0	0	756	0	0	0	0	756		
28 P	University Way and Water Street Intersection Enhancements and Widening	0	0	0	3,270	0	0	0	0	3,270		
29 S	Main St. Overlay - 3rd Ave to University Way	0	608	0	0	0	0	0	0	608		
30 P	Mountain View Ave and Ruby St Intersection Enhancements and Widening	0	0	0	2,920	0	0	0	0	2,920		
31 P	Walnut St and 18th Bike Lane - Dean Nicholson to Alder St	0	0	0	0	150	0	0	0	150		
32 P	Water St. Overlay - University Way to Helena	0	0	0	0	1,550	0	0	0	1,550		
33 P	University Way Sidewalks - Brick Rd. to Vista Rd.	0	0	0	0	2,040	0	0	0	2,040		
34 S	Pfennig Rd Sidewalk - 240' North of Vantage Hwy to Radio Rd	0	272	1,867	0	0	0	0	0	2,139		
35 P	Industrial Way Improvements - LID	0	0	0	0	1,280	0	0	0	1,280		
36 P	Canyon Rd and Umptanum Rd Intersection Enhancements and Widening	0	0	0	0	0	3,390	0	0	3,390		
37 P	Multimodal Facility Study	0	0	0	0	0	120	0	0	120		
38 P	Wildcat Way Overlay (University Way to 14th Ave)	0	0	0	0	0	950	0	0	950		
39 P	3rd Ave. Paverstone Sidewalks and Historic Lighting - Water St. to Depot	0	0	0	0	0	810	0	0	810		
40 P	Capitol Ave. Improvements - Willow St. to Oak St.	0	0	0	0	0	1,525	0	0	1,525		
41 P	Airport Rd Sidewalk Improvements - Dean Nicholson to N. City Limits	0	0	0	0	0	1,170	0	0	1,170		
42 P	3rd Ave and Ruby St Intersection Enhancements	0	0	0	0	0	0	890	0	890		
43 P	14th Ave and Wildcat Way Bike Lane - B St to University Way	0	0	0	0	0	0	103	0	103		
44 P	Alder St. Overlay - University Way to Helena	0	0	0	0	0	0	1,100	0	1,100		
45 P	Helena Ave Extension - PTC Trail to Dry Cr Rd	0	0	0	0	0	0	4,100	0	4,100		
46 P	Cora Street Ext - PTC Trail to Bender Rd (portion in KC jurisdiction)	0	0	0	0	0	0	7,200	0	7,200		
47 P	Mountain View Ave and Bull Rd Intersection Enhancements	0	0	0	0	0	0	681	0	681		
48 P	Chestnut St and Walnut St Bike and Ped Improvements								263	263		
49 P	Trail Connection - 5th Ave to University Way (near CWU)								47	47		
50 P	5th and Ruby Intersection Enhancements and Widening								741	741		
51 P	Helena Ave and Walnut St Intersection Enhancements and Widening								740	740		
52 P	Helena Ave and Water St Intersection Enhancements and Widening								936	936		
53 P	Manitoba Ave and Ruby St Intersection Enhancements and Realignment								1,332	1,332		
54 P	University Way and Alder St Intersection Enhancements and Widening								1,558	1,558		
55 P	University Way and Main St Intersection Enhancements and Widening								3,338	3,338		
56 P	Water St and Bender Rd Intersection Enhancements								966	966		
57 P	Airport Rd and Bender Rd Intersection Enhancements								1,008	1,008		
58 P	Capitol Ave and Chestnut St Intersection Enhancements								672	672		
59 P	Sanders Rd and Alder St Intersection Enhancements								665	665		
60 P	Capitol Ave and Willow St Intersection Enhancements								524	524		
61 P	Anderson Rd and Umptanum Rd Intersection Enhancements								1,252	1,252		
62 P	15th Ave and Cora St Intersection Enhancements								432	432		
63 P	18th Ave and Alder St Intersection Enhancements								720	720		
64 P	Canyon Rd Overlay - Umptanum to Mountain View Ave	0	0	0	280	0	0	0	0	280		
65 P	Pfennig Rd Sidewalks - Radio Rd to 14th Ave								1,101	1,101		
TOTAL EXPENDITURE		10,864	6,080	9,185	16,407	5,255	8,100	19,784	16,295	91,969		
ARTERIAL STREET FUND BEGINNING BALANCE (01/01/2022)		511	119	139	164	179	254	269				
EST. GAS TAX REVENUE & SCHEDULED SALES TAX TRANSFER		120	120	120	120	120	120	120				
ARTERIAL STREET FUND ENDING BALANCE		119	139	164	179	254	269	344				

*Current year projects shown for accounting purposes.

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

Table 31. Wastewater Treatment Capital Improvement Plan

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

Grand total \$16,428,000

Table 32. Water System Capital Improvement Plan

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

Grand Total \$14,468,520

22-02: Update the Transportation Element for consistency with GMA

This docketing request was submitted by the City's Community Development Department. As stated in the docketing request, this proposal is to accept the suggestions from QUADCO review and include the missing elements into our plan by reference including travel modes, park and rides, and a reference to the QUADCO long-range transportation plan.

22-03: Update Housing Chapter to align with more current demographics

The proposal is to update the Housing Chapter to align with more current demographics outlined in the June 2021 Housing Needs assessment conducted by BERK Consulting.

The proposed language would be to update several of the facts figures and charts and descriptive narrative of the housing chapter.

22-04: Revise Chapter 3 Figure 13

This docket proposal was submitted by Matt Willard, to revise chapter 3 figure 13 to delete/edit the map with a footnote about dedication of right-of-way for any future land use action along the section of Helena Ave.

22-05: Update Future Land Use Designation from industrial to Community Mixed Use

This docket proposal was submitted by Solar Dolar LLC, in a proposal to update the Future Land Use Designation for parcel 946133. The proposal is to change the future land use designation of Parcel 946133 from industrial to Community Mixed Use. The ultimate goal of the property owner is to allow for Regional Center Mixed Use zoning upon annexation. This zoning would complement the existing I-L zoning of the adjacent properties that have frontage along Dolar Way. The property is currently zoned by Kittitas County as Light Industrial.

If this land use map change is later approved, it would also necessitate an update to **Table 6** Future Land Use Designations, **Figure 1** Comparison of Current and Future Land Use Designations, and **Figure 2** Future Land Use Map.

Exhibit 7



TRANSPORTATION

WHAT YOU WILL FIND IN THIS CHAPTER:

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

OVERVIEW

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

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

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

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

BACKGROUND & CONTEXT

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

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

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

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

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

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

ROLE OF THE TRANSPORTATION CHAPTER

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

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

OTHER PLANS

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

Kittitas County Comprehensive Plan

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

[QUADCO Transportation Plan](#)

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

Ellensburg Nonmotorized Transportation Plan

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

The Plan identifies 11 goals for transportation in the region:

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

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

Central Washington University Campus Master Plan

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

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

Ellensburg Transit Feasibility Study

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

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

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

Kittitas Valley Event Center Master Plan

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

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

Interstate-90 Snoqualmie Pass East Project

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

DOWNTOWN PARKING

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

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

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

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

Management strategies will consider elements such as:

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

Potential areas of focus for zoning code strategies include:

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

CONDITIONS AND TRENDS

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

Land Uses and Key Destinations

The places where people live, work, and play are impacted by how a city and surrounding communities guide where development occurs. The Land Use chapter of this Comprehensive Plan provides the guidance mentioned here. The City of Ellensburg's zoning map guides the types of uses that are allowed in specific areas of the city. This zoning map leads to clustering of like uses, for example shopping and other commercial destinations in downtown and along major roadway corridors, with other areas of the city limited to primarily residential development. Changes to zoning can affect not only the land use, but also use of the surrounding transportation network. The 2017 zoning map for Ellensburg is shown in [Figure 1](#)~~Figure 10~~. Key destinations in Ellensburg are mapped in [Figure 2](#)~~Figure 11~~ and described below.

The main commercial areas in Ellensburg are the Central Commercial zones, the Commercial Highway zones, and the Commercial Tourist zones. The Central Commercial zone is generally comprised of older buildings in the

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



and gas stations are clustered in the Commercial Tourist zones around the two freeway interchanges in Ellensburg.

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

Central Washington University

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



The majority of students, faculty and staff access campus via car. In the 2010-2011 academic year (the most recent available data) 5,462 parking permits were sold, including 3,791 student permits. At this time, enrollment was 8,400 students. Most parking for campus is located in the lots shown in [Figure 3Figure-12](#), but many park on-street along roadways bordering campus where parking is not restricted. The large concentration of students, faculty, and staff leads to university-specific transportation issues, such as clustering of arrivals and departures around class schedules, parking availability and pricing concerns, and how to accommodate students without access to personal vehicles.

Figure 140. 2017 Zoning Map

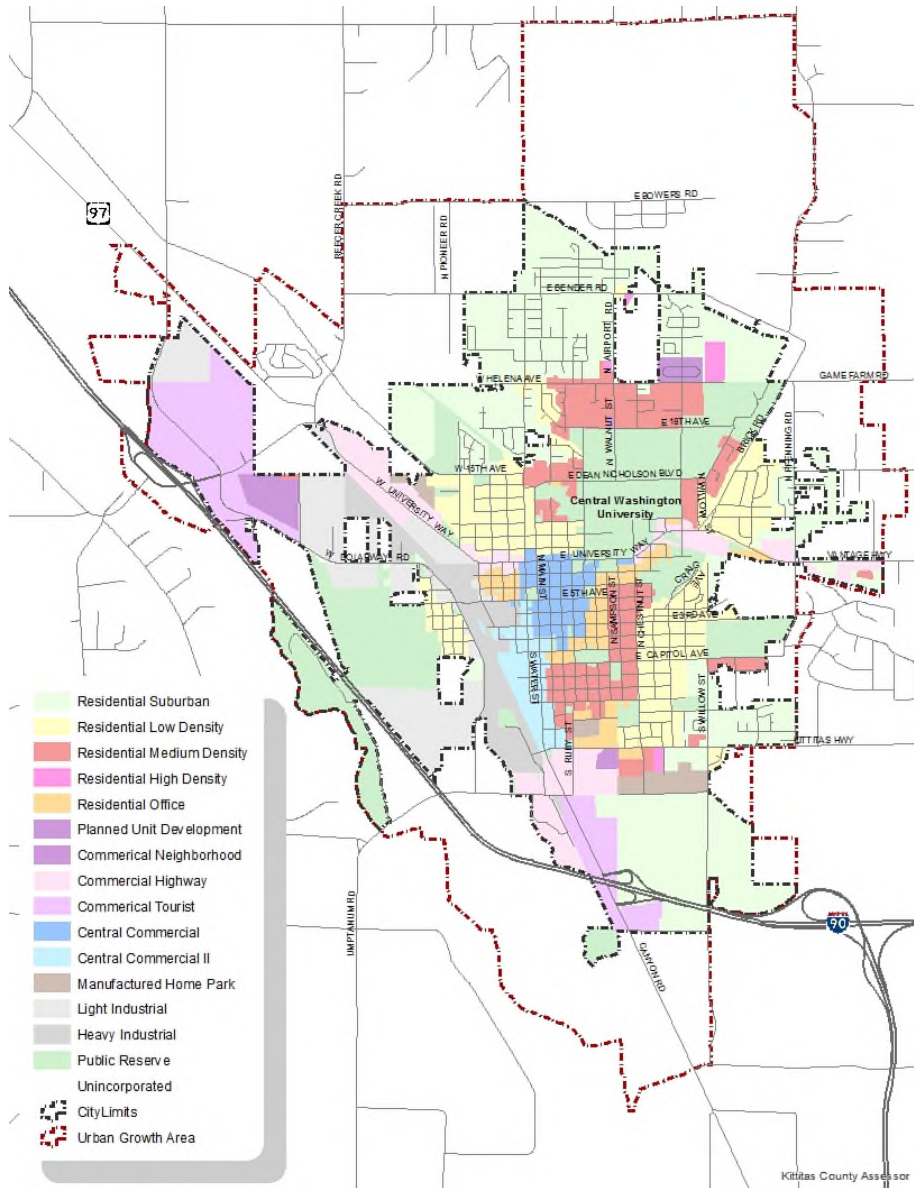
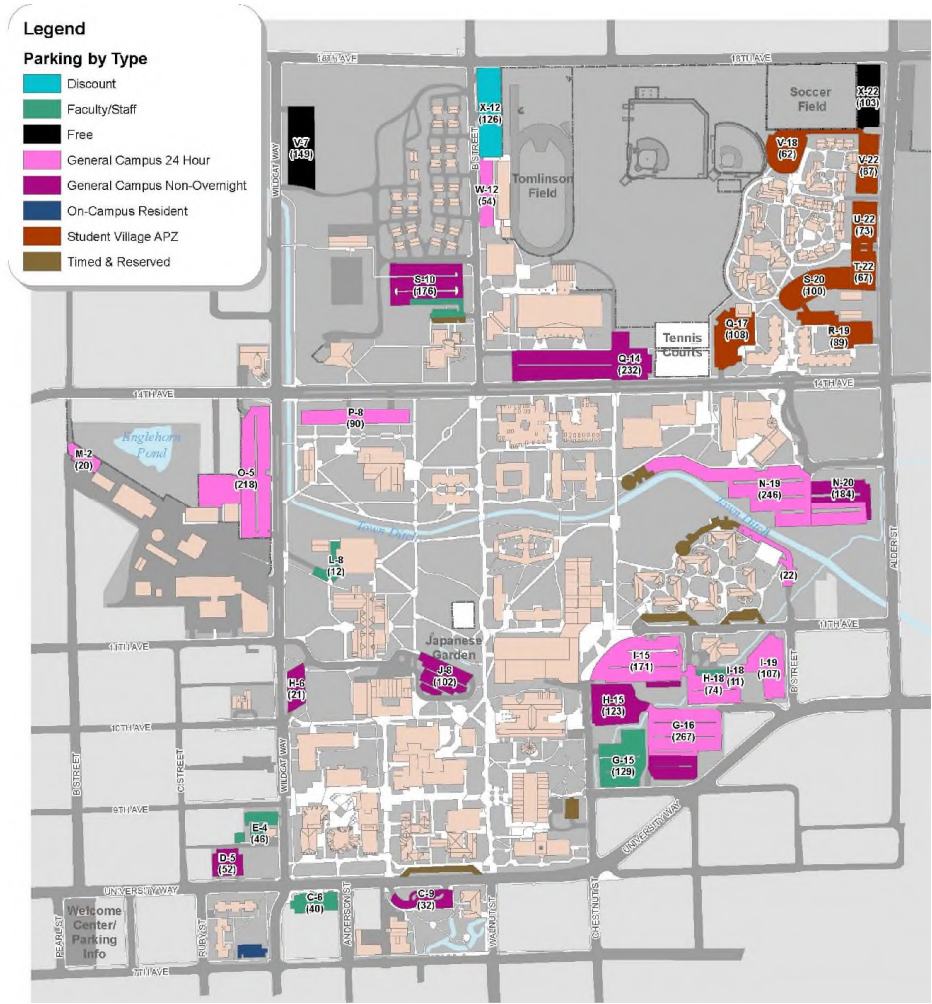


Figure 244. Key Destinations

*CWU is a key destination with many access points, See [Figure 3](#) [Figure 12](#) for CWU parking lots

Figure 342. CWU Parking Lots



Schools

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

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

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

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

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

Parks and Recreation Areas

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

Hospital

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

Kittitas Valley Event Center

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

Retirement Communities

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

Transportation Network Overview

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

Auto and Freight Network Overview

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

Ellensburg’s roadways are classified into principal and minor arterials, collectors, and local streets, as shown in [Figure 4Figure 13](#) and [Table 1Table 12](#). Examples of each roadway type are described in [Table 1Table 12](#).

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

Table 112. Classification of Roadways

Roadway Type	Description / Purpose	Example	Photo
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TRANSPORTATION

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

Figure 443. Roadway Functional Classifications



Pedestrian and Bicycle Network

Since every trip includes a segment that is made on foot or by bike, facilities for walking and biking are a critical component of the overall transportation network. The American Community Survey Travel to Work data, shown in [Figure 5-14](#), indicates that 16 percent of Ellensburg residents walk to work, and 5 percent bike to work. The combined 21 percent of workers who use

active transportation modes to travel to work, rely on safe sidewalks, pedestrian paths, and bicycle infrastructure. It is also important to note that Travel to Work Data historically undercounts the overall demand for walking and biking, since it does not consider how the network is also used by school children and recreational users. Ellensburg's current bicycle and sidewalk network is shown in [Figure 6-15](#).

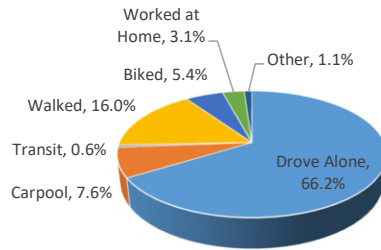
According to City of Ellensburg GIS data, the City has 8.3 miles of bike lanes, 1.3 miles of bike boulevards, 2.3 miles of shared use paths (serving both bicyclists and pedestrians), and 22.4 miles of designated bike routes without bike infrastructure. Another 2.1 miles are planned for future addition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

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

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

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

Figure 5-14. How Ellensburg Residents Travel Today (survey results)

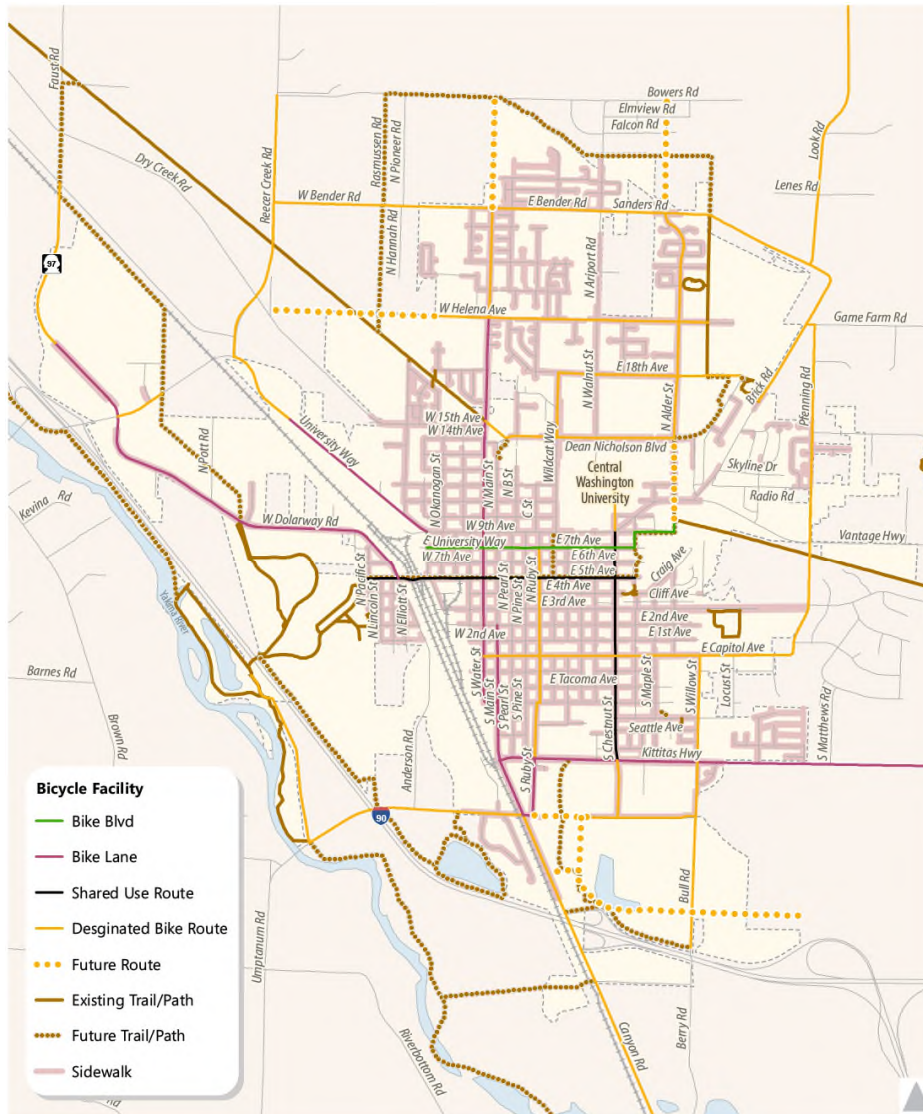


Ellensburg has recently made or planned several pedestrian and bike improvement projects using grant funding. These improvements include filling a missing sidewalk link on 5th Avenue in West Ellensburg, completion of the 7th Avenue bike boulevard, Interstate-90 trail undercrossing enhancements between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



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

Figure 645. Existing and Proposed Pedestrian and Bicycle Facilities



Transit Network

Ellensburg recently voted for a transit sales tax measure that partially funds transit service in the city. The existing Central Transit public transit service is a collaboration between the City, CWU, and HopeSource, a Community Action Agency in Ellensburg. With the new sales tax, Ellensburg has hired a full time transit manager and will continue to improve existing service. Route 1 and Route 2 are operated along the same route, but in opposite directions. The time between buses on each routes are currently one hour. Approximately 54,000 transit trips are taken annually on Central Transit. [Figure 7](#)[Figure 16](#) shows existing transit routes in the City's transit network.



In addition to the Central Transit service, Ellensburg is also served by the Yakima-Ellensburg Commuter, operated by Yakima Transit through a financial agreement. The route does not provide local service but connects to Yakima and offers three stops in Ellensburg: at Super 1 Foods, Safeway, and CWU ([Figure 8](#)[Figure 17](#)). There are a total of seven weekday trips in each direction (Yakima to Ellensburg and vice versa), and no weekend or holiday service.

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

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

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

Figure 7.16. Existing Transit Routes

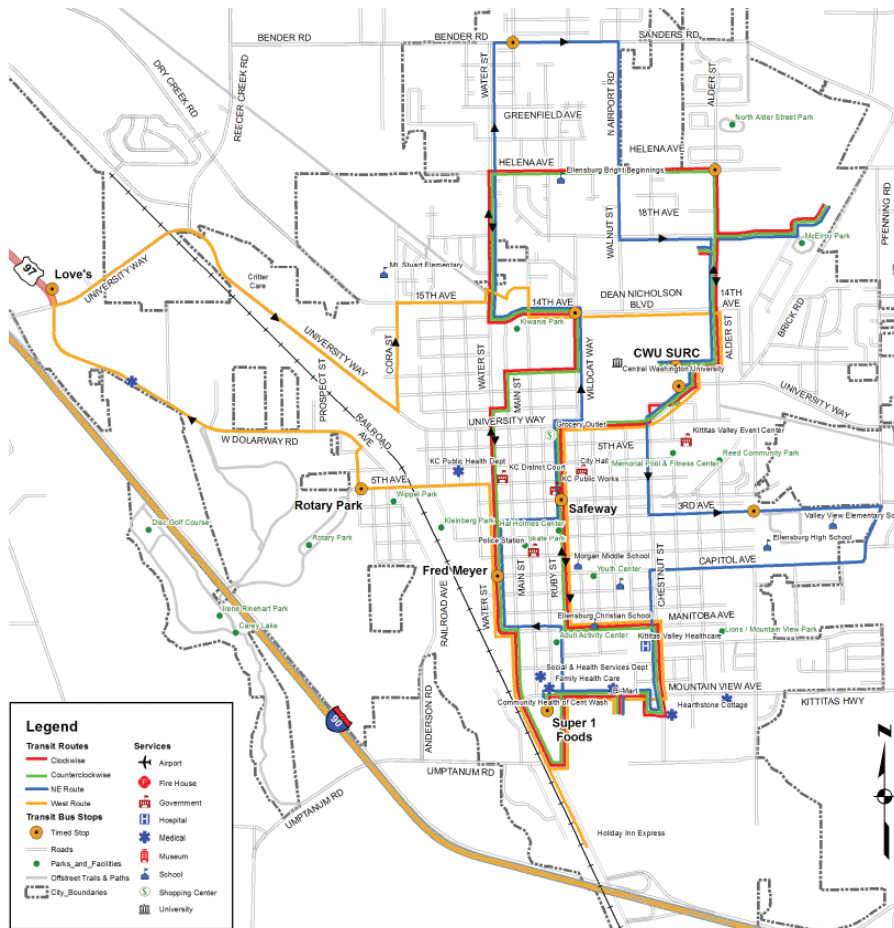
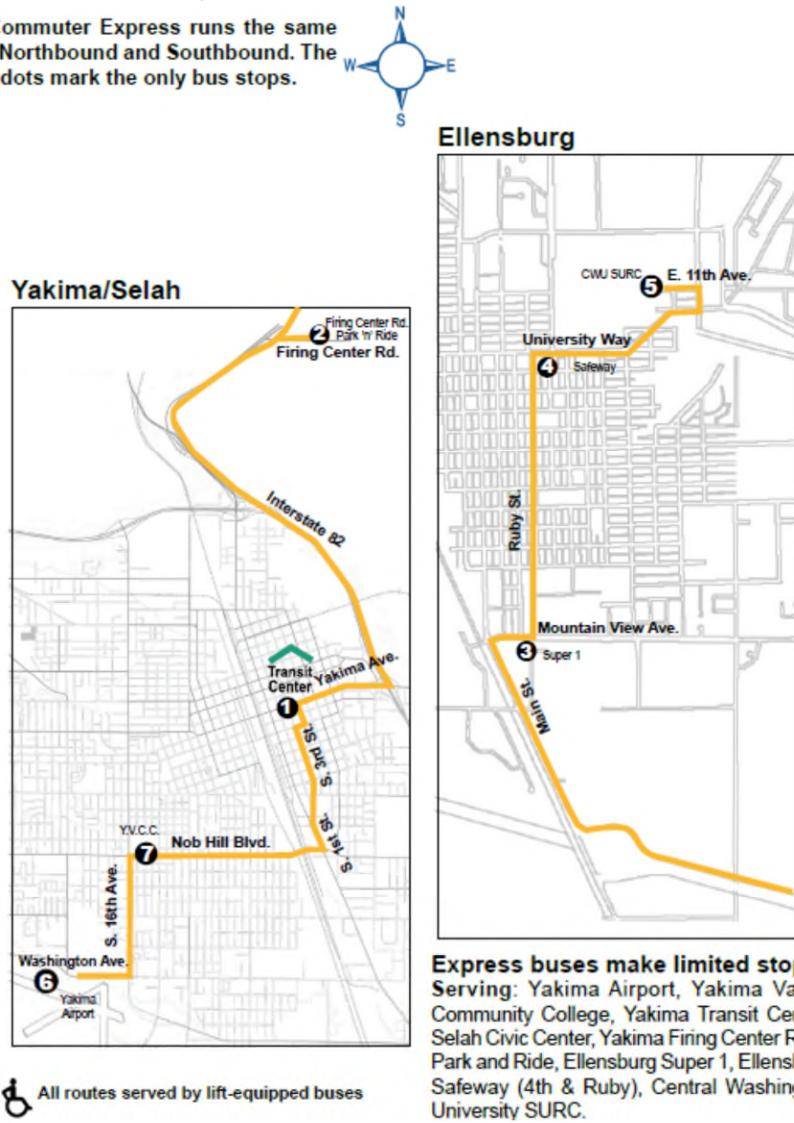


Figure 847. Yakima-Ellensburg Commuter Routes

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



Freight Network

Freight movement is essential in Ellensburg in order to bring goods to citizens, as well as to export products such as the world famous Timothy Hay grown in Kittitas County and exported through the state. Ellensburg has planned a truck route system that aims to avoid heavy truck traffic on lower volume streets. The North-South spines of this truck route are Canyon Road/Main Street, Water Street, and Railroad Avenue. In the East-West directions, Dolarway Road, Mountain View Avenue/Kittitas Highway, University Way, and Bender Road/Sanders Road are the spines. Reecer Creek Road, Look Road, and Bowers Road are truck routes outside of city limits. This route map is shown in [Figure 9](#)~~Figure 18~~.





Auto Network

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

Analyses were conducted at 48 intersections throughout Ellensburg and the surrounding UGA. This included all signalized intersections and the busiest stop sign controlled intersections in the study area. Intersection operations were evaluated and assigned a level of service (LOS) value based on their operations in terms of vehicle delay. [Figure 10](#) ~~Figure 19~~ shows the locations of the intersections analyzed.

~~Table 2~~ ~~Table 13~~ and ~~Table 3~~ ~~Table 14~~ describe the Level of Service definitions from the Highway Capacity Manual (HCM), which is a standard methodology for measuring the performance of intersections.

Table 213. Level of Service Definitions for Signalized Intersections

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

Table 314. Level of Service Definitions for Unsignalized Intersections

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

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TRANSPORTATION

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

Of the 48 intersections analyzed, all currently meet the City's LOS standard (~~Figure 10~~~~Figure 19~~). Detailed reports of existing intersection operations are available in Appendix D. However, given the growth anticipated in Ellensburg and surrounding Kittitas County, capacity enhancements will be needed in the future to maintain the City's LOS standard through 2037. ~~Figure 11~~~~Figure 20~~ represents LOS

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standards without the implementation of capital improvement projects and ~~Figure 12~~~~Figure 24~~ represent LOS standards with the implementation of capital improvement projects.

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Figure 1019. Intersections and 2017 Level of Service

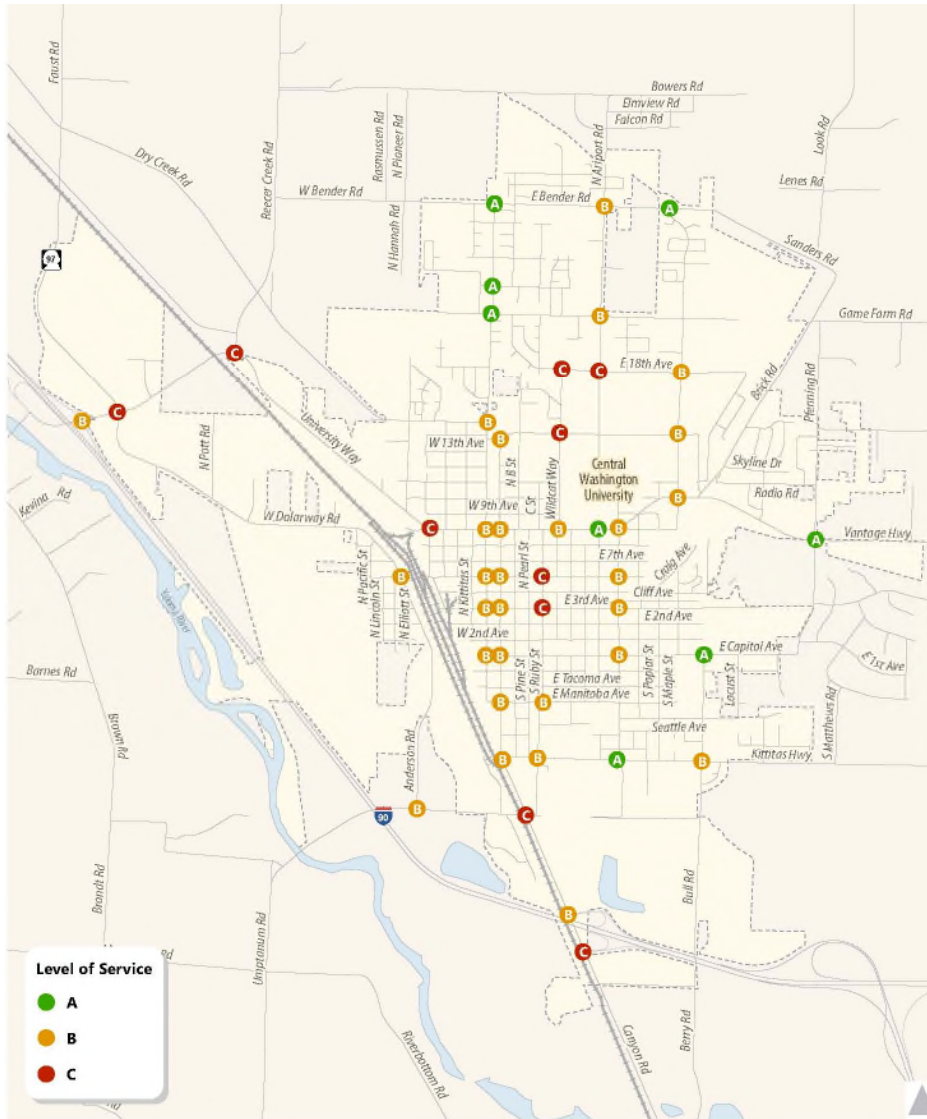


Figure 1120. Intersections and Projected 2037 Level of Service – without Capital Improvement Projects

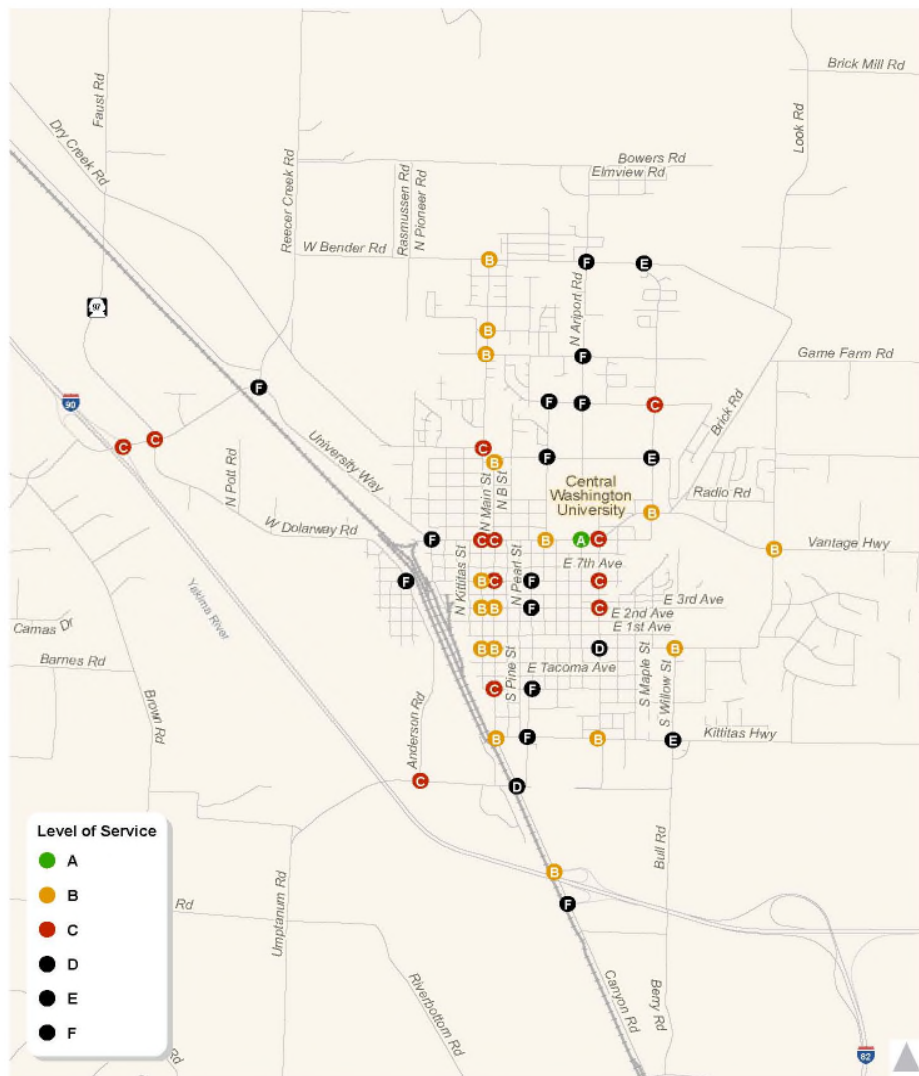


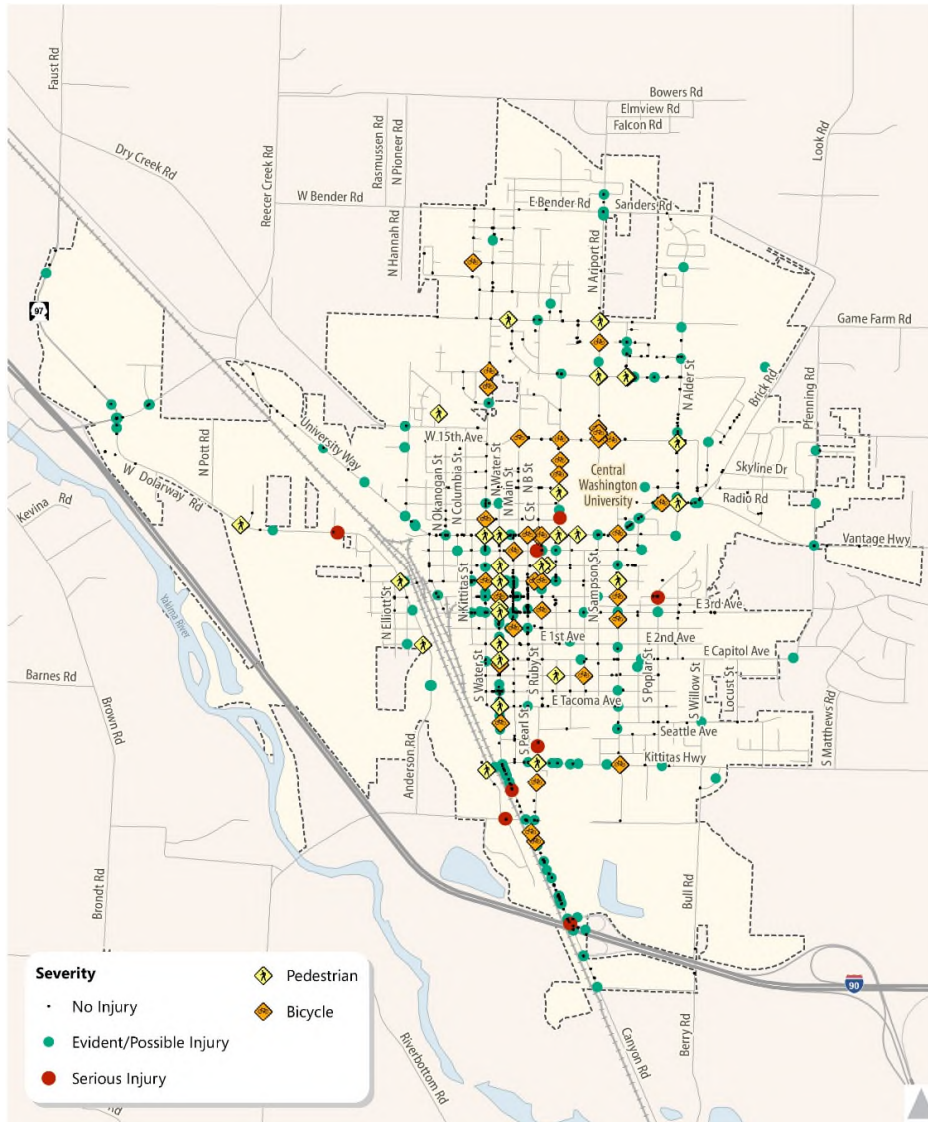
Figure 1221. Intersections and Projected 2037 Level of Service – with Capital Improvement Projects



Safety

Collision data was obtained from WSDOT to analyze safety hotspots and overall trends in Ellensburg. Data was analyzed for the time period between January 2010 and September 2016, the most recent data available. In total, 1,546 collisions occurred, an average of approximately 230 crashes each year. A total of 460 injuries were reported, 34 of the collisions involved pedestrians, and 53 involved bicyclists. No fatalities were recorded. As expected, more collisions occurred on higher volume facilities, such as Canyon Road, University Way, Water Street, and Main Street. All collisions are shown in [Figure 13](#)~~Figure 22~~.

Figure 1322. Collisions in Ellensburg (2010-2016)



OPPORTUNITIES AND CHALLENGES

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

Network Connectivity

Barriers to Mobility

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

Pedestrian and Bicycle Infrastructure

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

Transit

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

ELLENSBURG TRAVEL DEMAND FORECASTING

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

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

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

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

Regional Growth

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

Safety

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

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

Funding

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

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

TRANSPORTATION VISION

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

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

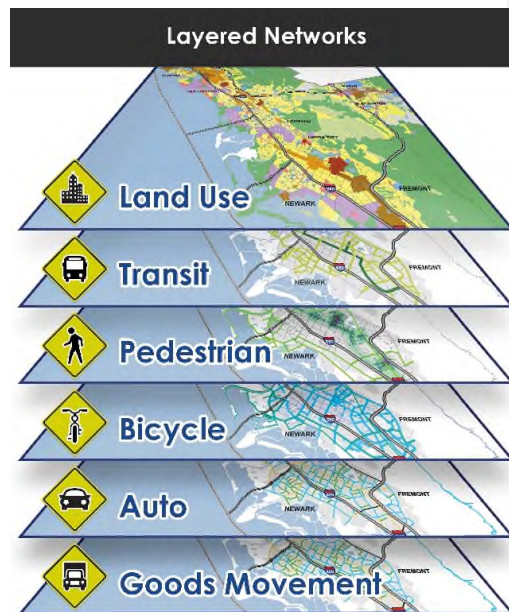
Introduction to the Layered Network

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

In response to this challenge, the City of Ellensburg has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, different facilities are identified for different travel needs to ensure that everyone has complete accommodation throughout the overall network. [Figure 14Figure-23](#) illustrates the concept of a layered network.

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

Figure 1423. Layered Network



Modal Networks

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

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

Walking

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

Figure 15 *Figure-24* highlights the Pedestrian Priority Network, which specifies where pedestrian infrastructure should be provided in the long term. Sidewalks on the Pedestrian Priority Network should provide both comfort and safe travel space whenever possible.

Building on the Pedestrian Priority Network, *Table 4* *Table-15* establishes levels of pedestrian infrastructure that will be used as a tool to identify and prioritize gaps in the City’s pedestrian infrastructure. The highest level of accommodation for walking, indicated in the green row, would provide facilities identified in the Pedestrian Priority Network. The long-term goal is for all City streets to be at the green level, and with few exceptions all new development requires the construction of sidewalks on both sides of the street. The yellow level of accommodation is seen as an interim measure or condition that would make strong progress in building out the Pedestrian Priority Network by filling sidewalk gaps to ensure that a sidewalk is provided on at least one side of the street. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the City’s goals for accommodating pedestrians. Identification of existing yellow and red areas is a tool for the City to prioritize filling in pedestrian infrastructure gaps in the Pedestrian Priority Network.

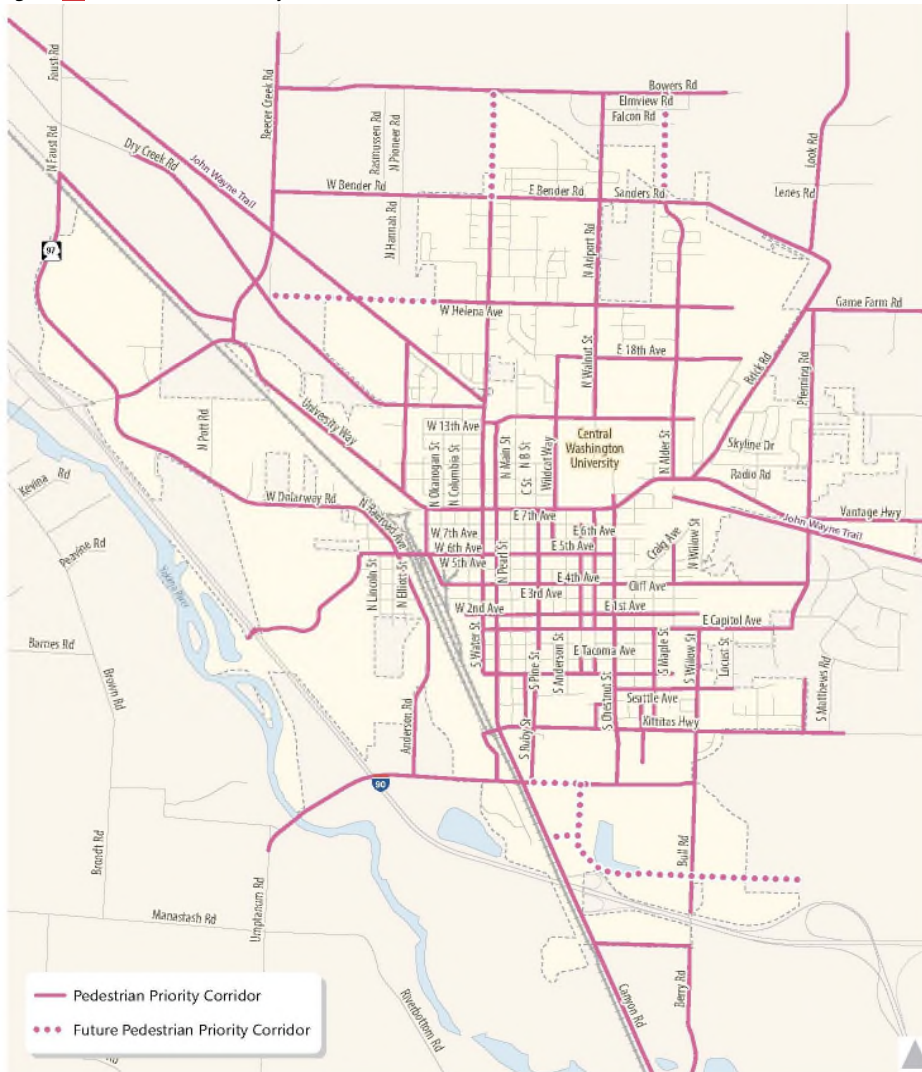
Table 415. Levels of Pedestrian Infrastructure

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

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

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Figure 1524. Pedestrian Priority Network



Bicycling

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

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

Figure 16 ~~*Figure 25*~~ highlights the Bicycle Priority Network, which specifies where bicycle infrastructure should be provided in the long term.

The City of Ellensburg can strive for the green level of accommodation for bicycling by installing the bicycle facilities depicted in the Bicycle Priority Network or a facility that offers more separation from vehicle traffic. At a minimum, the City should build a marked shared use facility throughout the Bicycle Priority Network, as depicted in the yellow level of accommodation. Incomplete or missing bicycle facilities would not meet the City's desired level of accommodation in the Bicycle Priority Network as shown in ~~*Table 5*~~ *Table 16*. Identification of existing yellow and red areas is a tool for the City to prioritize filling in bicycle infrastructure gaps in the Bicycle Priority Network.

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Table 5 ~~**16**~~. *Levels of Bicycle Accommodation*

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

Figure 1625. Bicycle Priority Network



Transit

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

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



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

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

As a minimum target, the City can strive to provide the transit stop amenities depicted in yellow in [Table 6-17](#) as well as pedestrian access improvements such as sidewalks and marked crosswalks near stops where feasible. Little to no amenities and a lack of crosswalks would mean a facility would fall into the red category and not satisfy the City’s goals for the transit system.



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Table 6-17. Transit Accommodations - Stop Amenities, Pedestrian Access, and Frequency of Service

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

Freight and Auto

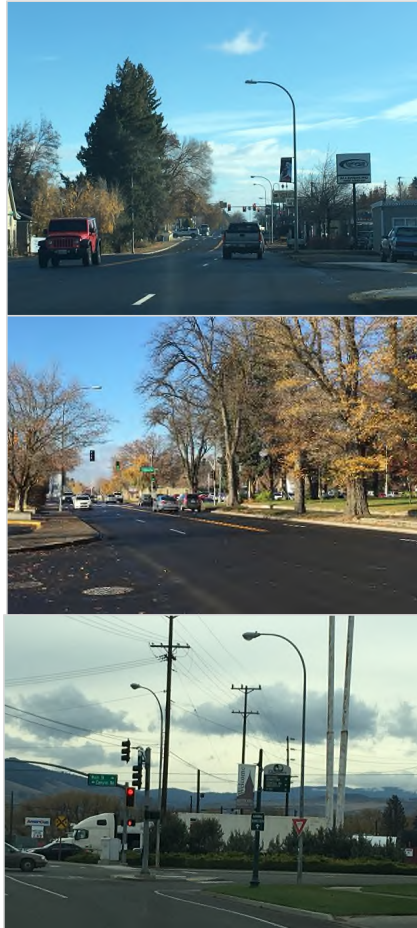
Most trips in Ellensburg occur along its street network, which serves as the backbone for accessing homes, jobs, and other destinations. Many of these streets are local streets, however, and do not see significant traffic volumes throughout the day. Similarly, goods movement and delivery vehicles use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

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

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

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

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



GOALS AND POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy C Use the following LOS indicators to identify and prioritize filling in the gaps of the pedestrian infrastructure in [Figure 15](#)~~Figure 24~~, the Pedestrian Priority Network:

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

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

Policy D Establish LOS standards for bicycle networks according to [Figure 16](#)~~Figure 25~~ Bicycle Priority Network:

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

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

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

Policy G Identify trail easements.

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

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

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

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

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

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

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

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

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

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

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

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

Policy G Explore potential locations for a future transit center.

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

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

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

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

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

Policy E Minimize street widths to reduce maintenance needs.

Policy F Develop an emergency fund to address unanticipated events.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ACTION ITEMS

Citywide Transit Master Plan

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

Monitor Parking Demand

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

Monitor Street Design Standards and Parking Standards

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

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

Nonmotorized Transportation Plan

Implement and update the Nonmotorized Transportation Plan.

Review Parking Requirements

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

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

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

Study rail impacts

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

Study University Way pedestrian crossings

Study ways to improve safety on University Way pedestrian crossings.

POLICY CONNECTIONS

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

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



HOUSING

WHAT YOU WILL FIND IN THIS CHAPTER

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

OVERVIEW

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

This chapter contains information on housing supply, condition, occupancy, and affordability. The City of Ellensburg conducted an Ellensburg Housing Needs Assessment in 2016, [and developed a Housing Action Plan in 2021](#) and the results from ~~that~~^{those} studies supplement the information in this chapter.

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

to implement programs that satisfy those needs.

BACKGROUND & CONTEXT

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

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

Household Characteristics

As of ~~2016~~2021, ~~241,230~~340 people live in the City of Ellensburg and its surrounding Urban Growth Area (UGA). This equates to ~~7,823~~8,210 total households in the City of Ellensburg and 660 additional households in the UGA. According to data from the Washington State Office of Financial Management (OFM), 11% of the population reside in group quarters, such as college residence halls, jails, or nursing facilities, while the remainder reside in households.

~~Figure 1~~Figure 3 breaks down the households inside the city by type. Family households make up about 41% of the total households in Ellensburg, with the majority (30%) being small families with no elderly members. Nearly a quarter of households are non-elderly residents living alone, and another 24% are other non-family households. It is likely that many of the households in these two categories are Central Washington University (CWU) students living alone or sharing apartments or

HOUSEHOLD TYPES

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

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

Large Family – families with 5 or more members

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

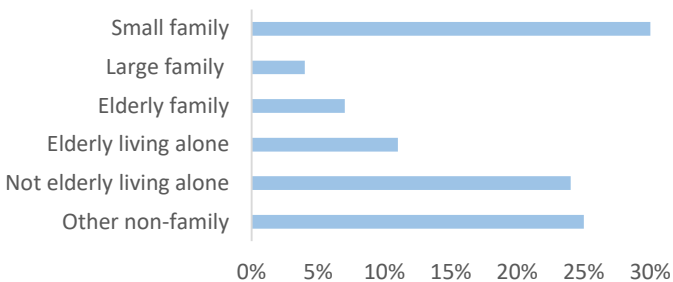
Elderly Living Alone – 62 years or over, living alone

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

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

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

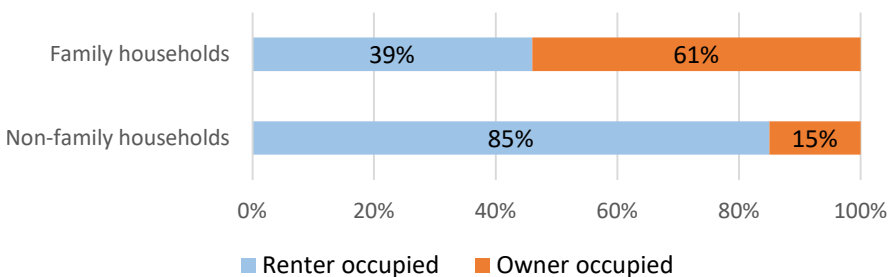
Figure 13. Households by Household Type



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

About 70% of households in Ellensburg are renter-occupied. As shown in [Figure 2](#)~~Figure 4~~, non-family households are much more likely to be renters than family households are. This is expected given that many non-family households in Ellensburg consist of students living off campus.

Figure 24. Household Tenure by Household Type



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

Demographic trends

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

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

Table 17. Households with a Senior Householder

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

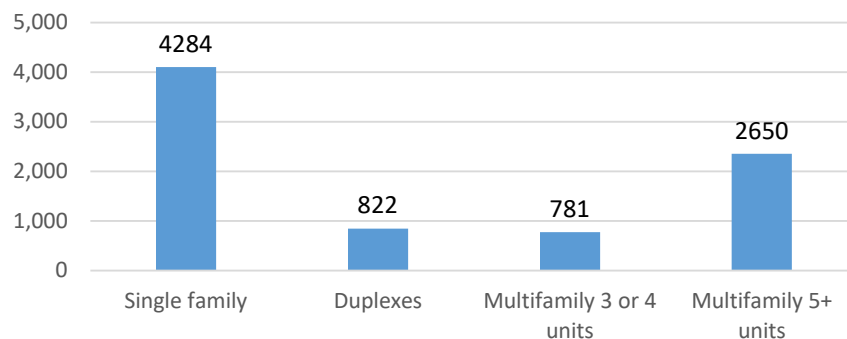
Source: U.S. Census, American Community Survey 5-Year Estimates, 2010-2014; BERK, 2017

Homelessness and unhoused population

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

Existing Housing Stock

As of ~~2016~~2021, there were ~~8,363~~8,870 housing units in the City of Ellensburg. ~~Figure 3~~Figure 5 breaks down all units in the City by unit type. Single family homes make up 49% of the housing stock, 47% are in multifamily structures, and less than 4% are mobile homes. Among the multifamily units, the majority are in larger buildings with five or more units.

Figure 35. Housing Units by Housing Stock

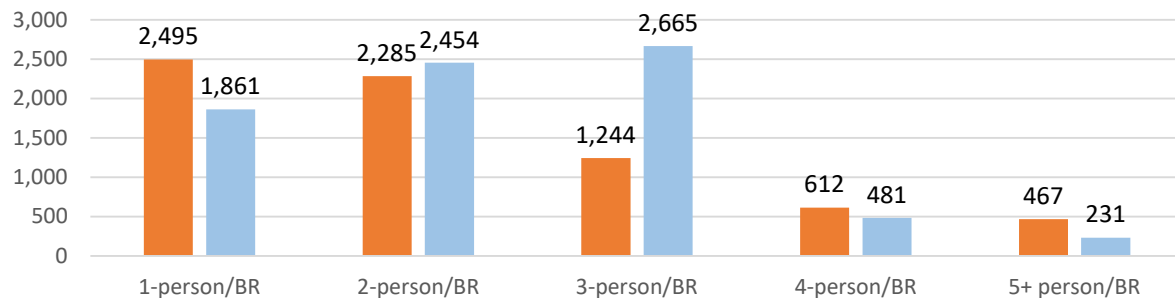
Source: OFM, ~~2016~~2021; BERK, ~~2017~~2021

~~Figure 4~~Figure 6 breaks down the housing stock by the number of bedrooms and compares it to the size of households in Ellensburg. There are nearly 2,500 households with only one member, yet there are less than 1,900 studio and one-bedroom housing units combined, and much of the current supply of smaller unit apartment homes are marketed exclusively to students. While not all one person households are looking for a studio or one bedroom unit, it is likely that there are people living in larger shared houses that would prefer to live in a studio or one bedroom unit if they are available. Sharing of larger houses indicates the demand for studio and one bedroom units potentially exceeds what is indicated by looking at census data about

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

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

Figure 46. Alignment between Household Sizes and Size of Units in Housing Stock



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

Between 2012 and 2016, 570-1343 new housing units were built or placed in Ellensburg; 56.35% of the units produced were single family homes. Less than a quarter of the production during this period 38% were multifamily residences. With nearly two thirds of the households in Ellensburg having one or two members, and 70% of households being renters, there may be greater demand for multifamily housing and smaller unit sizes than the market is currently providing.

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

HOUSING VACANCY RATE

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

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

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

CWU student housing

~~Table 2~~**Table 8** shows current operating capacity within student housing provided by CWU. Most of the capacity is in the residence halls. However not all of the current capacity is in use because many rooms originally designed as doubles have been renovated and converted to single person rooms.

Table 28. CWU Student Housing: Current Operating Capacity

Beds		Apartment units	
Residence halls	2,761	Studios	20
Apartments	892	1 bedroom	97
Total	3,653	2 bedroom	281
		3 bedroom	71
		Total	469

Source: CWU, 2016; BERK, 2017

Subsidized housing

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

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

Table 39. Subsidized Housing Units by Population Served and income Eligibility

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

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

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

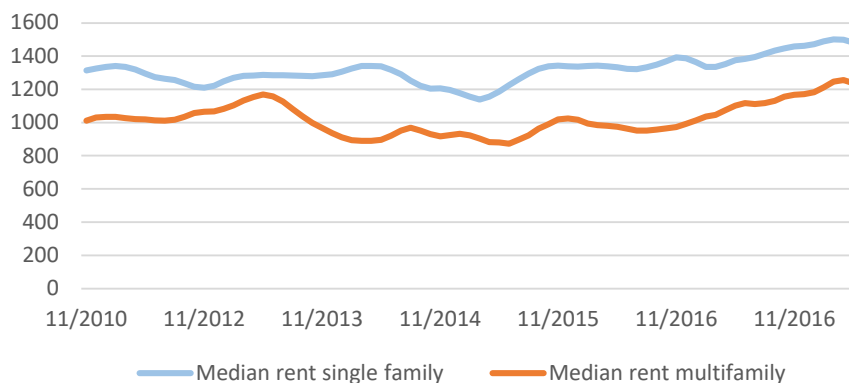
According to the Kittitas County Housing Authority, wait times for qualified applicants seeking units in their buildings is typically twelve to eighteen months. Wait times for three bedroom units have a shorter wait time (three to six months) and wait times for four bedroom units can be up to three years.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

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

Housing market trends and housing affordability

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

Figure 57. Median Monthly Rent



Source: Zillow Rent Index 2017; BERK 2017

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

AREA MEDIAN INCOME

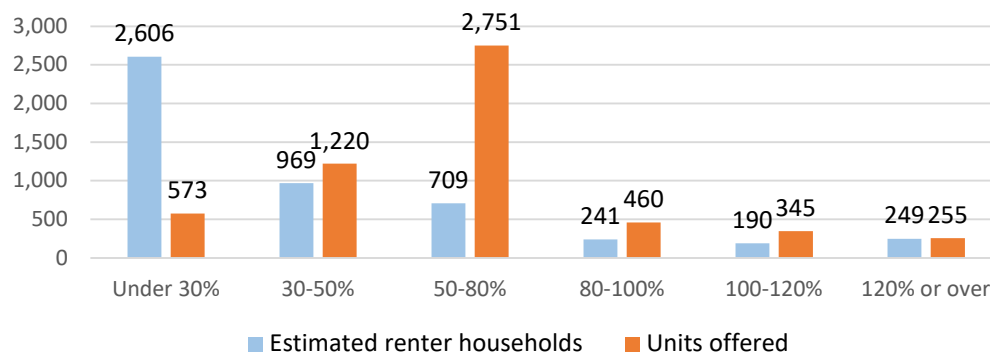
is determined by the U.S. Department of Housing and Urban Development (HUD) using American Community Survey five-year estimates of median household income for a family of four.

Kittitas County Area Median Income: \$65,600

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

consist of rent or gross monthly owner costs plus basic utilities. During the 2010 to 2014 period, the United States Census estimates indicate there were 2,606 Ellensburg households earning below 30% area median income while only 573 units were offered at a rent affordable to these households. This means that there were 2,033 households that were unable to find rental units at prices that would be considered affordable. However, U.S. Census also estimates that there was a surplus of units affordable to all other income levels. The largest surplus was in units affordable to moderate income households (those earning 50%-80% of Area Median Income). **Figure 6** visually compares household income level to units offered at that affordability level to highlight the areas of greatest shortage and surplus.

Figure 68. Renter Households by Income Level Compared to Units Offered by Affordability Level



Source: Zillow Rent Index 2017; BERK 2017

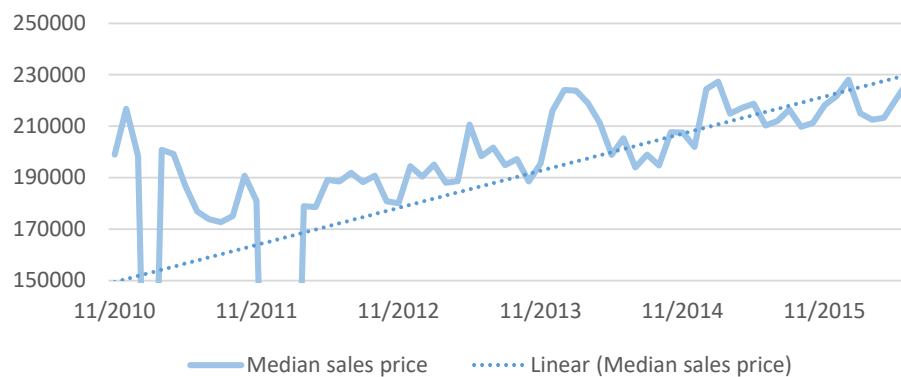
In order to better understand where the needs are in Ellensburg **Table 4** shows cost burdened households by household type. The household type 'Other' includes non-family households with no members 62 years and older. It is likely that a great number of these households include CWU students, and it is the best proxy for student households for which cost burden data is available. The largest number of cost burdened renter households are in this category. The other household types in **Table 4** are useful for understanding needs among households that are not likely occupied by university students. Among these household types, the greatest need is affordable housing for small families and elderly people living alone.

Table 410. Cost Burdened Renter Households by Household Type

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

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

Figure 7 ~~Figure 9~~ shows changes in median home sale prices between November 2010 and June 2016. Between June 2011 and June 2016, the median home sales price rose by 5.2% annually. Assuming a household can afford a 20% down payment, a household requires at least \$47,480 in yearly income to afford a mortgage for a home at the 2016 median selling price of \$227,250. Real estate professionals reported there is significantly less housing stock on the market than ever before. Prior to 2016, the lower Kittitas County market (which includes Ellensburg) maintained listings of about 200 units at any given time. Throughout 2016, listings were consistently about half that number.

Figure 79. Median Home Sale Price

Source: Zillow, 2017; BERK 2017

Table 5 ~~Table 11~~ shows cost burden for all owner-occupied households by income level. About 25% of these households which are owner-occupied are cost burdened.

Table 511. Cost Burdened Owner-Occupied Household by Household Type

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

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

~~Table 4~~~~Table 10~~ and ~~Table 5~~~~Table 11~~ estimate there are about 1,323 non-student cost burdened households in Ellensburg. The majority of these households are small families (59%) and elderly people living alone (31%).

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

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

Housing Opportunities

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

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

What does success look like?

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

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

GOALS, POLICIES, & PROGRAMS

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

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

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

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

Program 2 Encourage infill development on vacant and underused sites.

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

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

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

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

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

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

Policy D Promote sense of place in neighborhoods.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ACTION ITEMS

Allow for Planned Unit Developments

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

Evaluate, review and revise density bonus program

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

Expand the Multifamily Tax Exemption Program

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

Review and revise land development code

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

Review barriers to missing middle housing types

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

Review parking standards

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

Evaluate cottage development standards

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

POLICY CONNECTIONS

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

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

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

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

CHAPTER 3

TRANSPORTATION

Figure 13. Roadway Functional Classifications



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

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

Exhibit 11

NOTICE OF ANNUAL COMPREHENSIVE PLAN AMENDMENT PROCESS

The City of Ellensburg is currently accepting Comprehensive Plan amendments for the 2021 annual docket cycle. The City's Comprehensive Plan was adopted in 1995, with major updates in 2007 and 2017.

The Comprehensive Plan is the City's 20-year plan for guiding future growth and development by articulating the community's vision and reflecting the community's values.

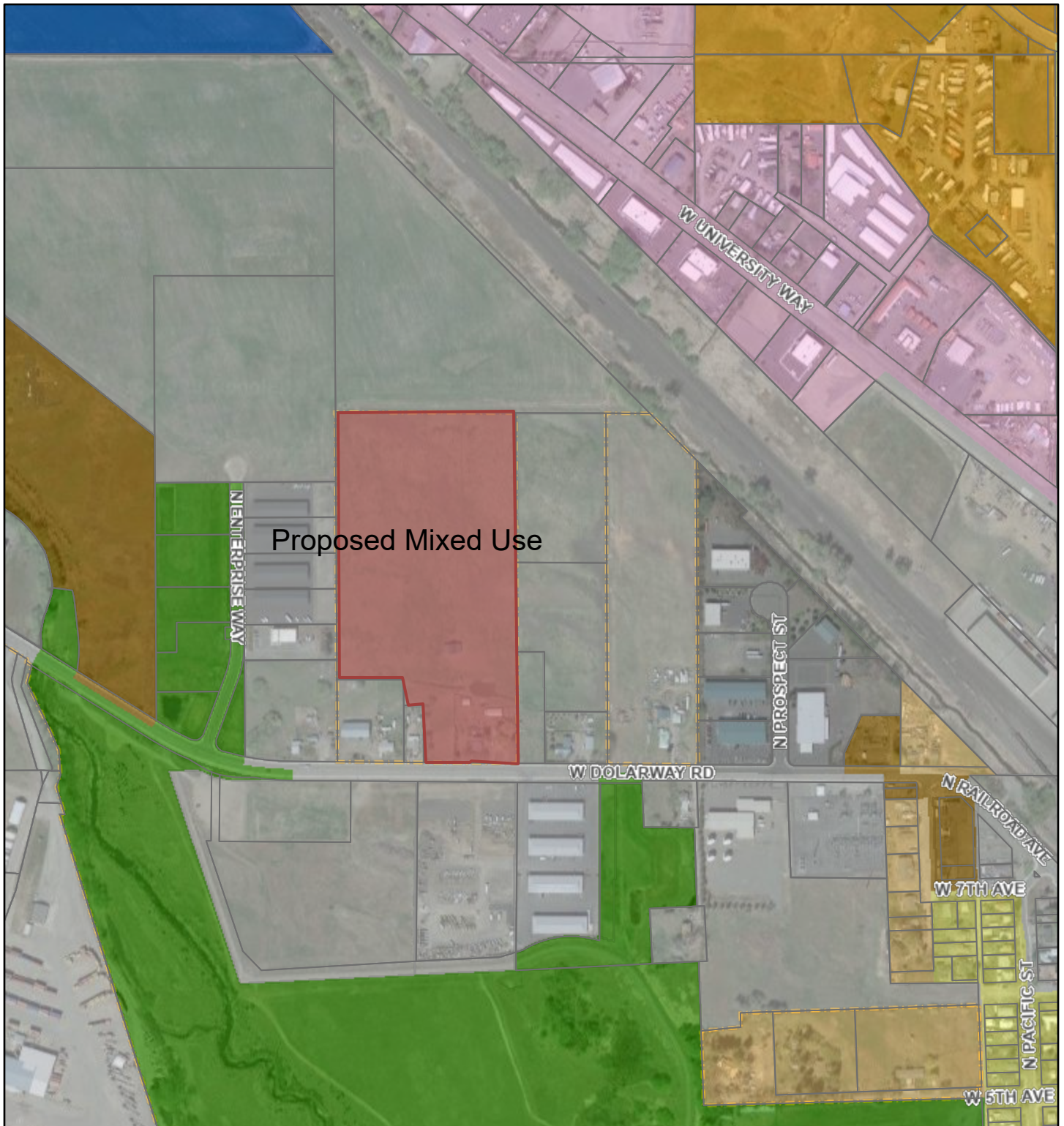
Proposals to amend the Comprehensive Plan may be submitted by any member of the public as well as any member of a City Board or Commission, member of City Council, or City staff. In order to be considered for docketing during the 2021 amendment process proposals must be submitted by June 30, 2022.

City Council will consider all proposed amendments at its regular meeting on July 18, 2022 at 7:00 pm. At this meeting City Council will determine which proposed amendments are appropriate and ready for consideration during the 2022 annual amendment process.

Please submit proposals in writing to the Community Development Department, 501 North Anderson Street, Ellensburg OR via email to aylingj@ci.ellensburg.wa.us. Application forms are located in the Community Development Department or on the city's website under the community Development tab <https://ci.ellensburg.wa.us/DocumentCenter/View/12420/Comp-Plan-Amendment-Form?bidId=>

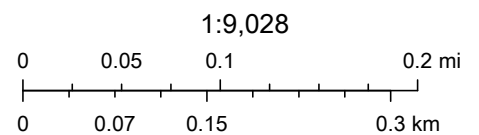
PUBLISH: Saturday, May 7, 2022, Thursday, May 19, 2022, Tuesday, June 7, 2022 and Thursday, June 23, 2022

Exhibit 10



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

- | | |
|---|--|
| Override 1 | Urban neighborhood |
| County Parcels | Neighborhood mixed use |
| Road | Urban center |
| Major Arterial | Community mixed use |
| Land Use Designations | Industrial residential |
| Residential neighborhood | Neighborhood commercial |
| Blended residential neighborhood | Mixed business park |



Google Maps

Exhibit 12

NOTICE OF PUBLIC HEARING CITY OF ELLENSBURG 2022 COMPREHENSIVE PLAN AMENDMENTS

NOTICE IS HEREBY GIVEN that the City of Ellensburg Planning Commission will hold a public hearing on Thursday, January 12, 2022 at 5:45 p.m. to consider the proposed 2022 amendments to the City of Ellensburg Comprehensive Plan. During the City Council meeting held on July 18, 2022, City Council docketed 5 proposed amendments for consideration.

Materials Available for Review: The proposed amendments and related documents may be examined by the public by visiting the **City of Ellensburg Community Development Department webpage** at <https://www.ci.ellensburg.wa.us/623/Public-NoticesCurrent-Projects>.

Written Comments from interested persons will be accepted by USPS Mail or email to aylingj@ellensburgwa.gov up until 5:00 p.m. on January 9, 2023

Mailing Address: Community Development Dept., 501 N. Anderson St., Ellensburg, WA 98926.

Staff contact: Jamey Ayling, Community Development Director

NOTICE IS FURTHER GIVEN that all persons interested in this matter may participate in the hybrid meeting by contacting Staff no later than 4:00 pm on **Thursday January 12, 2023**. An email link, or phone number will be provided which will allow for electronic participation in the public hearing.

The City of Ellensburg strives to make our services, programs, and activities readily accessible and usable by individuals with disabilities. Reasonable accommodations will be made upon request.

Publish in Legal: **December 17, 2022**

Exhibit 13

NOTICE OF PUBLIC HEARING CITY OF ELLENSBURG 2022 COMPREHENSIVE PLAN AMENDMENTS

NOTICE IS HEREBY GIVEN that the Ellensburg City Council will hold a public hearing on Monday, February 6, 2021 at 7:00 p.m. to consider the proposed 2022 amendments to the City of Ellensburg Comprehensive Plan. This meeting will be held both in-person in the Council Chambers AND virtually via Zoom. During the City Council meeting held on July 18, 2022, City Council docketed 5 proposed amendments for consideration.

Materials Available for Review: The proposed amendments and related documents may be examined by the public by visiting the **City of Ellensburg Community Development Department webpage** at <https://www.ci.ellensburg.wa.us/623/Public-NoticesCurrent-Projects>, or by requesting a copy from the Community Development office.

Written Comments from interested persons will be accepted by email up until 5:00 p.m. on February 6, 2022 by sending them to Jamey Ayling, Community Development Director at aylingj@ci.ellensburg.wa.us. Written comments sent via USPS must arrive by the same deadline.

Mailing Address: Community Development Dept., 501 N. Anderson St., Ellensburg, WA 98926.

NOTICE IS FURTHER GIVEN that all persons interested in this matter may participate in the REMOTE meeting by contacting Staff no later than 5:00 pm on **Monday, Feb. 6, 2022**. An email link or phone number will be provided which will allow for electronic participation in the public hearing. A link will also be made available in the City Council agenda packet.

The City of Ellensburg strives to make our services, programs, and activities readily accessible and usable by individuals with disabilities. Reasonable accommodations will be made upon request. A "Request for Accommodation" form may be obtained from the City Clerk Beth Leader by calling 509-925-8614.

Publish in Legal: **Saturday, January 21, 2022**



COMMUNITY DEVELOPMENT DEPARTMENT
501 N. Anderson St., Ellensburg, WA 98926

**State Environmental Policy Act (SEPA)
PRELIMINARY DETERMINATION OF NON-SIGNIFICANCE (DNS)**

Proponent: City of Ellensburg Community Development Department

Location: Ellensburg City Limits and the Urban Growth Area

Description: This SEPA Checklist is a part of the City of Ellensburg's annual comprehensive plan amendment process. The City is proposing five amendments to the Comprehensive Plan, which have been docketed by City Council for the 2022 year. A complete listing and description of the proposed amendments can be found in the SEPA Checklist and Attachment A, as submitted by the applicant.

Lead Agency: City of Ellensburg

File #: P22-128

The lead agency for this proposal has determined that the proposed adoption of this action plan, will not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed Environmental Checklist and other information on file with the lead agency. This information is available to the public upon request.

This Preliminary Determination of Non-Significance (DNS) is issued under WAC 197-11-340(2); The lead agency will not act on this proposal for 21 days from this date of issuance. Agencies, tribes, and the public are encouraged to review and comment on the proposal. If you have any comments on the proposed project and/or the SEPA Checklist, please submit them to our department by mail or email by **5:00 pm on Thursday, February 2, 2023**.

Questions and comments may be submitted by 5:00 p.m. on Thursday, February 2, 2023 to: Stacey Henderson, Senior Planner- City of Ellensburg. Hendersons@ci.ellensburg.wa.us, 509-925-8608.

Responsible Official:

Title:

Address:

Jamey Ayling
Community Development Director
City of Ellensburg
Community Development Dept.
501 N. Anderson St.
Ellensburg WA 98926
Phone: (509) 925-8653 Fax: (509) 925-8655

AFFIDAVIT OF PUBLICATION

State of Washington, County of Kittitas, ss: The undersigned being first duly sworn on oath, deposes and says: That he/she is the representative of The Daily Record, a daily newspaper. That said newspaper is a legal newspaper and has been approved as a legal newspaper by order of the superior court in the County in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published in the English language continually as a newspaper in Ellensburg, Kittitas County, Washington, and it is now and during all of said time printed in an true copy of

CITY OF ELLENSBURG-CITY CLERK
N/PRELIMINARY SEPA DECISION: P22-128

is published in regular issues (and not in supplement form) of said newspaper once a week for a period of 1 consecutive week(s), commencing on the following days.

01/11/23

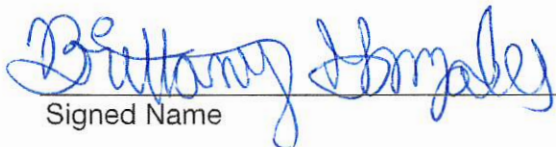
All dates inclusive and that such newspaper were regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is the sum of \$139.25 the rate of \$9.00 per column inch for each insertion.



Subscribed to me this date: 01/11/23



Printed Name
Notary Public in and for
The State of Washington
(SEAL)



Signed Name

Legals

Legals

NOTICE OF PRELIMINARY SEPA DECISION Case # P22-128 SEPA Environmental Review PRELIMINARY DETERMINATION OF NON-SIGNIFICANCE (DNS)

Notice is hereby given that the City of Ellensburg has received a SEPA Environmental Checklist for the following project that may be of interest to you. You are invited to comment on this proposal.

Date of application: December 15, 2022

Date of notice of complete application: December 22, 2022

Comments due date: February 2, 2023

Project Description: Case # P22-128; A non-project SEPA Environmental Checklist submitted by Kathy Boots, City of Ellensburg. This SEPA Checklist review is a part of the City of Ellensburg's annual comprehensive plan amendment process. The City is proposing five amendments to the Comprehensive Plan, which have been docketed by City Council for the 2022 year. A complete listing and description of the proposed amendments can be found in the SEPA Checklist and Attachment A as submitted by the applicant.

Materials Available for Review: The submitted application and file documents may be examined by the public by visiting the City of Ellensburg Community Development Department webpage at <https://www.ci.ellensburg.wa.us/6568/SEPA-State-Environmental-Policy-Ac>. Documents available include the SEPA Checklist Attachment A.

Written Comments: The public is encouraged to review and comment on the proposed project. Written comments must be received via email, or postmarked, by 5:00 pm on Thursday, February 2, 2023.

Mailing Address: Community Development Dept., 501 N. Anderson St., Ellensburg, WA 98926

Staff contact: Stacey Henderson, Senior Planner. Email: hendersons@c.ci.ellensburg.wa.us

Environmental Review (SEPA): This Preliminary Determination of Non-significance (DNS) is issued using the standard DNS process under WAC 197-11-340. The lead agency will not act on this proposal for 21 days from the date of the issuance.

PUBLISH: Daily Record: January 11, 2023 / LEGAL #: 321813

City of Ellensburg Gas Division Request for Proposals for Natural Gas System Telemetry

The City of Ellensburg is soliciting interest from companies with natural gas telemetry expertise and equipment (including but not limited to volume correctors, pressure monitors, and live data software) for the purchase, installation, and implementation of such equipment and software.

SYSTEM DESCRIPTION

The City's natural gas system is comprised of approximately 137 miles of main line and serves roughly 5,000 customers. The system has an inlet MAOP of 150 psig and operates at 42 psig with an MAOP of 60. The system tap station currently has an Invenys T-35 MK II Turbo meter with a Mercury Mini-AT Corrector and IMAC Systems Pulsomatic Transmitter. There are also two existing pressure monitors at the tap station, each collecting high and low pressure and a YZ 2500izer injecting odorant based on the system flow rate. A district regulator station and three additional sites have pressure monitors as well. There are also two large customers with Correctors. One is a food processing facility with a Sensus T-18 MK II Turbo meter and Mercury Mini-AT Corrector. The other serves Central Washington University and has a Rockwell T-30 MK II Turbo meter with a Mercury Mini-AT Corrector.

REQUEST FOR QUALIFICATIONS

A full scope of work, list of deliverables, timeframe, and requested submittals can be found on the City of Ellensburg's website under bid postings at <https://ci.ellensburg.wa.us/bids.aspx>.

Please submit THREE printed and bound copies of your Proposals in a sealed envelope by Wednesday, February 8th, 2023, plainly labeled "Proposals for Natural Gas System Telemetry" to: City of Ellensburg Gas Division, 501 N. Anderson St., Ellensburg, WA 98926. Any questions regarding this project should be directed to Darrin Yusi or Darren Larsen at the Public Works & Utilities Department. 509-962-7124.

ATTN: Darrin Yusi, Gas Engineer
City of Ellensburg Gas Division
501 North Anderson Street
Ellensburg, WA 98926

PUBLISH: Seattle Daily Journal January 11 & 18, 2023
PUBLISH: Daily Record January 11 & 18, 2023 / LEGAL #: 319447

Notice of Small Works Roster

Kititas County Hospital District #1
(Kittitas Valley Healthcare)
And Kittitas County Hospital District #2

KCHD1 and KCHD2 are jointly seeking licensed contractors, including general, electrical, mechanical, roofing, asphalt sealing and patching, HVAC and plumbing painting, case work/cabinet and interior finishes contractors to submit letter of interest for placement on the Districts small works rosters for the 2023 calendar year for public works projects with values under \$350,000. Approved contractors will be placed on the appropriate roster according to the qualifications contained in the letter of interest.

Interested contractors should submit a letter to the Kittitas Valley Healthcare Engineering Director by 1/31/23 with the company name, contact information, and area of expertise. Submit letter of interest to: Director of Engineering, Kittitas Valley Healthcare, 603 S. Chestnut, Ellensburg, WA 98926.

PUBLISH: Daily Record: January 10, 11, 12, 2023 / LEGAL #: 318977

THURSDAY MORNING JANUARY 12, 2023

Time	6 AM	6:30	7 AM	7:30	8 AM	8:30	9 AM	9:30	10 AM	10:30	11 AM	11:30
KAPP	42	43	44	45	46	47	48	49	50	51	52	53
KCYU	41	42	43	44	45	46	47	48	49	50	51	52
KNDU	40	41	42	43	44	45	46	47	48	49	50	51
KING	39	40	41	42	43	44	45	46	47	48	49	50
KIMA	38	39	40	41	42	43	44	45	46	47	48	49
KIRO	37	38	39	40	41	42	43	44	45	46	47	48
KYVE	36	37	38	39	40	41	42	43	44	45	46	47
KIMZ	35	36	37	38	39	40	41	42	43	44	45	46
KOMO	34	35	36	37	38	39	40	41	42	43	44	45
KUNW	33	34	35	36	37	38	39	40	41	42	43	44

THURSDAY AFTERNOON JANUARY 12, 2023

Time	12 PM	1:30	2 PM	2:30	3 PM	3:30	4 PM	4:30	5 PM	5:30
KAPP	42	43	44	45	46	47	48	49	50	51
KCYU	41	42	43	44	45	46	47	48	49	50
KNDU	40	41	42	43	44	45	46	47	48	49
KING	39	40	41	42	43	44	45	46	47	48
KIMA	38	39	40	41	42	43	44	45	46	47
KIRO	37	38	39	40	41	42	43	44	45	46
KYVE	36	37	38	39	40	41	42	43	44	45
KIMZ	35	36	37	38	39	40	41	42	43	44
KOMO	34	35	36	37	38	39	40	41	42	43
KUNW	33	34	35	36	37	38	39	40	41	42

THURSDAY PRIME TIME JANUARY 12, 2023

Time	6 PM	6:30	7 PM	7:30	8 PM	8:30	9 PM	9:30	10 PM	10:30	11 PM	11:30
KAPP	42	43	44	45	46	47	48	49	50	51	52	53
KCYU	41	42	43	44	45	46	47	48	49	50	51	52
KNDU	40	41	42	43	44	45	46	47	48	49	50	51
KING	39	40	41	42	43	44	45	46	47	48	49	50
KIMA	38	39	40	41	42	43	44	45	46	47	48	49
KIRO	37	38	39	40	41	42	43	44	45	46	47	48
KYVE	36	37	38	39	40	41	42	43	44	45	46	47
KIMZ	35	36	37	38	39	40	41	42	43	44	45	46
KOMO	34	35	36	37	38	39	40	41	42	43	44	45
KUNW	33	34	35	36	37	38	39	40	41	42	43	44
TLC	18	19	20	21	22	23	24	25	26	27	28	29
NICK	17	18	19	20	21	22	23	24	25	26	27	28
OXY	16	17	18	19	20	21	22	23	24	25	26	27
LIFE	15	16	17	18	19	20	21	22	23	24	25	26
MGLO	14	15	16	17	18	19	20	21	22	23	24	25
FX	13	14	15	16	17	18	19	20	21	22	23	24
TVLND	12	13	14	15	16	17	18	19	20	21	22	23
ESPN	11	12	13	14	15	16	17	18	19	20	21	22
ESPN2	10	11	12	13	14	15	16	17	18	19	20	21
FREE	9	10	11	12	13	14	15	16	17	18	19	20
HALL	8	9	10	11	12	13	14	15	16	17	18	19
DISC	7	8	9	10	11	12	13	14	15	16	17	18
HIST	6	7	8	9	10	11	12	13	14	15	16	17
AMC	5	6	7	8	9	10	11	12	13	14	15	16
TCM	4	5	6	7	8	9	10	11	12	13	14	15
TBS	3	4	5	6	7	8	9	10	11	12	13	14
USA	2	3	4	5	6	7	8	9	10	11	12	13
TNT	1	2	3	4	5	6	7	8	9	10	11	12
CNN	0	1	2	3	4	5	6	7	8	9	10	11
FNC	-1	0	1	2	3	4	5	6	7	8	9	10
TRAV	-2	-1	0	1	2	3	4	5	6	7	8	9
CNBC	-3	-2	-1	0	1	2	3	4	5	6	7	8
ANFL	-4	-3	-2	-1	0	1	2	3	4	5	6	7
DISN	-5	-4	-3	-2	-1	0	1	2	3	4	5	6
MSNBC	-6	-5	-4	-3	-2	-1	0	1	2	3	4	5
ROOT	-7	-6	-5	-4	-3	-2	-1	0	1	2	3	4
FS1	-8	-7	-6	-5	-4	-3	-2	-1	0	1	2	3
TOON	-9	-8	-7	-6	-5	-4	-3	-2	-1	0	1	2
TRUTV	-10	-9	-8	-7	-6	-5	-4	-3	-2	-1	0	1
HGTV	-11	-10	-9	-8	-7	-6	-5	-4	-3	-2	-1	0
ASE	-12	-11	-10	-9	-8	-7	-6	-5	-4	-3	-2	-1
BRVO	-13	-12	-11	-10	-9	-8	-7	-6	-5	-4	-3	-2
FOOD	-14	-13	-12	-11	-10	-9	-8	-7	-6	-5	-4	-3
COM	-15	-14	-13	-12	-11	-10	-9	-8	-7	-6	-5	-4
BET	-16	-15	-14	-13	-12	-11	-10	-9	-8	-7	-6	-5
SYFY	-17	-16	-15	-14	-13	-12	-11	-10	-9	-8	-7	-6
PARMT	-18	-17	-16	-15	-14	-13	-12	-11	-10	-9	-8	-7
OWN	-19	-18	-17	-16	-15	-14	-13	-12	-11	-10	-9	-8



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CITY COUNCIL AGENDA REPORT

City Council Meeting Date: February 6, 2023

Item Title/Agenda Subject: Recommendations from Streateries Subcommittee

Submitted by: Terry Weiner City Attorney Department

Recommended Action or Motion: Provide direction to staff for potential streateries ordinance.

Background/Summary: In mid-2020, the state of Washington imposed significant capacity restrictions on restaurants as a result of the ongoing COVID-19 pandemic. In response, the City Manager issued Emergency Management Order 2020-03, which allowed for the issuance of Temporary Streatory permits to restaurants in certain areas of the downtown area. Ultimately, four businesses in downtown Ellensburg received streatory permits and three are still currently operating those streateries.

Previous Council Action: Following a November 15, 2021 Study Session and discussion regarding the future of streateries at its December 20, 2021 meeting, Council adopted Resolution 2021-20, which extended the permits for the three existing streateries through June 30, 2022. An ad hoc committee was also formed to study the development of permanent streatory regulations, which met several times in 2022.

An ordinance providing for permanent streatory, parklet and sidewalk café regulations was presented to Council for consideration at its June 6, 2022 meeting. After discussion, Council instructed staff to research additional changes for potential revisions to the ordinance. Following the receipt of recommendations from the Landmarks and Design Commission, a revised version of the ordinance was presented for Council consideration at its December 5, 2022 meeting. Council did not proceed with first reading nor could it reach consensus on further direction to provide to staff on revising the ordinance. As a result, Council appointed a subcommittee to recommend revisions for incorporation into a third version of the ordinance.

The temporary permits have been extended several times since mid-2021 and are currently set to expire March 31, 2023.

Analysis:

A subcommittee consisting of Councilmembers David Miller and Monica Miller, along with Landmarks & Design Commission (LDC) members Amy McCoy (Chair) and Fred Redmon, met with staff to review the draft ordinance and other information. Several areas of concern were expressed, including whether Council continues to support allowing them due to concerns over design, parking, loss of parking spaces and overall impact on the historic district. Therefore, before proceeding to review the subcommittee's recommendations, below, it would be a logical first step for Council to decide whether it wants to continue permitting streateries. If so, the subcommittee recommends Council decide on each of the following subcommittee recommendations (separately addressing Process and Design issues):

Process recommendations

1. After consultation with the state Department of Archeology and Historic Preservation by staff and Councilmember David Miller, the streatory application should not go through any formal review by the LDC.
2. As an alternative to LDC review, streatory applications should be published on the City's website to notify the public and allow for public comment, which would be considered by staff only as it pertains to conformance to the design elements set forth in the ordinance.
3. Applications will be reviewed for completeness, public comment will be solicited and a permit decision made within 30 days receipt. That time can be extended by staff if the applicant is required to provide additional information after staff review.
4. The currently permitted streateries will need to be removed by mid-June for at least two weeks due to the slurry seal of downtown streets, including 4th Avenue and Pearl St. As a result, those streateries should be required to comply with the ordinance's design standards when they are re-installed following the slurry seal project.
5. Staff is currently reviewing the permit fee and cost per parking space to ensure it will reflect the value of the space being utilized.

Design Recommendations

1. Shed roofs should be allowed. The LDC subcommittee which reviewed this issue last year recommended against roof structure, instead recommending removable umbrellas. However, after additional discussion by the current subcommittee, there was acknowledgment that streateries would likely stop operating as such if they cannot utilize a roof structure to protect against snow and rain.
2. Walls should be designed to provide separation from automobile traffic on the three sides while at the same time providing a clear view between the streaterie and the street. They should be no greater than 12 feet high to support a sloped roof, in addition, they should be designed to allow an unobstructed view between the streaterie and the street at heights between 30" and 36".
3. Application review and approval will be based, in part, on compatibility of the design to the requirements in the ordinance.

Financial Impact:

A minimal amount of Leasehold Excise Tax will be incurred and paid by the City on behalf of the existing lessees from the General Fund.



CITY COUNCIL AGENDA REPORT

City Council Meeting Date: February 6, 2023

Item Title/Agenda Subject: Ellensburg Fieldhouse - Proposed Plan to Replace the Ellensburg Racquet and Recreation Center

Submitted by: Heidi Behrends Cerniwey City Manager Department

Recommended Action or Motion: Review and approve conceptual plan for construction of a Fieldhouse indoor sports facility at Rotary Park and update the City's adopted 2023 legislative priorities to include the project.

Background/Summary: The City has operated the Ellensburg Racquet and Recreation Center (ERRC) at 6061 Vantage Highway since 2000, after it was donated to the City in 1999. The facility offered a number of activities, including tennis, pickleball, racquetball, indoor soccer, gymnastics (through rental to a third party), weight room, and facility rentals. It was used extensively by a variety of groups. The ERRC suffered a total fire loss due to suspected arson on December 2, 2022. The 32,000 square foot indoor recreation facility provided critical health and wellness activities that supported individuals and groups across Kittitas County.

Previous Council Action: At the Council meeting on November 15, 2021, community and local Rotary representatives presented a proposal for a fieldhouse facility (an indoor recreation facility with soft and hard surface) to be located at Rotary Park. The group was interested in exploring a partnership to construct and operate the facility.

At the Council Retreat on April 15, 2022, staff presented an overview of parks infrastructure, funding and operation, with a follow-up discussion at the study session on May 16, 2022, to review indoor recreation facilities. The later discussion focused on current recreation facilities and programs offered at those facilities, future indoor recreational needs, an overview on previous work done by an ad hoc community center committee, and an overview on a fieldhouse concept and how that facility could serve the community. At the conclusion of the presentation, Council requested that staff proceed with

researching both a community recreation center and field house. Council also indicated that they would be interested in possibly collocating all of the City's existing recreation facilities into one or two facilities such as a fieldhouse and community center.

On August 1, 2022, Council provided direction to staff to further explore expansion of recreation opportunities with a field house and a community center, including possible consolidation of current facilities. Staff were working toward convening steering committees in January 2023 to proceed with that work.

Council adopted the 2023 legislative priorities at their meeting on November 21, 2022 meeting. The text version of the 2023 adopted legislative priorities was condensed into a one-page hand-out to share with policymakers and is attached for reference.

As the former facility location was several miles east of Ellensburg and any new facilities would be constructed within the City limits, Council took action through adoption of Resolution 2023-003 to surplus the ERRC property at 6061 Vantage Highway on January 17, 2023. Following demolition, the property will be sold and proceeds designated for use to develop a new indoor recreation facility within the City limits.

At the August 1, 2022 study session, results of a cultural arts planning process to plan for expansion of the creative sector in Ellensburg was presented to Council. The partners continue to meet to collaborate through a voluntary structure referred to as the Arts Alliance to implement the plan and expand programs, facilities (including performance spaces, makers and live-work spaces), and enhance the ecosystem for the creative economy in Ellensburg, which could intersect with community center function, location, and design.

Analysis:

Following the fire, City staff have been working to develop a strategy for the City Council's consideration to replace the ERRC and build towards the long-term goals outlined in the adopted Council Strategic Vision 2023-2028 and to rebuild and enhance the indoor recreation facilities within Ellensburg.

RECOMMENDATION TO PRIORITIZE FIELDHOUSE PROJECT WITH A GOAL TO CONSTRUCT WITHIN TWO YEARS

1. Critical indoor sports and recreation facilities that positively impact public health were lost through the fire. Thus, staff recommend Council prioritize funding and construction of Fieldhouse facility as replacement for ERRC. If funding can be secured, a preliminary plan has been developed to construct a Fieldhouse facility by December 2024. Steps include:
 - a. Property cleanup
 - b. Surplus/sell property
 - c. Update Rotary Park Master Plan with Fieldhouse and parking
 - d. Determine community recreation needs (user groups)
 - e. Establish steering committee for ongoing advisement
 - f. Secure funding and develop operational plan (request Washington State Capital Funding to support project)
 - g. Facility design pre-work (secure secondary access, traffic impact analysis, SEPA, etc.)
 - h. Design/Build team and construction, leveraging community partnerships for in-kind assistance
 - i. Finishes/opening in December 2024
2. Costs will be significantly higher than insurance settlement for the property, thus it will be critical to leverage partnerships to fund design and construction. The facility provides regional and local recreation and health benefits and funding will be requested from local and state partners.
3. Staff will ensure public input to determine highest community needs and greatest public value to incorporate in design and programming of spaces in the Fieldhouse facility if funding can be secured.

2023 LEGISLATIVE REQUEST

A draft flyer is attached which outlines a \$9 million capital request to the State of Washington through the 2023-2024 Local and Community Projects Capital Fund program. Staff recommend adding this project to the City's Legislative

Priorities for 2023.

COMMUNITY CENTER DISCUSSION AND PLANNING TO PROCEED IN 2023/2024.

A public conversation to consider building and funding a local community center will commence in February/March 2023 and is expected to take one to two years to complete. A new facility would require new revenue for construction and operation. Staff recommend contracting with consultant to facilitate a community-focused conversation about consolidation of services and facilities, identifying community needs, determining operation and location, and explore interest in new revenue for such a future project. Several City facilities provide current programs and services for segments of our population that would likely be part of a future community center, including the Adult Activity Center (seniors), Stan Bassett Youth Center, Library, Kittitas Valley Municipal Pool. During this process, consideration can be given for partnerships for ongoing operations such as the YMCA or others.

Incorporating space and facility needs highlighted by the local Arts Alliance will be crit

Financial Impact:

Initial design and construction cost estimates of a Fieldhouse facility over 100,000 sq ft are approximately \$25 million, including site development costs. Final facility size and amenities will ultimately depend on funding secured and partnerships leveraged for the project. Insurance settlement and proceeds from the sale of the ERRC property will be designated for this project. To date, these amounts have not been determined. Completion of this project will require outside funding and partnerships to meet the proposed two-year construction timeline. Other community partnerships will be explored to execute and complete this project.

Attachments:

[2023 Ellensburg Fieldhouse Capital Request](#)
[2023 City of Ellensburg Legislative Priorities](#)

Ellensburg Fieldhouse

Replacing Ellensburg Racquet & Recreation Center Lost in Fire on 12/2/2022



The Ellensburg Racquet & Recreation Center was destroyed in an early morning fire on December 2, 2022.

\$ 9 Million

2023-2024 Local and Community Projects Capital Funding Request

[Top stories of 2022: No. 1: Fire destroys Ellensburg Racquet and Recreation Center | Ellensburg | dailyrecordnews.com](#)

The fire incident on December 2, 2022 which resulted in the loss of the Ellensburg Racquet & Recreation Center has created an emergent public health concern for the City of Ellensburg and Kittitas County. The 32,000 sq ft indoor recreation facility provided year-round critical health and wellness activities that supported individuals and groups across this economically distressed rural county. The City of Ellensburg will work with Kittitas County and our community partners to fund and replace the lost recreation facility with the construction of a Fieldhouse—a multi-use indoor recreation facility with court and turf surfaces—at Rotary Park, a city-owned 100-acre regional sports complex. We seek assistance from Washington State to fund a facility that will positively impact people in Central Washington.

Broad Public Value to Central Washington

- Replaces critical indoor recreation facility in distressed rural Kittitas County
- Positive public health impact on Central Washington community with limited indoor recreation options
- Regional asset at junction of I-90 and I-82
- Supports diverse recreation interests and populations
 - Multi-use indoor turf (soccer, baseball, football, softball, and rugby)
 - Hard surface courts (racquet sports, basketball, and volleyball, etc.)
 - As well as others including roller derby, golf, and fitness track

Fieldhouse Project Highlights

- Provide over 100,000 sq ft indoor turf and courts with amenities
- Local Match \$16 million
 - City of Ellensburg
 - Kittitas County
 - Private Partners/Other

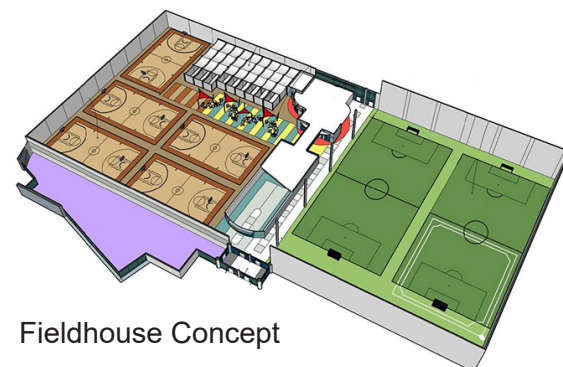


Total Project—\$25 Million
Completion—December 2024



Partnerships Ensure Success

- Central Washington University
- Kittitas County
- Ellensburg School District
- Rotary Clubs of Ellensburg
- Private Community Investment



Fieldhouse Concept

Heidi Behrends Cerniwey
City Manager
cerniweyh@ellensburgwa.gov



City of Ellensburg
501 N. Anderson St
Ellensburg, WA 98926 **243**

Energy Policy

Advocate for resource adequacy and allocate \$100,000 for compliance planning.

Impacts of the Clean Energy Transformation Act (CETA) and Climate Commitment Act (CCA) are substantial to Ellensburg and require significant specialized planning to implement and meet equity goals.

- State must focus on developing clean sources of energy to provide resource adequacy to meet decarbonization goals and improve resiliency of energy systems.
- State must work closely with generation and distribution systems to address increased demand of building and vehicle electrification initiatives.

Homelessness/Affordable Housing

Flexible policies to expand housing, preserve affordability, and address homelessness.

Nearly half (48%) of Ellensburg households are cost burdened; over one quarter (28%) are severely burdened.

- Allow local communities to determine their own needs and provide financing to support those needs.
- Support organizations dealing with homelessness that have shown success impacting the problem.
- Defend against preemption of local land use authority with zoning mandates.
- Provide tools to preserve existing affordability.

Behavioral Health Resources

Expand behavioral health resources for rural communities.

Ellensburg and Kittitas County lack a crisis stabilization facility and sufficient behavioral health resources to serve community needs.

- Create greater access to community-based behavioral health services.
- Support continued state funding to help communities establish alternative response programs for individuals suffering from behavioral health issues.
- Pass felony drug possession law with an off-ramp for those willing to participate in treatment.
- Extend grants for court-supervised diversion programs beyond the current two-year limit.

Wastewater Treatment Plant Upgrade

Allocate \$3 million in 2023-2024 to fund plant upgrade for current ratepayers.

- The City's Wastewater Treatment Plant was built in 1970 and needs updated aeration system. Total project cost estimated at \$21 million.
- Customer rates have been increased by 27% over three years and plant investment fees (for new ratepayers) by over 200 percent to maximize local share. The City will seek project funding from federal Bipartisan Infrastructure Law programs administered by the State, but additional funding will be required to make this essential plant investment.
- This upgraded technology will be energy efficient and employ industrial symbiosis to convert methane to renewable energy for City use.

Public Safety Legislation

Respond to Blake Decision, remedy unfunded mandates, and no academy for reserve officers.

- Clarify crime of controlled substance possession so that individuals, law enforcement, and treatment providers can respond appropriately. Revise the current two-referral system prior to criminal charges for more effective administration.
- Support more investments to help cities with costs stemming from the Blake decision on how possession of controlled substances is handled by the criminal justice system.
 - Offset costs of vacating criminal convictions, repaying legal costs, administering diversion programs, and mitigating municipal court impacts.
 - Invest in alternative response teams; treatment facilities for adults and juveniles; treatment in jails; and social workers, treatment providers, and system navigators to help direct people to treatment.
- A proposal to require Reserve Officers to attend a 4-month basic police academy creates barriers to participation in the program and would eliminate the pool of eligible volunteers that facilitate local community event safety.
- Resolve unfunded mandates: medical costs for felony inmates and costs for independent public defense office requirements.



MANAGER'S REPORT

DATE: February 6, 2023

To: Ellensburg City Council

FROM: Heidi Behrends Cerniwey, City Manager

1. Kittitas County Flood Workshop/Streamside Landowners Training of February 23, 2023.

The City of Ellensburg in partnership with Kittitas County, Yakima Basin Fish and Wildlife Recovery Board, Washington Department of Fish and Wildlife, Kittitas County Conservation District and Mid-Columbia Fisheries will be hosting an open house event. The workshop will be held February 23 at the Hal Holmes Center from 5:00pm to 7:30pm with presentations from different agencies and time at the end for specific questions and answers.

2. Rotary Park Master Plan Update Agreement.

The City has retained Bruce Dees & Associates (BDA) to perform a limited scope update on the Rotary Park Master Plan. BDA developed the original park plan in 2002 as well as the most recent update in 2012. The primary focus for this update will be siting a large athletic fieldhouse and supporting infrastructure, including parking lots and an access road. An additional component of the planning process is review of the outdoor spaces and determine needed changes to the current 2012 plan. This planning update will begin in February 2023 and is scheduled to be completed in April 2023. The public will have the opportunity to provide input on the plan through a combination of stakeholder meetings, online community surveys, or a virtual public meeting. Up to three preliminary site plans will be developed and a final version will be assembled from the public feedback. Information about the planning process will be shared through the city's website (www.ci.ellensburg.wa.us), 'Be Heard Eburg' (www.beheardeburg.com) and through digital and traditional media.

3. Select Council Representative to serve on Mural Selection Committee

At the January 17, 2023 meeting, Council authorized a rodeo-themed mural on the Craig's Hill Water Reservoir in honor of the Ellensburg Rodeo 100-Year Anniversary. Staff requests Council appoint one of their members to serve on the artist selection committee for the project.