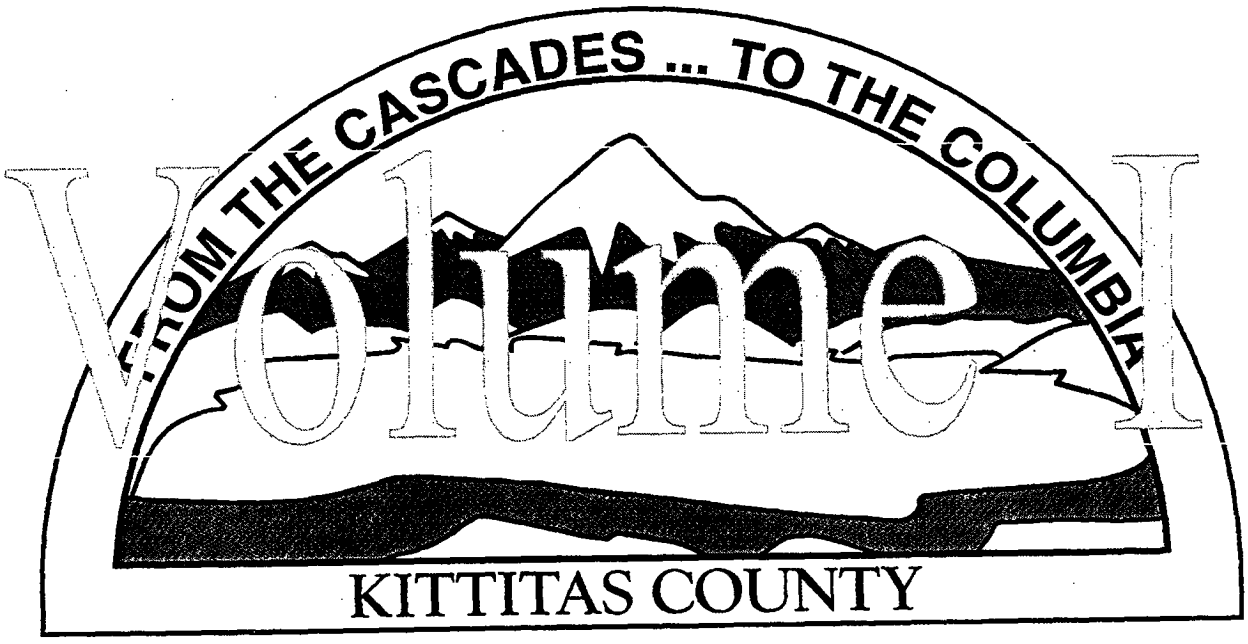
KITTITAS COUNTY COMPREHENSIVE PLAN



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Notice to Reader

On July 26, 1996, the Board of County Commissioners adopted the Kittitas county comprehensive Plan. During the adoption proceedings, the Board of County Commissioners separated the Comprehensive Plan into two volumes.

- Volume I contains the adopted Kittitas County Comprehensive plan, including the mandatory elements provided in RCW 36.70A, the Growth Management Act.

  In December 2001, the Comprehensive Plan was reformatted and the maps and tables have been re-located to Appendix B of Volume I, available at the Kittitas Co. Planning Department. The maps and tables are maintained by the Kittitas County Planning Department . The Capital Facilities and Transportation Plans will be maintained by the Auditor's and Public Works Departments,

- Volume II contains the Kittitas County Subareas Plans drafted in conjunction with the Kittitas County Comprehensive Plan, pursuant to RCW 36.70A, the Growth Management Act. In addition, this document includes the enabling ordinances for the Kittitas County Comprehensive Plan and reference materials. Volume II is for reference only and is not part of the adopted Kittitas County Comprehensive Plan.

EXECUTIVE STATEMENT

The comprehensive plan affects all unincorporated lands of Kittitas County or approximately 1,487,791 acres. The comprehensive plan is intended to conserve lands designated by protecting them from conflicting land uses, providing sufficient services and ensuring adequate facilities with goals, objectives and policies. This comprehensive plan would remain in effect until additional policies and regulations are developed and implemented. This plan will be updated on a yearly basis.

This document is the official amended Comprehensive Plan for Kittitas County. The Plan is not an ordinance, it contains no regulations or minimum standards. It is a declaration of policies related to future growth and development in the County:

The Plan contains:

- A Land Use Element which establishes official policy with regard to appropriate uses of land in the County and ensures that the County can accommodate the population growth projected to occur over the next 20 years;

- A Housing Element that addresses the need for affordable housing;

- A Utilities Element that describes planned utility expansions;

- A Transportation Element which will be used as a guide in future street and road construction programs to produce a safe and efficient arterial system. The Kittitas County Transportation Plan is maintained by the Kittitas County Department of Public Works.

- A Rural Element that ensures the protection of rural lands and provides for a variety of rural densities.

- A Capital Facilities Element which is maintained by the Kittitas County Auditor's Office.

The Comprehensive Plan is based on a framework of community goals and objectives adopted by the County as a formal expression of public policy. There is no assurance, however, that orderly development, or any of the other goals will be accomplished simply by the formal adoption of the Plan. The value of the Plan lies in the determination and commitment of the County in the future to implement the Plan through the adoption of ordinances and codes designed to achieve the stated objectives.

VISION STATEMENT

Kittitas County has a rich cultured mix that is a result of agriculture, education and resource-based industries such as timber and mining. Many families in the lower Kittitas Valley carry on long family traditions in farming and cattle production, while the Upper County is changing from

the once powerful mining and timber industries to recreational-based and service enterprises. Central Washington University provides direct and indirect employment for a large portion of the population. The Ellensburg area and student population and educational services are expected to grow substantially over the next few years. More and more residents are moving to Kittitas County to enjoy the quality of life here while having to commute out of county for work due to lack of employment in the area.

The Kittitas County Comprehensive Plan is an attempt to address issues and formulate guiding policies for future growth and development in Kittitas County. This plan is adopted by the county in compliance with the Washington State Growth Management Act, RCW 36.70A and under authority of the Planning Commission Act, RCW 35.63.

This comprehensive plan is based on a framework of community goals and objectives adopted by the county with the help of the various subarea groups and other citizens as a final expression of public policy

CHAPTER ONE: AMENDMENTS TO COUNTY PLAN, CODES AND STANDARDS

The Kittitas County Comprehensive Plan, elements thereof, and development regulations shall be subject to continuing evaluation and review by Kittitas County. Any change to development regulations shall be consistent with and implement the comprehensive plan as adopted pursuant to RCW 36.70A.

Kittitas County shall broadly disseminate to the public the following program for public participation in amendments to the county comprehensive plan and development regulations:

A. If, during project permit review, Kittitas County identifies deficiencies in county plans or regulations, the project permit review shall continue, and the identified deficiencies shall be docketed for possible future amendments. For purposes of this section, a deficiency in a comprehensive plan or development regulations refers to the absence of required or potentially desirable contents of a comprehensive plan or development regulations. It does not refer to whether a development regulation addresses a project's probable specific adverse impacts which the permitting agency could mitigate in the normal project review process.

B. Any interested person, including applicants, citizens, county commission and board members, and staff of other agencies may suggest plan or development regulation amendments. The suggested amendments shall be docketed with the Planning Department and considered by Kittitas County Planning Commission and Board of County Commissioners on at least an annual basis, consistent with the provision of RCW 36.70A.130 and the regulatory reform act ESHB 1724.

C. Proposed amendment or revisions of the comprehensive plan are considered by the Board of County Commissioners no more frequently than once a year except that amendments may be considered more frequently under the following circumstances:

1. The initial adoption of a subarea plan; and
2. The adoption or amendment of a Shoreline Master Program under the procedures set forth in RCW 90.58.

D. All proposals shall be considered by Kittitas County concurrently so that the cumulative effect of the various proposals can be ascertained. However, after appropriate public participation Kittitas County may adopt amendments or revisions to its comprehensive plan whenever an emergency exists or to resolve an appeal of a comprehensive plan filed with a growth management hearings board or with the court.

E. For purposes of this section, docketing refers to compiling and maintaining a list of suggested changes to the comprehensive plan or development regulations in the Planning Department in a manner that will ensure such suggested changes will be considered by Kittitas County and will be readily available for review by the public. Docketing for the calendar year shall be taken from January 1 to June 30 of each calendar year. Amendments docketed after June 30 shall be considered in the following calendar year.

F. Amendments to the comprehensive plan or development regulations docketed by June 30 shall be approved or denied by the Board of County Commissioners on or before December 31 of that same calendar year.

G. In order to facilitate public participation, Kittitas County shall maintain and provide for the following procedures when considering amendments to the comprehensive plan and development regulations:

1. **Broad dissemination of proposals and alternatives.** The docket shall be available for public review in the Planning Department during regular business hours. Alternatives to a proposal may be submitted by any party prior to the closing of the written testimony portion of the public hearing before the Planning Commission.

2. **Opportunity for written comments.** Written testimony shall be allowed from the date of docketing up to the date of closing of the written testimony portion of the public hearing.

3. **Public Meetings.** Study sessions and hearings shall be held only after effective notice has been distributed.

4. **Provisions for open discussion.** Hearings shall allow for sufficient time allotments in order that all parties that wish to give oral or written testimony may do so.

5. **Communication programs and information services.** A newsletter that summarizes amendments docketed and projected meeting and hearing dates should be provided by the Planning Department for distribution to all parties that have requested to receive it by mail. Copies of proposed amendments shall be available at cost of reproduction.

6. **Consideration of and response to public comments.** Planning Commission and the Board of County Commissioners members should review the testimony submitted in their findings.

7. **Notice of decision.** Publication in the paper of record of a notice that Kittitas County has adopted the comprehensive plan or development regulations or amendments thereto, and such publication shall state all petitions in relation to whether or not such actions are in compliance with the goals and requirements of this chapter, RCW 90.58 or RCW 43.21C and must be filed within 60 days after the publication date.

H. The County-Wide Planning Policies allocate 55% of the projected population to the unincorporated County. The Board of County Commissioners believe that the unincorporated county is not adequately represented in the Kittitas County Conference of Governments and therefore, any amendments to the Kittitas County Comprehensive Plan or Development Regulations, originating from the Kittitas County Conference of Governments, shall be reviewed by the Kittitas County Planning Commission for recommendation before consideration by the County Commissioners for adoption.

CHAPTER TWO: LAND USE

2.1 EXISTING CONDITIONS

2.1(A) Current Land Use

General Description

Kittitas County is located at the geographic center of Washington State, midway between the heavily populated Puget Sound region and the eastern farming areas centered around Moses Lake. More than half of the county is covered by coniferous forests, while approximately thirty percent (30%) is in pasture or unimproved grazing land. Less than two percent (2%) of the county is in urban development.

The county covers 2,315 square miles of highly varied terrain and climates. Beginning in the high Cascades the land slopes generally to the east and south to the Columbia River

2.1(B) Analysis Of Existing Land Use Patterns

Land use in Kittitas County ranges from residential uses to resource based activities. In the Snoqualmie Pass area, resource allocation, in the form of timber harvesting, is the predominate land use with sporadic areas used for recreational purposes. Resource allocation is still predominant in the mid-elevations, however, residential development becomes more persistent in these areas. In the lower elevations agricultural activities are the main land use, with residential development intermixed in the area. In addition, the Yakima Training Center, located in the southeastern portion of the county, makes up a large percentage of the ownership in the lower Kittitas Valley, approximately acres.

Existing Density

The Comprehensive Plan relies on the underlying zoning for assigning density. Under current zoning, densities range from one unit per 6,000 square feet to one unit per 80 acres. Specifically, the Suburban zone allows a density of one unit per acre, while the Rural-3, Agricultural-3, Agricultural-20, and Forest and Range Zones allow for a density range of one unit per 6,000 square feet to 20 acres. The lowest density in the county is in the Commercial Forest Zone where the assigned density is one unit per 80 acres.

Existing Zoning

The following breakdown is based on the Kittitas County Planning Department Geographic Information System (GIS) and demonstrates the existing zoning in Kittitas County by acreage. The inventory data is based on the following zoning classifications:

Zone	Acres
Agricultural-3	17,574
Residential-2	44
Rural-3	22,450
Suburban	3,314
Suburban-II	296
Commercial Forest-80	672,407
Forest and Range-20	292,235
Commercial Agriculture	357,728
Agriculture-20	112,343
Liberty Historic District	17
Limited Commercial	22
Highway Commercial	35
General Commercial	144
Light Industrial	148
General Industrial	912
Planned Unit Development	861
Residential	32
Master Planned Resort	5,914
Total	1,486,476 Acres

The Land use designations are shown on maps contained in GIS data and maintained by the Kittitas County Planning Department.

2.2 GENERAL GOALS AND POLICIES

The foundation of the Comprehensive Plan consists of the major goals and policies established by the County during the planning process. It is upon these goals and policies that virtually the entire plan is based.

The planning process is an on-going, open-ended process consisting of establishing, applying, monitoring and evaluating goals and policies. Different goals may at times conflict requiring the county to weigh one against the other...a part of the on-going process of goal evaluation.

Citizen participation has been a vital part of the planning process of formulating goals and objectives. The following general goals have been drawn from that process.

2.2(A) General Planning Goals, Objectives and Policies

GPO 2.1 The maintenance and enhancement of Kittitas County's natural resource industry base including but not limited to productive timber, agriculture, mineral and energy resources.

GPO 2.2 Diversified economic development providing broader employment opportunities.

GPO 2.3 The encouragement of urban growth and development to those areas where land capability, public roads and services can support such growth.

GPO 2.4 Encourage zoning and development regulations in the UGAs and UGNs that ensure the cost of new housing in these areas will not be substantially higher than equivalent housing outside these areas.

GPO 2.5 Kittitas County should encourage residential and economic growth that will minimize the costs of providing public utilities and services.

GPO 2.6 Kittitas County will maintain a flexible balance of land uses.

GPO 2.7 Kittitas County will cooperate with the private sector and local communities in actively improving conditions for economic growth and development.

GPO 2.8 The Kittitas County Conference of Governments reviews population forecast numbers from the Office of Financial Management (OFM). Any revision to the County-Wide Planning Policies based on new forecasts from OFM, would be generated through the KCCOG.

GPO 2.9 When adopting development regulations, Kittitas County shall notify property owners that zoning and land use may change, and it would be appropriate for land owners to submit requests for amendments to their individual property.

GPO 2.10 Kittitas County recognizes the importance of Natural Area Preserves and Natural Resource Conservation Areas administered by the Washington State Department of Natural Resources under RCW 79.70 and 79.71. The County will seek to be included in the identification and development of management plans for these sites located within the County.

GPO 2.11 Kittitas County does not have any plans to adopt provisions for impact fees at this time and as such, any reference to impact fees in this comprehensive plan not be included.

GPO 2.11A Much of Kittitas County receives little natural precipitation and is highly susceptible to fire hazard during much of the year. Meanwhile, more people are moving to previously uninhabited forest and rural areas. As this number increases, the need to provide adequate and efficient fire services to these areas also increases.

2.2(B) Private Property and Water Rights

Property Rights

Kittitas County recognizes private property rights and as such includes reference to Ordinance No. 96-09, an ordinance enabling a private property taking impact analysis within Kittitas County. In addition, Kittitas County recognizes the importance of agriculture and has addressed appropriate protection mechanizes through those policies contained in Kittitas County Code Section 17.74, Right To Farm For The Protection Of Agricultural Activities.

GPO 2.12 Kittitas County will administer this Chapter in accordance with the United States and State of Washington constitutional provisions for the protection of private property rights

and provision of due process. As set forth in WAC 365-195-720 [Procedural Criteria], the county in administering this ordinance, "should refer to all sources at all levels of government, including federal and state constitutions, federal and state statutes, and judicial interpretations thereof."

GPO 2.13 Should any provisions of this ordinance be in violation of constitutional requirements or of recent court decisions, the Planning Director will advise the Board of the provisions in violation, and whether the violation is a requirement of the State of Washington or a regulation or policy of the county. If the violation is a requirement of the state, the Washington State Attorney General's Office will be advised. If the violation is a county requirement, the Board of County Commissioners will schedule a public meeting to consider removing or amending such section or policy.

GPO 2.14 Kittitas County will place a high priority in the Kittitas County Comprehensive Plan the following state goal:

RCW 36.70A.020(6) Property Rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Water Rights

Water rights are property rights held by individual citizens, irrigation entities, municipalities, public and private utilities and governments. Water rights are recognized by state law RCW 90.03.010 Surface Waters and RCW 90.44.035 Ground Waters. Surface waters within Kittitas County are being adjudicated in Yakima Superior Court in the action commonly known as Acquavella.

Kittitas County affirms existing water rights and uses and shall have no power of eminent domain or authority to impair by any county action, ordinance, or policy, including that of the Tri-County Water Resources Agency, (a) any lawful water right or use; (b) the capability of water suppliers or users to store, divert, convey, deliver, and apply the water to beneficial use in the exercise of those rights; (c) the continuation of existing land uses dependent on, or benefited by, those water rights and uses.

In defining water rights for purposes of these agricultural land uses, no water rights under State law, including the Acquavella litigation, are available for fish or wildlife habitat without voluntary agreement of the water and/or land owner affected. Water rights and waters covered by the stipulation entered in the Acquavella adjudication as to all parties in Kittitas County dealing with water rights as confirmed for Non-Diversionary Stock and Wildlife watering are incorporated by reference and set forth as follows for clarity:

GPO 2.15 Waters in natural watercourses in the sub- basin shall be retained when naturally available, in an amount not to exceed 0.25 cubic foot per second (cfs), for stock water uses in such watercourses as they flow across or are adjacent to lands, which are now used as pasture or range for livestock. Retention of such water shall be deemed senior (or first) in priority,

regardless of other rights confirmed in this cause. Regulation of these watercourses by the plaintiff shall be consistent with such retention requirements.

GPO 2.16 Water in natural watercourses in the sub- basin shall be retained when naturally available, in an amount not to exceed 0.25 cubic foot per second (cfs), for wildlife watering uses in such watercourses as they flow across or are adjacent to lands, which are now used as pasture or range for wildlife. Retention of such water shall be deemed senior (or first) in priority.

GPO 2.17 Waters in naturally occurring ponds and springs (with no surface connection to a stream) in the sub-basin shall be retained for stock water uses, when such ponds and springs are located on or adjacent to lands which are now used as pasture or range for livestock. Said uses embody entitlement to a level in the water bodies sufficient to provide water for animals drinking directly therefrom while ranging on riparian lands, and with the same priority as provided in paragraph 1. Regulation of the ponds and springs by the plaintiff shall be consistent with such retention requirements.

GPO 2.18 Waters in naturally occurring ponds and springs (with no surface connection to a stream) in the sub-basin shall be retained for wildlife watering uses, when such ponds and springs are located on or adjacent to lands which are now used as pasture or range for wildlife. Said uses embody entitlement to a level in the water bodies sufficient to provide water for wildlife drinking directly therefrom while ranging on riparian lands, and with the same priority as provided in paragraph 1. Regulation of the ponds and springs by the plaintiff shall be consistent with such retention requirements.

GPO 2.19 Nothing in this stipulation mandates that any lands, associated with water rights or water retention as provided herein shall be reserved for wildlife purposes.

2.2(C) Historical Lands

Historical lands include all those lands which have been designated as such on Federal, State or local historical registers as well as those sites which have a local cultural or historical significance.

Liberty Historic District

The following section from the Swauk-Teanaway Subarea Comprehensive Plan has been adopted regarding the Liberty Historic District:

Liberty Historic Land Use Issues and Concerns:

1) The Liberty Historic District is a nationally designated historic district in the county.

2) The surrounding forested lands around Liberty are important to the natural historic character of the townsite, including the four privately owned parcels.

3) The designation of the Liberty townsite as a special historical suburban classification would require the development of a community water system.

4) Liberty has a small finite number of buildable lots and adjacent parcels in the Forest and Range Zoning District have a 20-acre minimum unless platted through a clustered subdivision.

GPO 2.20 The Liberty Historic District contained two land-use classification recommendations under the Swauk Teanaway Sub-area Plan. The Liberty townsite should be classified as a special historical suburban area and the adjacent Forest Multiple-Use lands should have architectural standards placed on their use. A design review board should be created to assure consistency and fairness in future decisions about what is built within and adjacent to the Liberty Historic District.

GPO 2.21 Future development in the historic district should be primarily residential and be consistent with any existing or new design review standards.

GPO 2.22 Surrounding development on the adjacent forested properties which are abutting the historic district should also be consistent with any subsequent design review standards.

GPO 2.23 The Liberty townsite is a small high density residential area and many of the uses in the current Forest and Range Zoning District are not appropriate for Liberty.

2.3(D) Shoreline Land Use

Kittitas County is endowed with a variety and abundance of lakes, rivers, and streams. A county undergoing considerable change and development cannot long take for granted such valuable and limited resources. It shall be the objective of the county, therefore, to provide for the long range management of shorelines and adjacent wetlands by planning for and fostering all reasonable and appropriate uses, including residential, industrial, agricultural, private and public recreation, etc. This policy is designed to ensure the development and/or preservation of shorelines which will promote and enhance both private and public interest. It will also provide a policy framework whereby decisions are formulated before controversial issues or crises develop which often result in hasty, ill-advised solutions.

GPO 2.24 In compliance with RCW 90.58 Kittitas County should undertake an updated comprehensive study of its lakes and rivers, including an inventory of and classification of all shoreline lands, swamps, and marshes.

GPO 2.25 The County should, in compliance with the Shorelines Management Law prepare and adopt a comprehensive land use and conservation plan related to its shorelines, swamps, and marshes consistent with the requirements of RCW 36.70A and 90.58.

The following goals and policies are part of the *Shoreline Master Program for Kittitas County Washington* originally adopted in 1975.

Shoreline Management

GPO 2.26 Shoreline Use: Kittitas County is characterized by four major shoreline uses: (1) irrigated agriculture; (2) range; (3) forest and wild lands; (4) recreational use. A continuation of such uses should be encouraged.

Alternative uses may occur which are compatible with the specific Environments of the Act, provided that they are compatible to the physical characteristics of any particular site. These concepts are intended to promote a pattern of shoreline uses which will minimize conflict, preserve high quality environment, and leave open the greatest number of options for future generations of shoreline users.

GPO 2.27 Agriculture and Irrigation: Irrigated agriculture is a water dependent use and a key factor in the economy of Kittitas County, therefore, it is a goal of our County that other shoreline uses should not jeopardize production on agricultural lands. While other shoreline uses may be compatible with irrigation systems, it is a goal of our County that all shoreline uses shall be constructed and maintained in such a way as to not interfere with the diversion of delivery of water. Irrigation easements, head ditches, headgates, turnouts, and other necessary appurtenances shall be given priority.

GPO 2.28 Economic Development: It is a goal of our County that commercial development locate inland from designated flood plain and shoreline areas unless that development is particularly dependent upon a shoreline location and is consistent with the long range needs of the public.

GPO 2.29 Recreation: It is a goal of our County to encourage recreational opportunities which will not compromise water quality, will not have a detrimental effect on the fragile systems of our shorelines, nor infringe on the rights of the private property owner.

GPO 2.30 Conservation: It is a goal of our County to encourage sound management of renewable shoreline resources and that non-renewable shoreline resources be preserved to the greatest extent feasible.

GPO 2.31 Circulation: It is a goal of our County to encourage a transportation network capable of delivering people, goods, and services, which will result in minimum disruption of the natural system of our shorelines.

GPO 2.32 Public Access: Shoreline dependent recreational activities are of significant importance to the citizens of Kittitas County. A public access system should facilitate movement to public shoreline areas without compromising the natural features of the shoreline. Public access to public areas shall in no way limit or lessen any private landowner's right to prevent trespassing.

It is a goal, therefore, of our County to develop a network of well planned and maintained public access areas located on publicly owned shorelines, to purchase additional shoreline property when feasible and to encourage a provision of public access in all future public land shoreline

development. Intrusions created by such public access should not have detrimental effects on fragile natural features, endanger life, or infringe upon the rights of private property owners.

GPO 2.33 Historical/Cultural: It is a goal of our County to protect and restore areas and sites having historical, cultural, or educational importance without infringing upon the private property owners.

GPO 2.34 Public Awareness: The public should be made aware of the content of the Shoreline Management Act as it applies to Kittitas County. The rights and obligations of the public and private citizens should be clearly stated. This information should be clearly identified. Methods of informing the public should be those most appropriate to a given situation.

These are examples of items to be considered:

Standardized markers should be developed to inform public of access routes, parking, limitation of area, etc.

The public should be made aware of their responsibility in maintaining the quality of the environment, especially for such things as litter prevention, trail cutting, clearing brush, and off road vehicular traffic.

The public should be made aware of private property (where public lands end).

GPO 2.35 Restoration: It is the goal of Kittitas County to provide, where feasible and desirable, for restoration of blighted areas along the shorelines of Kittitas County to a natural and/or rehabilitated condition.

Shoreline Use Activity

These policies will reflect the intent of any one or all of the goal statements prescribed in Chapter Three depending on their applicability.

GPO 2.36 Agriculture: Kittitas County should (1) assure that lands suitable for agriculture are maintained in agricultural production; (2) should not allow the locations of confined animal feedlot operations, retention and storage ponds for feedlot wastes, or stock piles of manure solids close enough to shoreline areas to affect water quality; and (3) should encourage the maintenance of a buffer of permanent vegetation between tilled areas and associated water bodies which would retard surface runoff, reduce siltation, provide habitat for fish and wildlife and reduce erosion.

GPO 2.37 Aquaculture: Aquaculture enterprises should (1) not obstruct navigational access to upland areas, (2) shall not obstruct visual access of upland owners, and (3) should be located in areas where they do not impair the aesthetic quality of the shoreline of quality of the water involved.

Note that spawning areas and fish hatcheries which are managed by the Department of Game and Fisheries are required to obtain a hydraulic project approval permit for work done in any stream or lake bed.

GPO 2.38 Archaeological/Historic Sites: Where possible archaeological and historical sites should be permanently preserved for scientific study and public observation.

Kittitas County Planning Department should consult with professional archaeologists to identify areas containing potentially valuable archaeological data and to establish procedures for salvaging the data.

In areas known to contain archaeological data, local governments shall attach a special condition to a shoreline permit, providing for a site inspection and evaluation by an archaeologist to insure that possible archaeological data are properly salvaged.

Shoreline permits, in general, should contain special provisions which require developers to notify local governments if any possible archaeological data are uncovered during excavations.

The National Preservation Act of 1966 and Chapter 43.51, RCW provides for the protection, rehabilitation, restoration, and reconstruction of districts, sites, buildings, structures, and objects significant in American and Washington history, architecture, archaeology or culture. The State Legislature names the Director of the Washington State Park and Recreation Commission as the person responsible for this program.

GPO 2.39 Commercial Development: Consideration to approve a permit for commercial development located on a shoreline shall be given only to those commercial developments which are shoreline dependent or shoreline oriented.

Commercial development which is non-shoreline oriented should be located inland away from the ordinary high water mark where commercial uses exist and where the appropriate zoning exists.

Commercial developments should be constructed in a manner which would either improve or at most result in minimal damage to the normal qualities of the shoreline area.

GPO 2.40 Dredging: Dredging of materials for the single purpose of obtaining fill materials should be prohibited in any designated environment.

Dredging for the purpose of deepening a navigational channel should be permitted in any designated environment provided such dredging will not cause damage to existing ecological values and natural resources of both the area to be dredged and the area for deposit of the materials.

GPO 2.41 Flood Plains: It is the policy of this Section to minimize losses in flood plains by restricting or prohibiting uses which are dangerous to health, safety or property in times of flood or cause excessive increases in flood heights or velocities.

Uses vulnerable to floods, including facilities which serve such uses shall be protected against flood damage at the time of initial construction. General regulations for carrying out this policy

given under the Shoreline Master Program Ordinance, Section 25, pages ORD-10- 11, apply to the four Environments which include Natural, Conservancy, Rural and Urban.

GPO 2.42 Forest Management: Logging within shoreline areas should be conducted in such a manner to ensure the maintenance of buffer strips of ground vegetation, brush, and trees to prevent temperature increases adverse to fish population and erosion of stream banks.

Shoreline areas having scenic qualities, such as those providing a diversity of views, unique landscape contracts, or landscape panoramas should be encouraged as scenic views in timber harvesting areas. Timber harvesting practices, including road construction and debris removal, should be regulated so that the quality of the view and viewpoints in shoreline areas of the State are not degraded.

Seeding and replanting should be accomplished where necessary to provide stability on areas of steep slope which have been disturbed. Replanted vegetation should be of a similar or improved type and concentration as existing in the general vicinity of the logged area.

Special attention should be directed in logging and thinning operations to prevent an accumulation of slash and other debris in contiguous waterways.

Logging should be avoided on shorelines with slopes of such grade that large sediment run-off will be precipitated, unless adequate restoration and erosion control can be expeditiously accomplished.

Proper road and bridge design, location and construction and maintenance practices should be used to prevent development of roads and structures which would adversely affect shoreline resources.

GPO 2.43 Industry: Significant alteration of the shoreline environment is associated with industrial use, therefore, the location of industry on the shorelines of Kittitas County shall be limited to:

Enterprises which are clearly dependent upon access to the shoreline and associated waters (for successful operation); and

To sites which currently possess advantages to industry such as proximity to adequate transportation, raw materials, labor and the like,

In Kittitas County sites meeting the above objectives are associated with urban areas of Ellensburg, Cle Elum, South Cle Elum and the Milwaukee Railroad crossing of the Columbia River.

Industrial development which is not shoreline dependent should be located inland away from the ordinary high water mark where industrial uses exist and where sewer and the appropriate zoning exists.

Industrial sites should be encouraged to locate within areas adjacent to other industrial sites, without overcrowding the area involved.

Industrial developments should be constructed in a manner which would either improve or result in minimal damage to the normal qualities of the shoreline area.

GPO 2.44 Landfill: In evaluating fill projects and in designating areas appropriate for fill, such factors as total water surface reduction, navigation restriction, impediment to water flow and circulation, impediment to irrigation systems, reduction of water quality, and destruction should be considered.

Shoreline fills or cuts should be designated and located so that significant damage to existing ecological values, natural resources or alteration of local currents will not occur creating a hazard to adjacent life, property and natural resources systems.

Landfills should be allowed only for water-dependent uses, for public uses, and for the purpose of elevating a structure to meet flood proofing requirements as required by the flood control zone permit.

GPO 2.45 Marinas: Location and design of marinas should consider effects on fish and wildlife resources during construction and operation and at the same time be aesthetically compatible with adjacent areas.

Fuel handling and storage should be given special attention in design to minimize spillage and provide means for handling such spillage.

Marina construction and development should comply with the Washington State Department of Fisheries guidelines and local standards which apply.

All docking and marinas should be equipped with receptacles to receive and adequately dispose of sewage, waste, rubbish and litter from boats.

GPO 2.46 Mining: Land reclamation should be included as part of the mining project and should be initiated after completion of each phase of the mining activity.

When minerals are removed from shoreline areas, adequate protection against the sediment and silt production should be provided. If such removal is to occur in a lake, river or streambed, a Hydraulics Permit from the Department of Game and Fisheries is required.

If diversion of water for mining purposes is required, water rights shall be established prior to issuing the permit.

GPO 2.47 Outdoor Advertising: Outdoor advertising signs should be located on the upland side of transportation routes which parallel and are adjacent to shorelines.

Views and vistas should not be degraded and visual access to the water from such vistas should not be impaired by the placement of signs. Local sign ordinances should be strictly enforced.

GPO 2.48 Recreation: allow various recreational opportunities to meet the needs of the people.

Where uses designated for a specific recreational area are planned to satisfy a diversity of demands, these uses must be compatible with each other and not damaging to the area's environment.

Signs should be posted informing the public of areas available for their use.

The locations, design, construction and operation of recreational facilities should prevent undue adverse impacts on adjacent or nearby privately owned properties.

Parking facilities should be located in areas which will be the least damaging to the natural character of the area. Large parking lots should be located outside the immediate shoreline area.

Water supplies, sewage, drainage, alteration of shoreline vegetation and other changes associated with recreational development should be planned to preserve a high quality environment.

GPO 2.49 Residential: Residential subdivisions should be consigned (1) so as to adequately protect and/or to improve the area's aesthetic qualities and characteristics of the water and shoreline areas; and (2) at a level of density of site coverage and of occupancy compatible with the physical capabilities of the shoreline and water.

Planned Unit Developments which reserve substantial portions of land as open space or recreation area are preferred over conventional subdivisions.

Subdivider should be encouraged to provide pedestrian access to the shorelines within the development and to minimize the impact of vehicular use and parking on the normal aesthetic qualities of the shoreline area.

GPO 2.50 Roads, Railroads and Bridges: Future roads and railways should be located away from the shorelines wherever feasible. "Wherever feasible" is an important condition, since shorelines often offer the least troublesome and costly sites for road construction, but wherever a public road can be located outside the shoreline area, even at somewhat greater construction costs and problems, then the inland location should be used.

Extensive loops or spurs to old highways with high aesthetic quality should be kept in service as pleasure bypass routes.

When planning public roads, federal, State and local governments should, where appropriate, provide sanitary facilities, scenic viewpoints, and picnic areas on publicly owned shorelines.

Road management for logging shall be done in accordance with the regulations for "Roads" under the Shoreline Master Program, Ordinance, Section 25, Forest Management.

GPO 2.51 Shoreline Works and Structures: The approval of shoreline works and structures projects should be based on flood back-water evaluation and on the projects' impact on properties downstream.

The approval of shoreline works and structures projects should be based on the projects' impact on the river's environment.

GPO 2.52 Solid Waste Disposal: Solid waste materials should be handled, contained, or disposed of in a manner which avoids damage to the environment and will maintain the aesthetic values to the shoreline area.

GPO 2.53 Utilities; Utilities should be designed and installed in a manner which would result in minimal damage to the normal qualities of the shoreline area.
Utilities should be planned to avoid destroying scenic views.

Upon completion, the applicant should restore the project area to a natural or near natural condition.

2.2(E) Critical Areas

As part of the growth management planning process, Kittitas County has adopted Critical Areas Policies. The following contain those policies. Ordinance 94-22 contains development regulations which were adopted to implement these policies.

Wetlands

Wetlands play a significant role in the reduction of water pollution, erosion, siltation, flooding, and provide significant wildlife, fisheries, and plant habitats; and their destruction or impairment may result in increased public and private costs or property losses.

GPO 2.54 Kittitas County should accept land owner claims that a defined wetlands is artificial unless the determining regulatory agency deemed otherwise based on the I-V tiered wetland rating system outlined in this policy document.

GPO 2.55 Kittitas County should accept the premise that the substantial irrigated agricultural activities enhance and maintain some wetlands environments within this area.

GPO 2.56 Kittitas County should encourage the development of a regulatory program for wetlands protection that is both sufficiently flexible to allow reasonable use and enjoyment of private property and generally consistent with the requirements of the Growth Management Act.

GPO 2.57 Kittitas County should encourage the implementation of wetlands protection strategies that will achieve, to the maximum extent practicable, a zero net loss of natural

wetlands acreage, functions, and values and, if reasonably possible, a gain of wetlands habitat in the long term.

GPO 2.58 Any wetlands protection measures imposed by Kittitas County should not interfere with stock water or irrigation water rights recognized in the Acquavella adjudication process.

GPO 2.59 Any wetlands protection measures imposed by Kittitas County should not interfere with a person's ability to engage in existing agricultural land use activity associated with his property. Agricultural land use activities include, but are not limited to, the grazing and watering of livestock; plowing, seeding, cultivation, harvesting for the production of crops; upland soil and water conservation practices; the maintenance of farm for stock ponds, irrigation ditches, drainage ditches, underground drainage systems and farm roads, and the control of noxious weeds.

GPO 2.60 Preliminary determinations by the Kittitas County Planning Department concerning the potential presence of wetlands that may be impacted by an activity requiring a permit or approval from the County department should be based on data contained in the U.S. Fish and Wildlife Service Inventory for Kittitas County. The Fish and Wildlife Service Inventory should be augmented over time with more specific information concerning wetlands location, class, and type generated through the administration of the wetlands protection program.

GPO 2.61 Water conservation and enhancement shall take precedence over inadvertent and/or unintentional wetland regulation and preservation.

GPO 2.62 Kittitas County should give positive tax incentives to private property owners who maintain, reclaim, or enhance class I, II, III, and IV wetlands.

GPO 2.63 Kittitas County should support or encourage the purchase and dedication of lands by public or private organizations for wetlands and apply sound management principles to said property.

GPO 2.64 The following activities shall be exempt from the provisions of a wetlands protection program: emergency uses necessary to prevent immediate threat to the public health, safety or property, maintenance of existing facilities, structures, ditches, roads, and utility systems; provided the footprint of the structure is not within a critical area and/or its buffer.

GPO 2.65 The Washington State Tier Wetlands rating system will be used for identification and classification.

GPO 2.66 Buffers, wetland replacement ratios, and a wetlands mitigation program - if implemented by ordinance in Kittitas County - should be consistent with all other policies contained in this document.

Aquifers

Groundwater is a significant source of drinking water for County residents; and once potable groundwater becomes contaminated, it is difficult if not impossible to clean and resulting costs can be prohibitive.

GPO 2.67 Critical Aquifer Recharge Areas should be mapped as soon as practical so as to warn the public of possible development restrictions. We feel this is of the highest priority for the public health and safety.

GPO 2.68 In areas of Critical Aquifer Recharging effect only limited densities, based on that which would not impair the functions of the Aquifer Recharge area, shall be allowed.

GPO 2.69 Kittitas County shall give high priority to the protection of known aquifers that have a Critical Recharging effect, as identified by technical data, on potable water aquifers for reasons of public health and safety.

GPO 2.70 Kittitas County shall consider providing technical design assistance for septic tank design permits when potable Aquifer Recharge risks are considered significant.

Frequently Flooded Areas

Frequently flooded areas provide storage for flood control by slow release of water; provide wildlife and fisheries habitat, recreation areas and agricultural lands; and these areas are subject to periodic inundation which may result in loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare. These flood losses are caused by the cumulative effects of obstructions in areas of special flood hazards which increase flood heights and velocities, and when inadequately anchored, damage uses in other areas. Structures that are inadequately flood proofed, elevated or otherwise protected also contribute to flood loss. Floodways are especially hazardous areas due to the velocity of floodwaters which carry debris, potential projectiles and erosion potential.

GPO 2.71 Maintain the current Kittitas County Shoreline Master Program.

GPO 2.72 Maintain Kittitas County's eligibility under the National Flood Insurance program. Eligibility is maintained by compliance with the Kittitas County Flood Damage Prevention Ordinance.

GPO 2.73 All submitted preliminary plats must clearly delineate the 100-year Floodplain boundary.

GPO 2.74 Increasing the reservoir capacity of the river system may be beneficial to flood control and the public welfare.

GPO 2.75 Utilize the concept of zero rise in identified high risk areas of the 100-year Floodplain.

Geologically Hazardous Areas

Geologically hazardous areas are in tenuous geologic balance and disturbance can result in the loss of slope and soil stability, allowing increased erosion, including mass wasting and landslides, increasing stormwater runoff; and maintaining this balance reduces the danger to public health and safety.

In most cases, the risk to development from geological hazards can be reduced or mitigated to acceptable levels by engineering design, or modified construction practices. In areas where these measures are not sufficient to reduce the risk from geological hazards, uses that include development are best avoided.

Erosion/Landslide Hazards

GPO 2.76 Design provisions should be adequately reflected in the Kittitas County Building Code.

GPO 2.77 Natural resource-based access and activities should not be unduly restricted or prohibited in areas of known geologic hazards.

GPO 2.78 Risk of erosion should be considered accordingly throughout Kittitas County, based on localized rainfall average.

GPO 2.79 Kittitas County recognizes the policies of the proposed Snoqualmie Pass Subarea Comprehensive Plan regarding Snow Avalanche Hazard Areas, including possible hazards outside of the Snoqualmie Pass subarea.

Seismic Hazard Areas

GPO 2.80 Because of existing Kittitas County Building Code, the risk from tertiary effects do not indicate an unusual hazard at this time.

Mine Hazards

GPO 2.81 Siting of structures on known individual mine hazard areas should be avoided.

GPO 2.82 In siting and design of structures, etc., in known mine hazards areas, the danger of the hazard should be considered.

GPO 2.83 Kittitas County Planning and Building Departments should each maintain a library of maps of known mine hazard areas.

Volcanic Hazards

GPO 2.84 The planning of volcanic hazards should be addressed through Kittitas County emergency management procedures: better planning of warning and emergency communications.

GPO 2.85 Manual disposal of ash fallout into bodies of water shall not be allowed; alternatives for the handling and disposal of ash fallout should be considered by Kittitas County in emergency management procedures.

Fish and Wildlife Habitat Conservation Areas

Habitat conservation areas contain: habitat for migrating waterfowl, game and food fish, and species which are threatened or endangered, and provide for greater species diversity; and these areas provide recreational resources, and more stable ecosystems and their disturbance could result in irreversible loss of important habitat and species diversity and therefore loss of economic resources. The intent is to maintain species in suitable habitats within their natural geographic distribution to prevent the creation of isolated sub- populations.

Habitat Conservation

GPO 2.86 Matching conservation moneys - When available, matching conservation moneys should be offered to all landowners on a first-come, first-serve basis for the purpose of maintaining and enhancing wildlife and its habitat in Kittitas County.

GPO 2.87 The Washington State Department of Fish and Wildlife should offer educational programs to the general public so that taxpayers and landowners may better understand the many benefits that wildlife provides.

GPO 2.88 Kittitas County expert technical help should be available to those wishing to develop land that contains, or potentially contains any of the various critical areas defined by these definitions.

GPO 2.89 Information & regulations should be understandable by citizens.

a. An inventory of available information shall be prepared and maintained which shows the location of Fish and Wildlife Habitat and Conservation Areas and this information shall be made available to the landowners at the Planning Department.
b. Planning staff shall prepare materials which enable citizens to clearly understand the location of critical areas on and adjacent to their property.

Habitat of Local Importance

GPO 2.90 It shall be the policy that the Kittitas County Board of Commissioners shall carefully consider each nomination separately and only within the public hearing process.

GPO 2.91 The County shall encourage economically feasible incentives for the protection and enhancement of designated Habitats of Local Importance.

2.2(F) Ground Water

Kittitas County recognizes the importance of ground water to the economic well-being of the area.

This section shall not impair or interfere with any lawful right to withdraw and/or use groundwater. (see Section 2.2(B) Water Rights).

Kittitas County currently participates in the Tri-County Water Resources Agency and as such understands the importance of a ground water recharge study of the Yakima River Basin as a whole.

GPO 2.91A Kittitas County shall ensure that citizens water rights are adequately addressed and protected to the fullest extent in any ground water study conducted by any governmental entity, including state and federal agencies.

GPO 2.91B Kittitas County should investigate funding for a groundwater recharge study in conjunction with the five incorporated cities within the County and the State consistent with ESHB 2514 and the efforts of the Tri-County Water Resource Agency.

GPO 2.91C Kittitas County believes that a basin-wide ground water study best represents ground water conditions and as such shall support such studies.

GPO 2.91D Kittitas County shall support property owners rights to use ground water for beneficial uses, as provided by state law, which allows for the withdrawal of up to 5,000 gallons per day without a water right.

2.2(G) Kittitas County Airport

Kittitas County has no zoning in place, except for an "Airport Zone", in which to protect its general aviation airport. Through its comprehensive plan and development regulations, in compliance with RCW 36.70.547, or as amended thereafter, the County shall discourage the siting of incompatible uses adjacent to its general aviation airport. The Planning Commission has recommended that the airport overlay zone be modified.

The Kittitas County Airport (Bowers Field) is the largest airport in the County and provides air transport from the Ellensburg area to other airports. It is located adjacent to Ellensburg which is experiencing added development. Zoning revisions will be necessary to provide the protection needed for the continued safe operations of the airport. A zoning proposal has been presented to the planning Commission and they have recommended approval to the Board of County Commissioners.

GPO 2.91E To update and adopt a revised Airport Layout Plan for the Kittitas County Airport (Bowers Field) in conformance with the Federal Aviation Administration which provides for new height restrictions that will allow for precision landing approach. The area contained in the FAR Part 77 should be designated as the Airport Overlay Zone.

GPO 2.91F To consider avigation easements in the Airport Overlay Zone.

GPO 2.91G To consider notifying all property owners within the Airport Overlay Zone of airport activities.

GPO 2.91H To adopt the following safety zones within the Airport Overlay Zone:
Inner Safety Zone
Inner Turning Zone
Outer Safety Zone
Sideline Zone
Traffic Pattern Zone

There has been an identified lack of available land zoned "industrial" in the County. An "industrial" use for the County owned property surrounding the aeronautical operations at the Kittitas County Airport would be compatible with airport operations. The Kittitas County Planning Commission has recommended that the county owned property south of Bowers Road be designated as "industrial".

GPO 2.91I The County should develop and adopt regulations for an airport industrial zone at the Kittitas County Airport.

GPO 2.91J All aviation related land uses should be considered acceptable in the area designated as "industrial" and provided that the FAA airport design criteria are met.

GPO 2.91K The County should promote economic development and employment opportunities for the Airport Industrial Zone.

GPO 2.91L The County should establish zoning standards which will insure that the industrial uses will not impact airborne aircraft because of height structures, smoke, glare, lights which shine upward, and radio transmissions, nor any water impoundments or sanitary landfills which would create hazards from waterfowl to airborne aircraft.

2.3 LAND USE PLAN

The Land Use Plan shown on the maps in this chapter provides an official guide for the orderly growth of residential, business and industrial areas in the County. The Plan shows the relationship of these and other land uses to each other, to major parks and to existing and proposed arterials. The Comprehensive Plan Map is generalized and not intended do be precise or permanent. It should not, above all, be interpreted as a zoning map.

The following land use designations are used to establish general locations for different types of activities throughout the County.

2.3(A) Urban Land Use

Urban Residential Land Use

This designation contains those lands within urban growth areas and urban growth nodes which appear to be most suitable and likely for future development and city utilities. The areas are, for the most part, highly suited to orderly street systems and land subdivision. Residential densities and housing types are the subject of this Plan and should be based on the expansion of the Ellensburg Comprehensive Plan or other cities' comprehensive plans and zoning ordinances.

GPO 2.92 The future urban residential areas may be both residential and agricultural. Ongoing agriculture should be supported in development regulations.

GPO 2.93 Innovations in housing development such as cluster developments, master planned developments, and planned unit developments should be encouraged.

Urban Growth Areas and Urban Growth Nodes

Though the areas included within the urban growth area boundaries are intended to urbanize and become annexed in the proceeding 20 years, these lands will continue to be under County jurisdiction. To ensure both consistency and coordination, the planning for theseareas will be done in concert with the respective cities. In addition, interlocal agreements with the individual cities may be necessary to provide the necessary administrative guidance and services to these unincorporated areas.

Two major issues arise in the discussion of urban growth area boundaries. These include phased growth and transitional land uses. Most communities preparing plans for the urban growth area have elected to plan under a phased growth scenario. The overall concept of phased growth indicates that growth will occur in "phases." The first phase usually includes those areas that are already served by public water and/or sewer, and where the second phase of growth will occur in areas where services do not presently exist but are eventually. The inclusion of land within an urban growth area indicates that the land will be developed at an urban density within the next 20 years. Therefore, the existing Agricultural Land Use or Rural Residential Land Use within the urban growth areas will eventually transition from Agricultural Land Use to Urban Residential Land Use which serves the 20-year forecasted population. This transition from Agriculture Land Use to Urban Residential Land Use within the urban growth area will require land uses and densities which allow this change to occur in as efficient a manner as possible.

As portions of the urban growth areas develop, it is assumed that these areas will be annexed to the adjacent city. Intergovernmental agreements will need to be created in order to deal with the allocation of financial burdens that result from the transition of land from county to city jurisdiction. Similarly, agreements will need to be drafted to coordinate planning efforts for the unincorporated areas of the urban growth areas and with facility providers in the urban growth nodes. Kittitas County has offered the opportunity to prepare an interlocal agreement with the cities for the preparation of a draft urban growth area plans. This agreement and the work resulting from it are expected to be completed in the end of 1996. The following are additional issues that must be resolved by the cities and Kittitas County for the preparation and implementation of goals, objectives and policies contained in this comprehensive plan:

*Joint interlocal agreements:

1) Unified or consistent subdivision code;
2) Municipal utility extension agreement for water, sewer and gas;
3) Intergovernmental service agreements for libraries, fire, EMS, parks and recreation;
4) Unified or consistent zoning code with provisions for urban zoning, transitional zoning, and other transitional uses;
5) Density and land use mapping;
6) Airport Facility-flight safety zones, density, land uses, expansion of the airport and services provided for the City of Ellensburg;
7) Extension and acquisition of Rights-of Way;
8) Unified or consistent road standards, stormwater standards and level of service; and,
9) Annexation agreements.

*This list is not intended to be all inclusive of issues to be addressed through interlocal agreements with the cities but specific issues which may affect the Kittitas County Comprehensive Plan.

The individual cities within Kittitas County are responsible for developing a final urban growth area boundary, future land use plans for the unincorporated portion of their respective urban growth areas, and facility or service needs to accommodate the 20-year population growth. These plans are to be submitted to Kittitas County for consideration and ultimately adoption as a portion of the Kittitas County Comprehensive Plan. RCW 36.70A.110(5) states, "Final urban growth areas shall be adopted at the time of comprehensive plan adoption under this chapter..." and RCW 36.70A.110(6) states, "Each county shall include designations of urban growth areas in its comprehensive plan."

For purposes of review of this comprehensive plan, the interim urban growth boundaries for the Cities of Ellensburg, Cle Elum, Roslyn and Kittitas and final urban growth area boundary for the Town of South Cle Elum, were forwarded for consideration by the Board of County Commissioners as final urban growth areas boundaries. After public hearings, public testimony and deliberations, the Board of County Commissioners, found the Town of South Cle Elum had adopted its Comprehensive Plans, including a UGA boundary at the current city limits. The Cities of Roslyn and Cle Elum developed their respective proposed urban growth area boundaries during the 1998 Annual Amendment process for inclusion in the Kittitas County Comprehensive Plan. After due deliberation, the Kittitas County Board of Commissioners have approved the UGA boundaries for the Cities of Roslyn of Cle Elum (see land use maps). The City of Ellensburg has provided sufficient information to the County to justify an urban growth area boundary as indicated on the land use map contained herein. The City of Ellensburg forwarded a completed Urban Growth Area Chapter to the County for inclusion in the Kittitas County Comprehensive Plan. The City of Kittitas has adopted a Comprehensive Plan, including a UGA boundary, which has been docketed with Kittitas County. After review by the Kittitas County Planning Commission and Board of County Commissioners, the proposed boundary has been approved (see land use map).

For purposes of administering the Urban Growth Area for the City of Ellensburg, in the event a road right-of-way forms the boundary of the UGA then the boundary shall be extended 660-feet for in areas designated for residential uses and ½-mile for areas designated for industrial uses. The extension of the UGA in these areas is made to allow for efficient extension of utilities within the road right-of-way.

Maps of the urban growth node boundaries, with the exception of Vantage, have been included in the Kittitas County Comprehensive Plan. (The Vantage area has been identified in the County-wide Planning Policies for an urban growth node designation, however no such boundary has been identified at this time. An urban growth node boundary for Vantage may be added in future amendments of the comprehensive plan.) Though no specific goals or policies have been developed for urban growth nodes, it is assumed that these areas would function in much the same way as an urban growth area, with the County or other private organizations providing the necessary facilities for the urbanization of the unincorporated urban growth node.

GPO 2.94 A consideration for all future development should be the adaptability of a proposal to urban water and sewer systems.

GPO 2.95 Within the UGAs and UGNs, in the absence of urban utilities, a system of subdivision and development should be encouraged which would produce a pattern capable of re-division to a higher density at such time when utilities are available.

GPO 2.96 Adopt urban growth node (UGN) and urban growth area (UGA) boundaries to accommodate residential and employment increases projected within the boundaries over the next 20 years.

GPO 2.97 The UGNs shall be consistent with the following general goals:

a. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development;
b. Provide for the efficient provision of public services;
c. Protect natural resource, environmentally sensitive areas;
d. Promote a variety of residential densities; and,
e. Include sufficient vacant and buildable land.

GPO 2.98 The UGNs and/or UGAs shall be consistent with the following criteria:

a. Each UGN and/or UGA shall provide sufficient urban land to accommodate future population/employment projections through the designated planning period.
b. Lands included within UGNs and/or UGAs shall either be already characterized by urban growth or adjacent to such lands.
c. Existing urban land uses and densities should be included within UGNs and/or UGAs.
d. UGNs and/or UGAs shall provide a balance of industrial, commercial, and residential lands.
e. Each UGA shall have the anticipated financial capability to provide infrastructure/services needed in the areas over the planning period under adopted concurrency standards.

GPO 2.99 Per RCW 36.70A.06094) forest land and agricultural land located within urban growth areas shall not be designated by a county or a city as forest land or agricultural land of long-term commercial significance under RCW 36.70A.170 unless the city or county has enacted a program authorizing transfer or purchase of development rights. Therefore, because the county currently does not have a TDR program in place, the Board of County Commissioners find that in the event that a resource lands designation i.e. Commercial Forest or Commercial Agricultural lands) is found to lie within a UGN or UGA, those lands will not be included within the final boundary of that urban area.

Commercial Land Use

The present and long established land use pattern in Kittitas County is the basis for planning future business development. That pattern finds most business located in established communities and/or business districts.

GPO 2.100 Kittitas County will act to preserve the viability and integrity of existing business districts within the incorporated and unincorporated county.

GPO 2.101 Most comparison shopping (general merchandise, clothing, appliance, auto, sporting goods) should be located in or near existing business districts.

GPO 2.102 Neighborhood "convenience" business outside urban areas serving rural districts or demonstrated motorist needs should be encouraged in appropriate areas.

GPO 2.103 Home occupations which result in accumulations of vehicles, appliances, or other materials should be regulated, licensed and required to provide sight screening from adjacent properties and roadways.

GPO 2.104 Highways and roads should not be developed with new commercial sites without compelling reasons and supporting economic data. Expansion and full development of existing business districts is encouraged.

GPO 2.105 I-90 exits shall not be considered as new business sites unless an Interchange Zone Classification is developed.

GPO 2.106 Kittitas County recognizes home occupations and cottage industries as valuable additions to the economic health of the community. In addition, where distances from other employment warrants, limited-dispersed rural business activities (LD-RBAs) of low impact and with necessary infrastructure will be encouraged on a case by case basis as long as these sustain or are compatible with the rural character of their area in which they locate.

GPO 2.107 Limited-dispersal rural business activities (LD-RBAs), not necessarily resource-based, including but not limited to information, legal, office and health services, arts and crafts, clothing, small manufacture and repair may be located as an overlay zone in all rural and resource lands in the county as long as they are compatible with the rural character of the area in which they locate.

GPO 2.107A Designate sufficient available land for specialized commercial uses that are by their nature compatible with residential, agricultural, recreational, and other general land use types.

GPO 2.107B Promote large scale commercial development within the UGAs and UGNs by encouraging infrastructure improvements and new business recruitment.

GPO 2.107C Promote small scale commercial development outside of UGAs and UGNs when compatible with adjacent land uses.

GPO 2.107D Encourage an adequate inventory of developable property to accommodate the siting of new, and the expansion of existing, commercial uses.

GPO 2.107E Identify areas where mixed commercial and industrial uses can be sited if compatibility is evident.

Industrial Land Use

It is the objective of this plan and the policy of the County to improve conditions, insofar as possible, to attract industry.

GPO 2.108 Location of Industrial Land. There should be sufficient industrial land in the county located in areas convenient to utilities, fire protection and to major transportation facilities (air, rail, freeway). Industrial developments may be permitted beyond urban growth areas.

GPO 2.109 Compatibility. Industry located adjacent to residential areas or along scenic routes should be situated so as to minimize impacts on those areas and should provide screening and other measures to achieve compatibility.

GPO 2.109A Designate sufficient available land for specialized industrial uses that are by their nature compatible with residential, agricultural, recreational, and other general land use types.

GPO 2.109B Promote industrial development within the UGAs and UGNs by encouraging infrastructure improvements and new business recruitment.

GPO 2.109C Encourage an adequate inventory of developable property to accommodate the siting of new, and the expansion of existing industrial uses.

GPO 2.109D Identify areas where mixed commercial and industrial uses can be sited if compatibility is evident.

2.3(B) Public Lands

Yakima Training Center

This designation contains those lands within the boundaries of the Yakima Training Center, an area acquired by the Federal Government for military personnel training. The Yakima Training Center has been assigned a unique land use category due to the inaccessibility of the lands by the public and inability to access these lands for range purposes. Under the 1994 Comprehensive Plan, this area was designated as Range Land Use, however, as such use is not permitted by federal authorities (unlike U.S. Forest Service lands in Kittitas County), the Yakima Training Center has been removed from the Range Land Use designation. There are no goals or policies related to the management or development of these lands.

The Department of Defense maintains a Cultural Natural Resources Committee of public officials and private organizations representatives who suggest goals and policies for management of the Yakima Training Center. Kittitas County recognizes this committee ant he goal and policy statements that result from it. In the event any portion of the Yakima Training Center was to revert to another ownership, the County reserves the right to establish land use planning goals, policies an designations prior to such transfer being effective.

Other Public Lands

Approximately fifty-nine percent (59%) of Kittitas County is managed by State and Federal Agencies. In addition to those lands owned by the U.S. Department of Defense, there are also lands managed by the U.S. Forest Service, U.S. Bureau of Land Management, W.S. Department of Natural Resources, W.S. Department of Fish and Wildlife, etc.

GPO 2.109E Kittitas County shall notify all state and federal agencies or other governmental entities that the county has developed land use regulations. Any planning activities by any other agency or governmental entity within Kittitas County shall be preceded by notification to the Board of County Commissioners. Other plans shall, unless specifically prohibited by statute, conform to and be consistent with Kittitas County planning ordinances, procedures and policies.

GPO 2.109F It is the policy of Kittitas County to recognize the water rights of citizens and entities within its borders as determined in the Yakima basin general adjudication and not to impair or adversely affect the water rights of its citizens by any action of county government.

GPO 2.109G Kittitas County will consider creating a wildfire protection policy tied to land use zoning that will protect both the private landowner and public lands from wildfire. When the use of forested lands is changed, the party doing the changing is responsible for providing a fire resistant buffer around the property.

GPO 2.109H Kittitas County will to the extent possible create a policy to preserve the grandfathered rights of private landowners to build roads on public lands under statute RS 2477.

GPO 2.109I Kittitas County will consider establishing a board to coordinate with the federal and state fish and wildlife agencies to provide local input into decisions about wildlife introduced into the area.

GPO 2.109J All agencies and jurisdictions shall recognize the area's traditions, customs, cultures and economy.

GPO 2.109K Kittitas County recognizes that local tax burden on private lands is increased when private land is changed to public ownership. Such changes should be discouraged.

2.3(C) Resource Lands

Commercial Agriculture Land Use

The purpose and intent of this designation is to comply with the requirements of the Growth Management Act [RCW 36.70A.060]. The county has considered the Minimum Guidelines [WAC 365-190] in the classification, designation and conservation of commercial agricultural lands in Kittitas County. It is the county's intent to meet these requirements by establishing a Commercial Agricultural designation. Based on the review criteria established by Kittitas County, land located in the Commercial Agricultural Zone [CAZ] has been formally designated as Agricultural Lands of Long-term Commercial Significance.

Agricultural lands of long-term commercial significance have been identified by considering the following criteria:

The current zoning and parcel sizes of the area.
The availability of an adequate and dependable water supply.
The soil types (prime, unique, local, and statewide) of the area.
The criteria contained under WAC 365-190-050.

Upon review of these considerations, Kittitas County determined that there were two different categories of land appropriate for designation: irrigated crop lands and non-irrigated grazing lands. Irrigated croplands identified for designation were lands located within the Agricultural 20 zone, within an irrigation district, consisting primarily of prime or unique soils, and complied with the other criteria under the GMA. Non-irrigated grazing lands were lands that lacked adequate water for crop growing purposes, but have a capacity for and historic use for grazing, and are lands that are predominately a section of land in size with contiguous blocks of ownership of those lots.

Kittitas County was able to identify large, contiguous areas containing parcels which met the review criteria. Kittitas County then reviewed the areas, which were consistent with the review criteria, taking into consideration topography and natural designation boundaries. The lands designated as agricultural lands of long-term commercial significance depict the final review of all the factors considered for designation.

GPO 2.110 Oppose laws and regulations which restrict agriculture, and support laws and regulations which enhance agriculture.

GPO 2.111 Continue and expand support for right-to-farm ordinances.

GPO 2.112 Develop and distribute "Rural Landowners Rights and Responsibilities" handout and require signature of having read it for any permits issued to non-farmers in agricultural areas.

GPO 2.113 Support efforts to see that all lands receive their full allocation of water.

GPO 2.114 Look at solutions to the problems of needing to sell house lots without selling farm ground.

GPO 2.114A Agricultural activities within areas designated as Commercial Agriculture shall take precedent over recovery activities targeted for the recovery of threatened and endangered species.

GPO 2.114B Economically productive farming should be promoted and protected. Commercial agricultural lands includes those lands that have the high probability of an adequate and dependable water supply, are economically productive, and meet the definition of "Prime Farmland" as defined under 7 CFR Chapter VI Part 657.5.

For the purpose of this chapter, "Adequate and dependable water supply" means enough water as outlined in those engineering reports available on most commercial farmlands in the Kittitas Valley, from Adjudication records (i.e. Aquavella et al) that detail the water duty necessary for each parcel to remain viable as commercial agricultural lands.

For the purpose of this chapter, "Economically productive" means the ability to provide and continue to provide sufficient return on investment to allow present and future farmers to continue using the designated commercial agricultural land. This would include but not be limited to being economically realistic as ag lands with respect to land value, property taxes, market conditions, water costs and other economic factors.

GPO 2.115 Oppose special taxing districts associated with urban growth on agricultural land.

GPO 2.116 Support an information campaign to educate our non-farm populace on agricultural activities.

GPO 2.117 Encourage non-farmers in agricultural areas to meet farm performance standards.

GPO 2.118 Encourage development projects whose outcome will be the significant conservation of farmlands.

GPO 2.119 Oppose public trail systems in farming areas, and any other public use in currently active utility corridors in agricultural areas and enforce all trespass laws.

GPO 2.120 Set road standards in agricultural areas which discourage non-farm use and do not present problems to agricultural users.

GPO 2.121 Cooperate in sound voluntary farm conservation or preservation plans (i.e., be recipients and overseers for conservation easements and/or assist with transferable development rights programs).

GPO 2.122 Look into additional tax incentives to retain productive agricultural lands.

GPO 2.123 Value agricultural lands for tax purposes at their current agricultural land use.

GPO 2.124 Create a growth management agricultural advisory council comprised only of agriculture producers to review and make recommendations to the Board of County Commissioners on at least an annual basis over the coming 20 years on:

a. the status of agriculture in Kittitas County, and
b. county agriculture policies and regulations.

GPO 2.125 If any lands are reclassified out of the Commercial Agricultural designation, then the land reverts to the Agricultural designation.

Incentives for Commercial Agriculture Land Use

It is the policy of Kittitas County to encourage and support agricultural uses of lands within the Commercial Agricultural designation. The county will continue to explore additional incentives for conserving both rural and resource lands. These incentives may be developed through the Kittitas County Comprehensive Plan and subsequent implementation mechanisms.

GPO 2.126 Where appropriate, Kittitas County will exert its influence to help provide the delivery of water to all lands within the county whether the deliveries are through Bureau of Reclamation, Districts, or private facilities; other government agency action impairing water rights or delivery.

GPO 2.127 Irrigation delivery facilities shall be managed and maintained by adjacent landowners to facilitate the unimpeded delivery of waters to agricultural lands in Kittitas County. No existing contractual agreement pursuant to any water system shall be impaired by this ordinance.

GPO 2.128 To the extent possible the Board of County Commissioners shall promote processing facilities for the products produced upon those lands designated as Commercial Agricultural under this Chapter.

GPO 2.129 In determining the current use value of open space land, the County Assessor shall consider only the use to which such property and improvements is currently applied and shall not consider potential uses of such property. In determining the current use value of farm and agricultural land the County Assessor shall consider the earning or productive capacity of comparable lands from crops grown most typically in the area averaged over not less than five years.

Commercial Forest Land Use

Commercial forestland claims approximately half of the Kittitas county land area. A checkerboard pattern of land ownerships characterizes the County forests separating private and public sectors. Public ownership accounts for approximately sixty percent of forestland in Kittitas County. A great majority of private forestland is owned corporately by Boise Cascade and by Plum Creek.

Forestlands represent a vital portion of the County economic base providing employment and income in resource management, harvesting, fishing, hunting and recreation. The purpose of this section and classification is to focus on the importance of sustaining forest productivity and associated forest values including watershed, wildlife, mining and recreation.

Major concerns in Kittitas County forest lands are the rate of timber harvest, the long term consequences such harvesting has on a sustaining forest economy, and that amount of conversion to non-forestry land uses following the harvest. A related issue is the amount of clear cutting occurring on public and private lands and the potential environmental impacts on water quality and quantity, flooding and soil stability, as well as aesthetic considerations. In addition, the continued subdivision of commercial forestlands for residential and other purposes represents a potential threat to the natural resource land base and creates conflicts for forestry, wildlife and watershed management.

To address the concerns identified above, this designation is applied to those lands which have long-term significance for the commercial production of timber. The designation recognizes that some other land uses and activities which do not conflict with long-term forest management are necessary and/or appropriate on commercial forest lands. Commercial forest lands have been identified by: parcel size; current lands use; tax status as classified forest land, designated forest lands, or forest open space; the availability of public services and facilities; land uses and long-term commercial significance; history of land use permits issued nearby; feasibility of alternative uses; long-term economic and technological conditions which affect the ability to manage forest lands for long-term commercial production; and soil productivity, geology, topography and other physical characteristics conductive to growing merchantable crops of timber within conventional rotation periods and under traditional and accepted forest practices.

The intent of this plan, therefore, is to declare top priority for sustained natural resource productivity and related activities. Land use activities which are not compatible with resource management should be discouraged within this land category.

The following policies will guide the county in land use decisions effecting the private sector.:

GPO 2.130 To conserve forest lands for productive economic use by identifying and designating forest lands where the principal and preferred land use is commercial resource management.

GPO 2.131 Commercial forestland should be identified and designated based on operational factors; growing capacity; site productivity and soil composition; surrounding land use; parcel size; and the absence of urban public services.

GPO 2.132 The primary land use activities in commercial forest areas are commercial forest management, forest recreation, agriculture, mineral extraction, sand and gravel operations and those uses that maintain and/or enhance the long-term management of designated commercial forest lands.

GPO 2.133 To discourage non-forestry development and direct such activities and land uses to areas more suited to those purposes.

GPO 2.134 To encourage multiple use concepts of forest management of the greatest lasting benefit to present and future generations.

GPO 2.135 Resource activities performed in accordance with county, state and federal laws should not be subject to legal actions as public nuisances.

GPO 2.136 To support and encourage the maintenance of commercial forest lands in timber and current use property tax classifications consistent with RCW 84.28, 84.33 and 84.34.

GPO 2.137 To encourage the reasonable location, size and configuration of clear cuts so as to minimize their environmental impact and visual effect on adjacent lands and scenic routes, and on the County economic base.

GPO 2.138 To encourage landscape management practices in areas along streams, and recreation travel routes, and around lakes, including that part of the scenic foreground seen from these areas.

GPO 2.139 To encourage the concept of cooperative resource management among industrial timber landowners, environmental groups, state resource agencies and Indian tribes for managing the state's public and private timberlands and public resources.

GPO 2.140 Land use activities within or adjacent to commercial forest land should be sited and designed to minimize conflicts with forest management and other activities on commercial forest lands.

GPO 2.141 To explore the possibility of clustering residential developments on adjacent non-commercial forest lands. The open space in clustered development should buffer adjacent forest land from development.

GPO 2.142 Special development standards for access, lot size and configuration, fire protection, forest protection, water supply, and dwelling unit location should be adopted for development within or adjacent to commercial forest lands.

GPO 2.143 It is the policy of the county to encourage the continuation of commercial forest management by:

a. supporting land trades that result in consolidated forest ownerships provided that the best interests of the public are served; and,

b. working with forest managers to identify and develop other incentives for continued forestry (Ord. 93-42).

Commercial Mineral Resource Lands

The State Growth Management Act (Section 17) states that "...each county...shall designate where appropriate... mineral resource lands that are not already characterized by urban growth and that have long-term significance for extraction of minerals." The Act defines minerals as sand, gravel and valuable metallic substances. Section 6 of the Act states that each county shall adopt development regulations to assure the conservation of mineral resource lands.

Kittitas County approved Resolution No.95-37 in April 1995, a declaration regarding GMA interim classification and designation for natural resource mineral lands of long-term commercial significance. The resolution meets the requirements of the Growth Management Act. The resolution declares that Kittitas County recognizes mineral resources as a property right and the utilization of new and finished mineral products as an important factor in the social and economic stability of the County. In addition, the County recognizes that mineral resource lands provide economic and social foundations, historical, present and future for the growth and development of the County.

The resolution defines minerals to include "metallic and non-metallic minerals of commercial value such as sand, gravel, coal, oil, natural gas, gold, silver gem stones, clay, building stone, etc." Based on a public hearing process, the County has outlined nine designation criteria for the classification of Mineral Resource Lands of long- term commercial significance. These include the following:

1. Physical properties of the resource, including a quality and type;
2. Depth of resource;
3. Depth of overburden;
4. Accessibility and proximity to the point of use or market;
5. Physical and topographical characteristics of the mineral resource site;
6. Life of resource;
7. Availability of public roads;
8. General land use patterns in the area; and
9. Surrounding parcel sizes and surrounding uses.

Areas meeting the criteria for Mineral Lands of Long- Term Commercial Significance and classified as such, including future discoveries, are designated on the final Comprehensive Plan map and included in the final Comprehensive Plan. The map shows the location of Mineral Lands of Long-Term Significance and will be updated and amended as new mining sites, meeting the designation criteria, are approved.

GPO 2.143 When the County reviews proposed new land uses that have the potential to conflict with commercial mining activities, such as residential subdivisions, consideration of both surface and mineral rights ownership should be included in the review.

GPO 2.144 New conflicting uses, such as residential and commercial uses, may be required by the County to locate, site, and/or be screened away from designated commercial mining activities.

Maps

The Kittitas County Comprehensive Plan Land Use Maps are included in the Kittitas County GIS data and are maintained by the Kittitas County Planning Department in Appendix B.

2.3(E) Subarea Plans

The subarea comprehensive plans for Easton, Swauk- Teanaway, Thorp, Westside and Taneum can be found in Volume II of the Kittitas County Comprehensive Plan, 1996. These subarea comprehensive plans have no official standing in future land use decisions but may be used as evidence to support future comprehensive plan amendments. They constitute a major part of the county's public participation in building the comprehensive plan.

Snoqualmie Pass Comprehensive Plan

Snoqualmie Pass Subarea Comprehensive Plan has been adopted into the Kittitas County Comprehensive Plan and is located in Chapter 7 of this document.

2.4 MASTER PLANNED RESORTS

The Master Planned Resort ("MPR") designation means those lands that comprise a self-contained and fully integrated planned unit development located in areas of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities. A MPR may include other residential uses within its boundaries, but only if the residential uses are integrated into and support the on-site recreational nature of the resort. A MPR may constitute urban growth outside of urban areas as limited by these policies.

Kittitas County has a wide range of natural features, including climate, vegetation, water, resources, scenic qualities, cultural, and geological features, which are desirable for a wide range of recreational users to enjoy. MPRs offer an opportunity to utilize these special features for enjoyment and recreational use. MPRs can bring significant economic diversification and benefits to communities, while at the same time enhancing environmental values. MPRs can address these unique opportunities while maximizing retention of environmental features, critical habitats, resource lands, and other critical features. MPRs can be located and planned in ways that do not detrimentally affect projected growth scenarios in urban growth areas and nodes. MPRs should be designed to stand alone, by not requiring adjacent areas to develop land uses to support the resort use. Recognizing these factors, policies guiding the location and development of MPRs must consider varied and unique criteria.

MPRs may be approved in the county in accordance with: (1) RCW 36.70A.360, *Master planned resorts,* as amended; (2) county Comprehensive Plan policies; and (3) county Development

Regulations. For general guidance purposes, the county MPR policies rely upon the June, 1994 "Master Planned Resorts Draft Comprehensive Plan Policy Guidance" prepared by the Washington State Department of Community, Trade and Economic Development Task Force.

2.4(A) MPR DESIGNATION PROCESS

GPO 2.183 MPRs should have a thorough review process prior to being located, and such review process should be phased, consistent, specific, and timely. Because a MPR typically involves large and complex site-specific projects with multiple phases over a long period of time, e.g., several decades, MPRs are appropriate for and should be reviewed using the provisions of RCW 36.70B.170-.210, *Development agreements,* and KCC 15A.11, *Development agreements.* Development Agreements should provide a tangible route of review, from initial land-based mapping to the final designed MPR product.

GPO 2.184 Amendment to the Comprehensive Plan land use designation map for a specific site is necessary for authorization of a MPR. Such amendment may occur concurrently with review of a MPR application. In addition, the specific elements of a MPR proposal can be addressed, including early public participation, protection of critical areas, treatment of adjacent lands, and fiscal and economic impacts.

GPO 2.185 The MPR planning and review process should proceed from the general to the specific, and should occur in phases. As part of the application for a rezone of the county zoning map to Master Planned Resort zoning district, a proposed MPR must demonstrate that it is in accord with applicable Comprehensive Plan policies. The design, review and permitting of specific MPR phases will typically be spread out over a long period of time, and reviewed at each phase through final development plan review.

2.4(B) MASTER PLANNED

GPO 2.186 A MPR must be planned and designed by looking at the entire site and adjacent lands and communities.

GPO 2.187 A MPR should be designed in context with its surrounding environment, natural and man-made. A MPR should not adversely affect surrounding lands in any significant way.

GPO 2.188 A variety of urban residential densities should be included in a MPR site design, providing efficient, compact residential land use. Residential uses may include single-family detached lots and multi-family and attached residential structures. Clustering of residential units in a manner that preserves open space is strongly encouraged. Overall MPR density shall not exceed an average of one unit per acre. Non-urban residential densities are appropriate within a MPR if they promote and are linked to the on-site recreational features and value of the resort.

GPO 2.189 A MPR application should include a clear and detailed mapped description of how the development phases of the MPR fit together. Estimated timelines for site development, building construction and all necessary public and private capital facilities, utilities, and services should be provided.

2.4(C) SELF-CONTAINED

GPO 2.190 Except in areas designated for urban growth, new urban or suburban land uses shall be precluded by the county in the vicinity of a MPR.

GPO 2.191 A MPR should be physically and, for the most part, visually separated from the nearest developed area.

GPO 2.192 A substantial physical buffer should be included in a MPR's internal site design, allowing adjacent lands to be separated from the MPR so that activities within the MPR create no significant increases in ambient noise, reductions in air quality, or visual alterations outside the MPR. To the extent possible, natural features such as water bodies, vegetation cover, slopes, or existing man-made features should be utilized as the MPR's buffer. The actual width of a MPR's buffer should be evaluated to determine the appropriate separation from adjacent lands. The term "substantial physical buffer" is intended to mean more than one-hundred feet between a MPR's perimeter and adjacent lands.

2.4(D) NATURAL SYSTEMS AND DESIGN

GPO 2.193 A MPR plan shall be consistent with all Development Regulations for critical areas.

GPO 2.194 A MPR should maintain and enhance the physical environment. Planning for a MPR should be based on natural systems, constraints, and opportunities. Design characteristics should consider the overall context of the MPR, maintaining a common character throughout the project which blends with natural features on-site. The objective of a MPR is to minimize alterations to natural systems, unless it can be demonstrated that any such alteration will enhance critical environmental features.

GPO 2.195 An application for a MPR should include site plans depicting the locations and describing the attributes of all on-site and surrounding natural features, critical plant and animal habitats, and potentially hazardous areas. The plan should propose opportunities to integrate the site's natural amenities with the proposed built amenities.

GPO 2.196 Historic and archeological features are to be preserved. Serious consideration should be given to whether such features could be appropriately integrated into a MPR's proposed features as valuable attributes.

GPO 2.197 A design theme for a MPR may be appropriate but is not required. However, multiple discordant themes should be avoided.

2.4(E) RECREATIONAL OPPORTUNITIES AND FACILITIES

GPO 2.198 Natural and man-made recreational facilities and opportunities shall be the central focus of a MPR.

GPO 2.199 Recreational facilities must be included with initial development phases of a MPR.

GPO 2.200 Recreational facilities and visitor accommodations should be phased along with other types of development within a MPR. Recreational facilities and visitor accommodations included in initial phases of a MPR can be built over time, provided their construction is guaranteed through covenants or other legal provisions that satisfy policy requirements without imposing unreasonable up-front costs to the developer.

GPO 2.201 Off-site recreational areas and facilities, such as designated national and state parks and recreation areas, lakes, and rivers, shall not be the major recreational focus of a MPR. A MPR must include significant recreational areas and facilities on-site so that the use of off-site recreational areas and facilities by resort visitors and associated impacts are minimized. Off-site impacts which may occur may be mitigated, for example, by making some recreational areas and facilities in a MPR available for public use, or through other means proposed by the developer.

2.4(F) VISITOR ACCOMMODATIONS AND HOUSING

GPO 2.202 A MPR must have a primary focus on short-term visitor accommodations, including vacation and second homes. Other residential uses may be permitted within a MPR if such uses are integrated into and support the on-site recreational nature of the resort.

GPO 2.203 Short-term visitor accommodations should constitute more than fifty percent (50%) of all resort accommodation units.

GPO 2.204 Short-term visitor accommodations, such as hotel rooms, should be included with the first and initial phases of a MPR development.

GPO 2.205 An adequate supply of affordable employee housing within a MPR, or within a reasonable distance of a MPR, should be demonstrated. If this supply cannot be demonstrated, steps should be taken to mitigate the lack of affordable housing supply, so that an unreasonable burden is not placed on the affordable housing markets of surrounding communities. A MPR's ability to hire local residents should be taken into account in determining whether an "adequate supply" of affordable housing is available.

2.4(G) RETAIL AND COMMERCIAL SERVICES

GPO 2.206 Retail and commercial services should be designed to serve only the users of the MPR, and should be limited in scope and location to serve only as ancillary uses within the MPR. With the exception of hotel, motel, and other short-term visitor accommodations, residential uses, conference centers and meeting rooms, eating and drinking establishments, and active recreational facilities, individual retail and commercial facilities developed within a MPR shall not have a gross floor area in excess of 4,000 square feet.

GPO 2.207 Retail and commercial services offered on-site by a MPR should not duplicate the full range of commercial services available in adjacent communities. Retail and commercial services offered on-site by a MPR should be designed to discourage use from outside the MPR by locating such services well within the MPR site rather than on its perimeter.

GPO 2.208 A full-range of commercial services should only be provided within the urban growth areas of the surrounding region.

2.4(H) CAPITAL FACILITIES, UTILITIES AND SERVICES

GPO 2.209 Adequate security, fire suppression and first aid facilities and services should be provided on-site, taking into account the emergency facilities and levels of service available from the county sheriff and local fire and emergency medical districts.

GPO 2.210 MPR community sewer, water and stormwater facilities (including associated treatment facilities) may be provided on-site and should be limited to meeting the needs of the MPR.

GPO 2.211 Public facilities, utilities, and services from existing service providers can be provided to the MPR so long as all costs associated with such extensions, capacity increases, and services are borne by the MPR. Such public facilities, utilities, and service providers may include the county, cities and towns within the county, water and sewer districts, and owners of water systems.

GPO 2.212 A MPR and existing service providers may enter into agreements for shared capital facilities and utilities, provided that such facilities and utilities serve only the MPR and existing service or urban growth areas.

GPO 2.213 MPR facilities, utilities, and services should be designed to accommodate only the projected needs of the resort users. Because a resort is fully occupied only occasionally, MPR facilities and utilities need not be designed to meet peak user occupancy demands, and should rely in part on storage and other appropriate mechanisms and technology to meet peak demands.

GPO 2.214 Construction of a MPR and all necessary on-site and off-site capital facilities and utilities infrastructure must be concurrent, but may be provided in phases to meet the needs of development phases as constructed and utilized.

GPO 2.215 Impacts to public services should be fully reviewed and fair and proportionate mitigation provided by the MPR.

GPO 2.216 All school district facility and service impacts should be mitigated by the MPR on a fair and proportionate basis. Review and mitigation of impacts on affected school districts may take into consideration the relatively low student population typically generated by a MPR.

GPO 2.217 County road standards should be followed for on-site and off-site roadways and access points; provided, however that some flexibility with respect to on-site road design

standards may be appropriate if the MPR's natural features and critical areas are to be maintained. Administrative variance procedures should be utilized for this purpose.

GPO 2.218 At all times, MPR road standards must meet the minimum safety standards adopted by the county Fire Marshal.

GPO 2.219 On-site roadway and access costs should be fully borne by the MPR, and off-site road impacts should be mitigated by the MPR in proportion to its demonstrated impacts, including secondary impacts.

GPO 2.220 Traffic impacts of the MPR, on-site and between the MPR and nearby areas of interest, may be mitigated by appropriate measures, e.g., transit/shuttle services, pedestrian and bicycle trails, etc.

GPO 2.221 All external road connection points with the MPR should be determined through review agreements with affected agencies and local governments in the region.

GPO 2.222 Temporary industrial uses which are not resource based may be allowed within an MPR, provided, however, that such uses shall be limited to MPR construction, maintenance, and operational purposes and subject to annual review and approval by the County. Notwithstanding the foregoing, an MPR may be allowed to continuously maintain, both during and following MPR construction, on-site industrial uses which are limited to meeting the ongoing maintenance and operational needs of the MPR.

2.5 MAJOR INDUSTRIAL DEVELOPMENT

"Major Industrial Developments" may be approved within Kittitas County as authorized by the general principles of RCW 36.70A.365. "Major Industrial Developments" means a master planned location for a specific manufacturing, industrial or commercial business that:

a) requires a parcel of land so large that no suitable parcels are available within an urban growth area or urban growth node; or
b) is a natural resource based industry requiring a location near agricultural land, forest land or mineral resource land upon which it is dependent. The major industrial development shall not be for the purpose of retail commercial development or multi-tenant office parks.

Major Industrial developments may be needed to provide family wage jobs locally, and in addition may help increase tax revenues and expand the County's economic base. Four possible sites have been identified for designation as major industrial developments once appropriate policies have been adopted through the Kittitas County Conference of Governments process and amendments to the County-wide Planning Policies: Thrall area, Bowers Field, Bull Frog Road area and Alpine Veneer site.

It is the intent of the above provisions that the Major Industrial Development policies is solely intended to identify a nonexclusive list of rural areas that possibily could be considered in the

future for Major Industrial Development. This listing does not in any way designate those listed areas as industrial development sites, nor does it authorize industrial development sites within rural Kittitas County. Major Industrial Development sites will only be approved and designated in the future if and when appropriate policies have been developed through the Kittitas County Conference of Government process, amendments to the County-Wide Planning Policies have been made, and the Comprehensive Plan has been amended to reflect such amendments.

Note: Please see Industrial Land Use under Section 2.3(A) Urban Land Use for additional information on industrial lands.

CHAPTER THREE: HOUSING ELEMENT

Tables showing specific data on housing, shown in the 1996 Comprehensive Plan are available from the Kittitas County Planning Department.

3.1 INTRODUCTION

This Housing Element describes existing housing conditions and needs in Kittitas County, and projected housing needs for the period 1995-2015. This element, to the extent possible, includes information on the plans, goals and specific housing needs of the incorporated cities, towns, and subarea plans within Kittitas County. The purpose of this element is to identify Kittitas County's goals, policies and strategies for the preservation, improvement and development of housing, and the mechanisms that will lead to affordable housing choices for all economic segments of the population.

Element Organization

The Housing Element consists of three main sections. The first section, "Housing Conditions and Needs" includes statistics which support the County's housing goals and policies. It summarizes existing housing conditions and needs, and projected housing needs within the County. It focuses on inventory data which support the County's policy orientation on growth management. The second section, "Goals and Policies" presents a general set of comprehensive goals and policies to guide the implementation of the comprehensive plan. The final section, "Housing Strategies" consists of a set of strategies related to implementation of the Housing Element, and to address future issues that may arise.

3.2 HOUSING CONDITIONS AND NEEDS

In order to effectively plan for the housing needs of Kittitas County residents, and future residents, it is necessary to assess the existing housing conditions and needs in the County. This section of the Housing Element describes the number, type and other characteristics of housing units within Kittitas County. It also describes the population of Kittitas County as it relates to housing needs.

Much of the data contained in this section comes from the U. S. Bureau of Census 1980 census and 1990 census. Other information in this section comes from other published reports regarding Kittitas County housing needs and population, and from the housing studies completed by some of the subareas in the County.

Number, Type And Distribution Of Housing Units

According to the 1990 Census, Kittitas County has approximately 13,200 housing units. Most of the housing units, (53%), are located within incorporated cities. The largest city, Ellensburg has 38% of the County's housing units. Between 1980 and 1990, the number of housing units in the unincorporated areas of the County increased at a faster rate than growth occurred within the

cities. Table 3.1 shows the distribution of housing units by city and unincorporated area for 1980 and 1990, and the percent of change in the housing distribution over the ten year period.

A relatively high percentage of the housing units in Kittitas County are located in unincorporated areas which are not served by public water or sewer systems. The number and percent of housing units on private wells and septic tanks has increased since 1980. Most of the housing units in Kittitas County are owner occupied single family units. In 1990, approximately 57% of the County's housing units were owner occupied. Of these owner occupied units, 84% were single family units.

Since 1990, the number of housing units within the unincorporated areas of Kittitas County have increased by more than 1100 units, according to permits issued by the Kittitas County Building Department. Building permits have been issued for 804 residences and 381 mobile homes during this time period. These include seasonal and recreational units.

If growth in Kittitas County population continues to settle in the same pattern as it has since 1980, the majority of the new housing units will be single family homes in the unincorporated area on wells and/or septic tanks. Changes to the zoning designations and the provision of water and sewer in the unincorporated area could target growth to selected areas.

Tenure and Occupancy Rates

According to the 1990 census figures there were 13,215 housing units in Kittitas County. Of these housing units, 10,460 were occupied. The approximately 2,750 vacant units include seasonal, recreational and farmworker housing. In some areas of the County such as Easton, Snoqualmie and Swauk-Teanaway, seasonal and recreational units comprise a majority of the units .

Of the occupied units, 5,979 were occupied by the owner, and 4,481 were occupied by a renter. This represents a home ownership rate of 57%. This rate is less than it was in 1980 (59%), and well below the statewide average of 63%. Efforts targeted at assisting first-time homebuyers and offering housing in various price ranges may reverse this trend. Relatively few homes were vacant in 1990.

The 1990 Census identifies approximately 2,400 persons within Kittitas County as residing in group quarters.. The greatest number of persons residing in group quarters are the students at Central Washington University.

Approximately 10% of the population residing in group quarters live in nursing homes. Persons in nursing homes include individuals with disabilities, and those who are elderly. The portion of the County's population which is over the age of 80 years increased by 167 people between 1980 and 1990. This increase in elderly persons may result in the demand for more nursing care facilities.

Other persons living in group quarters include individuals with developmental disabilities. As these individuals age, it is likely that some of them will require assisted living or nursing care facilities. (Kittitas County Mental Health/Developmental Disability Board)

Value And Cost Of Housing

Sale prices of homes are an indicator of the value of homes available in the community. The average sale price for homes in the Lower Kittitas County area in 1991 was $73,350. By 1995 this average had increased to approximately $122,650, according to Central Washington Real Estate Services. Currently, the average price of single family homes available for sale is $120,000 (figure based on an average of twenty-two (22) listed homes on one-half to two acre lots in the unincorporated area of Kittitas County, provided by a local real estate broker).

This increase in home purchase prices has made home ownership beyond the affordability of many potential homebuyers. Using the Washington Center for Real Estate Research's formula for calculating the number of first-time home buyers in Kittitas County who can afford to purchase the median priced resale home, 70.9% of these potential purchasers can afford the median priced home. In Kittitas County, the current "ceiling" for FHA loans is at $89,300. There are few homes available for sale which qualify for the federal home purchase programs.

The relatively high cost of homes places an additional burden on the available rental units. Of the 4,581 renter households in Kittitas County in 1990, 44% paid more than 30% of their income for housing according to the U. S. Census. According to the U. S. Department of Housing and Urban Development, housing costs in excess of 30% of a household's income is an excessive cost burden. A 1992 survey of 159 renters in Ellensburg conducted by Phillips and Associates indicated a median rent of $300. This represents an increase in median rent of 13% from the 1990 median rent of $265. The Kittitas County Housing Authority waiting list during this same period had 150 families in need of housing assistance.

Kittitas County County-Wide Planning Policies project the population of Kittitas County to grow by 12,242 people over the next 25 years. The County-Wide Planning Policies have set population allocations for local jurisdictions. The total 20-year allocation for Kittitas County, including the UGNs, is at 5,418. According to the 1990 Census, there were an average of 2.33 people per household. This figure was for the entire county and represented all single family units. The following equation can be used to determine the number of future housing units that may be needed.

Projected Population Increase/ Average # of persons per household = Total # of dwelling units needed

Total # of dwelling units needed - Existing vacant units = # of additional units needed

5,418/2.33=2,325
2,321-0*=2,325

*The number of vacant units is assumed to be 0.

By using this equation with the 1990 Census average number of people per households and the County-Wide Planning Policies 20-year population allocation for the county, the total number of additional units needed between 1995 and 2015 is 2,325.

The allocation of these housing units by geographic area and type will be determined by a number of factors including land availability, property ownership, land use controls and market forces. For the purpose of this Housing Element existing settlement patterns, land use designations and known environmental constraints will be used to project needed numbers of housing units by area.

The projected number of housing units for the unincorporated county are divided into nodes and unincorporated areas. These projections are consistent with the County-Wide Planning Policies which indicate that 20% of the population growth should occur in the Urban Growth Nodes and 35% of the increase should occur in the remainder of the unincorporated area. The allocation of additional housing units to the unincorporated and Urban Growth Nodes is based on those area's current pro rate share of housing units.

*Note: Five urban growth nodes have been allocated a total of 20% of the unincorporated county population (County- wide Planning Policies). Vantage as one of these nodes is included in the total projection of housing units. However, no node boundary has been identified in this comprehensive plan. A node boundary for Vantage will be added in future amendments.

3.3 CITY HOUSING ASSESSMENTS

There are five incorporated cities in Kittitas County, including Ellensburg, Kittitas, Cle Elum, South Cle Elum, and Roslyn. The cities of Ellensburg and Kittitas have designated Interim Urban Growth Areas (UGAs) outside of the current city limits. Cle Elum, South Cle Elum, and Roslyn have designated their respective city limits as the UGAs.

Cle Elum Comprehensive Plan Summary

The City of Cle Elum has relatively little vacant land that is suitable for residential development within the city limits; however, there are 114 vacant units. Using the County-Wide Planning Policies population allocation for the City of Cle Elum, it was determined that 310 housing units would be needed for the expected population increase. If the existing 114 vacant units were used, then only 196 additional units would be needed. In 1989, a housing condition assessment was completed for the City of Cle Elum. The results placed the majority of the existing homes in the fair category (52%), 29% of the units were rated good, and 19% were rated as poor (see Cle Elum Comprehensive Plan for rating criteria).

South Cle Elum Comprehensive Plan Summary

A large percentage of the owner occupied homes (71%), coupled with an aging population base (35% over the age of 45) indicate a town in the process of becoming a community of retirees. Based on the South Cle Elum's population allocation, as identified in the County-wide Planning

Policies, 332 housing units will be needed to accommodate the population increase. The plan allows for a density range from two dwelling units per residential acre up to sixteen units per residential acre.

In order to preserve the rural character presently associated with the community, the town should consider promoting the infilling of vacant lots with affordable manufactured mobile homes, rather than multi-family residences. However, if there is a continued need for additional affordable housing, the town must endeavor to accommodate those families with below median incomes. This would result in the construction of multi-family structures. Given the current population growth patterns, the eventual infill of vacant land should not occur anytime during the planning period.

Roslyn Comprehensive Plan Summary

Roslyn's existing housing stock consists chiefly of single family homes. Single family homes account for 91% of the housing within the City, with mobile homes accounting for another 4%. Multi-family residences constitute the remaining 5% of the housing stock. Based on the projected population increase and existing housing stock, there does not appear to be any need for additional residential units. The current housing stock of 606 units should serve a population of 1280 persons (KCCOG 1994 estimates), which is 47% higher than Roslyn's 1990 Census count.

Kittitas Comprehensive Plan Summary

The City of Kittitas is one of two cities which has an UGA beyond the current jurisdictional boundaries. The draft date of this plan is May 24, 1995. Since 1990, both home sale and rental rates have increased substantially within the City of Kittitas. Homes that sold for $5000 in 1990 can now be sold for $75,000. An exterior structural survey of Kittitas homes was completed in 1994. This survey found that 3.4% of the homes were in excellent condition and 20.1% were rated in poor condition. The majority of the homes (75.5%) were rated in good or fair condition. The city currently does not have any licensed group, nursing, or foster care facilities, but has one public-assisted apartment housing development located within the city limits. This development includes 20 living units for the elderly and disabled and 16 units for families.

The most recent development activity was located north of the original townsite. Alpine Estates is a 100 lot, manufactured home subdivision. Another phase of Alpine Estates has been discussed, adding another 70 lots to the development. Two other residential subdivisions, consisting of approximately 20 new lots, have recently been reviewed and are under construction within the city.

The UGA for the City of Kittitas includes 214 acres, which will be designated as low-medium residential land use, once it becomes final. Public facilities will be included in the UGA to compensate for the higher densities.

Ellensburg Comprehensive Plan Summary

The City of Ellensburg is the second of two jurisdictions which includes a UGA boundary beyond the current jurisdictional boundary. Ellensburg has experienced a moderately steady growth over the last 50 years, resulting in a housing stock which varies in age and style throughout much of the City. In addition to conventional single family units, there are a number of mobile home parks in the City. Some are zoned as mobile home parks, and provide low and moderate income families, seniors, and students with housing. Several other mobile home parks were grandfathered uses in commercial zoning districts. The condition of the units within these mobile home parks varies greatly, with many units appearing to be substandard in condition.

Based on the 1990 Census, there were 5,015 housing units within the City, of which 1,741 (35%) were owner occupied and 3,044 (61%) renter occupied. This represents a ten-year increase in total units of 2.5% compared to a population increase over the same time period of 5.2%. Over the ten-year period, structures with two to four units showed the largest increase at 28%. Sixteen percent (16%) of the 3,044 rental units are subsidized, with 337 family and 162 senior units.

The housing supply within the UGA is also tight. The typical homes within the UGA are o large lots, priced beyond the resources of most new homebuyers. The supply consists of primarily owner occupied with very few multi-family structures.

3.4 GOALS, POLICIES, AND OBJECTIVES

Kittitas County has established the following goals and policies to guide future housing development. These goals and policies were developed in response to existing housing conditions and identified needs within the County, and support the County-Wide Planning Policies.

GPO 3.1 Provide a sufficient number of housing units for future populations in rural areas of Kittitas County.

GPO 3.2 Designate higher density residential land use zones within Urban Growth Areas and Urban Growth Nodes.

GPO 3.3 Encourage home ownership within the community.

GPO 3.4 Provide sufficient housing units while maintaining environmental quality.

GPO 3.5 Encourage residential development close to employment opportunities and needed services to reduce vehicular traffic and related air quality problems.

GPO 3.6 Provide for future populations while protecting individual property rights.

GPO 3.7 Promote community involvement in the preparation and implementation of plans and regulations related to residential development.

GPO 3.8 Provide housing options to allow residents with special housing needs to live as independently as possible throughout the County.

GPO 3.9 Provide housing which is supportive of economic opportunities.

GPO 3.10 Encourage mixed use, commercial and residential development, in areas which need to provide housing for employees.

GPO 3.11 Encourage the development of temporary housing for farm workers.

GPO 3.12 Encourage the development of innovative applications of technology in housing.

GPO 3.13 Provide for housing to be developed which is affordable to all economic groups.

GPO 3.14 Designate high density residential land use zones such as PUDs, cluster development, and MPRs outside of Urban Growth Areas and Urban Growth Nodes.

GPO 3.15 Provide for a range of housing types within Kittitas County.

GPO 3.16 Evaluate the impact of proposed policies and procedures on the cost of developing, preserving or maintaining of residential units prior to adoption.

GPO 3.17 Provide a sufficient number of housing units for future populations while maintaining the rural character of Kittitas County.

GPO 3.18 Provide sufficient housing units while maintaining environmental quality.

GPO 3.19 Provide housing options to allow residents with special housing needs to live as independently as possible throughout the County.

GPO 3.20 Provide housing which is supportive of economic opportunities.

3.5 KITTITAS COUNTY HOUSING STRATEGIES

The goals which have been developed to guide future housing development in Kittitas County can be achieved by adopting the previously stated policies and implementing the following strategies. These strategies include several recommended changes to the zoning code. These recommendations of change to the zoning code are consistent with the consideration of alternate land use designations currently being studied by Kittitas County. Specific references are not made to a particular zone at this time, since more than one land use designation system is being proposed. Instead the term "higher density zone" in the strategies refers to those residential designations which allow more than two units per acre. "Low density zones" in the strategies refer to residential designations which allow fewer than two units per acre. The strategies focus on the relationship of the zone to housing needs rather than recommending a particular land use designation alternative.

The numbers used in this section relate to the Goal and Policy numbering system in the previous section of the Housing Element.

Strategy 3.1 Identify lands within areas which are served by centralized water and sewer systems, paved streets, and have other public services provided to them which are suitable for multi-family uses or only single family uses and designate these areas for higher density residential use, including planned unit developments and clustered housing.

Strategy 3.2 Review the siting of proposed development to assure that it will not be incompatible with future higher density land use designations.

Strategy 3.3 Invest in the maintenance and expansion of water, sewer, streets, parks and fire protection services to adequate service levels in areas designated for higher density residential uses.

Strategy 3.4 Eliminate barriers to infill residential development in Urban Growth Areas and Urban Growth Nodes and develop strategies.

Strategy 3.5 Provide for a range of housing types within Kittitas County.

Strategy 3.6 Include multi-family units in commercial zones.

Strategy 3.8 Use development regulations to assure quality in housing development and maintenance.

Strategy 3.9 Provide infrastructure to support higher density development in areas where it is designated.

Strategy 3.10 Enforce building and zoning codes in residential neighborhoods.

Strategy 3.11 Permit historic structures applications for federal and state funds to preserve them.

Strategy 3.12 Invest in the maintenance and expansion of centralized water and sewer systems in the Urban Growth Areas and Urban Growth Nodes.

Strategy 3.13 Allow home occupations as a conditional use in all residential zones.

Strategy 3.14 Allow child care facilities as a conditional use in all residential zones.

Strategy 3.15 Eliminate requirements which discourage use of innovative technology in residential development.

Strategy 3.16 Include resident participation in needs assessment processes, plan development, implementation and evaluation through public hearings, citizen committees, and timely notice of planning activities.

Strategy 3.17 Consider the potential costs to individual property owners and the potential to the whole population when developing goals, polices and procedures.

Strategy 3.18 Identify the residential zones in which group homes, foster homes, and other specialized care facilities are allowed in the zoning code, and define these terms.

Strategy 3.19 Allow a range of residential types in commercial zones.

Strategy 3.20 Eliminate barriers to using innovative technology in housing construction.

CHAPTER FOUR: TRANSPORTATION

4.1 INTRODUCTION

This chapter is organized into the following sections which correspond to major issue areas identified throughout the comprehensive planning process. Each section contains proposed goals, policies, and implementation measures for consideration and inclusion in the final comprehensive plan:

- Inventory of Existing Facilities and Services
- Land Use, Environment and Economic Development
- Level of Service and Concurrency
- Finance
- Intergovernmental Coordination and Public Participation

The complete Transportation Plan is maintained by the Kittitas County Department of Public Works. The Kittitas County Comprehensive Plan includes the Transportation Plan by reference. The Transportation Plan is adopted through a separate process than the annual comprehensive plan amendment process. Any changes made are adopted by reference to the Kittitas County Comprehensive Plan at adoption.

4.2 INVENTORY OF EXISTING FACILITIESAND SERVICES

Kittitas County's road system in the lower valley is roughly based on a one-mile grid system which is intended to follow section lines or reasonable fractions of a section subdivision (i.e. quarter sections, 1/16th lines, etc.). The upper reaches of the county are mountainous and roads lend themselves more to terrain and other physical conditions than to survey features.

There are five main categories of roads within Kittitas County: Federal, State, County, "public" and private.

Federal. Federal roads, such as US Forest Service roads, access federal lands and are administered by federal agencies.

State. Local roads which provide direct access to state lands are administered by the same state agencies which administer the properties (i.e. Dept. of Natural Resources).

State routes, such as freeways and state highways, provide connections between cities, counties and other state facilities. State routes are administered by Washington State Dept. of Transportation.

County. County roads that are officially adopted onto the Kittitas County Road system by the Board of County Commissioners are also known as "on-system" roads. The county is responsible for maintenance and improvements to these roads.

Public. Roads which are open for public use but are not maintained or improved by Kittitas County are also known as public "off system" roads. These are roads which have been dedicated to the "public" through a platting process or have been used by the public for over 10 years, but have not been accepted as part of the county road system by the Board of County Commissioners. These roads cannot be gated or obstructed. There is presently no inventory of these facilities.

Private. Private roads are usually created by developments. They are owned, controlled, and/or maintained by private property owners. There is presently no inventory of these facilities.

4.2(A) County Roads

Tables in the Transportation Appendix constitute a summary of the county road log inventory of existing conditions for all county on-system roads. They are grouped according to functional classification and include mileage for each road and then a total for each classification. The "Urban" and "Rural" classifications refer to the federal urban area around Ellensburg. Designation of final Urban Growth Areas (UGAs) and joint city-county development standards may alter the urban and rural classifications. Also included in the inventory is pavement width, type, and Average Daily Traffic (ADT) volumes and years. The "Source" column indicates whether or not the ADT figure was an actual count (3) or an estimate (4). The "Capacity" column is a calculated field using Highway Capacity Manual (HCM) methods based on pavement width and number of lanes. The "LOS" is also calculated based on the HCM.

4.2(B) Changes To Road Inventory

Some of the existing county roads may be vacated or annexed in any given year. Road vacations take the mileage off the inventory through a public transfer of the property. Annexations of properties into city limits can involve transferring ownership and maintenance responsibilities of adjacent roads to a city. Road vacations and annexations remove road mileage from the county road log inventory. Just as annexations and vacations remove roads from the inventory, construction of new county roads adds mileage to the inventory. New roads can be constructed either by County resources or as part of developments. Usually, new local access roads are constructed as part of developments and arterials and collectors are constructed by the County, but as development continues, there may be higher classifications of roadways being constructed by developers. Grid systems of arterials, collector roads and possible extensions should be identified in each UGA and future arterials and collectors should be located based on growth in the Non-UGA areas.

4.2 (C) Intercity Bus Service

Kittitas County is served by regularly scheduled departures and arrivals by Greyhound, Empire Bus Lines, Northwest Stage Lines, and Kittitas county Action Council, and their service appears o be adequate for the area.

4.2 (D) Rail Transport

The railroad track runs from Yakima to Cle Elum on the old Northern Pacific Line. Future changes being considered include the possibility of Burlington Northern reopening its Stampede Pass line from Auburn to Cle Elum. This would bring regular train traffic down the railroad line and through Kittitas County to either Pasco or Lind opening up an alternative mode of transport for heavy freight.

4.2 (E) Air Transport

Kittitas County Airport (Bowers Field)

Located north of Ellensburg about one and a half miles, on Bowers Road, Bowers Field is classified as a General Utility - Stage I airport capable of serving most single- engine, and turboprop aircraft. The airport offers VOR and DME navigation aids and VASI on the primary runway. Currently there are no commercial air carriers for either freight or passenger service. There is one charter service, an agricultural spraying operation and the CWU training center which operate out of Bowers Field. Estimated operations in 1995 are 74,800 (operation = one take-off or landing).

There are several planned improvements including expansion of the adjacent industrial area, improvements to fuel facilities, water system and adding a washdown facility for agriculture spray aircraft.

Kittitas County Airport (Bowers Field) is the largest airport in the County and is a valuable transportation commodity. The airport is the access point to the major mode of transportation for the nation.

The Kittitas County Airport (Bowers Field) provides a vital transportation link, servicing all of Kittitas County with access to modern transportation options for emergency services, commercial operations, commuter transportation, and recreational flying. The airport advisory committee is dedicated to preserving this valuable asset by recommending the enactment of appropriate ordinances and policies to accomplish the following:

- Enhance the airport as a transportation hub and asset for economic development.
- Encourage compatible development at the airport to generate revenue streams to decrease subsidy of airport operations and facilities from tax revenue.
- Protect the airport and surrounding land users and owners from conflicting uses through careful and compatible land use planning. Such planning should include, but not be limited to, density reductions and land use and building restrictions designed to protect the take-off and landing and approach corridors, and areas adjacent to and under existing traffic patterns.

In order to promote land use compatibility on lands within and adjacent to and in the vicinity of the Kittitas County Airport (Bowers Field), certain safety zones are established. Such safety zones are shown on Kittitas County Airport (Bowers Field) Overlay District Map "B". Within each of the safety zones certain land use limitations, development standards, land uses and development recommendations are established. The established safety zones are defined in chapter 17.58.040B of the Kittitas County Code as adopted by Ordinance 2001-10.

DeVere Field

DeVere Field is a privately owned commercial airport built by Mr. DeVere approximately 35 years ago. It is located at 5210 Airport Road, about three miles east of Cle Elum. There are several single engine aircraft based at the airfield and several hangars on site. The airfield is closed during periods when snow covers the runway.

Cle Elum Municipal Airport

Cle Elum Municipal Airport is a single runway, predominately recreational airport. Its one runway is an approximately 40 ft. wide, paved strip with a paved main taxi-way. It can handle single engine light aircraft and some light twins. It is located east of the city of Cle Elum at 1990 Airport Road. The city of Cle Elum has adopted a Master Plan for the development of the Cle Elum Municipal Airport which, by reference, is included in this document. Planned improvements include widening and building taxiways, building new hangars, lengthening the runway, adding a fuel supply and providing residential housing on the north side of the runway.

Easton Airfield

Located northwest of the town of Easton on Sparks Road, the Easton airfield is owned and operated by the Washington State Department of Transportation. The airfield was originally built as a relief airstrip for U.S. Mail aircraft in the 1940's. Today, it is primarily used as a recreational airport but serves as an emergency landing strip in case of severe weather in the Cascade Mountains. The airstrip is a turf runway only in operation during the dry seasons. It is often closed during the entire winter due to deep snow.

4.2(F) Truck Transport

Kittitas County appears to be adequately served by truck transport businesses as there are a number of commercial and natural resource trucking companies based in the county. There appears to be no way to accurately determine travel levels generated by truck transport activity within Kittitas County.

4.2(G) Non-Motorized Transportation

Widened shoulders on Umptanum Road from Ellensburg city limits to Irene Rinehart Park provide a shared bike/walkway adjacent to the travel lanes used by motorized vehicles. Recently, the John Wayne Trail along the old Milwaukee rail road was transferred from Washington State Parks and the Department of Natural Resources (DIR) to the Washington State Department of Transportation (WSDOT). The future of this corridor is uncertain, but it presently provides a multiple user path through most of Kittitas County. The trail has been used primarily for recreation uses. An abandoned Burlington Northern right-of-way between Cle Elum and Roslyn is a recent addition to the trail system.

Attachment 12

4.2(E) Air Transportation

* * *

Cle Elum Municipal Airport

Cle Elum Municipal Airport is a single runway, predominately recreational airport. Its one runway is an approximately 40 ft wide, paved strip with a paved main taxi-way. It can handle single engine light aircraft and some light twins. It is located east of the city of Cle Elum at 1990 Airport Road. The city of Cle Elum has adopted a Master Plan for the development of the Cle Elum Municipal Airport, which by reference is included in this document. Planned improvements include widening, and building taxiways, building new hangars, lengthening the runway, adding a fuel supply and providing residential housing on the north side of the runway.

It is the goal of Kittitas County to work in cooperation with the city of Cle Elum to preserve this asset by developing appropriate ordinances and policies to accomplish the following:

- Enhance the airport as a transportation hub and asset for economic development.
- Encourage compatible development at the airport to generate revenue streams to decrease subsidy of airport operations and facilities from tax revenue.
- Protect the airport and surrounding land users and owners from conflicting uses through careful and compatible land use planning. Such planning should include, but not be limited to, density reductions and land use and building restrictions designed to protect the take-off and landing and approach corridors, and areas adjacent to and under existing traffic patterns.

* * *

Parametrix, Inc. has prepared a draft Non-Motorized Transportation System Plan dated June 1996. It was funded entirely by a grant. The plan should be reviewed by the Planning Commission, before review and approval by the Board of County Commissioners. No county wide trail program will be adopted without being reviewed by the Planning Commission, reviewed by the public through a public hearing forum and adopted by the Board of County Commissioners.

4.2(H) Transportation System Maintenance

Preserving and maintaining the public's investment in transportation infrastructure is an important expenditure of public funds. Presently, maintenance activities account for approximately 30% of the County's road budget. Kittitas County has different priority levels for maintenance activities. The first priority is for emergencies. Immediate action is taken to repair damage and correct problems as soon as they are reported. The next maintenance priority level is for items that are scheduled on a yearly basis, including but not limited to: crack sealing, preleveling, sealcoating, and roadway striping. Many of the preventive maintenance activities for individual facilities are scheduled on a seven to nine year maintenance cycle.

Preventive pavement maintenance is defined as those treatments or applications that extend the service life of pavements in good structural conditions. The goal of a preventive pavement maintenance program is to keep the pavement conditions above a level that would require corrective maintenance or other major repairs. The charts in the Transportation Appendix illustrate the increased costs of delaying maintenance for different types of pavements.

4.3 LAND USE, ENVIRONMENT AND ECONOMIC DEVELOPMENT

Many of the decisions related to transportation have an effect on land uses, the environment and economic development. Different land uses have different transportation needs and impacts. Transportation improvement projects need to address the environmental impacts of the proposed actions. Similarly, many economic development strategies include the need for transportation facilities. These areas are all inter-related and their relationships need to be recognized.

4.3(A) Land Use

The final comprehensive plan will contain a land use element with a land use plan and policies which will need to be consistent with the transportation element. In the event that the land uses proposed cannot be supported by the existing transportation system and there are no identified means to fund the necessary improvements, there needs to be a mechanism in place to review both plans and either revise the land use plan or otherwise change the level of service standard or project priorities and funding in the transportation element. This needs to be an iterative process in which both plans are routinely reviewed for consistency and compatibility.

Presently, the transportation-related assumptions used in the alternative draft land use plans have been developed as part of the SEPA process.

4.3(B) Environment

Transportation decisions are not, and should not be, exempt from environmental review. Impacts to the natural and built environment need to be taken into consideration before any major transportation decisions are made. Most local transportation improvement projects are subject to state and federal environmental regulations as well as any local environmental laws that apply. County road projects (CRPs) routinely follow SEPA regulations unless they are specifically exempted under WAC 197-11-305, 800 through 880. Some large transportation improvement projects are also subject to NEPA -- the National Environmental Policy Act. Other environmental reviews are part of permitting for work over or adjacent to streams. Agencies with permitting and/or reviewing authority include the US Army Corps of Engineers, Washington State Department of Ecology, Washington State Department of Fish and Wildlife, as well as the Washington State Department of Transportation and local agencies.

4.3(C) Economic Development

Transportation facilities, or the lack of them, are an important consideration to a business or industry making location decisions. The decision whether or not to locate in a particular jurisdiction can rest solely in the balance of access to transportation facilities. Businesses look at their need to get customers and supplies to their location with ease. Industrial developments need access to transportation facilities for shipping and receiving. Many local jurisdictions have to balance their desires to attract new businesses and industries against the obligation to provide transportation services.

4.4 LEVEL OF SERVICE / CONCURRENCY

Kittitas County considered several methodologies for measuring level of service for arterial roadways including the Highway Capacity Manual (HCM), an "operation" and "condition" level of service methodology used by Douglas County, and a "minimum tolerable conditions" methodology.

The Highway Capacity Manual (HCM) method of measuring level of service is recognized as a national standard and is currently being utilized by other jurisdictions throughout the state including the Washington State Department of Transportation (WSDOT) and the City of Ellensburg.

4.5 EXISTING DEFICIENCIES

Although there has not been an official LOS methodology or threshold determination made, Table 4.10 is a listing of all the arterial/arterial intersections and their current LOS using the HCM methodology. Kittitas County does not presently have any capacity related deficiencies on these facilities.

4.5(A) Ten-Year Forecast

As the population grows within the county, the number of registered vehicles and drivers will also increase. Where those vehicles travel will depend, in large part, on where the drivers reside, shop and work. Determining the likely increases in traffic along transportation facilities will need to be based on the land uses which will be permitted and even encouraged in various parts of the county.

1. The ten year travel forecast will be determined using:

2. Calculate 10-year average annual growth factors for each functional classification using traffic count data for the previous 10-year period.

3. Apply the appropriate growth factor to the base year approach volumes depending on classification.

4. Use 15% of the approach volumes for peak hour.

5. Calculate 10-year LOS using the Highway Capacity Software for unsignalized intersections using the same movement distribution (left, through, right, turn) as base year.

Assumptions should include:

10-year travel growth will be similar to previous 10-year period.

Growth on arterials will correspond with functional classification growth rates.

No changes to intersection controls except those that are already planned, funded, and/or are likely to be completed within ten years.

4.5(B) Planned Improvements

Six-Year Transportation Improvement Program
The County's Six-Year Transportation Improvement Program (TIP) is reviewed and updated every year in order to be adopted by the end of June. Washington State Law requires counties to develop six-year transportation improvement programs as provided under RCW 36.81.121.

In addition to state laws, federal laws also dictate transportation improvements. The intermodel Surface Transportation Efficiency Act of 1991 (ISTEA) changed the was transportation agencies - Federal, State and local -- do business. It is our objective to meet as many of the needs of the traveling public - county residents, visitors, and service providers -- in order to provide a safe and efficient transportation system while recognizing the fiscal realities of funding for construction and maintenance of the transportation system.

The Six-Year TIP is updated every year by the Department of Public Works and changes are made to reflect funding secured or shifts in priorities. The Annual Construction Program,

adopted with the county's budget later in the year, is a still more accurate picture of the first year of the TIP.

New Roads and Planned Extensions

The Transportation Plan has a list of proposed new roads or extensions which have been identified through various planning processes to date.

4.6 FINANCING TRANSPORTATION IMPROVEMENTS

4.6(A) Revenue Sources

Tax Revenues

There are a variety of revenue and funding sources available for transportation improvements. Portions of the moneys collected from property taxes, motor vehicle fuel tax (gas tax), and motor vehicle excise tax (MVET) are redistributed back to local agencies based on formulas which factor in total population and numbers of miles of certain arterial classifications. Only a small portion of property taxes collected go directly into the local "road fund". Current road mileage rates for Kittitas County are $1.8238 per $1000 assessed valuation. This value reflects the 1996 levy shift of $.1485/thousand to the County's general fund as well as the $.0664/thousand to law enforcement.

Other local option taxes available but currently not being utilized by Kittitas County include a vehicle license fee and additional fuel tax. The local vehicle license fee provision (RCW 82.80.020) would need to be approved by the County legislative authority but would be subject to repeal by a referendum. The fee limit is $15.00 per registered vehicle and could generate approximately $150,000 annually. A local option gas tax (RCW 82.80.010) would need to be approved by both the County legislative authority and by a majority of registered voters in the County. The tax is limited to 10% of the state gas tax ($0.023 per gallon), but could generate approximately $200,000 annually.

Grants and Loans

The most common grant sources are federal and state. The federal grants are administered by various agencies within the US Dept. of Transportation (USDOT) such as Federal Highway Administration (FHWA) and Federal Transit Authority (FTA). Most state transportation grants are administered by the Washington State Department of Transportation (WSDOT), County Road Administration Board (CRAB), and the Transportation Improvement Board (TIB). Small grants and loans are also available from the Department of Community Trade and Economic Development (DCTED) through the Public Works Trust Fund (PWTF) and Community Economic Revitalization Board (CERB) primarily for economic development projects. Small safety-related "mini-grants" are also available from the Washington State Traffic Safety Commission (WSTSC).

Most grants require a portion of the grant to be matched with local or other "non-grant" funds. Common percentages are 10 - 20% matching funds. Local funds used to match grant funds maximize the local tax dollars. This benefit is two-fold. First, local tax dollars that have gone into large state or federal grant fund accounts are coming back to benefit Kittitas County. For instance, a $200,000

project receives approval for an 80% grant ($160,000). Local match requirements are only $40,000. Local taxpayers have, of course, contributed to the grant through other taxing sources, but now they're seeing the benefits of their tax dollars coming back to Kittitas County. If the grant wasn't awarded here, it would have been awarded some place else and the dollars would not have gone to directly benefit Kittitas County taxpayers.

A second benefit that comes from maximizing the local "road fund" dollars by matching grant funds for large projects, is that there is more "road fund" left for other transportation improvement activities such as maintenance and small improvement projects that were either not eligible or not competitive for grants. Since most maintenance activities are not eligible for grants, this can be a tremendous boost to the maintenance budget which can only draw from the local "road fund".

Cautions to be heeded when pursuing grants and loans include the costs of administering the funds. There is no such thing as "free money" and, for some agencies, the cost of administering a grant is reason enough not to pursue it. Future restrictions associated with grants can also make them too restrictive or costly to pursue. There are many record-keeping, form-signing, reporting and auditing requirements associated with grants that have to be considered when applying for outside funding. There are ways to reduce these administrative costs by having trained, experienced staff handling the finances. Having a centralized "grant officer" who is familiar with the record-keeping of a variety of funding sources can be a tremendous savings both during the projects and during the audits following project completions.

4.7 PUBLIC PARTICIPATION

Discussions and decisions related to transportation are not made without active consultation with the public. Some forums are more successful than others at soliciting quality input from a broad cross-section of interests, so a variety of forums are available at many levels of the transportation planning process. The GMA provisions requiring consideration of Intergovernmental Coordination and Public Participation were accomplished, and there was review and deliberation for consistency in the adoption of the transportation section considering the Quad County Regional Transportation Planning Organization plan, the County-wide Planning Policies, and the work conducted by the Surface Transportation Planning group. In addition, the transportation section considered all the work of the subarea committees, testimony at the Transportation Improvement Program open houses and testimony at public hearings.

4.8 GOALS, POLICIES AND OBJECTIVES

Multi-Modal Transportation System, Arterial System, and System Maintenance

GPO 4.1 To develop and maintain a safe, efficient and environmentally sound multi-modal transportation system in accordance with local, state, and federal requirements.

GPO 4.2 Kittitas County shall promote a variety of transportation modes through the selection of transportation improvement projects and review of development proposals in the Urban Growth Areas, by considering alternative modes when reviewing development applications, incorporating multiple

modes into transportation improvement projects, and by establishing development standards to support the use of alternative transportation modes.

GPO 4.3 To create a transportation system that provides reasonable circulation for all users throughout the County.

GPO 4.4 Kittitas County shall provide a transportation system that enhances the safety of the community and which maximizes the use of the existing road system by maintaining a system of arterials, collectors and local access roads that forms an interconnected network for vehicular circulation.

GPO 4.5 To provide all-weather, all-season use of the arterial system for the movement of goods and services.

GPO 4.6 Kittitas County shall strive to maintain an arterial system that can accommodate legal weights year-round by developing a program for identifying and prioritizing maintenance and reconstruction projects for roads which are used primarily for freight and good movement.

GPO 4.7 To ensure an efficient regional system of arterials is functional, safe and consistent with regional priorities and comprehensive plans.

GPO 4.8 Kittitas County shall work with WSDOT, cities and neighboring counties to develop and maintain a system of arterials, collectors and local access roads that forms an interconnected network for the efficient movement of goods and people, by prioritizing arterials improvements and maintenance activities based on the function a facility serves, by providing for local vehicular access to arterials while minimizing conflicts with through traffic, and by participating in regional coordination efforts such as QuadCo RTPO.

GPO 4.9 To identify and encourage preservation of transportation corridors for future rights-of-way by identifying corridors to be preserved as part of the overall transportation plan, by requiring right-of-way dedication or easements as part of development approval, and by acquiring right-of-way for future needs through purchase from willing sellers.

GPO 4.10 Kittitas County will place the appropriate emphasis on maintenance activities in order to preserve the capital investment in the transportation system by dedicating maintenance funding through the annual budgeting process and by developing performance measures to demonstrate the cost savings associated with appropriately scheduled maintenance activities.

GPO 4.11 Encourage and initiate Road Improvement Districts and arterial road building projects with the capital facilities six-year plan to meet Concurrency requirements of anticipated growth.

GPO 4.12 Encourage a grid system in the UGAs and UGNs where practical.

GPO 4.13 Kittitas County shall adopt a LOS standard below which new development must mitigate its impacts.

GPO 4.14 To recognized non-motorized travel as a viable transportation mode by developing a county-wide non-motorized system plan and by improving and maintaining existing non-motorized facilities.

GPO 4.15 To review and modify the Parametrix draft dated June 1996 and to adopt a Non-Motorized Transportation System Plan that clearly reflects the direction for Kittitas County.

GPO 4.15A To work with other entities to identify viable options and projects for a connection of the John Wayne Pioneer Trail through, adjacent to, or around the City of Ellensburg.

GPO 4.15B Kittitas County discourages new public trail systems in farming areas.

GPO 4.15C To recognize air transport and airports as an important element.

Land use, Environment and Economic Development

GPO 4.16 To provide a transportation system that corresponds to and is consistent with patterns of land development in accordance with the adopted land use plans.

GPO 4.16A To adopt plans and regulations in compliance with RCW 36.70.547, or as amended thereafter, to protect airport operations.

GPO 4.17 Kittitas County shall ensure consistency between the land use and transportation plans through an iterative process for adjusting either or both plans by developing a process for reviewing plans for consistency and developing a policy for resolving inconsistencies or incompatibilities through an identification of needs and alternatives.

GPO 4.18 To ensure the transportation system can support new development and that development

GPO 4.19 Kittitas County shall evaluate the merits of a proposed land use action against the potential impacts on the transportation system by reviewing development proposals for potential impacts to the transportation system and requiring developments to identify and mitigate their transportation impacts through SEPA or other local regulatory actions.

GPO 4.20 To provide a transportation system that is safe, reliable and financially feasible while providing for the future needs of Kittitas County by evaluating system improvements with current and future needs in mind and by providing system improvements which reduce conflicts between passenger vehicles and agricultural equipment.

GPO 4.21 Kittitas County shall consider the environmental impacts of any proposed transportation decisions by proposing alternative transportation improvements which minimize environmental impacts, by complying with all application federal, state, and local environmental rules, and by integrating environmental review through the transportation decision making process.

GPO 4.22 To provide a transportation system which supports economic growth and vitality by developing policies related to capital improvements to support economic development.

GPO 4.23 Kittitas County shall develop and maintain a transportation system which provides access to and from centers identified in the comprehensive plans.

GPO 4.24 Kittitas County shall consider the traffic volumes, type of use, adjacent land uses, and maintenance costs before approving any new county-maintained gravel roads.

Level of Service (LOS) and Concurrency

GPO 4.25 To develop and implement LOS standards to evaluate the adequacy of transportation facilities which are measurable, understandable, and appropriate to the services and/or facilities being considered under local conditions.

GPO 4.26 Kittitas County shall utilize the Highway Capacity Manual (HCM) methodology to measure the effectiveness of the arterial system at arterial intersections by evaluating all arterial/arterial intersections (including state highways) to identify existing service levels and by developing a transportation model to evaluate the impacts of future land use alternatives on arterial/arterial intersections. Intersections which fall below level of service "C" in rural areas and "D" in urban areas shall be considered deficient.

GPO 4.27 To ensure that necessary transportation facilities and services to maintain adopted level of service standards are available when the impacts of development occur.

GPO 4.28 Kittitas County shall develop and implement a concurrency management system which identifies existing deficiencies, funded improvements, and system capacity balances.

GPO 4.29 To develop a LOS standard that corresponds to land development goals and policies as expressed in the overall Comprehensive Plan for Kittitas County.

GPO 4.30 To encourage land use development patters and support technologies which reduce the demand for increased capacity on roadways.

GPO 4.31 Kittitas County shall promote demand management strategies in areas which are experiencing increased congestion by encouraging transit, non- motorized transportation, telecommuting, flexible work hours and other demand management strategies where practical.

GPO 4.32 To develop a variety of performance measurements to evaluate the transportation system and prioritize improvements.

GPO 4.33 Kittitas County shall establish appropriate performance measurements which reflect the rural character of Kittitas County by developing and implementing a Pavement Management System (PMS) to measure pavement conditions and to prioritize maintenance or improvement projects, and by developing and implementing a Safety Management System (SMS) to identify potentially hazardous locations and to prioritize mitigation measures.

Financing Transportation Improvements

GPO 4.34 To maximize local funds by pursuing outside funding sources for transportation improvement projects.

GPO 4.35 Kittitas County shall pursue grant funding for appropriate transportation improvement projects by identifying possible funding sources for specific transportation improvement projects, by submitting grant applications to the appropriate reviewing agencies during the grant cycle, by developing grant proposals with realistic cost estimates and by following-up on grant applications denials to seek advice to become more competitive.

GPO 4.36 To consider all local revenue options for financing transportation improvements by evaluating the potential revenues against the political costs of imposing additional taxes and by seeking advice from other local agencies who have successfully implemented optional revenues.

GPO 4.37 To maximize benefits from expenditures of transportation funds

GPO 4.38 Kittitas County shall seek partnerships with other public or private agents when mutual benefits and significant cost savings are anticipated as a result of a coordinated transportation improvement project by coordinating transportation improvement projects with other jurisdictions, utilities and adjacent property owners to maximize benefits while minimizing costs.

GPO 4.39 To reduce administrative costs associated with transportation improvements

GPO 4.40 Kittitas County shall encourage efforts to reduce the costs associated with administration of transportation improvement projects by identifying opportunities to consolidate or coordinate administration responsibilities throughout a transportation improvement project as well as provide training on grant accounting and project administration.

GPO 4.41 To fund transportation improvement projects which meet the identified needs of the community

GPO 4.42 Kittitas County shall prioritize transportation improvement projects without identified funding sources based on community needs

GPO 4.43 To re-evaluate the land-use plan if transportation improvements cannot be reasonably funded

GPO 4.44 Kittitas County shall develop an ongoing process for evaluating transportation impacts of different land use proposals to ensure financial feasibility of the land use plan by developing a transportation model which can assign and distribute additional vehicle trips to the transportation system based on alternative land use assumptions and by evaluating alternative funding sources if transportation system improvements are anticipated as a result of proposed land uses.

Intergovernmental Coordination and Public Participation

GPO 4.45 To identify, review and resolve interjurisdictional transportation concerns within or affecting Kittitas County

GPO 4.46 Kittitas County shall coordinate transportation planning, construction and maintenance efforts with all affected agencies by developing joint transportation standards for UGAs with the adjoining city or town, by identifying stakeholders and including them in the decision-making process and jointly develop a process for resolving conflicts between jurisdictions.

GPO 4.47 To ensure coordination among federal, state, regional, and local transportation agencies related to laws, policies and plans in order to seek consistency and ensure compatibility with regional priorities.

GPO 4.48 Kittitas County shall actively participate on selected state, regional and local transportation committees by encouraging County representation on state, regional and local transportation committees, by actively participating in coordination efforts, and by reviewing County plans and policies for consistency with other plans and policies within the region.

GPO 4.49 Provide a variety of opportunities for quality public input on transportation decisions from a representative cross section of the community.

GPO 4.50 Kittitas County shall promote public information and communication with businesses, organizations, and individual citizens as part of the transportation planning and decision-making process by exploring innovative means to promote public dialog on transportation issue, and by encouraging meaningful public input throughout the decision-making process.

GPO 4.51 Kittitas County shall recognize the grandfathered rights of private landowners to use roads built on public lands under federal statute RS 2477.

GPO 4.52 To ensure concurrency of transportation planning and infrastructure in areas of high settlement patterns, Kittitas County will establish a formal bi-annual review process for levels of service (LOS) and land use settlement patterns.

CHAPTER FIVE: CAPITAL FACILITIES PLAN

5.1 CONTENTS

The CFP Element of the comprehensive plan is presented in four sections:

Introduction: Purpose of the CFP, statutory requirements, methodology.

Goals and Policies: Statements of requirements, level of service standards, guidelines, and criteria that are used to develop and implement the CFP.

Capital Improvements: List of proposed capital projects, including financing plan, future operating costs, and reconciliation of project capacity to level of service standards. This section is maintained by the Kittitas County Auditor's Office.

Implementation Programs: Summary of tools that will be used to implement the CFP. This section is also maintained by the Kittitas County Auditor's Office and adopted by reference.

The Capital Facilities Program is adopted through a separate process than the annual comprehensive plan amendment process. Any changes made are adopted by reference to the Kittitas County Comprehensive Plan at adoption.

5.2. INTRODUCTION

Definition And Purpose Of Capital Facilities Plan

The CFP is a 6-year plan for capital improvements that support Kittitas County's current and future population and economy. The capital improvements are fully funded (i.e., not a "wish list"). One of the principal criteria for identifying needed capital improvements are standards for levels of service (LOS). The CFP contains LOS standards for each public facility, and requires that new development be served by adequate facilities (i.e., the "concurrency" requirement). The CFP also contains broad goals and specific policies that guide and implement the provision of adequate public facilities.

The purpose of the CFP is to use sound fiscal policies to provide adequate public facilities consistent with the land use element and concurrent with, or prior to the impacts of development in order to achieve and maintain adopted standards for levels of service, and to exceed the adopted standards, when possible.

WHY PLAN FOR CAPITAL FACILITIES?

There are at least three reasons to plan for capital facilities: (1) growth management, (2) good management, and (3) eligibility for grants and loans.

Growth Management

A CFP is required by the GMA. The CFP is one of six required elements of Kittitas County's comprehensive plan:

- Land Use
- Housing
- Transportation
- Utilities
- Rural (counties only)
- Capital Facilities Plan

Capital facilities plans are required in the comprehensive plan in order to:

- Provide capital facilities for land development that is envisioned or authorized by the land use element of the comprehensive plan.

- Maintain the quality of life for existing and future development by establishing and maintaining standards for the level of service of capital facilities.

- Coordinate and provide consistency among the many plans for capital improvements, including:
  - Other elements of the comprehensive plan (i.e., transportation and utilities elements),
  - Master plans and other studies of the local government,
  - Plans for capital facilities of state and/or regional significance,
  - Plans of other adjacent local governments, and
  - Plans of special districts.

- Ensure the timely provision of adequate facilities as required in the GMA.

- Document all capital projects and their financing (including projects to be financed by impact fees and/or real estate excise taxes that are authorized by GMA).

The CFP is the element that makes the rest of the comprehensive plan "real". By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the CFP determines the quality of life in the community. The requirement to fully finance the CFP (or revise the land use plan) provides a reality check on the vision set forth in the comprehensive plan. The capacity of capital facilities that are provided in the CFP affects the size and configuration of the urban growth area.

Good Management

Planning for major capital facilities and their costs enables Kittitas County to:

- demonstrate the need for facilities and the need for revenues to pay for them;
- estimate future operation/maintenance costs of new facilities that will impact the annual budget;
- take advantage of sources of revenue (i.e., grants, impact fees, real estate excise taxes) that require a CFP in order to qualify for the revenue; and
- get better ratings on bond issues when the County borrows money for capital facilities (thus reducing interest rates and the cost of borrowing money).

Eligibility for Grants and Loans

DCTED's Public Works Trust Fund requires that local governments have some type of CFP in order to be eligible for grants and loans. Some other grants and loans have similar requirements (i.e., Interagency for Outdoor Recreation), or give preference to governments that have a CFP.

After the CFP is completed, and adopted as part of the comprehensive plan, the County must adopt development regulations to implement the plan. The development regulations must be completed within one year of the adoption of the comprehensive plan. The development regulations will provide detailed regulations and procedures for implementing the requirements of the plan.

Each year the CFP must be updated. The annual update will be completed before the County's budget is adopted in order to incorporate the capital improvements from the updated CFP in the County's annual budget.

NEW CAPITAL FACILITIES PLANS (CFP) vs. TRADITIONAL CAPITAL IMPROVEMENTS PROGRAMS (CIP)

Traditional capital improvements programs (which are often "wish lists") will not meet these requirements. Figure 5.1 compares traditional CIP's to the new CFP.

LEVEL OF SERVICE METHOD FOR ANALYZING CAPITAL FACILITIES

Explanation of Levels of Service

Levels of service are usually quantifiable measures of the amount of public facilities that are provided to the community. Levels of service may also measure the quality of some public facilities.

Typically, measures of levels of service are expressed as ratios of facility capacity to demand (i.e., actual or potential users). Figure 5.2 lists examples of levels of service measures for some capital facilities

Each of these levels of service measures needs one additional piece of information: The specific quantity that measures the current or proposed level of service. For example, the *standard* for parks might be 5 acres per 1,000 population, but the *current* level of service may be 2.68 acres per 1,000, which is less than the standard.

In order to make use of the level of service method, the County selects the way in which it will measure each facility (i.e., acres, gallons, etc.), and it identifies the amount of the current and proposed (i.e., standard) level of service for each measurement.

There are other ways to measure the level of service of many of these capital facilities. The examples in Figure 2 are provided in order to give greater depth to the following discussion of the use of levels of service as a method for determining the County's need for capital facilities.

Method for Using Levels of Service

The level of service method answers two questions in order to develop a financially feasible CFP. The GMA requires the CFP to be based on standards for service levels that are measurable and financially feasible for the six fiscal years following adoption of the plan. The County is required to adopt its plan to meet its capital needs for the fiscal years 1996 through 2001.

There are two questions that must be answered in order to meet the GMA requirements:

1. What is the quantity of public facilities that will be required by the end of the 6th year (i.e., 2001)?

2. Is it financially feasible to provide the quantity of facilities that are required by the end of the 6th year (i.e., 2001)?

The answer to each question can be calculated by using objective data and formulas. Each type of public facility is examined separately (i.e., roads are examined separately from parks). The costs of all the facilities are then added together in order to determine the overall financial feasibility of the CFP.

Question 1. What is the quantity of public facilities that will be required by the end of the 6th year (i.e., 2001)?

Formula 1.1: Demand X Standard = Requirement

Where Demand is the estimated 2000 population or other appropriate measure of need (i.e., dwelling units), and Standard is the amount of facility per unit of demand (i.e., acres of park per capita)

The answer to this formula is the total amount of public facilities that are needed, regardless of the amount of facilities that are already in place and being used by the public.

Formula 1.2: Requirement - Inventory = Surplus or Deficiency

Where Requirement is the result of Formula 1.1, and Inventory is the quantity of facilities available as of December 31, 1994 (the beginning of the six years covered by the plan).

This formula uses the inventory of existing public facilities, plus facilities that will be completed by December 31, 1994, to offset the total requirement of Formula 1.1. The answer to Formula 1.2 is the net surplus of public facilities, or the net deficit that must be eliminated by additional facilities before December 31, 2001.

Question 2. Is it financially feasible to provide the quantity of facilities that are required by the end of the 6th year (i.e., 2001)?

A "preliminary" answer to Question 2 is prepared to test the financial feasibility of tentative/proposed standards of service. The preliminary answers use "average costs" of facilities, rather than specific project costs. This approach avoids developing detailed projects and costs that would be unusable if the standard proved to be financially unfeasible. If the standards are feasible at the preliminary level,

detailed projects are prepared for the "final" answer to Question 2. If, however, the preliminary answer indicates that a standard of service is not financially feasible, six options are available to the County:

- Reduce the standard of service, which will reduce the cost, or increase revenues to pay for the proposed standard ofservice (higher rates for existing revenues, and/or new sources of revenue), or

- Reduce the average cost of the public facility (i.e., alternative technology or alternative ownership or financing), thus reducing the total cost, and possibly the quality, or

- Reduce the demand by reducing consumption (i.e., transportation demand management techniques, recycling solid waste, water conservation, etc.) which may cost more money initially, but may save money later, or

- Any combination of options.

The preliminary answer to Question 2 is prepared using the following formulas (P = preliminary):

Formula 2.1P: Deficiency X Average Cost Per Unit = Deficiency Cost

Where Deficiency is the Result of Formula 1.2, and Average Cost/Unit is the usual cost of one unit of facility (i.e., mile of road, acre of park)

The answer to Formula 2.1P is the approximate cost of eliminating all deficiencies of public facilities, based on the use of an "average" cost for each unit of public facility that is needed.

Formula 2.2P: Deficiency Cost - Revenue = Net Surplus or Deficiency

Where Deficiency Cost is the result of Formula 2.1P, and Revenue is the money currently available for public facilities.

The result of Formula 2.2P is the preliminary answer to the test of financial feasibility of the standards of service. A surplus of revenue in excess of cost means the standard of service is affordable with money remaining (the surplus), therefore the standard is financially feasible. A deficiency of revenue compared to cost means that not enough money is available to build the facilities, therefore the standard is not financially feasible. Any standard that is not financially feasible will need to be adjusted using the 6 strategies listed above.

One of the CFP support documents, "Capital Facilities Requirements" contains the scenarios for Kittitas County.

The "final" demonstration of financial feasibility uses detailed costs of specific capital projects in lieu of the "average" costs of facilities used in the preliminary answer, as follows (F = final):

Formula 2.1F: Capacity Projects + Non-capacity Projects = Project Cost

Where Capacity Projects is the cost of all projects needed to eliminate the deficiency for existing and future development (Formula 1.2), including upgrades and/or expansion of existing facilities as well as new facilities, and Non- capacity Projects is the cost of remodeling, renovation or replacement needed to maintain the inventory of existing facilities.

Formula 2.2F: Project Cost - Revenue = Net Surplus or Deficiency

Where Project Cost is the result of Formula 2.1F, and Revenue is the money available for public facilities from current/proposed sources.

The "final" answer to Question 2 validates the financial feasibility of the standards for levels of service that are used for each public facility in the CFP and in the other elements of the comprehensive plan. The financially feasible standards for levels of service and the resulting capital improvement projects are used as the basis for policies and implementation programs in the final Capital Facilities Plan.

Setting the Standards for Levels of Service (LOS)

Because the need for capital facilities is largely determined by the LOS that are adopted, the key to influencing the CFP is to influence the selection of the level of service standards. Level of service standards are measures of the quality of life of the community. The standards should be based on the community's vision of its future and its values.

Traditional approaches to capital facilities planning rely on technical experts (i.e., staff and consultants) to determine the need for capital improvements. In the scenario-driven approach, these experts play an important advisory role, but they do not control the determination. Their role is to define and implement a process for the review of various scenarios, to analyze data and make suggestions based on technical considerations.

The final, legal authority to establish the LOS rests with the County Board because they enact the level of service standards that reflect the community's vision. Their decision should be influenced by recommendations of the: (1) Planning Commission; (2) providers of public facilities (i.e., County departments, special districts, private utilities, State of Washington, tribal governments, etc.); (3) formal advisory groups that make recommendations to the providers of public facilities i.e., community planning groups; (4) the general public through individual citizens and community civic, business, and issue-based organizations that make their views known, or are sought through sampling techniques.

An individual has many opportunities to influence the LOS. These opportunities include attending and participating in meetings, writing letters, responding to surveys or questionnaires, joining organizations that participate in the CFP process, being appointed/elected to an advisory group, making comments/ presentation/testimony at the meetings of any group or government agency that influences the LOS decision and giving input during the SEPA review process.
The scenario-driven approach to developing the level of service standards provides decision-makers and anyone else who wishes to participate with a clear statement of the outcomes of various levels of service for each type of public facility. This approach reduces the tendency for decisions to be

controlled by expert staff or consultants, and opens up the decision-making process to the public and advisory groups, and places the decisions before the County Board.

Selection of a specific level of service to be the "adopted standard" is accomplished by a 10-step process:

1. The "current" (1994) actual level of service was calculated.

2. Departmental service providers were given national/regional standards or guidelines and examples of local LOS from other local governments.

3. Departmental service providers researched local standards from County studies, master plans, ordinances and development regulations.

4. Departmental service providers recommended a standard for the County's CFP.

5. Departmental service providers prepared specific capital improvements projects to support the 1996-2001 LOS.

6. The draft CFP is reviewed/discussed and recommended by the Planning Commission to the County Board.

7. The County Board formally adopts levels of services as part of the CFP.

The final standards for levels of service are adopted in GPO 5.12. The adopted standards (1) determine the need for capital improvements projects (see GPO 5.17 and the Capital Improvements section) and (2) are the benchmark for testing the adequacy of public facilities for each proposed development pursuant to the "concurrency" requirement (see GPO 5.45). The adopted standards can be amended, if necessary, once each year as part of the annual amendment of the comprehensive plan. Within 24 months of adoption of the comp plan, proposed capital facilities Level of Service will be established pursuant to the 7-step process outlined above.

5.2.1 Public Parks and Recreation

5.2.1(A) Introduction

Being centrally located with the state and easily accessed by two interstate highways, Kittitas County has become a recreational destination for many people. Both public and privately owned land and facilities are utilized throughout the year from snow skiing and hunting in the winter to fishing, hiking, and river floats in the summer.

As illustrated in the Land Use Element, approximately 59% of Kittitas County is owned by state and federal agencies. These lands, particularly the Wenatchee and Snoqualmie National Forest, L.T. Murray and Quilamene Wildlife Recreation Areas, and the Department of Natural Resources (DNR) trust lands, offer the public the greatest opportunity for outdoor recreation. In total, Kittitas County has designated 87,478 acres as Public Recreation on the Comprehensive Plan Land Use Map.

5.2.1(B) Existing Conditions

Spring/Summer Opportunities

The Yakima River, with its head-waters located in Kittitas County, provides an abundance of recreational opportunities to county residents and tourists. Ranked by many as one of the west's top natural fisheries, the Yakima River attracts many sports fisherman from around the state, as well as local citizens. In addition to the Yakima River, a number of lakes, streams, and creeks provide great fishing potential for county residents and tourists.

In addition to sports fishing opportunities, the Yakima River is utilized by many county residents for river floats. In response to the increasing public use the Bureau of Land Management has improved a number of recreational sites within the Yakima River Canyon. The Roza Dam Recreational Facility provides sanitary facilities, waste receptacles, picnic areas, and a boat-launch for users of the Yakima River.

Kittitas County provides the only improved, non-fee boat launch facility to the Columbia River in Kittitas County. This facility is located within the Vantage townsite and also provides sanitary facilities, picnic areas, and waste receptacles. Although most heavily used from late spring to early fall, this launch is open year round.

The vast number of public lands in Kittitas County, offer county citizens with hiking, camping, biking, horseback riding, and off-road vehicle (ORV) activities throughout the year. The L.T. Murray Wildlife Recreation area is perhaps the most widely used for these purposes. In order to promote non-motorized transportation, Kittitas County has provided a bike lane on Umptanum Road to Irene Rinehart Park and a pedestrian path on Airport Road to Bowers Field.

Kittitas County is in the process of two (2) new parks projects. The Coal Mines Trail is a multi-jurisdiction regional trail which follows the old rail corridor between Cle Elum, Roslyn to Ronald. While the trail is managed by a six member Trail Commission, the trail is owned by the three jurisdictions through which it passes: Cle Elum, Roslyn and Kittitas County. The property was acquired in 1994, but development of the trail and trailheads has just started to be considered. Kittitas County has been given preliminary approval from the WA-CERT for a USDA Forest Service Rural Community Assistance Grant for $30,000 to design the trailheads at Cle Elum, Roslyn and Ronald. IAC funding is being requested for construction of the Cle Elum trailhead. IAC will likely be a future source of funding for this project.

Washington State Parks and Recreation Commission operate and maintain a number of parks in Kittitas County, including, but not limited to, the Easton, Olmsted, and Ginko State Parks. Also, the John Wayne Trail is operate and maintained by the Washington State Parks and Recreation Commission. The John Wayne Trail provides citizens of Kittitas County with a non-motorized transportation route.

Fall/Winter Opportunities

Large portions of Kittitas County, provide excellent hunting opportunities for area residents as well as out of area hunters. The Washington State Department of Fish and Wildlife has designated many Game Management Units (GMUs), used in conjunction with the deer season, within Kittitas County. In total, there are eleven GMUs designated in Kittitas County offering assorted deer seasons from September through December. In addition, to three deer seasons, the Washington State Department of Fish and Wildlife have defined portions of both the Yakima and Colockum unit elk hunts within Kittitas County. Once again, the three elk seasons range from September to December each year.

Kittitas County is located within the pacific flyway for migratory waterfowl, providing local residents and out-of-area hunters with ample hunting opportunities. Upland bird hunting is also popular recreational activities in Kittitas County. Upland bird and waterfowl seasons range from September through January.

Other popular fall and winter recreational activities in Kittitas County are downhill and cross-country skiing. There are three private ski facilities located at Snoqualmie Pass, offering downhill and cross-country skiing and snow boarding areas for the public.

Sno-parks provide County residents and tourists with parking areas to access snow mobile, snow shoeing, and cross-country skiing areas. The Washington State Parks Department currently provides approximately fifteen (15) sno-parks within Kittitas County. Under a maintenance agreement with Washington State Parks Department, Kittitas County maintains five (5) of these approximately fifteen (15) sno-parks. This includes: Kachees Lake Road, Salmon La Sac Road, Teanaway Road, Reecer Creek Road, and Naneum Road.

5.2.1(C) Recreational Safety

According to the Kittitas County Sheriffs Department, the Cle Elum River drainage is the number one recreational destination in the Pacific Northwest and Kittitas County as a whole is the number one snow mobile destination during the winter months. In order to provide a public safety and law enforcement to remote areas of the County, the Sheriffs Department currently employees two (2) off-road vehicle (ORV) deputies. These deputies have two ORVs and two motorcycles available for their use.

In addition to the ORV vehicles, the Kittitas County Sheriffs Department has two motorized boats. One boat is driven by a jet drive and is used on the Yakima River for rescue operations. The other is a Boston Whaler, which is stored at the Wanapum State Park and is utilized during the summer months to patrol Wanapum Lake and offer emergency personnel access to areas inaccessible by cars or trucks.

5.2.1(D) Future Recreational Opportunities

As the population of Kittitas County grows, there may be an increased demand for improved recreational facilities and parks for County residents and tourists. In order to provide for the possible increased demands, Kittitas County is currently researching the possibility of constructing a park near Bowers Field in the northern portion of the City of Ellensburg's urban growth area. Several softball fields, a baseball field, soccer fields, and a basketball court are only a few of the possibilities for organized recreational use.

Other areas which may benefit from improved park facilities, are the urban growth nodes. During the course of the planning period, Kittitas County may conduct feasibility studies for the future parks within the urban growth nodes and other urban growth areas.

5.2.2 POTENTIAL IMPACTS

This section discusses various potential impacts which could arise as development occurs with the County. Specifically, this section will discuss public safety, private and municipal water service, parks and recreation, and public facilities. Although general potential impacts can be identified, specific development proposals will continue to be reviewed for additional and project specific impacts.

5.2.2(A) Public Safety

Police Protection

The Kittitas County Sheriffs Department provides countywide law enforcement. As development occurs and additional population moves into the County, increased demands for police protection may occur. Kittitas County may need to increase the number of sworn officers, patrol vehicles, corrections officers, jail space, etc. to mitigate against increased demands. As discussed in Chapter 2, Land Use, Kittitas County has designated four urban growth nodes (a fifth UGN, Vantage, is expected to be adopted in 1997) in which urban type development and densities may occur. This increased density in the remote rural areas of the county, could force the County into developing an upper-county "satellite" office of the Kittitas County Sheriffs Department. The Kittitas County 6-year Capital Facilities Plan currently does not have such a project listed. Therefore, the 6-year CFP may need to be amended if the need arises.

The City of Ellensburg, as the largest incorporated city in Kittitas County, also has the largest municipal police force. As discussed in Chapter 2, Land Use, the County has adopted a urban growth area for the City of Ellensburg. As areas of the UGA are annexed it may become increasingly difficult for the City and County police forces to distinguish who has jurisdiction over criminal matters. As is the case with potential impacts to the Kittitas County Sheriffs resources, the Ellensburg Police Department could face the same issues. However, the City of Ellensburg has adopted its Comprehensive Plan and those impacts should be identified as well as potential measures to mitigate those impacts.

The remaining incorporated communities (Cle Elum, South Cle Elum, and Roslyn) have had their respective city limits designated as their UGA boundaries. As growth occurs within these respective cities, impacts to their respective police forces may occur.

Fire Protection

There are currently eight (8) fire districts within the unincorporated Kittitas County. Kittitas County Fire District No. 2 serves the largest area and population of the unincorporated County. In addition, Fire District No. 2 also has a joint response agreement with the City of Ellensburg Fire Department. As development occurs and population increases within the unincorporated County, increased demands for fire protect and emergency services may occur.

Each of the incorporated communities have Fire Department's, with Ellensburg Fire Department having the greatest number of emergency service personnel. However, because of the current number of emergency service personnel in the smaller communities, the impacts may be greater than that to the City of Ellensburg.

The area of greatest potential impacts to the municiple and unincorporated emergency response should be the urban growth areas and urban growth nodes, in which the majority of the population increase should occur.

5.2.2(B) Parks and Recreation

As growth continues to occur both in the urban and rural areas of Kittitas County, there may be increased impacts on existing recreational areas and a demand for additional areas and opportunities. In order to address the potential demands and impacts, Kittitas County has taken the approach that incorporated communities should be responsible for organized recreational opportunities and park systems, while the County is responsible for the unorganized, passive recreational opportunities.

5.3 GOALS, POLICIES AND OBJECTIVES

Public Facility Needs

GPO 5.1 Define types of public facilities, establish standards for levels of service for each type of public facility, and determine what capital improvements are needed in order to achieve and maintain the standards for existing and future populations, and to repair or replace existing public facilities.

GPO 5.2 Definitions. The following definitions apply throughout this Capital Facilities Plan.

GPO 5.3 "Capital improvement" means land, improvements to land, structures (including design, permitting, and construction), initial furnishings and selected equipment. Capital improvements have an expected useful

GPO 5.4 "Category of public facilities" means a specific group of public facilities, as follows:

A. Category A public road facilities are facilities owned or operated by Kittitas County and subject to the requirement for concurrency.

B. Category B public facilities are facilities owned or operated by independent districts, or private organizations and subject to the requirement for concurrency.

C. Category C public facilities are facilities owned or operated by Kittitas County but not subject to the requirement for concurrency.

D. Category D public facilities are facilities owned or operated by independent districts, or private organizations and not subject to the requirement for concurrency.

GPO 5.5 "Development permit" means any document granting, or granting with conditions, an application for a land use designation or redesignation, zoning or rezoning, subdivision plat, short plat, site plan, building permit, special exception, variance, or any other official action of the County having the effect of authorizing the development of land.

A. "Final development permit" means a building permit, site plan approval, final subdivision approval, short subdivision approval, variance, or any other development permit which results in an immediate and continuing impact upon public facilities.

B. "Preliminary development permit" means a land use designation or redesignation, zoning or rezoning, or subdivision preliminary plat.

GPO 5.6 "Public facility" means the capital improvements and systems of each of the following:

A. Airport
B. County administrative offices
C. County fairgrounds
D. Emergency medical services
E. Juvenile Detention
F. Library services
G. Maintenance shop and storage facilities
H. Parking - general purpose
I. Parks and recreation
J. Probation services
K. Regional justice center
L. Roads
M. Sanitary sewer
N. Schools
O. Solid waste
P. Surface water management
Q. Transit
R. Water

GPO 5.7 Application of Standards. The County shall establish standards for levels of service for Categories A, B, C and D of public facilities. The levels of service shall be cooperatively defined by all segments of the public and private sector involved in providing a particular service. The County shall apply the standards as follows:

GPO 5.8 Category A. The standards for levels of service of each type of public facility in Category A shall apply to development permits issued by the County after May 1, 1996 (as described GPO 5.12), the County's annual budget beginning with the 1997 fiscal year, the County's Capital Improvements Program beginning with the 1997 fiscal year, and other elements of this Comprehensive Plan.

GPO 5.9 Category B. The standards for levels of service of each type of public facility in Category B shall apply to development permits issued by the County after May 1, 1996 (as described

in GPO 5.48), and other elements of this Comprehensive Plan. Category B public facilities are provided by entities other than Kittitas County, therefore the standards for levels of service shall not apply to the County's annual budget or the County's Capital Improvements Program, however the standards for levels of service shall apply to the annual budgets and Capital Improvements Programs of the entities which provide the public facilities.

GPO 5.10 Category C. The standards for levels of service of each type of public facility in Category C shall not apply to the concurrency management system as set forth in GPO 5.48, however the standards for levels of service shall apply to the County's annual budget beginning with the 1996 fiscal year, the County's Capital Improvements Program beginning with the 1996 fiscal year, and other elements of this Comprehensive Plan.

GPO 5.11 Category D. The standards for levels of service of each type of public facility in Category D shall not apply to the concurrency management system as set forth in GPO 5.48 Category D public facilities are provided by entities other than Kittitas County, therefore the standards for levels of service shall not apply to the County's annual budget or the County's Capital Improvements Program, however the standards for levels of service shall apply to the annual budgets and Capital Improvements Programs of the entities which provide the public facilities.

GPO 5.12 Standards for Levels of Service. The standards for levels of service of public facilities shall be as follows ("per person" or "per 1,000 population" means population of the jurisdiction that provides the public facility, unless otherwise indicated). The County may create separate standards for levels of service in the urban and rural areas of the County.

Facility	**Standard for Level of Service**
GPO 5.13	Category A Public Facilities
Roads (Local)	See Transportation Element Policy
GPO 5.14	Category B Public Facilities
Roads (State)	See Transportation Element Policy
GPO 5.15	Category C Public Facilities
County Administrative Offices:	Office Space 1,095 sq. ft. per 1,000 Population
County Fairgrounds:	
Acres	0.29 per 1,000 Fair Attendees
Administrative Offices	132 sq. ft. per 1,000 Population
Exhibit Hall	483 sq. ft. per 1,000 Fair Attendees
Maintenance Shop	900 sq. ft. per Shop Employee
Parking Spaces	4.5 per 1,000 Fair Attendees
Public Restrooms	0.08 per 1,000 Fair Attendees
Juvenile Detention:	Beds 1.53 per 1,000 Population
Maintenance Shop and Storage Facilities:	
Building	788 sq. ft. per 1,000 Population

Parking - General Purpose:	
Parking Spaces	1.17 Employees per Parking Space
Parks and Recreation:	
Regional Parks	3.96 acres per 1,000 Population
Trails	0.44 miles per 1,000 Population
Probation Services:	
Office Space	47 sq. ft. per 1,000 Population
Regional Justice Center:	
Courtrooms	0.12 per 1,000 Population
Jail	5.4 Beds per 1,000 Population
Office Space	385 sq. ft. per 1,000 Population
Solid Waste:	
Disposal	4.0 Pounds per Capita per Day
Transit	See Transportation Element Policy
GPO 5.16 Category D Public Facilities	
Airport:	
Kittitas County Airport	Airport Capacity Equals 100% Aircraft Operations Demand
Emergency Medical Services:	
Easton FD No. 3	_____
Ellensburg Area FD No. 2	_____
Hospital District No. 1 (Lower County)	_____
Hospital District No. 2 (Upper County)	_____
Lake Kachess FD No. 8	_____
Lower County FD No. 1	_____
Ronald/Lake Cle Elum FD No. 6	_____
Snoqualmie Pass FD No. 51	_____
Thorp FD No. 1	_____
Upper County FD No. 2	_____
Upper County Area FD No. 7	_____
Vantage FD No. 4	_____
Sanitary Sewer:	
City of Cle Elum	100 Gallons per Capita per Day
Town of South Cle Elum	100 Gallons per Capita per Day *
City of Ellensburg	100 Gallons per Capita per Day *
City of Kittitas	100 Gallons per Capita per Day *
Water District No. 2	105 Gallons per Capita per Day

Snoqualmie Pass Sewer and Water District	100 Gallons per Capita per Day *
Water District No. 6	100 Gallons per Capita per Day *

* Washington State DOE sewer design standard for residential development (in lieu of information from provider)

School District Facilities:

Cle Elum/Roslyn	_____
Easton	_____
Kittitas	_____
Thorp	_____
Ellensburg	_____
Damman	_____

Water:

City of Cle Elum	100 Gallons per Capita per Day
Town of South Cle Elum	100 Gallons per Capita per Day
City of Ellensburg	800 Gallons per Day per ERU *
City of Kittitas	135 Gallons per Capita per Day
Snoqualmie Pass Sewer and Water District	800 Gallons per Day per ERU *
Water District No. 2	800 Gallons per Day per ERU *
Water District No. 3	320 Gallons per Capita per Day
Water District No. 4	800 Gallons per Day per ERU *
Water District No. 5	800 Gallons per Day per ERU *
Water District No. 6	800 Gallons per Day per ERU *

* Washington State DOE minimum LOS for water supply (in lieu of information from provider)

GPO 5.17 Determining Public Facility Needs. The County shall determine the quantity of capital improvements that is needed as follows:

GPO 5.18 The quantity of capital improvements needed to eliminate existing deficiencies and to meet the needs of future growth shall be determined for each public facility by the following calculation: $Q = (S \times D) - I$.

Where Q is the quantity of capital improvements needed,
S is the standard for level of service,
D is the demand, such as the population, and
I is the inventory of existing facilities.

The calculation shall be used for existing demand in order to determine existing deficiencies. The calculation shall be used for projected demand in order to determine needs of future growth. The estimates of projected demand shall account for demand that is likely to occur from previously issued development permits as well as future growth.

GPO 5.19 There are two circumstances in which the standards for levels of service are not the exclusive determinant of need for a capital improvement:

A. Repair, remodeling, renovation, and replacement of obsolete or worn out facilities shall be determined by the County Commission upon the recommendation of the appropriate Department Head.

B. Capital improvements that provide levels of service in excess of the standards adopted in this Comprehensive Plan may be constructed or acquired at any time as long as the following conditions are met:

1. the capital improvement does not make financially infeasible any other capital improvement that is needed to achieve or maintain the standards for levels of service adopted in this Comprehensive Plan, and

2. the capital improvement does not contradict, limit or substantially change the goals and policies of any element of this Comprehensive Plan, and

3. one of the following conditions is met:

the excess capacity is an integral part of a capital improvement that is needed to achieve or maintain standards for levels of service (i.e., the minimum capacity of a capital project is larger than the capacity required to provide the level of service), or

the excess capacity provides economies of scale making it less expensive than a comparable amount of capacity if acquired at a later date, or

the asset acquired is land that is environmentally sensitive, or designated by the County as necessary for conservation, or recreation, or

the excess capacity is part of a capital project financed by general obligation bonds approved by referendum.

GPO 5.20 Priorities. The relative priorities among capital improvements projects are as follows:

GPO 5.21 Priorities Among Types of Public Facilities. Legal restrictions on the use of many revenue sources limit the extent to which types of facilities compete for priority with other types of facilities because they do not compete for the same revenues. All capital improvements that are necessary for achieving and maintaining a standard for levels of service adopted in this Comprehensive Plan are included in the financially feasible schedule of capital improvements contained in this Capital Facilities Plan. The relative priorities among types of public facilities (i.e., roads, sanitary sewer, etc.) were established by adjusting the standards for levels of service and the available revenues until the resulting public facilities needs became financially feasible. This process is repeated with each update of the Capital Facilities Plan, thus allowing for changes in priorities among types of public facilities.

GPO 5.22 Priorities of Capital Improvements Within a Type of Public Facility. Capital improvements within a type of public facility are to be evaluated on the following criteria and considered in the order of priority listed below. The County shall establish the final priority of all capital facility improvements using the following criteria as general guidelines. Any revenue source that cannot be used for a high priority facility shall be used beginning with the highest priority for which the revenue can legally be expended.

A. Reconstruction, rehabilitation, remodeling, renovation, or replacement of obsolete or worn out facilities that contribute to achieving or maintaining standards for levels of service adopted in this Comprehensive Plan.

B. New or expanded facilities that reduce or eliminate deficiencies in levels of service for existing demand. Expenditures in this priority category include equipment, furnishings, and other improvements necessary for the completion of a public facility (i.e., recreational facilities and park sites).

C. New public facilities, and improvements to existing public facilities, that eliminate public hazards if such hazards were not otherwise eliminated by facility improvements prioritized according to Policies a or b, above.

D. New or expanded facilities that provide the adopted levels of service for new development and redevelopment during the next six fiscal years, as updated by the annual review of this Capital Facilities Plan. The County may acquire land or right-of-way in advance of the need to develop a facility for new development. The location of facilities constructed pursuant to this Policy shall conform to the Land Use Element, and specific project locations shall serve projected growth areas within the allowable land use categories. In the event that the planned capacity of public facilities is insufficient to serve all applicants for development permits, the capital improvements shall be scheduled to serve the following priority order:

   1. previously approved permits for redevelopment,
   2. previously approved permits for new development,
   3. new permits for redevelopment, and
   4. new permits for new development.

E. Improvements to existing facilities, and new facilities that significantly reduce the operating cost of providing a service or facility, or otherwise mitigate impacts of public facilities on future operating budgets.

F. New facilities that exceed the adopted levels of service for new growth during the next six fiscal years by either

   1. providing excess public facility capacity that is needed by future growth beyond the next six fiscal years, or
   2. providing higher quality public facilities than are contemplated in the County's normal design criteria for such facilities.

G. Facilities not described in Policies A through F, above, but which the County is obligated to complete, provided that such obligation is evidenced by a written agreement the County executed prior to the adoption of this Comprehensive Plan.

GPO 5.23 All facilities scheduled for construction or improvement in accordance with this Policy shall be evaluated to identify any plans of State or local governments or districts that affect, or will be affected by, the proposed County capital improvement.

GPO 5.24 Project evaluation may also involve additional criteria that are unique to each type of public facility, as described in other elements of this Comprehensive Plan.

GPO 5.25 Kittitas County shall consider recreation needs and the services which the County is able to provide by developing a county-wide recreation plan in coordination with other agencies and jurisdictions within Kittitas County. Recreation opportunities and facilities include, but are not limited to parks, trails, river access, public lands access, campgrounds and picnic facilities.

Financial Feasibility

GPO 5.26 Provide needed public facilities that are within the ability of the County to fund the facilities, or within the County's authority to require others to provide the facilities.

GPO 5.27 Financial Responsibility. Existing and future development shall both pay for the costs of needed capital improvements.

GPO 5.28 Existing development.

A. Existing development shall pay for the capital improvements that reduce or eliminate existing deficiencies, some or all of the replacement of obsolete or worn out facilities, and may pay a portion of the cost of capital improvements needed by future development.

B. Existing development's payments may take the form of user fees, charges for services, special assessments and taxes.

GPO 5.29 Future development:

A. Future development may be required to pay its fair share of the capital improvements needed to address the impact of such development, and may pay a portion of the cost of the replacement of obsolete or worn out facilities. Upon completion of construction, "future" development becomes "existing" development, and shall contribute to paying the costs of the replacement of obsolete or worn out facilities as described in GPO 5.28 (A), above.

B. Future development's payments may take the form of, but are not limited to, voluntary contributions for the benefit of any public facility, impact fees, mitigation payments, capacity fees, dedications of land, provision of public facilities, and future payments of user fees, charges for services, special assessments and taxes. Future development shall not pay fees for the portion of any public facility that reduces or eliminates existing deficiencies.

GPO 5.30 Existing and future development may both have part of their costs paid by grants, entitlements or public facilities from other levels of government and independent districts.

GPO 5.31 Financing Policies. Capital improvements shall be financed, and debt shall be managed as follows:

GPO 5.32 Capital improvements financed by County enterprise funds (i.e., solid waste) shall be financed by:

A. debt to be repaid by user fees and charges and/or connection or capacity fees for enterprise services, or

B. current assets (i.e., reserves, equity or surpluses, and current revenue, including grants, loans, donations and interlocal agreements), or

C. a combination of debt and current assets.

GPO 5.33 Capital improvements financed by non- enterprise funds shall be financed from either current assets: (i.e., current revenue, fund equity and reserves), or debt, or a combination thereof. Financing decisions shall include consideration for which funding source (current assets, debt, or both) will be a) most cost effective, b) consistent with prudent asset and liability management, c) appropriate to the useful life of the project(s) to be financed, and d) the most efficient use of the County's ability to borrow funds.

GPO 5.34 Debt financing shall not be used to provide more capacity than is needed within the schedule of capital improvements for non-enterprise public facilities unless one of the conditions of GPO 5.19(B)(3) is met.

GPO 5.35 Operating and Maintenance Costs. The County shall not provide a public facility, nor shall it accept the provision of a public facility by others, if the County or other provider is unable to pay for the subsequent annual operating and maintenance costs of the facility.

GPO 5.36 Revenues Requiring Referendum. In the event that sources of revenue listed under "Projected Costs and Revenues" require voter approval in a local referendum that has not been held, and a referendum is not held, or is held and is not successful, this Comprehensive Plan shall be revised at the next annual amendment to adjust for the lack of such revenues, in any of the following ways:

GPO 5.37 Reduce the level of service for one or more public facilities;

GPO 5.38 Increase the use of other sources of revenue;

GPO 5.39 Decrease the cost, and therefore the quality of some types of public facilities while retaining the quantity of the facilities that is inherent in the standard for level of service;

GPO 5.40 Decrease the demand for and subsequent use of capital facilities;

GPO 5.41 A combination of the above alternatives.

GPO 5.42 Uncommitted Revenue. All development permits issued by the County which require capital improvements that will be financed by sources of revenue which have not been approved or implemented (such as future debt requiring referenda) shall be conditioned on the approval or implementation of the indicated revenue sources, or the substitution of a comparable amount of revenue from existing sources.

GPO 5.43 Shared Funding. The County and Cities should jointly sponsor the formation of Local Improvement Districts, Road Improvement Districts, and other benefit areas for the construction or reconstruction of infrastructure to a common standard which are located in the City and the Urban Growth Areas.

Provide Needed Improvements And Concurrency Management

GPO 5.44 Provide adequate public facilities by constructing needed capital improvements which (1) repair or replace obsolete or worn out facilities, (2) eliminate existing deficiencies, and (3) meet the needs of future development and redevelopment caused by previously issued and new development permits. The County's ability to provide needed improvements will be demonstrated by maintaining a financially feasible schedule of capital improvements in this Capital Facilities Plan.

GPO 5.45 Schedule of Capital Improvements. The County shall provide, or arrange for others to provide, the capital improvements listed in the schedule of capital improvements in this Capital Facilities Plan. The schedule of capital improvements may be modified as follows:

GPO 5.46 The schedule of capital improvements shall be updated annually beginning in conjunction with the annual budget process.

GPO 5.47 Pursuant to the Growth Management Act, the schedule of capital improvements may be amended one time during any calendar year.

GPO 5.48 The schedule of capital improvements may be adjusted by ordinance not deemed to be an amendment to the Comprehensive Plan for corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the plan; or the date of construction (so long as it is completed within the 6-year period) of any facility enumerated in the schedule of capital improvements.

GPO 5.49 Budget Appropriation of Capital Improvement Projects. The County shall include in the capital appropriations of its annual budget all the capital improvements projects listed in the schedule of capital improvements for expenditure during the appropriate fiscal year, except that the County may omit from its annual budget any capital improvements for which a binding agreement has been executed with another party to provide the same project in the same fiscal year. The County may also include in the capital appropriations of its annual budget additional public facility projects that conform to GPO 5.19(B) and GPO 5.22(F).

GPO 5.50 Adequate Public Facility Concurrency. The County Commission finds that the impacts of development on public facilities within the County occur at the same time as occupancy of development authorized by a final development permit. The County shall issue development permits only after a determination that there is sufficient capacity of Category A and Category B public facilities to meet the standards for levels of service for existing development and the impacts of the proposed development concurrent with the proposed development. For the purpose of this policy and the County's land development regulations, "concurrent with" shall be defined as follows:

GPO 5.51 The availability of public facility capacity to support development concurrent with the impacts of such development shall be determined in accordance with the following:

For roads:

1. The necessary facilities and services are in place at the time a development permit is issued; or
2. The necessary facilities are under construction at the time a development permit is issued, and the necessary facilities will be in place when the impacts of the development occur; or
3. Development permits are issued subject to the condition that the necessary facilities and services will be in place when the impacts of the development occur; or
4. The County has in place commitments to complete the necessary public facilities within six years.

GPO 5.52 No final development permit shall be issued by the County after May 1, 1996, unless there shall be sufficient capacity of Category A and Category B public facilities available to meet the standards for levels of service for existing development and for the proposed development.

GPO 5.53 No preliminary development permit shall be issued by the County after May 1, 1996, unless the applicant complies with one of the following Policies:

A. The applicant may voluntarily request a determination of the capacity of Category A and Category B public facilities as part of the review and approval of the preliminary development permit, including the requirements of GPO 5.54, or

B. The applicant may elect to request approval of a preliminary development permit without a determination of capacity of Category A and Category B public facilities provided that any such order is issued subject to requirements in the applicable land development regulation or to specific conditions contained in the preliminary development permit that:

   1. Final development permits for the subject property are subject to a determination of capacity of Category A and Category B public facilities, as required by GPO 50.0 and 52.0, and
   2. No rights to obtain final development permits, nor any other rights to develop the subject property have been granted or implied by the County's approval of the preliminary development permit without determining the capacity of public facilities.

GPO 5.54 Development permits issued pursuant to GPO 5.52 and GPO 5.53(A) shall be subject to the following requirements:

A The determination that facility capacity is available shall apply only to specific uses, densities and intensities based on information provided by the applicant and included in the development permit.

B. The determination that facility capacity is available shall be valid for the same period of time as the underlying development permit, including any extensions of the underlying development permit.

C. The standards for levels of service of Category A and Category B public facilities shall be applied to the issuance of development permits on the following geographical basis:

Roads: applicable roads and areas impacted by the proposed development.

Coordinate Capital Improvements With Land Development

GPO 5.55 Manage the land development process to insure that all development receives public facility levels of service equal to the standards adopted in GPO 5.12 by implementing the schedule of capital improvements contained in this Capital Facilities Plan, and by using the fiscal resources provided for in Goal 2 and its supporting policies.

GPO 5.56 Consistency All Category A public facility capital improvements shall be consistent with the adopted land use map and the goals and policies of other elements of this Comprehensive Plan. The location of, and level of service provided by projects in the schedule of capital improvements shall maintain adopted standards for levels of service for existing and future development in a manner and location consistent with the Land Use Element of this Comprehensive Plan.

GPO 5.57 Integration and Implementation. The County shall develop, adopt and use implementation programs which integrate its land use planning and decisions with its planning and decisions for public facility capital improvements.

Siting Of Essential Public Facilities

GPO 5.58 Develop criteria and cooperative and structured processes through the Kittitas County Conference of Governments for siting regional and community facilities.

GPO 5.59 Designation of Land. The County may identify lands useful for public purposes and incorporate such designations in the comprehensive plan

GPO 5.60 Regional Facilities. The County and each municipality in the County may establish a countywide process for siting essential public facilities of region-wide significance. This process may include:

GPO 5.61 An inventory of needed facilities;

GPO 5.62 A method of fair share allocation of facilities;

GPO 5.63 Economic and other incentives to jurisdictions receiving such facilities;

GPO 5.64 A method of determining which jurisdiction is responsible for each facility;

GPO 5.65 A public involvement strategy; and

GPO 5.66 Assurance that the environmental and public health and safety are protected.

GPO 5.67 County, Regional, State and Federal Facilities. Essential public facilities which are identified by the County, by regional agreement, or by State or Federal government may be subject to the following process. When essential public facilities are proposed the County and each municipality in the County may:

GPO 5.67A County, Regional, State, and Federal Facilities. Essential public facilities which are identified by the County, by regional agreement, or by State or Federal government may be subject to local approval.

GPO 5.67B As the Office of Financial Management has not submitted a listing of essential public facilities as required by 36.70A, Growth Management, no provisions have been made for the siting of such facilities.

GPO 5.68 Ensure public involvement through the use of timely press releases, newspaper notices, public information meetings, and public hearings.

GPO 5.69 Consistency with Comprehensive Plan. The County may develop and adopt regulations that ensure that the facility siting is consistent with the adopted County comprehensive plan, including;

GPO 5.70 The future land use map;

GPO 5.71 The Capital Facilities Plan Element and budget;

GPO 5.72 The Utilities Element;

GPO 5.73 The Transportation Element;

GPO 5.74 The Housing Element;

GPO 5.75 The Rural Element;

GPO 5.76 The Economic Development Element;

GPO 5.77 The comprehensive plans of adjacent jurisdictions that may be affected by the facility siting;

GPO 5.78 Regional general welfare considerations.

GPO 5.79 Siting of Public Facilities Outside of UGAs. Essential public facilities sited outside of urban growth areas must be self supporting and not require the extension, construction, or maintenance of urban services and facilities.

GPO 5.80 Coordination. The County's policies and regulations on facility siting may be coordinated with and advance other planning goals including, but not necessarily limited to, the following:

GPO 5.81 Promotion of economic development and employment opportunities

GPO 5.82 Protection of the environment

GPO 5.83 Positive fiscal impact and on-going benefit to the host jurisdiction

GPO 5.84 Serving population groups needing affordable housing

GPO 5.85 Receipt of financial or other incentives from the State and/or other local governments

GPO 5.86 Fair distribution of such public facilities throughout the County

GPO 5.87 Requiring State and Federal projects to be consistent with this policy.

Urban Growth Areas And Urban Growth Nodes

GPO 5.88 Provide adequate public facilities to urban growth areas and urban growth nodes.

GPO 5.89 Urban Growth Areas and Urban Growth Nodes. The County and each municipality in the County shall designate urban growth areas or urban growth nodes and encourage adequate public facilities and services concurrent with development .

GPO 5.90 Levels of Service. Levels of service for public facilities in the unincorporated portion of the urban growth areas or urban growth nodes shall be the same as the County's adopted standards.

GPO 5.91 Facility and Service Providers. The primary provider of public facilities and services in the unincorporated portion of the Urban Growth Area or urban growth nodes shall be:

Facility	**Provider**
GPO 5.92 Airport:	Kittitas County
GPO 5.93 County administrative offices	Kittitas County
GPO 5.94 County fairgrounds	Kittitas County
GPO 5.95 Emergency medical services	Easton FD No. 3, Ellensburg Area FD No. 2, Lake Kachess FD No. 8, Lower County FD No. 1, Ronald/Lake Cle Elum FD, No. 6, Snoqualmie

	Pass FD No. 51, Thorp FD No 1, Upper County FD No. 2, Upper County Area FD No. 7, Vantage FD No. Hospital District No. 1, Hospital District No. 2
GPO 5.96 Juvenile Detention	Kittitas County
GPO 5.97 Library services	Cities of Kittitas, Cle Elum, Ellensburg, Roslyn/Kittitas County via agreements
GPO 5.98 Maintenance shop & storage facilities	Kittitas County
GPO 5.99Parking - general purpose	Kittitas County
GPO 5.100 Parks (Regional, Trails)	Kittitas County, Cle Elum, Ellensburg, City of Kittitas, Roslyn, South Cle Elum
GPO 5.101 Probation services	Kittitas County
GPO 5.102Regional justice center	Kittitas County
GPO 5.103Roads (Local)	Kittitas County
GPO 5.104Roads (State)	Washington State
GPO 5.105Sanitary sewer	Cle Elum, Ellensburg, City of Kittitas, Kittitas County Water District No. 2, Snoqualmie Pass Sewer and Water District, Vantage Water District No. 6
GPO 5.106 Schools	School Districts (Cle Elum/ Roslyn, Easton, Kittitas, Thorp, Ellensburg, Damman)
GPO 5.107 Solid waste disposal	Kittitas County
GPO 5.108 Surface water management	Kittitas County, Cle Elum, Ellensburg, City of Kittitas, Roslyn, South Cle Elum
GPO 5.109 Water	Cle Elum, Ellensburg, City of Kittitas, Elk Meadows Water District No. 5, Water District No. 2: Ronald, Water District No. 3:

Easton, Snoqualmie Pass Sewer and Water District, Thorp Sub-area Water System
No. 4, Vantage Water System
No. 6

GPO 5.110 Public Facilities Outside of Urban Growth Areas or Urban Growth Nodes. New municipal urban public facilities (central sewage collection and treatment, public water systems, urban street infrastructure and stormwater collection facilities) will not be extended beyond urban growth area and urban growth node boundaries for residential development. Water service - public or private - may be provided beyond urban growth area or urban growth node boundaries. This policy does not apply to storm water drainage.

GPO 5.110A Capital Facilities and Utilities may be sited, constructed, and operated by outside public service providers (or sited, constructed, and/or operated jointly with a Master Planned Resort (MPR) or Fully Contained Community to the extent elsewhere permitted), on property located outside of an urban growth area or an urban growth node if such facilities and utilities are located within the boundaries of such resort or community which is approved pursuant to County Comprehensive Plan policies and development regulations.

GPO 5.110B Electric and natural gas transmission and distribution facilities may be sited within and through areas of Kittitas County both inside and outside of municipal boundaries, UGAs, UGNs, Master Planned Resorts, and Fully Contained Communities, including to and through rural areas of Kittitas County.

GPO 5.111 Financing Providers of public facilities are responsible for paying for their facilities. Providers may use sources of revenue that require users of facilities to pay for a portion of the cost of the facilities. As provided by law, some providers may require new development to pay impact fees or mitigation payments for a portion of the cost of public facilities.

GPO 5.112 Planning Coordination. The County will enter into interlocal/joint planning agreements, contracts, memorandums of understanding or joint ordinances with municipalities and other providers of public facilities to coordinate planning for and development of the Urban Growth Area.

GPO 5.113 Fiscal Coordination. The County and each municipality in the County will address fiscal issues including tax revenue sharing, the provision of regional services and annexations through the development of interlocal agreements.

GPO 5.114 Primary initiative for capital facilities such as water, sewer, and arterial roadways within UGAs shall be the responsibility of the cities. Required facilities to accommodate growth shall be included in the city's capital facilities plan. The primary financing mechanism shall be local improvement districts as authorized in RCW 35.44. Assessment district boundaries may exceed the city limits. The county will cooperate and jointly plan for these assessment districts as they are proposed. The county may elect to sponsor local improvement districts within unincorporated portions of the county and the UGNs to meet concurrency standards in the comprehensive plan.

Parks and Recreation

GPO 5.115 Kittitas County should provide new or enhance existing rural recreational areas whenever feasible.

GPO 5.116 Kittitas County may create a comprehensive recreation plan which:
Incorporates new parks / recreational areas into growth planning;
Establishes additional passive recreation sites and opportunities; and
Formulates recreational guidelines.

GPO 5.117 Kittitas County should promote private/public and private/nonprofit partnerships to finance capital improvements to public parks / recreational areas.

GPO 5.118 Kittitas County should study the economic feasibility of inter-jurisdictional parks / recreation projects.

GPO 5.119 Kittitas County will engage in discussions with the incorporated communities within the County through the Regional Services Sub-Committee of the Kittitas County Council of Governments to address the economic impacts on those communities resulting from the provision of organized, active recreation facilities to the unincorporated citizens of the County.

Swiftwater Corridor Vision Plan

A corridor vision plan was prepared by the consulting firm of Otak and a citizens advisory committee, dated July 1997 (as amended). The corridor extends between Ellensburg, at the southeast end, and Salmon La Sac, at the northwest end, over a total distance of 42 miles. The vision plan is a corridor management plan prepared for the purposes of identifying unique and special features within the corridor and assessing eligibility for different types of funding, both private and public, for improvements, capital construction, operation, maintenance and enhancements, as well as economic development and tourism programs. The vision plan is a planning document to be used as a tool that provides recommendations for specific strategies to improve, enhance, and sustain the corridor's unique intrinsic qualities and the many enjoyable experiences it offers.

GPO 5.120 To recognize the Swiftwater Corridor Vision Plan as a planning tool that provides recommendations for specific strategies to improve, enhance, and sustain the corridor's unique intrinsic qualities and the many enjoyable experiences it offers. Selected projects within the vision plan shall not place additional management policies or regulations on private property or adjacent landowners beyond those that already exist under federal, state, regional, and local plans and regulations.

5.4 CAPITAL IMPROVEMENTS

5.4(A) Introduction

Section 5.4 of the CFP presents capital improvements projects, and the financing plan to pay for those projects. It also contains the inventory of existing facilities, a map of existing and planned facilities, the level of service standard, and concurrency requirements.

Each type of public facility is presented in a separate subsection which follows a standard format.

Narrative Summary

Overview of the data, with sections devoted to Current Facilities, Level of Service, Capital Facilities Projects and Financing, and Concurrency.

Inventory of Current Facilities

A list of existing capital facilities, including the name, capacity (for reference to levels of service), and location. The location of existing capital facilities is on computer file and will be included in the map form.

Level of Service Capacity Analysis

A table analyzing facility capacity requirements is presented for each type of public facility. The statistical table at the top calculates the amount of facility capacity that is required to achieve and maintain the standard for level of service. The capital improvements projects that provide the needed capacity are listed below the requirements table, and their capacities are reconciled to the total requirement in the table.

Capital Projects and Financing Plan

A list of capital improvements that will eliminate existing deficiencies, make available adequate facilities for future growth and repair or replace obsolete or worn out facilities through December 31, 2001. Each list of capital improvements begins with a financing plan, then itemizes the individual projects.

Financing Plan

Specific sources and amounts of revenue are shown, which will be used to pay for the proposed capital projects. The forecasts of existing revenue and expenditures are provided to (1) determine the County's overall financial position, and (2) identify existing Kittitas County revenue that can be used for future capital facility projects. "Revenue Sources for Capital Facilities" forecast new sources of revenue that the County could generate for capital facilities projects.

Future Capital Facilities Projects

Kittitas County has experienced a decline in space within the County Courthouse. In response to the decline in space, the Kittitas County Board of Commissioners began a review process for determining the current and future space needs for the county courthouse, which included the possibility of a Law and Justice Center In June 2000, the Kittitas County Law and Justice Committee received the final feasibility analysis for the construction of a new Law and Justice Center.

Once the necessary review process has been completed, the Kittitas County Board of Commissioners will determine the best avenue to resolve the current and future space needs for the offices and departments.

Capital Projects

Each capital improvement project is named, and briefly described. Project locations are specified in the name or description of the project. The cost for each of the next six fiscal years is shown in thousands of dollars ($1,000). All cost data is in current dollars; no inflation factor has been applied because the costs will be revised as part of the annual review and update of the Capital Facilities Plan.

All capital improvement projects were prepared by the department that provides the public facility.

Location of Current Capital Facilities (Map)

A map showing the location of existing capital facilities is located in the Kittitas County Planning Department.

5.4(B) Selecting Revenue Sources For The Financing Plan

One of the most important requirements of the Capital Facilities Plan is that it must be financially feasible; GMA requires a balanced capital budget. The following are excerpts from GMA pertaining to financing of capital improvements.

GMA requires "a six-year plan that will finance...capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes."

For roads, GMA allows development when "a financial *commitment* is in place to complete the improvements...within six years" (emphasis added).

The County must be able to afford the standards of service that it adopts, or "if probable funding falls short of meeting existing needs" the County must reassess any element to achieve consistency.

In keeping with these requirements, the County's CFP GPO 5.6 (see Goals and Policies, above) requires "revenues from sources that are available to the County pursuant to current statutes, and which have not been rejected by referendum, if a referendum is required to enact a source of revenue."

The forecasts of existing revenue and expenditures are provided to (1) determine the County's overall financial position, and (2) identify existing Kittitas County revenue that can be used for future capital facility projects. "Revenue Sources for Capital Facilities" forecasts new sources of revenue that Kittitas County could generate for capital facilities projects.

The process of identifying specific revenues for the financing plan is as follows:

1. Calculate total costs for each type of public facility.

2. Match existing restricted revenue sources to the type of facility to which they are restricted.

3. Subtract existing restricted revenues from costs to identify unfunded "deficit." (1-2=3).

4. Apply new restricted revenues to the type of facility to which they are restricted.

5. Subtract new restricted revenues from costs to identify remaining unfunded "deficits" (3-4=5).

6. Allocate new unrestricted revenue to unfunded deficits. The allocation in this draft uses two new unrestricted revenues as a total "package": the second 1/4¢ real estate excise tax, and new bond issues (either councilmanic, or voted, or a combination). Decision makers can choose which of the two (REET or bonds) to assign to specific capital projects for the final CFP.

Contractor Performance System

The County will develop a system of monitoring the actual performance of contractors who design and/or construct public facilities for the County. The monitoring system shall track such items as actual vs. planned time schedule, and actual vs. bid cost. The performance of contractors shall be considered when the County awards contracts for public facilities.

Maps

The maps showing the Capital Facilities of Kittitas County are available at the Kittitas County Planning Department in Appendix B.

CHAPTER SIX: UTILITIES

6.1 INTRODUCTION

The Kittitas County Comprehensive Plan utilities element shall, at minimum, consist of the general location, proposed location, and capacity of all existing and proposed utilities, including but limited to, electrical lines, telecommunication lines and natural gas lines.

6.1(A) Glossary Of Terms

Utilities-means the supply, treatment and distribution, as appropriate, of domestic and irrigation water, sewage, storm water, natural gas, electricity, telephone, cable television, microwave transmissions and streets. Such utilities consist of both the service activity along with the physical facilities necessary for the utilities to be supplies. Utilities are supplied by a combination of general purpose local governments as well as private and community based organizations.

Municipal Services-are those services in keeping with and/or required in incorporated cities and urban growth nodes such as, but not limited to, centralized sewage collection and treatment, public water systems, urban street infrastructure, power and storm water systems, emergency services, libraries, schools, and government.

Regulatory Authority: The primary regulatory agency for most utilities in Washington State is the Washington Utilities and Transportation Commission (WUTC), a state agency. The WUTC ensures that safe and reliable service is provided to customers at reasonable rates. The Commission regulates the rates and charges, services, facilities, and practices of most of Washington's investor- owned gas, electric and telecommunication utilities. As defined by the WUTC, some utilities are considered a critical service, namely electricity and standard telephone, and must be provided "upon demand". In order to fulfill public service obligations, these utility providers must plan to extend or add to their facilities when needed. On the other hand, natural gas is not considered a necessity, but rather a utility of convenience. All utilities regulated by the WUTC are prohibited from passing the cost of new construction onto the existing rate base.

Federal agencies also play a role in regulating some of these utilities. For example, the Federal Communications Commission (FCC) regulates telecommunications. In addition, the Federal Energy Regulatory Commission (FERC), an independent commission with the U.S. Department of Energy, sets rates and charges for the transportation and sale of natural gas, and for the transportation of oil by pipeline, for the transmission and sale of electricity, and the licensing of hydroelectric power projects.

Local government, too, has a role in regulation for certain utilities, such as franchise agreements. However, the effort behind meeting Growth Management Act requirements is not primarily regulatory, rather it is to promote coordination and cooperation between jurisdictions and utility providers.

Virtually all land uses require one or more of the utilities discussed in this Chapter. Local land use decisions drive the need for new or expanded utility facilities. In other words, utilities follow growth.

Expansion of the utility systems is a function of the demand for reliable service that people, their land uses, and activities place on the systems.

6.1(B) Participation

In Kittitas County, utilities are currently provided by the following companies and government agencies:

Electricity:
Puget Sound Power & Light Company
Kittitas County Public Utility District No. 1
City of Ellensburg, Dept. of Energy Services

Natural Gas:
City of Ellensburg, Dept. of Energy Services

Standard Telephone:
AT & T
US West Communications
Ellensburg Telephone
Inland Telephone

Cellular Telephone:
AT&T Wireless
US Cellular
OneComm

Cable:
TCI
Continental Cablevision
R & R Cable
Northwest Cable
Snoqualmie Cable

Irrigation Purveyors

The Bonneville Power Administration (BPA), a power marketing agency of the U. S. Federal Government, owns and operates the principal high voltage transmission lines serving the region. In addition, Northwest Pipeline Corporation ("Northwest") owns and operates an extensive interstate pipeline system which provides natural gas to the lower valley. Both BPA transmission lines and Northwest pipelines run through Kittitas County.

6.2 EXISTING FACILITIES

In order to meet the GMA requirement that existing utility facilities be identified, the following list is provided.

6.2(A) Electricity

Utility Provider: Puget Sound Power & Light Company

For more details of these existing Puget Sound Power & Light Company facilities, please see the Kittitas County GMA Draft Electrical Facilities Plan prepared by Puget Sound Power & Light Company, which is the source for the following planned improvements. Inclusion of this reference to the plan indicates general schematic, not site specific approval of future facilities and acknowledges planning being done by Puget Sound Power & Light Company to provide service for anticipated growth.

Generation
The power consumed by the customers in Kittitas County is normally generated from existing large dams on the Columbia River, such as the Wanapum Dam, which is owned by Grant County PUD

Transmission Substations
The Cascade Substation located between Cle Elum and Roslyn is currently the main source for the transmission system serving the Kittitas County area.

Transmission Lines
In addition to BPA's numerous transmission lines in the Kittitas area, the Rocky Reach-White River 230kV Line, owned by Puget Sound Power & Light Company, crosses the County. This line serves the dual role of delivering Rocky Reach Dam power to Puget Sound area customers and supplying power to the Cascade Transmission Substation. The IP Line is a 115kV line that Puget Sound Power & Light Company purchased from the Milwaukee Railroad in 1976. It extends from Taunton (near Othello) to Snoqualmie Falls in Kittitas County, serving Puget Sound Power & Light Company customers in Kittitas County, the Snoqualmie Pass area in King County and some Kittitas Co. PUD customers.
Rocky Reach - White River 230kV Line
Intermountain Power ("IP") 115kV Line

The rebuilding of the of the IP 115 kV transmission line will be completed and the line converted to 230 kV operation.

Distribution Substations
Eight distribution substations are located in Kittitas County. The distribution substations transform the voltage to 12 or 34kV, which are Puget Sound Power & Light Company's standard distribution voltages:

Hyak
Easton
Cascade Distribution
North Cle Elum

Cle Elum
Woldale
Thorp
Kittitas

Future substations and their serving transmission lines may be required to serve load growth as it occurs.

Utility Provider: Kittitas County PUD No.1

The Kittitas County PUD No.1 provides electrical service to approximately 2,600 residents in the unincorporated Kittitas County. For more details on the Kittitas County PUD No.1, please see the 2-Year Work Program or the Kittitas County PUD No.1 Long Range Work Plan. The current capacity system wide is approximately 70%.

Generation
Currently Kittitas County PUD No.1 receives energy purchased from the Puget Sound Light and Power Company, Bonneville Power Administration, the Priest Rapids Dam, the Wanapum Dam (Grant County PUD) and a generating facility located at Rosa Dam (operated by the U.S. Army Corp of Engineers).

Transmission Substations
One transmission substation located in Ellensburg runs to the Parke Creek Road distribution system (34kV to 12,470/7,200 volts)

Transmission Lines
none

Distribution Substations
Five distribution substations are located in Kittitas County:

Jenkins (115kV to 12,470/7,200 volts)
Teanaway Junction (34kV to 12,470/7,200 volts)
Auvil Fruit (distribute 12,470/7,200 volts)
Vantage Area (distribute 12,470/7,200 volts)
Taneum (34kV to 12,470/7,200 volts)

Utility Provider: City of Ellensburg, Dept. of Energy Services

The City of Ellensburg provides electrical service to approximately 6,300 customers within the corporate limits of the City of Ellensburg as well as limited services to a few customers surrounding the City of Ellensburg. For more details on the City's existing system, please see the City of Ellensburg Draft Environmental Impact Statement pages 201-211, draft date March 1995. Currently the City of Ellensburg is a full requirement customer of the Bonneville Power Administration (BPA).

The systems consists of 66 miles of overhead line, 33 miles of underground cable and two substations.

Generation
The power consumed by the customers in the City of Ellensburg is generated from a mix of facilities including dams on the Columbia River system and sites such as Hanford Nuclear Reservation.

Transmission Lines
None

Transmission Substations
None

Distribution Substations
The City of Ellensburg maintains two distribution substations located on Dollarway Road and on Vantage Highway in Kittitas County. The distribution substations transform the voltage to a level acceptable by household and business systems. At the two substations, the City of Ellensburg has a capacity of 60 megawatts with the 220, draft date March 1995. Natural gas is supplied to Ellensburg by Northwest Pipeline from a tap station three miles east of Ellensburg on the Kittitas Highway. From there the natural gas enters a 6-inch, 250 psi line which terminates in the City at the Seattle Street Regulator Station where the pressure is reduced to 42 psi and distributed throughout the City system.

6.2(B) Natural Gas

Utility Provider: City of Ellensburg, Dept. of Energy Services

Currently, the City of Ellensburg provides natural gas service to approximately 2,450 customers within the corporate limits of the City as well as to customers near the high pressure supply line paralleling the Kittitas Highway in unincorporated Kittitas County. For more details on the City's existing system, please see the City of Ellensburg Draft Environmental Impact Statement pages 212-220, draft date March 1995. Natural gas is supplied to Ellensburg by Northwest Pipeline from a tap station three miles east of Ellensburg on the Kittitas Highway. From there the natural gas enters a 6-inch, 250-psi line which terminates in the City at the Seattle Street Regulator Station where the pressure is reduced to 42 psi and distributed throughout the City system.

Utility Provider: Puget Sound Energy, INC

Puget Sound Energy, Inc. is an authorized purveyor of natural gas in Kittitas County pursuant to Washington Utilities and Transportation Commission Order No. UG-971136. Puget Sound Energy, Inc. has a natural gas distribution system in place (and/or under construction) extending from the City of Kittitas to Thorp. This system is located within a public right-of-way pursuant to franchise and is, therefore, within an established utility and transportation corridor.

In approximately 1999-2000, Puget Sound Energy, Inc. may extend its natural gas distribution system west as far as Sun Country. The need for this extension is dependent upon the demand for natural gas. If Puget Sound Energy, Inc. extends its system, the natural gas distribution route will follow a route combining public rights-of-way and cross-country upon private easements. The actual location of the facilities to be constructed will be established to conform to easements to be acquired from landowners. The extension of the system may also include contemporaneous or phased installation of various distribution connections to the main distribution line.

6.2(C) Standard Telephone

Utility Provider: AT & T

AT &T owns and maintains a transcontinental fiber optical cable which runs through Kittitas County. There are no local connections.

Utility Provider: US West Communications

There are two US West Communications central switching offices serving Kittitas County. One is located in the City of Cle Elum and another in Easton. In addition to the switching stations are main cable routes, branch feeder routes and local loops that provide dial tone, and some private (residential and commercial) lines serving upper Kittitas County and Yakima County.

Utility Provider: Ellensburg Telephone Company

The Ellensburg Telephone Company is multi-service organization which supplies local telephone service as well as pager service and alarm services for the Kittitas County and provides telephone services to approximately 1,149 square miles. Ellensburg Telephone Company has one switching station located at company headquarters in Ellensburg. In addition, there are three remote controlled switching stations located in Thorp, Kittitas and Vantage operated through microwave or fiber optics. Ellensburg Telephone Company also operates on a FM or frequency modulated system over wire and digital transmission.

Utility Provider: Inland Telephone Company

Inland Telephone, is a privately owned utility, that serves Roslyn, Ronald, and Lake Cle Elum areas. Inland Telephone provides telephone, cable, fiber optic, and security systems management. Inland Telephone serves 1,250 telephone customers in the area from a central office located in Roslyn. Services are provided via overland and limited buried cable (South end of the City of Roslyn). Current telephone service capacity is at 85%. Cellular phone service is presently provided to 20 customers in the Roslyn, Ronald, Lake Cle Elum areas. This service was introduced in 1994 and expected to expand rapidly. No facilities are required to provide this service.

6.2(D) Cellular Telephone

Utility Provider: AT&T Wireless

AT&T provides digital long distance radio service through a transmitting antennae with a repeater station. In addition, there are currently seven AT&T Wireless antennas serving Kittitas County at the following locations:

Snoqualmie Pass
Stampede Pass
Peoh Point
Ellensburg
Manastash Ridge
Whiskey Dick Ridge
Vantage Area

Utility Provider: US Cellular

There are currently five US Cellular antennas serving Kittitas County at the following locations:

Stampede Pass
Look Out Mountain
Ellensburg
Whiskey Dick Mountain
Umptanum Ridge

Together these antennas provide cellular telephone service for the county. The cellular phone system consists of a series of low-powered antennas in a honeycomb pattern of "cells" that invisibly blanket the service area. Each cell site has an effective signal radius of only a few miles depending on terrain and capacity demand. As a caller drives from one cell to another, the call is automatically "handed off" to another cell be a central computer. This central computer also connects the cellular phone transmission with the local telephone company system which completes the call.

6.2(E) Cable

Utility Provider: TCI

The cities of Cle Elum, South Cle Elum and the surrounding areas are served by the TCI Cable Company. Using strictly aerial cable, TCI serves approximately 75 customers through 4.4 miles of line. The current capacity of this cable system is at 67%.

Utility Provider: Continental Cablevision

The lower Kittitas County is served by Continental Cablevision. This company currently holds non- exclusive franchises in the City of Ellensburg, the City of Kittitas, Central Washington University, and portions of Kittitas County, providing cable TV service to approximately 7,400 customers. Existing facilities include the head-end receive site located on No. 6 Road consisting of UHF antennas, satellite receive only antennas, microwave antennas and a building housing signal processing equipment. From the head end the coaxial trunk and distribution system

originates, which includes 37 miles of aerial line, 29 miles of underground line in the unincorporated Kittitas County; 39 miles of aerial line, 25 miles of underground line in the City of Ellensburg; and 3.5 miles of aerial line, .5 miles of underground line in the City of Kittitas; for a total of 133 miles of line. Continental Cablevision currently has pole attachment agreements with Puget Sound Light and Power Company, Kittitas County PUD, the City of Ellensburg, Ellensburg Telephone Company and Bonneville Power Administration. Existing frequency bandwidth carried on the system is 300 Mega Hertz which includes 35 video channels, and 9 FM stereo channels.

Utility Provider: R & R Cable

R & R Cable Company serves the Roslyn, Lake Cle Elum and Ronald area of Kittitas County. The present customer base is approximately 850 customers. Current cable system capacity is at 65%. Though a separate company, R & R Cable is housed with Inland Telephone.

Utility Provider: Northwest Cable

Northwest Cable is a company providing cable service to the Thorp and Eaton areas of Kittitas County. The have two translators and one distribution site.

Utility Provider: Snoqualmie Pass Cable

Snoqualmie Pass Cable is a company providing cable service to the Snoqualmie Pass area.

6.3 PROPOSED FACILITIES

The GMA requires that the utility element include proposed utility facilities. There is great variability in the level of detail provided for future utility facilities. This is because some utilities have done extensive future planning while others have done much less.

6.3(A) Electricity

Utility Provider: Puget Sound Power & Light Company

For more details of these existing Puget Sound Power & Light Company facilities, please see the Kittitas County GMA Draft Electrical Facilities Plan prepared by Puget Sound Power & Light Company, which is the source for the following planned improvements. Inclusion of this reference to the plan indicates general schematic, not site specific approval of future facilities and acknowledges planning being done by Puget Sound Power & Light Company to provide service for anticipated growth.

Future Transmission Improvements
It is anticipated that the Rocky Reach - White River line will be re-built to 500kV some time in the future.

Future Distribution Substations

The long range plan is for all of Puget Sound Power & Light Company's distribution system in Kittitas County to be 34kV, except in the Hyak area.

Utility Provider: Kittitas County Public Utility District No. 1

For more details of these existing Kittitas County PUD No.1, please see the Kittitas County PUD No.1 Long-Range Work Plan, which is the source for the following planned improvements. Inclusion of this reference to the plan indicates general schematic, not site-specific approval of future facilities and acknowledges planning being done by Kittitas County PUD No.1 to provide service for anticipated growth. Kittitas County PUD No.1 is acquiring approximately 135 new accounts per year.

Future Generation Facilities
Additional generation sources, possible from Grant County PUD may be added.

Future Transmission Improvements
None

Future Distribution Substations
A new distribution substation may be placed at the intersection of Hungary Junction Road and Kerr Road.

Utility Provider: *City* ***of Ellensburg, Dept. of Energy Services***

For more details of the City of Ellensburg future facilities, please see the City of Ellensburg Draft Electrical 6-Year Facilities Plan to be competed in September of 1995.

Future Transmission Improvements
None.

Future Distribution Substations
The long range plan for the City of Ellensburg is the addition of one distribution substation, location unknown. There is sufficient supply for the 2014 planning phase with an additional 400 potential customers (mostly residential) in the Urban Growth Area. The current estimated existing load in the UGA is less than 5 megawatts.

6.3(B) Natural Gas

Utility Provider: City of Ellensburg, Dept. of Energy Services

For more details of the City of Ellensburg future facilities, please see the City of Ellensburg Draft Natural Gas 6-Year Facilities Plan to be competed in September of 1995. A second tap station on the Northwest Gas Pipeline is scheduled to be added to the City's system at the north end of Ellensburg in the 20 year future. In addition, the City of Ellensburg will go to a loop system with the second tap in order to provide a more efficient service. The new tap is scheduled to take in no more than 250 lb. on a maximum 6 inch line which will distribute at 42 lb. to households and business. The UGA will be served Gas through a system of 6-year and 20-

year system improvements such as extensions to Airport Road and a proposed Industrial Park up Helena Street.

6.3(C) Standard Telephone

Utility Provider: US West Communications

US West Communications is planning to build a new broad band telecommunications network capable of providing video, data and voice communications service. The network will carry these multimedia signals over a mix of optical fiber, coaxial cable and copper wire. It will be equipped with sophisticated electronic equipment that will make it easier to diagnose and fix problems.

Utility Provider: AT&T

AT&T Company may introduce a second optical fiber line in the future, again the line would be transcontinental.

Utility Provider: Ellensburg Telephone Company

The Ellensburg Telephone Company is planning to expand into the Personal Communications Device (PCD) service. PCD is a telephone service which is more efficient than cellular service, with greater range and may interact with your home telephone service. Ellensburg Telephone Company will also be boosting signal for subscribers by placing OPM (Outside Plant Modules) and DSC/DLC (Digital Subscriber Carrier/Digital Line Carrier) which enables efficient service and more carriers over pairs of lines New lines will be added to the system as needed, overhead lines will be buried and there will not be any new facilities constructed.

Utility Provider: Inland Telephone Company

The Inland Telephone Company plans to install a fiber optic cable in 1996 for telephone service as well as a new switching station, both located in Roslyn. Extensions of the telephone service can easily be accomplished to serve future growth on a demand basis.

6.3 (D) Cellular Telephone

Unlike other utilities, the cellular telephone industry does not plan facilities far into the future and analyzes market demand to determine expansions into new service areas.

Utility Provider: US Cellular

US Cellular wireless telephone service is now a subsidiary of AT&T facility, thought still named US Cellular. They are planning to expand to several new sites in the next 2-3 years. Long range facility plans are difficult to determine for utility providers, as these services are driven by demand and changes in technology. The proposed sites include:

Mt. Baldy
Highway 97 North
and several infill sites along Interstate-90

In addition, US Cellular will be moving from mountain top facilities to valley sites due to changes in technology.

Utility Provider: OneComm

The OneComm corporation provides does not currently provide wireless telephone services in Kittitas County, but has recently acquired permits from the County for the construction of four sites, these include:

Thorp
Cle Elum
Little Creek
Stampede Pass

6.3(E) Cable

Utility Provider: TCI

TCI Cable Company plans to serve the surrounding Cle Elum area as needed. There are no formal facility expansion plans.

Utility Provider: Continental Cablevision

Future extensions of Continental Cablevision services will be expanded with area growth. Continental Cablevision anticipates the addition of a new head end by 1998, and a system upgrade or rebuild to a minimum frequency bandwidth of 450 Mega Hertz. Future services anticipated by Continental Cablevision include interactive video, high speed data transmission and other services necessary to meet changing customer needs.

Utility Provider: R & R Cable

R & R Cable Company will be adding cable and channels to their service in the foreseeable future. With a 5-7% increase in customers subscribers each year, cable service is expected to expand both in Roslyn and the surrounding area with extensions of cable between Lake Cle Elum and Roslyn in the future.

6.3(F) Water And Sewer Systems

City of Cle Elum
Town of South Cle Elum
City of Ellensburg
City of Kittitas
City Roslyn
Snoqualmie Pass Utility District

Water District No.2
Water District No.3
Water District No.4
Water District No.5
Water District No.6
Evergreen Valley Water System

As water and sewer systems are a capital facility under RCW 36.70A. and a utility under the County-wide Planning Policies, these facilities have been listed in both Chapter 5, Capital Facilities and Chapter 6, Utilities. For purposes of this comprehensive plan, general facility information regarding water and sewer systems is located in Chapter 5, Capital Facilities Plan. Water and sewer facilities are subject to the policies in the Chapter 5 for the capital improvements while lines are subject to the policies in Chapter 6.

6.3(G) Irrigation Purveyors

Utility provider: Kittitas Reclamation District

Kittitas Reclamation District (KRD) provides irrigation water to 59,122 acres of Bureau of Reclamation classified irrigable lands. The District lands begin at the Easton Diversion Dam. In general, District lands are contiguous to, and above older private canal system developments. KRD contractual obligation is to deliver water to the highest feasible point in each 160-acre unit. There are currently six ditch ride areas within the KRD: Ride 1, Taneum Creek to Manastash; Ride 2, Swauk Creek to Wilson Creek; Ride 3, Wilson Creek to Caribou Creek; Ride 4, Caribou Creek to Badger Pocket; Ride 5, Badger Pocket; Ride 6, Easton to Swauk Creek. KRD has 330 miles of main canals and laterals. Assessments are set annually by the Board of Directors to cover original construction debt, operation and maintenance expenses. Water allotment per assessed acre is set annual by the Board based upon Total Water Supply Available to the District as determined by the Bureau of Reclamation. KRD's contractual water season is from April 20 to October 15.

Utility provider: Cascade Irrigation District

Cascade Irrigation District (CID) provides irrigation water to approximately 12,500 acres of prime farmland. The land, approximately one mile wide, served by CID begins at Clark Flats along the Yakima River just west of Thorp and runs between Kittitas Reclamation District and the Ellensburg Water Company. The CID operates approximately 33 miles of open irrigation canal and four miles of buried pipeline with three separate pumping stations located on the Yakima River.

Utility Provider: Ellensburg Water Company

The Ellensburg Water Company owns and operates the Town canal, an irrigation canal which serves approximately 10,160 acres of cropland and suburban properties in the Kittitas Valley. The Ellensburg Water Company was organized in 1885 for the purpose of construction and operating a canal to serve lands on the east side of the Kittitas Valley. The Town canal is approximately 23 miles long and extends from its Yakima River diversion about eight miles west of the City of Ellensburg eastward and southward ending about one mile east of the confluence

of Wilson Creek and Cherry Creek. The Town canal receives inflow from several creeks and drains along its conveyance route. Service area lands also utilize creek and return flow sources. The canal serves 450 shareholders.

Utility providers:
Westside Irrigation
Taneum Ditch Company
Bull Ditch
Other private, cooperative water suppliers

6.4 GOALS, POLICIES, AND OBJECTIVES

GPO 6.1 The county should promote the joint use of transportation rights-of-way and other utility corridors consistent with the underlying private property rights and easement limitations.

GPO 6.2 Appropriately place utility facilities within public rights-of-way.

GPO 6.3 The Kittitas County's plan for utility facilities will be formulated, interpreted and applied in a manner consistent with and complimentary to the serving utility's public service obligations.

GPO 6.4 The county should maintain current information on the existing and proposed facilities of utilities.

GPO 6.5 On an annual basis, provide all private utility companies copies of the Kittitas County revised 6-Year Capital Facilities Plan, particularly the schedule of proposed road and public utility construction projects so that the companies may coordinate construction, maintenance, and other needs in an efficient manner.

GPO 6.6 Expansion and improvement of utility systems should be recognized primarily as the responsibility of the utility providing the corresponding service.

GPO 6.7 Decisions made by Kittitas County regarding utility facilities will be made in a manner consistent with and complementary to regional demands and resources.

GPO 6.8 Additions to and improvements of utilities facilities will be allowed to occur at a time and in a manner sufficient to serve growth.

GPO 6.9 Process permits and approvals for all utility facilities in a fair and timely manner, and in accordance with development regulations that ensure predictability and project concurrency.

GPO 6.10 Community input should be solicited prior to county approval of utility facilities which may significantly impact the surrounding community.

GPO 6.11 Planning by Kittitas County for utility facilities development will be coordinated with planning by other jurisdictions for utility facility development.

GPO 6.12 The County should coordinate with the cities and towns throughout the county on utility planning.

GPO 6.13 The County should coordinate with utility providers.

GPO 6.14 The County shall coordinate the formulation and periodic update of the utility element and relevant implementing development regulations with adjacent jurisdictions.

GPO 6.16 The County shall coordinate, and seek to cooperate with, other jurisdictions in the implementations of multi-jurisdictional utility facility additional and improvements. Such coordination and cooperation should include efforts to coordinate the procedures for making specific land use decisions to achieve consistency in timing inter-jurisdictional coordination in the planning and provisions of utilities.

GPO 6.17 Provide timely and effective notice to utilities of the construction, maintenance or repair of streets, roads, highways or other facilities, and coordinate such work with the serving utilities to ensure that utility needs are appropriately considered.

GPO 6.18 Decisions made regarding utility facilities should be consistent with and complementary to regional demand and resources and should reinforce an interconnected regional distribution network.

GPO 6.19 Within the urban growth areas, development of less than one acre in size would not be required under County ordinances to provide water systems to the properties for irrigation system water.

GPO 6.20 Trespass on utility easements shall be discouraged, and any other easement rights shall be acquired under normal lawful procedures.

GPO 6.21 Avoid, where possible, routing major electric transmission lines above 55 kV through urban areas.

GPO 6.22 To review the placement and appropriateness of utilities

GPO 6.23 Kittitas County reserves the right to review all applications for utilities placed within or through the County for consistency with local policies, laws, custom and culture

GPO 6.24 To reduce the risk of accidents caused by hazardous liquid pipelines, natural gas lines, sewer lines and other potential hazardous materials which are conveyed both above and below ground.

GPO 6.25 Kittitas County will address hazardous liquid pipelines, natural gas lines, sewer lines and other potentially hazardous materials through the County's development regulations. The development regulations shall include the specific addition or restriction of these and associated uses as well as the possible adoption of performance standards for siting,

maintenance, and monitoring. These performance standards should include best management practices.

GPO 6.26 Kittitas County recognizes reclamation irrigation districts within Kittitas County as utilities. Kittitas County also recognizes smaller private and cooperative irrigation water providers, including but not limited to:

Westside Irrigation Company
Taneum Ditch Company
Bull Ditch Company

GPO 6.27 Kittitas County recognizes that some county easements and rights-of-way provide current and historic water conveyance. Kittitas County also recognizes the damage done to roadways by some of these conveyances. Kittitas County will allow current conveyances where properly maintained and operated but will assume no liability or responsibility for delivery of irrigation water, including maintenance of ditches, unless conducive to good roadside management practices. New irrigation conveyances may be installed within the county easement or right-of-way, but must be separated from the county roadside ditch.

GPO 6.28 It is the position of Kittitas County that it is inappropriate for utilities to over or underbuild other utilities. A specific example of such requirements may be found in RCW 35A.14.900 and other state law.

GPO 6.29 Kittitas County encourages the extension of utilities to major industrial developments, as referenced in Chapter Two, Section 2.5 Major Industrial Developments.

GPO 6.30 Utilities may be extended to sere a Master Planned Resort or Fully Contained Community which is approved pursuant to County Comprehensive Plan policies and development regulations, so long as all costs associated with utility and service extension and capacity increases directly attributable to the MPR or Fully Contained Community are fully borne by the resort or community. To the extent state law (including without limitations a tariff filed with the Washington Utilities and Transportation Commission (WUTC) requires contrary cost allocations, such state law shall control.

GPO 6.31 Capital Facilities and Utilities may be sited, constructed, and operted by outside public service providers (or sited, constructed, and/or operated jointly with a Master Planned Resort (MPR) or Fully Contained Community to the extent elsewhere permitted), on property located outside of an urban growth area or an urban growth node if such facilities and utilities are located within the boundaries of such resort or community which is approved pursuant to County Comprehensive Plan policies and development regulations.

GPO 6.32 Electric and natural gas transmission and distribution facilities may be sited within and through areas of Kittitas County both inside and outside of municipal boundaries, UGA's, UGN's, Master Planned Resorts, and Fully Contained Communities, including to and through rural areas of Kittitas County.

GPO 6.33 Encourage joint electric utility construction standards for all electrical infrastructure constructed in the UGA. In the interim, Puget Sound Energy and the Kittitas County Public Utility District will allow the City of Ellensburg to review any new construction in the UGA.

GPO 6.34 Wind Farms may only be located in areas designated as Wind Farm Resource overlay districts in the Comprehensive Plan. Such Wind Farm Resource overlay districts need not be designated as Major Industrial Developments under Chapter 2.5 of the Comprehensive Plan.

CHAPTER 7: SNOQUALMIE PASS SUB-AREA COMPREHENSIVE PLAN - MASTER PLAN

I. INTRODUCTION

A. OVERVIEW

Snoqualmie Pass is a predominate winter recreation destination in Washington State. The combination of a scenic alpine setting and community initiative present opportunities to improve and expand the quality recreational and social offerings in the Pass area.

These opportunities are enabled by existing sanitary sewer and water systems and excellent access via Interstate 90. This infrastructure is unique to Snoqualmie Pass relative to other mountain recreational areas in Washington State. These utility services, combined with numerous private property holdings in the Pass area, have lead to new growth potential and the inherent quality-of-life and environmental challenges which invariably accompany such growth. These challenges are the primary motivation for the on-going community-based planning at the Pass.

The Snoqualmie Pass community is a diverse group of part-time and full-time residents: people who work at the Pass and live elsewhere, or who live at the Pass and work elsewhere; and some who make both their home and their livelihood at the Pass.

The Snoqualmie Pass area is a magnificent recreational area, including ski areas, the Pacific Crest/John Wayne Trail and Ironhorse State Park Trail, many lakes, and scenic alpine wilderness. These features are remarkable not only for their beauty and recreational opportunity, but also for the ease of public access via I-90, a National Scenic Byway.

The natural splendor of the mountain setting, the economic and recreational opportunities, the existing extensive infrastructure, and the diverse mix of public and private stakeholders are features which are not found together in any other community in the State of Washington. The challenges of planning for this community are truly unique.

In order to assure the preservation of the scenic beauty, environment and the long success of Snoqualmie Pass as a quality resort and year-round community, the plans of private individuals, large landowners, and public agencies need to be coordinated through an overall plan for the community.

B. COMMUNITY PLANNING HISTORY

In March of 1990 a "town hall" meeting was held at the Pass with officials of Kittitas County at which residents and property owners expressed concerns on issues ranging from road standards and maintenance to police and fire protection. At the urging of the Kittitas County Commissioners, and with the assistance of the County planning staff, the Snoqualmie Pass Planning Advisory Council (now known as the Snoqualmie Pass Advisory Council, or SNOPAC) was formed and conducted its first official meeting in April, 1990. A substantial

portion of the planning area lies within King County, and appropriate officials from both counties monitored and supported SNOPAC's efforts.

Members of SNOPAC devoted over 4,000 hours meeting the challenge of creating the first Comprehensive Plan for Snoqualmie Pass. This plan, the Snoqualmie Pass Comprehensive Plan, was completed in 1993 and subsequently adopted by Kittitas and King Counties as Sub-Area Plan (in July, 1996) and Rural Town (1997), respectively, within their comprehensive plans.

Other significant planning activities undertaken since the adoption of that first comprehensive plan include:

1) The US Forest Service preparation and adoption of the Snoqualmie Pass Adaptive Management Area Plan which establishes standards and guidelines for all activities occurring on Forest Service lands within the Adaptive Management Area (AMA).

2) Mountains to Sound Greenway Trust's successful achievement of a National Scenic Byway designation (in 1998) to help conserve the scenic forested corridor along 1-90 from Seattle to Cle Elum.

3) Ski Lifts, Inc. (Booth Creek Ski Holdings, Inc.) acquisition of all public ski operations at the Pass, and the subsequent development of an overall Master Plan for the ski areas.

C. THE CURRENT PLANNING PROCESS

This updated Comprehensive Plan is the community's second phase of planning. It is the result of thousands of hours of volunteer work invested by the community (through countless SNOPAC committee meetings, community open houses, general meetings, and consultant reports and meetings) to review the growth and activities at the Pass over the past ten years, identify current and future growth-related issues, and adapt the first comprehensive plan to meet the challenges and needs of future growth.

Originally made up primarily of local residents and recreational home owners, business operators and development interests, SNOPAC has expanded to include representatives of local, state and federal agencies, private commercial forest landowners, and mountain recreation and conservation organizations. SNOPAC embodies the public planning process encouraged by Washington's Growth Management Act.

As an unincorporated area at the edges of two different counties, the Pass community is rather distant from the seat of their local government. However, the community has come together, through SNOPAC, to complete this update to the Snoqualmie Pass Comprehensive Plan.

D. THE PLANNING AREA

The study area encompasses approximately 26 square miles on both sides of Snoqualmie Pass in the Cascade Mountains. Approximately 65% of the study area is within Kittitas County, with the

remainder in King County. Nearly sixteen square miles is publicly owned by the United States Forest Service lying within both the Mt. Baker/Snoqualmie National Forest and the Wenatchee National Forest. An additional five square miles is owned by the Plum Creek Timber Company. The remaining five square miles is under other private ownerships ranging in parcel size from small single family lots to over 500 acres.

Much of the study area is mountainous and not subject to the usual development pressures which typically foster community planning efforts. However, the scenic grandeur and recreational opportunities afforded by these lands are integral to the total environment and character of the Snoqualmie Pass community and therefore were included within the planning area boundaries.

Mountainous topography is the primary determinant which provides focus on the areas where development potential exists and where detailed planning is necessary. The valley which constitutes the pass through which Interstate 90 traverses the Cascades, together with Alpental and Gold Creek valleys, comprise the area where residential and commercial development has historically occurred and which holds the most potential for future growth.

To aid in understanding the particular amenities and constraints on various portions of the planning area, it has been divided for ease of reference into five subareas. Although particular elements of the comprehensive plan are presented in this subarea format, they should be viewed as integral parts of the entire Snoqualmie Pass Comprehensive Plan.

E. SUMMARY

Snoqualmie Pass is a year-round alpine community encompassing Snoqualmie Pass summit and the residential, commercial, recreational and open space areas both east and west of the summit, including Alpental, Gold Creek Valley, Denny Creek and Hyak. The area is a unified community of integrated uses and services which should provide for the recreational, cultural and service needs of its owners, residents and numerous recreational visitors.

The community seeks to preserve the natural features and recreational amenities which contribute to its alpine environment and enhance the fabric and character of the community while planning for growth and development.

The community strongly desires to maintain and improve existing planning guidelines within the identified community boundary, and to develop standards for growth and development in its alpine environment, which will ensure a community which is aesthetically and environmentally compatible with its mountain setting while meeting the needs of its residents, businesses and visitors.

Although unincorporated, the stakeholders at Snoqualmie Pass are shaping the future of their community through stewardship of the goals and recommendations set forth in their planning efforts. The community continues to make the effort to participate with, negotiate with, and remind those public agencies, private companies, or individuals who have the jurisdiction, authority or responsibility, to implement those actions that will achieve the goals of the community's plan.

II. SUBAREA DESCRIPTIONS

A. SUBAREA "A"

Location and General Description

The four square mile Alpental subarea is the northern most portion of the study area and lies entirely within King County. The valley is relatively narrow and encompasses the upper most portions of the South Fork of the Snoqualmie River. Small parts of the eastern and western portions of the subarea are within the Alpine Lakes Wilderness boundary. The southern boundary of Subarea A is formed by Interstate 90 and Snoqualmie Summit.

Natural Features

The Alpental valley is narrow with steep side slopes rising to some of the higher and most scenic mountain peaks in the Pass area, including Snoqualmie Mountain at 6,278 feet, Denny Mountain at 5,519, and the landmark Guye Peak at 5,168. The South Fork of the Snoqualmie River traverses the valley floor and is joined near the valley entrance by Commonwealth Creek, which flows from the north. Due to steep slope gradients and unstable geologic conditions, some areas along the east and west valley walls are subject to rock slides. In winter, many of the same upper slopes are also vulnerable to avalanches.

Existing Land Use and Ownership

Approximately 75% of the subarea is National Forest System Land within the Mt. Baker - Snoqualmie National Forest. Approximately 750 acres of this land is granted a Special Use Permit for use as the Alpental downhill ski area. The base of the ski area, including two day lodges and other support services, is on private land.

Most of the private land occurs at or near the valley floor in the southeast quadrant of the subarea. An exception is a large, steep linear parcel of undeveloped private land east of the base of the ski area which runs perpendicular to the slope up to Cave Ridge, which is subject to slides and avalanches.

Other land uses on private properties include condominiums, single family subdivisions and two private ski/outdoor clubs. Other private parcels west of Alpental Road and east of the subdivisions are undeveloped and are of limited development potential because of steep slopes and slide potential.

Access and Utilities

The Alpental valley is accessible from the west at Exit 52 (West Summit) of Interstate 90. Alpental Road is a two lane roadway which follows the valley floor for approximately one mile to the base of the ski area, providing access to the Alpental subdivisions and condominiums. Individual lots are accessed by private, two lane roads within each subdivision.

Sewer service is provided to the Alpental area by the Snoqualmie Pass Sewer and Water District. Water service is provided by a private purveyor. However the system is integrated with the District's system. Telephone, cable television and electricity are provided by private utilities.

Development Constraints

Steep slopes, geologic conditions, Commonwealth Creek and the South Fork of the Snoqualmie River combine to present severe environmental constraints on development of much of the remaining undeveloped land.

B. SUBAREA "B"

Location and General Description

After leaving the Alpental valley, the South Fork of the Snoqualmie River turns southwest and flows down the valley which forms the western approach to Snoqualmie Pass. This valley and the adjacent slopes comprise Subarea B, Denny Creek.

Like Alpental, the Denny Creek subarea lies totally within King County. The valley is dominated by Interstate 90, the separated east-bound and west-bound lanes of which virtually form the boundaries of the valley.

The valley is topographically isolated from the rest of the Snoqualmie Pass planning area, but is nonetheless connected by history, I-90, and recreational opportunities.

Natural Features

The South Fork is the dominate natural feature of the subarea. The river is joined by Denny Creek, flowing from the west, Rockdale Creek which flows from the east and Olallie Creek which enters the river near the southern subarea boundary. Franklin Falls, on the South Fork, is an attractive and popular natural feature.

The valley is heavily treed with a variety of evergreen species and associated understory vegetation. The vegetative cover effectively obscures the visual presence of the freeway for most of the valley.

Existing Land Use and Ownership

With approximately 3 square miles of land area, Denny Creek is the smallest of the five sub-units in the study area. About two thirds of the land is National Forest System Land, and the right-of-way for Interstate 90 also represents a large, lineal land ownership. The Forest Service operates and maintains the Denny Creek Campground which contains 64 tent and trailer camp sites. There are private cabins on Forest System Land across the river from the campground.

Private land holdings range in size from less than one acre to about 80 acres. Several houses and cabins provide both permanent and seasonal residences.

Access and Utilities

Access to Denny Creek is available from the south from Exit 47 of Interstate 90. This road provides primary access to the Denny Creek Campground and is a two-lane paved roadway from Exit 47 to the campground. Beyond the campground, the road narrows and the surface becomes variable. This portion of the roadway is on the route of the first permanent roadway over the pass which was dedicated in 1915. Along this route are remnants of the old cross-pass wagon road dating from the 1880's. This winding road connects to the north near Alpental Road and Exit 52.

Sewer and water services are not provided to the Denny Creek area. Individual septic systems and wells serve the area. Telephone and electricity are provided to most dwellings.

Development Constraints

The small amount of private lands which exist in this subarea would not justify the expense of extending sewer and water service to the area. The absence of these utilities present a development constraint which will preclude the development of small lot subdivisions. The primary zoning of this area (Forest Production) also limits development potential.

C. SUBAREA "C"

Location and General Description

Subarea C is the center of the planning area, both geographically and economically. The Summit is the most recognized part of the sub-area, and its highly visible ski slopes and tourist services are visited by over 500,000 people each year.

The subarea is separated topographically into two parts by a ridge that runs in a north-south direction. The west side of the ridge, which is essentially undeveloped, descends toward the east bound lanes of Interstate 90 as they climb toward the summit. East of the ridge, ski slopes descend to the base at Highway 906, the frontage road which parallels Interstate 90. East of the freeway, at this point, is the residential area of Yellowstone Road.

The ridge line is also the approximate location of the boundary line between King and Kittitas counties. Most of the developed residential portions of the summit area lie within Kittitas County. Commercial development is about evenly divided between the two counties.

Natural Features

The above described ridge is the dominant physical feature in the subarea. There are a number of small lakes on the west side of the ridge and the western slope supports evergreen forest cover, while the eastern slope has been cleared and groomed for downhill ski use. Hyak Creek flows down the eastern slope and forms the southern boundary of the planning area.

The Summit area provides views of many of the high mountain peaks to the north and east.

Existing Land Use and Ownership

Roughly 50% of this subarea is Forest Service Land, 20% is owned by Plum Creek Timber Company and the remaining 30% by other private owners. Private ownership ranges in size from individual lots to several hundred acres. A large percentage of the Forest Service land is used for downhill ski facilities and supporting services.

Downhill skiing is the predominant land use. Summit West and Summit Central ski areas combine to provide an area of groomed slopes which is nearly two miles wide. More than thirty ski schools operate from the base of the ski slopes. The Mountaineers have about 80 acres between Summit West and Central with a lodge and ski slope.

The area at the base of Summit West has for decades been the primary activity center at the pass, for both skiers and travelers crossing the Pass. Restaurants, a motel, a gas station and convenience stores operate year round. Other services are offered at the day lodges near the base of the ski slopes during ski season.

The volunteer fire department and the sewer and water district offices are located at the summit, as are a church, public rest rooms and a small Forest Service visitors information center.

Four subdivisions have been platted west of the freeway in this subarea. Conifer Estates, which lies between Highway 906 and Interstate 90, Snoqualmie Summit Village, Ski Acres Estates and Village at the Summit. The Nordic ski/mountain biking day lodge is located at on a

Ski Acres Estates lot and Edelweiss Chalet condominiums is adjacent to the northwest end of the Ski Acres Estate plat.

East of Interstate 90 in the Yellowstone Road area there are 23 platted lots and 56 other parcels which have been subdivided for residential use. There are presently 21 dwellings in this area plus 12 cabins located on Forest Service Land under special use permits.

Access and Utilities

Eastbound traffic on Interstate 90 can access the summit at Exit 52 or Exit 53. Westbound traffic can exit at Exit 53 or access the area via SR906 from Exit 54. (Prior to the opening of Interstate 90, SR906 was part of U.S. Highway 10, or the Sunset Highway, which was the primary route over the pass from the 1930's through the 1960's.) SR906 remains the arterial connector which links all areas of the pass and is accessible from all three Interstate 90 interchanges. At the summit, between Exits 52 and 53, the roadway is two lanes with extremely wide shoulders on each side. Near Exit 53, the shoulders become narrow with some open roadside drainage.

The area is provided sewer and water by the Snoqualmie Pass Sewer and Water District. Electricity, telephone and cable television are provided by private purveyors.

Development Constraints

Hyak Creek and two other unnamed creeks which flow from the ski slopes, together with Coal Creek which flows through the Yellowstone Road area, present development constraints. Wetlands and other sensitive areas associated with the streams must also be identified and protected as development occurs.

D. SUBAREA "D"

Location and General Description

Subarea D is the most eastern portion of the planning area. Gold Creek Valley begins at the head of Keechelus Lake and stretches to the northeast, over seven miles, to Chikamin Ridge. The upper reaches of the valley (outside of this subarea) are within the Alpine Lakes Wilderness. The eastern boundary of the subarea coincides with the Wilderness boundary.

Nearly three lineal miles of the valley are included in the subarea, which encompasses about 6.5 square miles. The valley floor is wide and flat at its entrance and tapers gradually to the study area boundary, beyond which the valley becomes narrow and rugged. Steep slopes rim both sides of the valley.

Interstate 90 crosses perpendicular to the valley and separates the valley from Keechelus Lake and the Summit area.

Natural Features

The valley offers some of the most spectacular scenery in the Pass area including Rampart Ridge, Chikamin Peak and Kendall Peak.

Gold Creek flows year around into Keechelus Lake. In the flatter portions of the valley floor, the creek bed becomes broad and, in dry summer months, part of the creek flows under ground. The lower reaches of the creek are a designated flood plain in the Kittitas County Comprehensive Plan.

There are extensive wetlands near the valley entrance. Some are associated with Gold Creek and others with Mardee Lake and Coal Creek.

Existing Land Use and Ownership

Three square miles within this subarea is Forest Service Land. Nearly two square miles are held by Plum Creek Timber Company, including the northwest corner and south of the subarea which are steep slopes outside the valley floor. The remaining properties are privately owned primarily in five individual holdings. Most of the privately owned land is within the floor of the valley.

The valley is only sparsely developed, even though most of the private properties have been granted preliminary or final approval for either residential or commercial developments.

The U.S. Forest Service has improved the area around Gold Creek Pond, providing trails, landscaping, picnic areas, parking and rest rooms. This should increase the use of this valuable recreational area by tourists and local residents alike.

Access and Utilities

The Gold Creek Valley has access from SR906 and Interstate 90 at Exit 54. The underpass at this interchange allows access between the valley and other areas of the Pass. A paved frontage road parallels the freeway and intersects with a gravel Forest Service road which leads up the valley to Gold Creek Pond and private cabins. This road is the primary access to the largest area of private land ownership on the east side of Gold Creek. This same road leads to the trail head for hikes up the valley to Alaska Lake and Joe Lake.

A second Forest Service road leads directly from the freeway interchange in a northeast direction and traverses private property to provide access to Forest Service properties and privately owned timber lands. A gate prohibits unauthorized vehicles onto Forest Service and timber lands.

Presently, sewers have not been extended into the valley. The existing cabins are served with individual septic systems and most share a community water system. Power, telephone and other utilities are available (not) available in the valley at the present time.

Development Constraints

Gold Creek Valley can be served with sewer and water systems by the Snoqualmie Pass Sewer and Water District. Therefore, utility services should present no constraints to development.

The steep slopes on the east side of the valley are unbuildable and development will be limited to the valley floor. Gold Creek should be protected as a sensitive environmental area and respected as a potential source of flooding.

Extensive wetland areas around Mardee Lake present constraints to development, as do steep slopes and rock outcropping on a ridge area east of Mardee Lake.

Coal Creek and Hyak Creek are other environmentally sensitive areas which will require protection and special attention.

E. <u>SUBAREA "E"</u>

Location and General Description

The Hyak subarea is the largest of the subareas, covering over ten square miles and spanning the southern end of the study area from east to west. The northern end of Keechelus Lake and Interstate 90 form the eastern boundaries.

Natural Features

Mount Catherine at 5,052 feet is the center piece for the Hyak area. The Cold Creek valley leads to Twin Lakes and a spectacular view of Silver Peak at 5,605. Other small lakes are tucked in the area north of Mount Catherine.

Keechelus Lake, although a controlled reservoir, provides the visual image and, most of the year, the recreational attributes of a large natural lake. This may be affected for a time by dam stability concerns and repair efforts.

Existing Land Use and Ownership

Over five square miles (fifty percent) of the planning area is Forest Service land and over two square miles is owned by Plum Creek Timber Company. Keechelus Lake, which covers over one square mile of the subarea, is managed by the Federal Bureau of Land Management.

The remaining land is owned by numerous private owners and public agencies, with varying uses. Hyak Estates is located east of the Summit East ski area, and the Suncrest and Sundance Condominiums are located at the base of the ski area. There is also an approved Hyak PUD for a 25 lot development. The Snoqualmie Pass Sewer and Water District's sewage treatment plant is located near Hyak Division 4, and the District's effluent spray field is located on Forest Service and owned land farther to the south. The Washington State Department of Transportation operates a highway maintenance facility near the head of Keechelus Lake, which includes maintenance shops, garages and areas to stockpile sand and gravel.

The Iron Horse State Park (and John Wayne Trail) is located on the abandoned Milwaukee Railroad right-of-way. The State Parks Department also owns some small parcels of adjacent land.

The Summit East Ski Area is located on a combination of Forest Service and private land. The base of the ski area, including its support buildings and services, is on private land.

Access and Utilities

The Hyak area has access from Interstate 90 at Exit 54 and SR906. SR906 provides a direct route to other areas near the summit.

Sewer and water, together with all private utilities, are readily available in the privately developed portions of the area north of the sewage treatment plant. Sewer and water utilities do not extend south from the treatment plant.

Development Constraints

There are few development constraints in the privately owned area near Exit 54, where most development in this sub-area is likely to occur. Privately owned land to the southwest which is now part of the ski slopes, would face constraints of topography and the availability of sewer and water. Privately owned lands in the southernmost end of the planning area contain some steep slopes. The cost of extending utilities to this area may be prohibitive, so soil suitability for on-site water and septic systems may limit development potential.

III. LAND USE

A. OVERVIEW

This updated comprehensive plan addresses many issues related to land use in the Planning Area, including setting goals and objectives for different land uses and integrating the land use policies and objectives of various entities and groups including Kittitas County, King County, the Forest Service, the Pass community, the ski area, and private landowners.

At the start of the current process, existing plans, documentation and information related to land use at the Pass were reviewed for continued relevance and applicability to present and expected future land use situations to be guided by an updated Comprehensive Plan. The items reviewed included:

1) The existing ***Snoqualmie Pass Sub-Area Comprehensive Plan-Master Plan*** (the plan being updated). As part of this review, the Comprehensive Plans for Kittitas County and King County were reviewed as well.

2) The ***Snoqualmie Pass Adaptive Management Area (SPAMA) Plan***, which is one of a network of AMAs established in 1994 by the Northwest Forest Plan (NWFP). As Forest Service and private lands are intermingled in a checkerboard pattern in the Planning area, land use will have an impact on adjoining property. The SPAMA recognizes that population has and will grow, and the increasing amount and variety of outdoor recreational activities on both public and private lands.

This growth, as well as logging activities, have impacted habitat in the I-90 corridor. Consequently, the AMA was prepared as a comprehensive plan for providing late-successional forest habitat on the 'checkerboard lands'. One of the central themes in the AMA plan was the recognition of the Pass area as a "critical connective link in the north-south movement of organisms in the Cascades," including the concept that large gains in connectivity could be made only by land exchanges to provide unfragmented blocks of land. In its adoption of the AMA, the Forest Service noted that the adopted standards and guidelines allow for adaptability; as new information from research and monitoring of other projects becomes available, adjustments will be made to the adopted guidelines.

3) The ***Mountains to Sound Greenway Trust project***. The Greenway is a coalition of people representing land owners and managers, foresters, business representatives, recreation groups, environmentalists, and government agencies. All major land owners and managers along I-90 are represented. Through the efforts of the Greenway Trust, Interstate 90 was designated a National Scenic Byway in 1998.

This coalition of diverse interests has formed a network of critical alliances that, year by year, is implementing its plan to protect more of the scenic and recreational landscape along I-90. Since 1991, over 50,000 acres of forest, open space and historic lands have been purchased or exchanged into public ownership for Greenway purposes, including permanent forestry, parks and wildlife habitat.

Although the Mountains to Sound effort has not yet directly affected planning for lands within the planning area, their efforts to ensure a scenic corridor, in which the Pass is a significant feature, is one important element in the success of the Pass as a residential and resort community. Likewise, maintenance and enhancement of the scenic quality of the Pass will continue to be an essential part of the success of the Greenway project.

4) The ***Summit at Snoqualmie Master Plan.*** Under Booth Creek Holdings, the ski area has completed a comprehensive Master Plan, which will substantially improve the overall quality of outdoor skiing experience offered to its customer base.

The components of the Master Plan involve the replacement of existing older chair lifts with new modem lift technology, the improved integration of the Summit West, Summit Central, and Summit East resorts by the cutting of new trails and improved base area transit service, and substantial upgrades of base area facilities, skier support services, restaurants and specialty retail shops. Parking and circulation among the base areas of the mountains will be improved.

The Summit Ski Areas produced a combined 503,000 skier visits during the 1998/99 season, or roughly 30 percent of all visits recorded at Washington ski areas. An additional 50,000 visits were generated for the Nordic and tubing areas. This total of alpine visitation ranks the Summit as the largest ski area in the State of Washington, second only to Mt. Bachelor in the Washington/Oregon/Idaho region. It ranks within the upper five percent of ski areas of the United States.

It has been estimated by the ski areas that, by the 2004/05 ski season, annual skier visits will grow to 548,000, and Nordic and tubing visits will expand to 75,000 visits, with substantial increases in non-ski "other" winter visits, as well. Design peak-capacity of the four areas will increase from approximately 10,000 skiers at one time (SAOT) currently to 15,070 SAOT after the planned improvements are completed.

These improvements will continue to increase the number of recreational users coming to the Pass area for the foreseeable future.

5) ***Regional Growth Trends*** The Snoqualmie Pass area, with its proximity to the rapidly growing Seattle-Tacoma metropolitan area with an estimated King County 1998 population of approximately 1.67 million, is situated in the "path of progress", and will provide both second home and year-round housing opportunities over the next ten to fifteen years. Development pressure has increased significantly along the I-90 corridor in east King County, with Issaquah and North Bend growing significantly throughout the 1990s.

Development pressures have already begun to unfold in rural Kittitas County as a result of spillover demand from Seattle. The 1998 population of Kittitas County was estimated at approximately 31,400 and is growing at the high end of the State's projected growth rate. It is currently estimated that up to 2,000 persons are commuting from Kittitas County to King County and this number will expand considerably over the next fifteen years time frame. The increasing ability of the work force to telecommute, especially within the high tech sectors prevalent in the Seattle-Tacoma region, will further enable the resident labor force to find high quality environments in which to live somewhat remote from their places of employment.

The capacity of East King County, including Issaquah and North Bend, to absorb the anticipated growth over the decade will be limited. The Snoqualmie Pass area, and communities to the east, represent the next logical steps along the I-90 corridor, and are already being impacted by development pressures emanating from the Greater Seattle-Tacoma metropolitan area. It is, in part, these regional growth pressures that are motivating the Snoqualmie Pass community to protect the scenic and environmental quality of the Pass by planning for this growth.

6) ***Summer Recreational Growth***
While the Pass area has an established base of winter recreation and tourism, the summer season has not matured to its potential. Although the area is quite scenic, and offers a diversity of hiking, biking and passive recreational functions and activities for current owners and visitors, there is a shortage of other developed recreational facilities, such as golf, tennis, play fields, and equestrian facilities . As efforts are made to promote and utilize this resource, additional; demands will be made on Pass infrastructure and facilities.

7) ***Community Expectations***. Surveys conducted among the current property owners and residents, as part of the planning effort, document the desire to improve the total year-round recreational environment within the area. The residents also desire other facilities that may be used year around, including a community center (which may include meeting and performing arts space), as well as a new visitor center.

B. REVIEW OF LAND USE DEMAND & CAPACITY

One of the objectives of the planning process was to inventory the residential and commercial development capacity and demand of the Pass area. First, existing developed rental units and commercial square footage within the planning area were determined. In addition, existing platted but unbuilt lots were defined and located. A third category called potential development was then identified. This final designation identified land use opportunities on privately owned, un-platted and vacant properties which might be available for future development over the two planning periods. The sum of the three identified categories represented the potential development capacity of the Pass.

An analysis was then conducted of the likely demand for primary year-round residential development, second home residential development, and support commercial land uses demanded by the combination of permanent residents, day and overnight visitors to the area, and regional drive-through traffic. Projections were developed for the periods 1998-2005 and 2006-2015.

Residential Development Capacity and Demand
Overall, this analysis found that there are currently 600 existing housing units in the Snoqualmie Pass area, split nearly equally between single-family homes (299) and multi-family units (301). The analysis found that there is additional potential for 1,451 units on platted but unbuilt lots,

plus an additional potential for 1,700 units on unplatted lots. Altogether, considering existing units, platted lots, and unplatted lots, there is the potential for 3,751 housing units at Snoqualmie Pass. This potential includes an estimated 1,132 single family housing units (30 percent of the total) and 2,619 multi-family units (70 percent of the total). The existing level of development of 600 units represents only sixteen percent of the total residential build-out capacity at the Pass.

The demand analysis identified separate projections for year-round and second home dwelling units. It also projected residential unit type demand into separate single family and multi-family categories. Seventy-five percent of the year-round residential demand was allocated to single family, and 45 percent of the vacation or second home market was allocated to single family. The remaining 25 percent of year-round and 55 percent of second home development were allocated to multi-family residential types.

The analysis determined that the Pass area will retain its primarily second home character over the next 15 years; however, principal year-round population is projected to grow as well. Currently 99 of the 600 housing units existing in Snoqualmie Pass are believed to be used as primary residences. The majority of primary residences (58 percent) are situated in the Hyak community, with most of the others located in Alpental or the Summit Central/East areas.

It is projected that demand for an additional 40 to 90 "year-round" dwelling units will be in place by the year 2005 and another 67-217 year-round dwellings will be desired by the year 2015. A rather conservative growth assumption was used, for planning purposes, of 55 permanent home units, or an average of 8 new dwellings per year through 2005, and an additional 112 permanent home residences, or an average of 11 per year, through the 2006-2015 period. In total, 167 new primary home residences are projected through the 1998 - 2015 planning period.

The demand for second homes was projected (using various factors such as population growth within two hours of the Pass, the estimated growth rate of mountain second homes, and the rate of expected buyers at the Pass) at an average of between 39-89 second homes per year between 1998 and 2005 and 50 to 120 per year between 2006 and 2015. Again using a conservative growth assumption, it is projected that over the 1998-2005 planning period, 380 new second homes will be constructed within the area. This entails an annual average of approximately 54 new second homes per year. During the 2006-2015 period, as the environment continues to improve related to ski area and summer facility upgrades, it is projected that an additional 710 second homes will be constructed, an annual average of 71 new second home dwellings.

Under those assumptions, over the approximately 15 year time frame for the planning period, a combined primary and second home total of 1,257 new units, or an annual average of 74 dwellings per year will be constructed within the Snoqualmie Pass area.

In comparison, over the past few years, (1995-97) an average of 13 dwellings were constructed within the Snoqualmie Pass area. The conservative estimate of demand represents a significant increase in building rate and maturation of the community over the next planning period. It should be noted that demand over time may vary considerably as various unanticipated economic and social factors occur. (A potential range in demand for residential dwellings was projected, from a low of 882 new residential units to a high of 2,132 new residential units within the planning area.)

Under any of these projections, the Pass has sufficient residential land capacity to meet the estimated demand.

Commercial Development Capacity and Demand

A similar analysis was conducted for commercial land area. Currently, there exists 30,000 square feet of commercial development on 8.22 acres of land in the Snoqualmie Pass area. The potential exists for 112.64 additional acres of commercial development in the area, including land for hotels, which could accommodate over one million square feet of commercial space (assuming four square feet of land are required for each square foot of building). Most of the existing commercial acreage is concentrated in the Summit West area, while much of the potential additional acreage is located in the Summit Central and Gold Creek areas.

An analysis of demand for retail commercial square footage within the Snoqualmie Planning Area was also undertaken, consisting of estimating demand related to "spending factors" of the projected permanent residents, second homeowners, overnight lodging guests, day visitors to the area, and regional pass-through traffic. Standards for per capita spending by each of these groups of consumers were developed and applied to various commercial categories, including: high turnover restaurants, quality restaurants, supermarkets, convenience retail, specialty retail, gas stations, and hotels and motels.

The composite annual spending patterns for commercial uses were then tabulated with benchmarks for the year 2005 and 2015. Total projected annual spending within Snoqualmie Pass for retail/commercial categories, based upon the overall growth scenarios, totaled approximately $36.5 million in 2005 and $51.3 million in 2015. Based upon an assumed standard of $300 per square foot of sales, this translated into an overall demand for approximately 122,000 square feet of retail commercial in 2005 and 171,000 square feet in 2015.

With approximately 30,000 square feet of existing retail commercial uses, a conservative estimate was made of new retail commercial square feet, within the geographic area, of 94,000 square feet between 1998-2005, and a total of 124,000 additional square feet required within Snoqualmie Pass by the year 2015, for a total of approximately 154,000 commercial square feet by the year 2015. A demand for an additional 375 hotel units and related conference and meeting facilities was also projected during the same time frame.

Based on these projections, the Pass has sufficient land capacity to meet the estimated commercial demand through 2015.

Other Uses and Notes

It is possible that the area could also serve a variety of firms requiring office, manufacturing, and/or warehouse space. The Kittitas County economic development organization often noted a lack of quality sites for this type of development. However, In spite of the pressure for such development in the region, the Pass would not be a preferred location, particularly for manufacturing or warehouse development. Weather and road conditions could be disruptive to receipt and shipment of goods, which would be a disincentive for businesses seeking sites and facilities.

There will be some demand for two other types of uses:

Office uses serving local needs (for example, real estate, insurance, medical/dental)

Office uses which transact their businesses electronically.

The first type of use will not generate enough demand to warrant its own facilities, and will be part of a larger commercial center. The second use will typically be a home business or telecommuter.

(Note: The projections for both residential and commercial demand were arbitrarily proportioned among the individual sub-areas to insure that no constraints or problems would result. No items requiring attention were noted.)

C. SUMMARY OF COMMUNITY INPUT

The residents and property owners in the community, through several open houses, more than 20 meetings, and a community survey, clearly identified several key issues requiring attention in the Comprehensive Plan, including; the improvement of traffic, parking and circulation; the establishment of voluntary design standards; the preservation of open space and habitat within the alpine environment; and creation of a community center for the Pass. These items will present a challenge to new development as the community strives to maintain and enhance the livability and natural, scenic beauty of the Pass area.

The community addressed the issues related to transportation as part of the overall comprehensive plan review process. The current truck parking situation on SR906 causes considerable visual and noise pollution and is a serious safety hazard. It is clear that the Interstate 90 corridor, which dominates portions of the Snoqualmie Pass area, brings a complex set of beneficial and detrimental impacts related to regional accessibility along with associated design, noise, and air pollution. These issues must be considered in order for the overall residential and resort environment to be substantially enhanced. The Comprehensive Plan recommends a number of additional road system improvements to SR 906 and the interchanges to upgrade the internal transportation network.

A set of voluntary design guidelines has been developed for development in the Pass area.The design guidelines were developed by members of the Pass community in recognition of the dramatic beauty, recreational assets and environmental sensitivity of this mountainous area and the critical relationship between protection of these natural qualities and the ongoing economic and scenic health of the Pass area. The Guidelines describe a range of physical characteristics for new development that will make positive contributions to visual quality and to the quality of life at the Pass.

These advisory Guidelines are meant to aid all those involved in the planning, design, and approval processes for development at the Pass. They are a tool to inform property owners and their environmental and design consultants and engineers of the design characteristics that are both functional and aesthetic. These voluntary guidelines provide both general and specific information that, together, create a shared basis for understanding and enhancing development proposals. The guidelines contain information applicable to single family residences, plats, multi-unit residential and commercial developments. By recognizing the existence of these

guidelines, the County is merely acknowledging that the guidelines have been developed and is not adopting them as a regulatory document.

The planning effort has identified key open spaces and scenic vistas with the intention of preservation of those invaluable resources through the observance of these vistas in the Development Review process. The alpine environment, of which Snoqualmie Pass is a part, is a critical component to maintain the quality of life which is so desirable to the residents and second homeowners of the area.

A community center was identified as the top priority community facility by respondents to the Pass. Further, respondents identified Summit West as the preferred location for the Community Center. Through cooperative planning and management among the Forest Service, WSDOT and the community, a facility could be developed in this area that would serve visitors and residents alike. Such a facility might include a meeting room, visitors information area, public restrooms, a museum of Pass history and artifacts, and other services for Cascade Trail hikers and I-90 travelers.

Other issues were identified as well, which are set forth in the Comprehensive Plan in various areas, including land use, design, open space, recreation, transportation, and utilities.

D. OVERALL GOALS

After the review above and extensive community input, the following overall goals were identified:

1. Create a shared vision of the future of the Pass area through a community-based updated Comprehensive Plan.

2. Create a vibrant year-round community in the Pass area capable of supporting, and suitable for, both residents and recreational visitors to the area alike.

3. Establish a unifying theme or motif for development in the Pass area, whether through consistent signage or common area elements, encouraged design features, or similar approaches.

4. Increase the economic and housing viability of the Pass area by giving the economic impact of any activity or decision high priority.

5. Protect the ability to expand recreational opportunities, both winter and summer, to accommodate visitor growth.

6. Plan adequate infrastructure improvements, both transportation and utilities, to accommodate present and future needs.

7. Preserve and protect environmentally sensitive areas and scenic vistas.

E. LAND USE GOALS AND OBJECTIVES

As part of the community review process, the land use goals and objectives of the original comprehensive plan were revised into the following:

III.1 Goal: Achieve the maximum degree of compatibility between adjacent land uses.

Objectives:

1. Residential, commercial and community buildings should be designed in an alpine or Cascadian theme consistent with existing development and the design guidelines .
2. Wherever practical, buffering should be employed for the aesthetic enhancement between land uses, including parking and roads.

3. Appropriate building height limits should be established in the Pass area, by building type.

Residential Land Use

III.2 Goal: Encourage a mix of residence types of alpine or Cascadian design, located in combinations and groupings which enhance the residential and resort atmosphere of the Pass.

Objectives:

1. Clustering of structures should be encouraged, with screening between clusters and open areas (view corridors), wherever possible. Residential land plans which take advantage of the mountain setting should be encouraged.

2. Access roadways should be kept to a minimum (both in number and dimension) consistent with safety and efficient maintenance. Roadways should follow terrain contours with a minimum number of straight segments.

3. All residential areas should be connected, where practical, by a public trail system suitable for all-season use.

4. Appropriate non-residential uses should be accommodated in residential areas.

5. All residential uses should provide adequate off-street parking.

6. All utilities in new residential developments should be underground.

Community Uses

III.3 Goal: Encourage the development of community uses in appropriate areas. Uses could include security/emergency services, clinics and medical/dental offices, places of worship, a community center, a recreation center, visitor information center, recycling center, post office, library, nature center/museum.

Objective: Similar and complimentary uses should be placed in close proximity to each other in a location which is convenient to the community and visiting public.

Commercial Uses

III.4 Goal: Provide for commercial development in appropriate locations to serve the needs of the community, visitors and traveling public and to enhance the economic vitality of the Pass.
Objectives:

1. Commercial development should be clustered along Highway 906 near Exits 52, 53 and 54, rather than in a linear strip along the highway.

2. Neighborhood commercial centers should be conveniently located to meet local shopping needs.

3. Commercial activities should be located in proximity to principal resort and transportation facilities, such as near the bases of ski slopes and freeway interchanges.

4. All roadside parking should be limited to short-term service and delivery vehicles. Customer parking for commercial uses should be located either under-structure or in designated lots with practical visual screening. Joint use of off-street parking areas should be encouraged. Pedestrian/skier access between uses should not be obstructed by vehicular parking.

5. Signage and advertising should follow a consistent design theme with an alpine or Cascadian nature matching the Pass architecture.

6. A mixture of uses, including residential and community services, should be encouraged in conjunction with commercial development.

7. Unscreened outside storage should be restricted in commercial areas.

8. Off-site or off-premises commercial advertising should not be permitted in the Pass area, except for the use of motorist information signs provided by WSDOT.

Light Industrial Uses

III. 5 Goal: Provide for light industrial users, including utility companies and public agencies, in appropriate locations.

Objectives:

1. Light industrial uses should be located principally near Exit 54, extending southwest to the DOT yard.

2. All applications for industrial facilities and/or business permits should be individually reviewed for conformance with the Comprehensive Plan, and approvals should be limited to non-polluting, non-congesting operations consistent with the character of the Pass area.

3. Perimeters of all industrial operations should be buffered or screened from other elements of the community and of a design consistent with the theme at the Pass.

4. Unscreened outside storage should be prohibited.

Recreational Uses

III.6 Goal: Encourage the development of all-season, multi-option recreational facilities on public and private land.

Objectives:

1. Winter recreation areas should be maintained in an attractive manner during off seasons.

2. Trail networks should be a primary means of Pass area transportation where practical, connecting to surrounding trail systems, where appropriate.

3. Recreation areas should be coordinated and controlled to enhance safety and proper use.

4. Clear, uniform signage should be developed giving orientation and designating type of usage for all recreational areas and trails.

5. Adequate tables, benches, rest room facilities and trash containers should be available throughout all areas and during all open seasons.

6. Visitor parking should be aesthetically located and buffered as much as is practical, and the capacity of the parking area should be correlated with the capacity of the related recreational facility.

Educational/Cultural Uses

III.7 Goal: Foster the development of multi-use facilities which can adapt with changing seasons, to serve a variety of educational/cultural needs.

Objectives:

1. Building space should be created or allocated for a community center, a nature center, library and museum.

2. A variety of conference centers, retreat facilities and other buildings used for public purposes should be encouraged in the Pass area.

Government Uses

III.8 Goal: Facilitate cooperation and participation of Federal, State and local agencies in planning and implementation.

Objectives:

1. In cooperation with other interested parties, agreements should be sought with the USFS to ensure that logging on federal land in the greater Snoqualmie Pass area will be limited to selective thinning that will not impact the principal view corridors.

2. All stakeholders in the Pass area encourage USFS to approve expansion of ski area facilities and groomed terrain around Mt. Catherine, and other winter and year-round recreational improvements.

3. The Department of Transportation should be encouraged to install landscaping around their Hyak facility and to maintain the facility in a clean and attractive manner.

4. Participation and cooperation should be sought with the Army Corps of Engineers, U.S. Forest Service, Bureau of Land Management, State Department of Wildlife and Department of Natural Resources for the visual improvement (stump removal) and recreational enhancement of the western portion of Lake Keechelus.

Natural Resource Uses

III.9 Goal: Recognize the economic importance of the area's natural resources and promote the optimal use of these resources by public and private interests.

Objectives:

1. Along with other interested parties, agreements should be sought with the USFS and private logging interests to ensure that timber harvesting in the greater Snoqualmie Pass area will be conducted so as to minimize adverse visual impact and environmental damage to surrounding land.

2. Recognize the natural beauty of the Pass as its most important natural resource, and promote continued expansion of recreational opportunities available due to the unique natural attributes of the Pass area, to insure continued recreational opportunity for all interested users.

Parking Uses

III.10 Goal: Provide sufficient parking for all Pass activities in the most practical manner that is the least aesthetically detrimental to the scenic mountain setting.

Objectives:

1. All parking should be off-street and screened from view to the extent practical.

2. Joint use of off-street parking should be encouraged wherever possible, with cross-over easements between uses where appropriate.

3. Parking areas should be well lighted and adequately accessed by trail or sidewalk.

4. Parking should be provided to accommodate all modes of transportation such as cars, trucks, buses, recreational vehicles, snowmobiles, horse trailers etc. Separate parking areas should be provided for uses generating special safety or aesthetic problems, such as semi-trucks.

5. Snow removal and disposal should be an integral part of parking lot design.

LAND USE
Recommended Actions

1. SNOPAC, in conjunction with the Comprehensive Plan review, has drafted general design guidelines which present desired architectural features considered to be consistent with alpine or Cascadian design. These design guidelines are accompanied by visual aids to make clear what the community desires. The design guidelines address advertising signs and other external aspects of development design which may have aesthetic impact on the community. The Community Design Committee should be available to review proposed projects with proponents before project design is commenced to offer suggestions to best incorporate the design into the community.

2. The Community Design & Aesthetics Committee ("CDA"), together with the Economic Development & Land Use Committee ("EDLU"), should develop additional site design guidelines which promote the clustering of structures to protect natural land features and sensitive areas.

1. The EDLU Committee should continue to refine the land use inventory to determine a realistic growth scenario which will aid in infrastructure planning.

2. SNOPAC should take the lead in adapting the affordable housing policies of Kittitas and King Counties to the unique housing needs of the Pass area.

3. The EDLU Committee should monitor the planning, management and operation of Forest Service Land and Keechelus Lake in an effort to enhance and expand their recreational opportunities and visual quality.

F. COMMUNITY DESIGN AND AESTHETICS GOALS AND OBJECTIVES

III.11 Goal: To encourage the use of site planning, landscaping and architectural principles which enhance the mountain character of the community and harmonize with the alpine environment.

Objectives:

1. Encourage "village centers" with high density areas of closely clustered buildings, with narrow walking streets (where practical) and common walls between businesses, at the Summit, Summit Central, Exit 54, and Alpental.

2. Each village center should feature a recreational activity such as tennis, ice skating, curling, swimming pool that is open to the public and located near the center of the village.

3. Lines of sight in village centers should be broken to give a sense of small scale and invite pedestrian wandering and exploration.

4. High density housing close to, or in, each village center should be encouraged.

5. Village centers should be connected with footpaths where practical.

III.12 Goal: Keep vehicular traffic and automotive impact at a minimum in village centers.

Objectives:

1. Emphasize foot traffic and foot access where practical. Sidewalks and footpaths should serve as a main mode of transport within each village center.

2. Buildings at the street side of a village should be required to front on the sidewalk and as close to the road as practical.

3. Streets near village centers should be relatively narrow (but wide enough to accommodate winter snow plowing requirements) to slow traffic and have sidewalks or paths for pedestrians.

4. Parking should be: behind village centers and businesses, and screened from sight (especially along I-90), where practical.

III.13 Goal: Buildings within village centers should be compatible with the character of the mountain environment and meet the year-round needs of the community.

Objectives:

1. Natural materials should be encouraged on the exterior of all buildings.

2. A Northwest-Cascadian Style of architecture should be encouraged. Design guidelines should be developed and publicized to ensure consistent architectural design and signage throughout the Pass.

3. Year-round foot access on covered or cleared paths and sidewalks should be encouraged.

4. Two to four story buildings in Village centers should be encouraged.

5. Employee and other housing on upper floors of commercial buildings should be encouraged.

6. Plans for dealing with snow accumulation should be encouraged at the first meeting with project proponents,

7. Roofs should be designed to either retain snow or sluff snow off in such a way that it is not a hazard to the public.

III.14 Goal: Encourage development of building codes for the community that are compatible with the mountain environment. These codes should include the height and exterior materials of buildings as well as site design and snow management for each structure.

Objectives:

1. Standards should be set encouraging high density housing at each village center, with density reducing with distance from the village centers.

2. Designs and signage should be carefully reviewed in order to avoid a garish, overly competitive visual environment.
3. Standards and programs for the enhancement of the alpine setting should be developed, including standards for revegetation and programs for landscaping along entry corridors and in other prominent public areas.

III.15 Goal: Promote the development of uses which will provide goods and services to both residents and visitors.

Objectives:

1. The variety of available goods and services should be broadened to reduce the requirement to travel off the Pass for normal daily needs.

2. Special services and facilities should be provided which are oriented to the recreational visitor, so as to enhance the available recreational opportunities.

III.16 Goal: Provide public services and facilities which will enhance the livability of the Pass for residents.

Objectives:

1. Social and cultural opportunities such as a community center, library, museum, etc. should be planned for and provided.

2. Health and public safety facilities and services such as an2 immediate care clinic, improved emergency response, garbage pick up and recycling etc. should be planned for and provided.

Description Of Village or Activity Centers

Alpental

The non-residential area of Alpental should be primarily oriented toward serving skiers. Overnight lodging, consistent with a destination resort area, may be added and accessory uses such as restaurants, lounges, equipment and clothing shops might be expected. Commercial activity would be concentrated at or near the base of the ski slopes.

Snoqualmie Summit

The Summit will continue to develop as the recreational and community center point of the Pass. New development should be primarily focused toward providing commercial and community services for the year round recreational visitor, other tourists and community residents. Both Forest Service activities and private development should cater to visitor needs by providing information, services and products. Recreation related services should be coordinated to complement each other and provide a complete range of activities, i.e. skiing/hiking, shopping, dining, lodging. Community needs should be identified and provided to project proponents, land owners and governmental agencies.

Summit Central

Summit Central should be similar in use to Alpental in that it will be oriented toward providing recreational facilities and services. A mixed use facility could be developed which could be sited to be accessible to the general traveler and the resident population; facilities might include conference facilities within a hotel/motel complex.

Exit 54

Because of its visibility and land base, the commercial area at Exit 54 could provide services directed toward the traveler on I-90 (its location makes this area less conducive to ski related services). Over time, as Gold Creek Valley, Hyak and other residential areas develop, or as the Summit is built-out, Exit 54 may become a convenient place for such uses as a community center, post office, and/or general store or supermarket.

General

All activity centers should inform visitors about the entire range of Pass areas and activities. Directional signs and maps should be used at each. Activity centers should be connected, where practical, by trails.

Design Guideline Outline

Site Planning

Environmental Conditions (solar access, wind, vegetation)
Grades (cuts and fills)
Drainage
Utilities
Circulation (vehicle and pedestrian)
Storage (firewood, snow, trash)
Parking
Public spaces

Building Location

Site Characteristics (soils, slope, drainage, wetlands)
Setbacks (street, rear and side boundaries)
Spacing (view corridors, compactness)

Orientation (views, solar access)
Alignment

Architecture
Scale (to site, to adjacent buildings)
Proportion (height to width)
Roof Shape
Other Structural Features (gables, dormers, porches, chimneys, columns, porte-cocheres)
Materials (texture, pattern, color)
Other Design Features (windows, doors, shutters, trim, ornamentation)

Landscaping
Screening (fences, hedges, trees)
Paving (walkways, stairs, patios)
Retaining walls (height, materials)
View Blockage
Plant Materials (indigenous, weather tolerant)
Lighting
Outdoor Furniture
Signing
Community Design and Aesthetics
Recommended Actions

COMMUNITY DESIGN AND AESTHETICS
Recommended Actions

1. The CDA Committee should continue the effort to further develop design guidelines for the village or activity centers, including securing funding for such work when possible. The design effort should involve the community and all other interested parties.

2. The CDA Committee, in conjunction with the EDLU Committee, should continue to develop general design guidelines which present desired architectural features considered to be consistent with alpine or Cascadian design. Written design guidelines should be accompanied by visual aids to make clear what the community desires. The design guidelines should address advertising signs and other external aspects of development design which may have aesthetic impact on the community.

3. The CDA Committee should take the lead in developing the schedule and procedural format of design review for projects in the Pass area. It is recommended that at least one design professional be included on the committee. The design professional should not be required to be a member, although familiarity with Pass issues and goals is desirable.

4. The CDA Committee, together with the EDLU Committee, should provide continued involvement with the Mountains to Sound Greenway Trust to maximize the benefit of mutual effort and involvement.

5. The above Committees should promote the design and development of landscaped entry ways and corridors into and through the Pass, seeking the cooperation and funding support of the Washington State and Federal Departments of Transportation, the U.S. Forest Service and the Mountains to Sound Greenway Trust.

6. In conjunction with the EDLU Committee, the Community Design and Aesthetics Committee should work with local business operators, the U.S. Forest Service, WSDOT and the counties to develop an attractive and coordinated directional and informational sign program for the Pass.

7. The CDA and EDLU Committees should work with Mountains to Sound Greenway Trust to reduce or eliminate commercial signage that is oriented towards Interstate 90. For this to be possible, WSDOT needs to encourage and enable the use of sufficient standard highway signs to help identify businesses in the Pass area.

8. The committees should work with Mountains to Sound Greenway Trust to develop recommended sign regulations for adoption by King and Kittitas Counties and WSDOT that recognizes the scenic quality of the Interstate 90 corridor through the Pass and the designation of Interstate 90 as a National Scenic Byway.

9. The committees should work with Booth Creek Holdings and other business owners to develop a consistent signage plan and design that would be unique to Snoqualmie Pass and would help to create an identity for the Pass area.

10. The committees should work with King and Kittitas Counties and WSDOT to develop a lighting plan that establishes standards for street lighting design and location. The lighting plan should strive to provide adequate lighting for public safety, without contributing to light pollution from excessive lighting.

G. LAND USE PLANS

There are two levels of land use plans presented in this comprehensive plan.

The first is an overall concept plan for the entire planning area. This plan is the more general of the two. General land use activities are identified for the purpose of showing the interrelationship of these activities to each other and to other plan elements such as transportation, utilities and open space corridors. This level of concept plan presents the overall picture.

The second level of concept plan is presented for each of the five subareas of the Pass. Land use designations are more specific in terms of location and use type. Particular planning goals or special conditions may be indicated for land use designations at this concept level.
As an example, the overall concept plan may indicate an activity center in a general location. The subarea concept plan further details the type of activity which is desired in that activity center, such as highway oriented commercial, lodging and tourism activities, and so forth.

The subarea concept plans, although more specific, are nonetheless, still guidelines. Boundaries are general by necessity, and are not meant to imply that all the land within a specific land use boundary is suited for the designated use. For example, portions of land within a residential designation may be environmentally sensitive and will be more appropriately allocated as open

space. Detailed site planning and use restrictions are implemented through Planned Unit Developments, subdivisions, or other forms of design review and approval.

As part of this comprehensive planning process, the community was surveyed to determine their opinion on the most appropriate location for various property uses. The results of that survey are incorporated in the discussion of various sub-area land uses.

1) Relationship to County Comprehensive Plans
King and Kittitas Counties differ somewhat in the land use terminology used in their respective comprehensive plans. Likewise, the land use designations in the concept plans differ in that the terminology used is selected to show the specific intent of the Snoqualmie Pass Comprehensive Plan. Although the terminology may vary in each of the plans, the underlying goals of each similar use category are consistent.

2) Relationship to Snoqualmie Pass Adaptive Management Area (AMA) Plan
Forest Service lands are intermingled with private lands in the Snoqualmie Pass area and are an integral part of the present and future scenic and recreational attributes of the Pass community. The Snoqualmie Pass Comprehensive Plan does not (and can not) preempt the adopted Forest Service plans, but rather, only recommends particular land use designations and future actions which will strengthen the Snoqualmie Pass community and reinforce the multiple use aspects of Forest Service land to maximize long-term net public benefit.

3) Land Use Categories
Residential
The residential designation is intended to accommodate a mix and variety of residential uses and densities including single platted lots, clustered lots with attached or detached structures and multiple unit structures. In appropriate locations, remote lodges, bed & breakfast facilities and recreational cabins should be accommodated. Appropriate non-residential uses, such as learning and recreation centers should also be permitted in residential areas.

Commercial
Commercial areas should provide retail uses, lodging, restaurants and other visitor services, as well as personal and professional services for the Pass community. It is intended that particular types of commercial uses be located in the most appropriate locations to best serve the visiting public and the local community. Residential and community uses should be accommodated in mixed use commercial developments.

Commercial Lodging
This designation provides areas where a variety of overnight or weekly type of lodging may be provided in inns, bed & breakfast homes, hotels, motels or rental cabins. These areas may be appropriate locations for multiple unit structures to provide housing for Pass employees. Uses which are compatible with and supportive of commercial lodging and recreation, such as meeting rooms, restaurants, indoor recreation and retail shops, should be accommodated as part of a commercial lodging development.

Light Industrial

Utilities and public works uses are to be accommodated in small light industrial areas near Exit 54. Planned commercial uses should also be permitted on private land in light industrial areas subject to Planned Unit Development review.

Community/Public
Public and community support uses such as emergency and medical services, community/recreation center, post office, visitors information center, playfields/parks and places of worship are encouraged uses in community/public areas. Historic and cultural uses including a library, museum or historic interpretive display should be accommodated as well.

Active Recreation
Active recreation areas are those where considerable preparation and maintenance are required to provide recreational facilities and where machinery and equipment are used for operation and maintenance. These include alpine ski areas, snow play activity areas, golf courses and sports fields. A variety of associated support uses may be included, such as lodges, clubhouses, restaurants and lounges, equipment sales and repair, instructional facilities, locker rooms, maintenance and storage buildings and administrative offices. Residential development which does not preclude active recreational uses is allowed.

Forest Recreation
The forest recreation designation is applied to areas which are intended for long-term timber production, but which are desirable for passive or remote recreation activities such as hiking, Nordic skiing or mountain biking. Access to and use of these areas may be restricted as necessary for the protection of the forestry resource or to protect the public during times of forest operations. Many of these areas are integral to the recreation network of the Pass and their long term availability, through use agreements, is encouraged. Residential/commercial lodging uses are permitted, provided the development is compatible with the primary use of long term timber production.

Open Space
Undisturbed areas and environmentally sensitive areas, such as large wetlands and floodplains, are included in the open space designation. Much of the land in this category is Forest Service Land. Designation as open space is not intended to preclude access, but to encourage conservation while providing controlled or managed access for passive recreational activities like hiking, camping, Nordic skiing and fishing, consistent with the SPAMA Plan. Open space areas are critical to the natural beauty of the Pass area and provision of open space should be a consideration on public and private land in all land use designations.

Subarea A Land Use Plan

A majority of Subarea A is designated as Open Space because of ownership and development constraints.

The area at the base of the Alpental Ski Area is designated as Commercial Lodging. At the present time, the base of the ski area contains two day lodges and other support facilities for skiers. The plan envisions the development of overnight lodging facilities, recreation condominiums, restaurants and retail shops which could enhance the recreational asset provided

by the ski slopes. Due to limited land area available, development should be compactly designed so as to provide integrated pedestrian access to all facilities. The Snoqualmie River should be emphasized as an aesthetic asset in development planning.

The boundaries of the Residential area coincide with the King County Comprehensive Plan for East King County. The undeveloped portions of the Residential designation are somewhat constrained by topography and/or access. New residential development should be designed in a manner that clusters buildings on suitable building sites and leaves the remainder of the land area in open space.

A portion of the area designated as Open Space west of Alpental Road is privately owned. The Open Space designation is due to extreme topographic conditions. However, small areas may be available for carefully planned residential clusters. This area is designated as Forest Production in the King County Comprehensive Plan. As such, permitted residential density is one unit per 80 acres of land area.

Any construction west of Alpental Road and along the South Fork of the Snoqualmie River will need to comply with applicable state and/or county set-back and vegetative buffer requirements.

Subarea B Land Use Plan

Like Subarea A, Open Space is the predominate land use designation in Subarea B. The area is entirely within King County and is designated as Forest Production. Existing land use and ownership in a small portion of the subarea, however, does not meet the descriptive criteria for Forest Production districts. Rural homesites, such as those which are present, are more compatible with the recreational and environmental assets of this valley than would be the harvesting of the forest resource. The Snoqualmie Pass Comprehensive Plan therefore recommends that the privately owned lands which lie between the westbound and eastbound lanes of Interstate 90 be designated as Residential with a maximum density of one unit per five acres of land area.

Other privately owned land in the most southern part of the subarea is designated as Open Space. Lack of access, topography, and visibility from Interstate 90 are the criteria for this designation.

Most of this area is below the visual level of I-90. Pursuant to applicable state and/or local requirements, vegetative buffers will be required along the South Fork of the Snoqualmie River. A density of one unit per five acres, with clustering, should be considered where feasible.

Subarea C Land Use Plan

Subarea C is the community and recreational hub of the Pass and the Comprehensive Plan reinforces this role and capitalizes on the existing recreational assets.

The overall plan identifies two activity centers (or nodes) at Summit West and Summit West, where hotels, conference facilities, restaurants and other commercial activities are envisioned. The plan recommends that these areas be designed as much as possible in a "village" style which promotes pedestrian accessibility and discourages sprawling, automobile oriented development.

Because Highway 906 presents a lineal orientation, it is recommended that developments be planned to provide perpendicular movement, connecting the base of the ski areas to the commercial activities and lodging across the highway.

Along Highway 906, at the base of the ski slopes, areas designated for Commercial Lodging could provide accommodations for recreational visitors year around. Additional Commercial Lodging is proposed east of the freeway near Exit 53.

As the recreational hub of the Pass, the summit is also the logical first stop for visitors to the area. The plan recommends that the U.S. Forest Service expand their present activities and hours of operation in a new, larger visitor center which could include, in addition to recreation information, such things as a display on Pass history, information regarding available lodging, picnic areas, and a message center for hikers on the John Wayne/Pacific Crest Trail.

In addition, the Forest Service should provide enhanced public facilities for travelers in the Pass area, together with adequate safe parking. This could be incorporated in the new visitor center or in a stand-alone facility.

The plan designates two alternative locations for the visitor center. The first is between Interstate 90 and Highway 906 near Exit 52. This site has the advantage of being in the center of summit activities, where visitors could easily walk to other facilities nearby. However, available land may be too small to accommodate a well designed center and the required parking. The second suggested site is east of Interstate 90, near Exit 52. This site's advantages include a forest setting and ample available land; however, the site is much less convenient and access would be more difficult .

Subarea C also includes some established residential areas on both sides of Interstate 90. Conifer Estates, located between the two activity nodes at the Summit and Ski Acres, which would appear to be an ideal location for commercial lodging uses. However, the number of long-standing private residences in the development warrants the continuation of residential use. The Yellowstone Road area, though near the summit, is somewhat removed from the activities along Highway 906 and is a good location for private residences. New residential development in this area should be planned in clusters in order to preserve natural vegetation and protect streams and wetland areas.

Subarea D Land Use Plan

The Gold Creek Valley will likely experience the greatest change of all areas of the Pass. Currently, the valley is relatively undeveloped. However, preliminary plans have been developed for all of the private land holdings in the area. These plans include single family and multiple family residential, restaurants, hotels and motels, conference facilities and recreation.

During the planning process, the idea of "community" became a common thread among the various committees. As future growth in the number of permanent residents was envisioned, the need for common community services, including commercial and personal services, became evident. The Summit is presently the hub of Pass activity; however, it may not have enough land

for all future uses the community wants to see there. The north side of Exit 54 is viewed as another possible location for some of this development, due to its freeway access.

The commercially designated property is crossed by Coal Creek in a northwest to southeast direction. A Forest Service road crosses the property perpendicular to the creek. Mardee Lake and its associated wetlands are located in the northeast corner of the property.

The plan shows that the property could be developed in four commercial pods using the creek and the road as dividing lines. The two pods south of Coal Creek should be developed with highway commercial uses such as service stations, restaurants and motels. The development should be designed to take advantage of the site's visibility while respecting and protecting the alpine character and scenic beauty of the Pass.

The two pods north of the creek could contain a broad mix of uses, including uses commonly found in a community shopping district such as food markets, drug and hardware stores and other retail. The development should be designed in a manner which would use the existing road route as a "main street" rather than a through road. Pedestrian access and mobility should be an important design element. Views of the valley should provide a focus for site plan orientation.

Commercial development in this area should not compromise the ecological integrity of Coal Creek. Special attention shall be given to maintaining the vegetation within areas along the riparian zone and preventing run-off of or enhancing contaminated storm water from adjacent parcels. A riparian buffer (with an average width of at least fifty feet, unless a larger one is required by Kittitas County) shall be used for commercial development in this location. Particular care shall be taken to ensure that the architectural design and signage of commercial structures in these areas be compatible with the scenic, visual integrity of the I-90 National Scenic Byway corridor.

East of the commercial area is a steep ridge of rock outcrop and old growth forest. The plan designates this area for limited commercial lodging use and recommends that site planning cluster buildings in small pockets on the parcel where soil and slope are suitable for construction. Development shall be sited to screen the structures from view of I-90, with no disturbance of steep slope and ecologically sensitive areas. Old-growth timber shall be preserved except where necessary for construction, and included within site plans and lots as much as possible. The remainder of the site should be preserved as open space.

Care shall be taken to minimize removal of old growth timber and to screen the lodging elements from view of I-90. In no case shall construction result in increased slope instability or erosion in the area, or disturb ecologically sensitive areas, such as Mardee Lake and its associated wetlands.

North of the proposed commercial area, the U.S. Forest Service manages Section 10, which the plan designates as Active Recreation. This land has been partially logged, and the topography of the southern half of the site is suitable for development as a golf course. While a golf course would provide a much needed recreational facility for non-winter seasons and would provide Nordic skiing in the winter, these uses are not currently contemplated by the Forest Service in the SPAMA. The community will continue to monitor updates to the plan and provide input on any proposed changes to the use of this area.

Lying to the east of Section 10 is a Section of privately owned land which is designated Residential. The area is bisected on the diagonal by Gold Creek. Development plans for the majority of the property should reserve a substantial open space greenbelt on both sides of the creek. Development should be clustered on the site to take advantage of views and conserve natural vegetation.

The residential development should be planned with the highest degree of sensitivity to the aesthetic values of the area and the preservation and enhancement of wildlife habitat.

Subarea E Land Use Plan

Development in Subarea E is clustered near Exit 54. Uses range from single family residences to public utilities. The WSDOT highway facility and the Snoqualmie Pass Sewer and Water District's sewage treatment plant are designated Light Industrial, as is a partially vacant area west of the WSDOT property. This is the only Light Industrial classification on the Pass and it is intended to recognize the existing uses and provide a small area for other light manufacturing activities.

Approximately 17 acres between the sewage treatment plant and Keechelus Lake is proposed in the plan as commercial lodging. The site's location and characteristics may make it well suited for a Recreational Vehicle park, a facility which the Pass is currently lacking.

The majority of the Hyak subarea is used for recreation, including alpine and Nordic skiing, mountain biking, hiking and water sports. The Summit East Ski Area plans to expand considerably the area available for alpine skiing by constructing an additional chair lift to higher elevations.

IV. OPEN SPACE AND CRITICAL AREAS

Scenic Vistas and View Corridors

The grandeur of the North Cascade Mountains is equal to that of any other range in North America. And Snoqualmie Pass, because of intersecting valleys at the summit, provides a unique combination of vistas, from a looming "up-close" view of Guye Peak, to the distant view, up Gold Creek Valley, of Chikamin Peak. There can be no doubt that mountain scenery, and the visual and physical open space it provides, is an important asset to the Snoqualmie Pass community that needs protection and enhancement.

There are several ways to approach scenic vistas and view corridors, including:

1) Address the issue at ground level; that is, protect the sight-line of the viewer at a specific location (i.e., a view point or residence);

2) Protect the "content" of the view; that is, control activities that occur in the view corridor or vista so that the quality of the view is not reduced. Obvious activities include logging and utility right-of-way swaths; more subtle intrusions would include reflective satellite dishes or roofing material, or bright night lighting; or

3) Encourage that full advantage is taken of the view in a given facility's design. This should occur in site design, building and village design, and in the location of parks and scenic view points.

Developing regulations for the first approach would be difficult in any circumstance because it often involves protecting the assets of one property to the detriment of another. The protection of individual views from home sites is most effectively accomplished during site design, when lots and building envelopes can be staggered or stepped in a way that optimizes the view for everyone, rather than maximizing it for the few. View corridors and scenic vistas should always be considered in the design review process.

Because of a combination of rugged terrain and Federal ownership, the very disturbing activity of ridge-top development will not occur, as it has in area of less rugged terrain in eastern Washington. The SPAMA plan will benefit the Pass over the long-run, if it can prevent further logging activity, which is the most destructive activity in terms of scenic vistas and views. Nonetheless, the design review process could help ensure that site design is sensitive to: impacts to neighboring properties and optimization of individual view potential, which will benefit the project owners, neighbors and the public.

The third approach should be obvious, but occasionally site designers looking down and do not consider the specific and unique attributes of a site. This attention to detail is important in both site design and building design.

The sample of scenic views and vistas which is included in this section identifies only views from publicly accessible property. There are undoubtedly other vistas from private homes and properties that are equally spectacular.

Scenic views and view corridors should be a primary consideration. Individual projects should consider the impacts their actions have on others in regards to views.

Goals And Objectives

IV.1 Goal: Develop a Pass image which creates strong sense of community, scenic beauty, and recreational opportunity.
Objective: Planning policies should provide a land use framework which maintains the highest level of integrity of the alpine environment, while meeting the needs of the residents and visitors, which live, work and recreate at the Pass.

IV.2 Goal: Identify uses complementary with Open Space/Critical Areas goals and objectives.

IV.3 Goal: Develop an implementation strategy for preserving and incorporating open space and critical areas into the community plan.

Objectives:
1. Vegetative buffers should be required between different uses and along trails and roadways.

2. Green belt areas should be designated between clustered uses.

3. Well designed entry ways to new developments should be encouraged.

4. Plans should be developed which will preserve or enhance native flora, fauna and sensitive areas.

5. Implementation approaches should include:
a. Development of an inventory of indigenous plants to be used in new landscaping.
b. Encourage project covenants, conditions & restrictions to include open space/critical areas guidelines.
c. Work to create an incentive system for preserving open spaces and critical areas.

IV.4 Goal: Policies and regulations should be developed which recognize the special requirements of critical areas, as defined by Kittitas and King Counties, in the mountain environment of the Pass. Critical areas include:
a. Wetlands;
b. Areas with a critical recharging effect on aquifers used for potable water;
c. Fish and wildlife habitat conservation areas;
d. Streams, rivers and lakes;
e. Frequently flooded areas; and
f. Geologically hazardous areas.

IV.5 Goal: There should be no net loss of wetland habitat.

IV.6 Goal: Have appropriate agencies identify the functional characteristics of wetlands which may be impacted by development or human intrusion.

Objectives:
1. Identify the existing or potential use of the wetland as a surface-water or groundwater supply and the extent to which the area serves as a recharge area or purifier of surface water or groundwater.

2. Identify the wetlands function as part of the natural drainage system for the watershed and its importance in preventing flooding, leaching, erosion or otherwise affecting water quality.

3. Assess the importance of the wetland habitat as a natural wildlife feeding or breeding area and if there is a rare or unusual concentration of botanical species.

4. Assess the existing, potential or allowed use of the wetland areas for recreational purposes and their importance as open space.

IV.7 Goal: Wetlands shall be managed in accordance with the latest Federal and Washington State regulations and guidelines.

IV.8 Goal: Natural wetlands of irreplaceable high quality as habitat and open space should be preserved and protected.

IV.9 Goal: Mitigation strategies should be developed and required of all development to assure no net loss of wetlands and no loss of high quality natural wetlands.

Objective: Wetland management, protection or mitigation should be implemented according to applicable laws.

IV.10 Goal: Ensure the purity of Pass drinking water by identifying critical aquifer recharge areas and instituting policies which prevent surface and groundwater degradation.

IV.11 Goal: Protect fish and wildlife habitat areas, including habitat corridors, migration routes, ponds, streams, and breeding and nesting areas.

Objectives:

1. Manage land development and recreational activities to protect habitat from human intrusion, including noise, particularly during critical periods of breeding, nesting and migration.

2. Enhance and improve wildlife habitat and habitat corridors which may be disturbed or disrupted by development.

IV.12 Goal: Preserve the natural function of the floodplain and floodway, recognizing that the historic flooding characteristics of mountain streams and rivers varies due to upstream landslides, debris buildup, steep upstream gradients and impermeable soils.

Objective: Avoid construction in the floodplain or floodway of structures which could interfere with the flow of flood water or result in the destruction of private property or danger to human safety.

IV.13 Goal: The quality and integrity of existing riparian corridors should be preserved.

Objectives:

1. Identify and classify riparian corridors based upon their existing or potential habitat quality and diversity, importance to the drainage system of the watershed and recreational potential.

2. Establish riparian management zones including buffer and setback requirements, and vegetation preservation requirements within the setbacks and buffers.

3. Encourage non-structural bank stabilization techniques emphasizing bio-engineering.

IV.14 Goal: Restrict development in geologically hazardous areas including areas which are subject to erosion, landslide, avalanche or subsidence.

Objectives:

1. Modification of natural terrain and removal of natural vegetation should be minimized. Large flat building pads should be avoided in favor of terraced or piered structures.

2. Consideration should be given to the geological stability of the soil and slope well above and below a proposed building site, including the vulnerability of the site to avalanches or debris deposition in periods of rapid water runoff.

3. Disturbed terrain should be restored and revegetated as soon as feasible. Restoration should conform to the natural surface relief. Straight steep planes in cuts should be avoided. Natural drainage channels and swales should be restored.

4. Road and trail construction should follow topography as much as feasible to reduce the need for excavation and fills. Cuts and fills should be stabilized and regraded to resemble natural terrain, or terraced, rather than restrained with straight walls or bulkheads.

5. Site specific geotechnical information should be required for construction on slopes greater than 3:1.

IV.15 Goal: Identify the "viewshed;" that is, scenic areas which are visible from places of frequent human activity.

IV.16 Goal: Important scenic views and viewlines should be identified, preserved and, where appropriate, enhanced.

Objectives:

1. The enhancement of the island area in Keechelus Lake should be strongly encouraged, to enhance the wildlife habitat and visual quality of the lake.

2. Where appropriate, a program of thinning or removal of vegetation in view corridors should be considered.

3. Careful site planning should consider the impact of the placement and height of new structures on views from adjacent developed properties and public roads and trails.

4. The removal of vegetation for view enhancement should be balanced with the aesthetic and environmental importance of maintaining natural vegetation and open spaces.

5. Development of hillsides should be designed to respect and conform to the natural terrain so as to not be visually intrusive.

6. Where feasible, forestry practices which seek to replicate natural processes, enhance wildlife habitat, conserve biodiversity and blend with the surrounding landscape should be employed in viewshed areas.

IV.17 Goal: Categorize and map type and extent of vegetative ground cover within the viewshed.

IV.18 Goal: Identify and map current uses within the viewshed.

Objective: Incorporate by reference the U.S. Forest Service Plans; public and private forest management plans; public and private recreation plans; Alpine Lakes Protection Society management plan.

IV.19 Goal: Identify current and future management and use activities within the viewshed, including, but not limited to year round recreational uses; forest management; habitat preservation; commercial and residential development, and; viewshed enhancement.

IV.20Goal: Identify areas of viewshed challenges where the attainment of other goals and objectives within the planning area may impact viewshed quality.

Objective: Resolve challenges by encouraging practices which maintain and/or enhance the visual quality of the viewshed. Such practices should include, but not be limited to, the following:

a. Retention of existing vegetation and natural features.
b. Vegetative buffers around active uses such as recreation, commercial and residential development, and forest harvesting.
c. Forest management practices which protect and/or improve the viewshed quality while recognizing intended long term commercial forest practices.
d. Public and private recreational activities which protect and/or improve the viewshed quality while recognizing the intended public benefit of the recreational use.
e. Restoration of impacted lands within the viewshed to provide year round aesthetic quality.
e. Any timber harvesting within the viewshed should be thoughtfully planned and include innovative strategies to achieve the above listed goals.

IV.21 Goal: Identify potential land exchanges which will ensure the long term protection of viewshed quality.

IV.22 Goal: Prevent, in the long-term and short-term, the degradation of air quality in the Pass area.

Objectives:

1. Codes, covenants and restrictions in new developments should require the installation of wood stoves and fireplaces which minimize the introduction of pollutants into the air.

2. Educational material should be developed and distributed which explains the impact of temperature inversion on air quality and the typical weather conditions in which inversions occur.

3. Voluntary restraint from wood burning should be strongly encouraged, particularly in valley floors where the impact of temperature inversions are most severe.

4. In designing and implementing strategies to encourage the sensible use and control of all air pollution sources at the Pass, the assistance of staff from regional air quality control authorities should be sought.

IV.23 Goal: Prevent or reduce the intrusion of sources of high noise levels into the Pass area.

Objectives:

1. Options for altering the jet flight pattern for high speed, low altitude military maneuvers in Gold Creek Valley should be researched.

2. The use of non-muffled compression brakes on Interstate 90 should be prohibited. (???)

OPEN SPACE AND CRITICAL AREAS
Recommended Actions

1. The EDLU Committee should work with Kittitas and King Counties to insure clearing and grading regulations restrict such activities prior to site plan approval.

2. The Committee should enlist the assistance of appropriate agencies and knowledgeable individuals to further identify highly sensitive environmental areas including high quality wetlands and riparian corridors, old growth forests, sensitive wildlife habitats and wildlife corridors. The Committee should review the Counties' critical areas maps and regulations to ensure that these sensitive areas are adequately identified and protected, considering the special requirements of the mountain environment.

3. Working with the CDA Committee and the Mountains to Sound Greenway Trust, the EDLU Committee should identify the significant view-shed areas of the Pass and recommend actions to protect or enhance their visual quality.

4. The EDLU Committee should work with the Forest Service, Mountains to Sound, the Mountaineers and others to identify funding sources for the planning and implementation of a system of open space trail corridors which will provide functional transportation alternatives, recreational opportunities, visual enhancement, and preservation of sensitive and unique areas.

5. The Committee should provide recommendations, assistance and support for potential land exchanges which will protect open space and sensitive areas on the Pass.

6. The Committee should seek assistance to prepare an informational brochure for distribution to all Pass residents which explains the typical weather conditions under which temperature inversions occur and encourages voluntary restraint or limitation of wood burning during these conditions. The Committee should seek the assistance of staff from regional air quality control authorities to develop and implement this and other strategies to encourage the sensible use and control of air pollution sources at the Pass.

V. RECREATION

The Snoqualmie Pass area contains many outstanding recreational opportunities, including both active and passive activities. Recreation opportunities include:

- downhill skiing and snowboarding (four areas)
- cross-country skiing (including 56 kilometers of trails within the ski areas)
- sledding, tubing and snowshoe activities
- mountain biking
- hiking (many trails, including Iron Horse State Park, John Wayne/ Pacific Crest Trails, and many well-known day trip and overnight hikes)
- fishing
- boating
- bird and wildlife watching
- sightseeing

The amount of available recreation is unmatched anywhere else in the State, and is remarkable not only for its diversity, but also for its close proximity to a major metropolitan area and ease of access via I-90.

Goals And Objectives

V.1 Goal: Encourage the development of all-season, multi-option recreational facilities on public and private land. Facilitate the cooperation and coordination of planning and development activities of public agencies and private land owners.

V.2 Goal: Encourage the development of a Visitor Information Center to inform and educate the public about the areas recreational opportunities.

V.3 Goal: Develop an integrated public/private trail system which provides recreational opportunities and connects recreational areas with other uses.

Objectives:

1. Connect village or activity centers to surrounding residential and recreational areas with trails developed in green belts and open space areas.

2. Incorporate educational, cultural, historical and environmental self-guided tours.

3. Provide sufficient trail width and/or other means for multiple uses (e.g., biking, walking, jogging, and cross country skiing).

4. Prohibit the use of off-road motorized vehicles on multi use trails. Limit the use of snowmobiles to appropriate areas.

5. Prohibit the use of firearms in areas where other forms of recreation are accommodated or encouraged.

6. Expand the existing mountain biking trail system.

7. Provide a separate equestrian trail system.

8. Site trails away from wildlife corridors and archaeologically important areas.

V.4 Goal: Encourage careful, consistent, multi-season development of ski areas comprising The Pass complex.

Facilitate the expansion and upgrading of existing facilities - including, but not limited to, properties conveniently attainable from the existing facilities - thereby providing improved recreational opportunities in a manner consistent with the applicable Master Plan in effect for The Pass ski area.

Objectives:

1. Develop base facilities into all-season, multi-use complexes.

2. Encourage upgrade of existing facilities to properly accommodate present and future demand.

3. Provide additional recreational opportunities to local and statewide recreational users.

4. Encourage aesthetically and environmentally sound development of chairlift placement, alpine and Nordic trails, runs and summer use to be compatible with view-sheds and other recreational uses.

5. Encourage development of extensive summer use trail networks to harmoniously accommodate hikers/sightseers, mountain biking and equestrian use.

6. Encourage adaption of the ski areas for multi-use by those with disabilities.

7. Provide alternative, non-fee based winter use which is in harmony with other winter recreation uses such as back country access through USFS permitted areas.

V.5 Goal: Provide open space for properly managed festivals, cultural events, theater, athletic events and formal public parks. Such open space and events should be appropriately scaled to

be harmonious with the mountain environment and its other recreation attributes. The following issues should be addressed:

a. Traffic impact;
b. Sound impact;
c. Effective event and off-site security;
d. Sufficient event parking and spill-over parking in controlled areas;
e. Litter control and clean-up;
f. Overnight camping only in legal camping areas;
g. Sufficient community support services (e.g. medical, fire);
h. Sufficient sanitation capacity;
i. Adequate provisions for safe pedestrian routes; and,
j. Should not impair or reduce the natural setting.

V.6 Goal: Encourage the development of a "village center" within which cultural and community uses and activities can be clustered.

V.7 Goal: Analyze the potential of Keechelus Lake as a boating, fishing, swimming/beach area. The feasibility of removing the stumps from the lake should be investigated. Encourage Federal, State and local agencies to develop a management plan which optimizes the recreational opportunities of the lake.

V.8 Goal: Create an identity which promotes the recognition of the Pass as a unified, multiple use recreation and resort area.

Objectives:

1. Marketing efforts should be combined so as to reach the broadest possible audience.

2. An incentive program should encourage resort owners and operators to provide joint recreational access to all Pass visitors.

3. Physical access should be improved between recreational facilities and areas, including joint easements, crossover trails, access for disabled persons, etc.

V.9 Goal: Work with public and private historical/cultural groups to identify events and locales of significance in the evolution of the Pass area, and recognize the importance of history and culture as a recreational asset.

VI. TRANSPORTATION AND CIRCULATION

Some of the most important issues to the Pass community entail transportation issues. Two of the most important are:

1) **Restriction of Trucks/Truck Parking on SR 906**

Trucks and truck parking on SR 906 were identified as the most pressing transportation issues by respondents to the community survey. There is a very strong sentiment among Pass residents that trucks should be prohibited completely from SR 906 between Exit 52 and Exit 54 and that no alternative sites for truck parking should be provided.

Safety for pedestrians and local traffic, as well as the aesthetic detriment, were among the reasons that the community wants truck parking removed from the highway. Even though the community perceives SR 906 as a year-round recreational highway, WSDOT does not feel it should restrict "commercial combinations" from SR 906 in the same manner as they currently do in the summer on SR821 (Canyon Road) in Yakima County, as truckers are coming to destinations on SR906, not just passing through as they do on SR821.

Truck drivers stop at the summit for a variety of reasons: the need to sleep or rest; restroom stops; stops for meals. Some drivers prefer the Pass in the summer because it is cooler than down in the lower areas. Fewer drivers stop in the winter, because of the possibility of getting stuck at the Pass. However, trucks do stop in the winter, and some get boxed in by private vehicles.

If trucks cannot be prohibited from SR906, providing an alternative location, or an actual rest area, for trucks is a must. Truck parking on the shoulders of SR906, as currently exists, is intolerable to the community because of past accidents and recurring near misses, as well as the very disrupting effect on the scenic mountain environment. WSDOT should continue to work with the community to identify means to reduce or eliminate truck parking on SR906. If, notwithstanding the community's wishes, trucks cannot be prohibited from SR 906, cooperative planning efforts among WSDOT, the Forest Service and the community towards selecting an alternative truck parking site and developing an implementation plan would be a significant step towards the elimination of the serious problem of truck parking on SR-906.

2) **Pass Closures and Pass Access**

Interstate 90 was closed 66 times between the summer of 1996 and the summer of 1997 alone. Forty five of these closures where due to an avalanche or avalanche control. While recent closure numbers have been down, some of the closure durations were very significant.

I-90 road closures are determined and regulated by (WSDOT) in coordination with the Washington State Patrol (WSP). WSDOT and WSP will close I-90 when there is a serious safety concern for the motorist. Typically, closures occur all the way from North Bend to Cle Elum, but each situation is evaluated to determine the level of closure required.

Closure of the road has an economic and social impact on the Pass community, and is particularly frustrating to skiers and residents alike when eastbound traffic is prohibited from reaching the summit when the safety hazards occur east of Exit 54.

While WSDOT and the State Patrol may allow access during closures, there is no adopted plan or policy that accommodates Pass residents and businesses. While such a plan would not eliminate all future inconvenience, it would provide some certainty of access for Pass residents.

In the meantime, Pass residents have established a good working relationship with a member of WSP, who helps residents get home, when it is safe, during I-90 closures. The residents meet in North Bend, and then are led by caravan to the pass by uniformed officers. This was a new arrangement in the winter of 1998/1999. However, one officer cannot be on duty at all hours. WSDOT should work with the community, through SNOPAC, and WSP to prepare a Closure/Access plan which includes a system whereby residents can be identified easily and allowed access to at least Exit 52 (eastbound) when safe.

Transportation Study

A transportation study was prepared as part of this planning effort and is available as a separate document. The study includes background information and descriptions of existing conditions, and includes trip generation based on the allocation of land uses for the years 2005 and 2015 as briefly described in the Land Use section . This section presents a summary of the transportation findings for future conditions, recommendations for improvements that may be

necessary to mitigate growth impacts, and improvements that could presently be made to mitigate existing problems.

The computer traffic model used in analyzing conditions at the Pass distributes and assigns traffic to area intersections and roadways. The modeling program is supplied the trip generation information, through-traffic volumes on area roadways (in this case, I-90), information on relative land use locations, and "network" information - capacity, where the roads are, and how many lanes per road. The model programmer also provides information on average observed speeds, congestion points, stop sign or signal locations, and other data needed to run the traffic model.

For this project, the program also included information to restrict traffic flow due to adverse weather conditions. This is done by reducing the capacity (ability of cars to flow) on each road segment, through each intersection, and on the freeway ramps.The main purpose in this modeling exercise was to determine two sets of information: (1) How much traffic would be on each road segment for different scenarios and different years; and (2) How would the additional traffic affect speeds on road segments.

The model identified important information on several matters:

1. Queuing problems may occur on Exit 54, westbound, in 2015 (depending on the level of development in this sub-area)
2. Queuing problems may occur on Exit 53 as well, in 2015.
3. Speeds may be very low (below 10 mph) on SR-906 northbound between Summit Central and Exit 53.
4. Speeds on 1-90 over the summit may drop to 50 mph by 2015.
5. Congestion will worsen on SR-906 between Exits 52 and 53. The expected volume in the peak hours would be greater than the capacity of a two-lane road.
6. Building a frontage road on the east side of 1-90 would not result in significant time savings for residents.

The model was run for both 2005 and 2015. Conditions were modeled for higher and lower housing development (please see the Land Use section of the Plan). The differences in operating conditions under these scenarios was not significant from those conditions under the "Planning Projections". These model results, coupled with our observations of pedestrian and parking activities, result in the following proposals to improve traffic flow at Snoqualmie Pass now and in the future. Most of these proposals are based on better management, rather than built improvements.

Improving Traffic Operations - Physical Improvements

As traffic levels increase, congestion will rise and travel speeds will fall. The Pass area already suffers from traffic congestion on busy winter weekends. The following sections outline improvements that should ease traffic congestion now, and help alleviate problems in the future.

1) ***Realigned SR-906 at Summit Central***

Booth Creek Holdings has included a realigned SR-906 in their Master Plan for The Summit at Snoqualmie. SR-906 would be moved so it lay outside the Summit Central parking area. This is intended to remove the current conflict between skiers and pedestrians. Now, all skiers have to cross SR-906 to reach the lifts (except those parking along the southwest side of SR-906). The proposed realignment would bend around to the north of the parking. A few sharp bends would be created in SR-906. This could create some safety and operational issues. Drivers would have

to negotiate sharper curves under snow and ice conditions. Plowing may become more difficult. The high snow banks created by the plows, combined with the curves, may create sight distance problems.

The road, as proposed, creates an "oxbow", which would not meet WSDOT Design Guidelines. In order for the change to proceed, one of the following must happen: (a) Another entity could take over jurisdiction of the road, such as Kittitas County; the road would then have to meet design standards for the County; or (b)The proposed realignment could be designed in such a way that it meets WSDOT standards; however, this may not be possible; or (c) a variance would have to be granted by WSDOT. A combination of measures (b) and (c) would most likely allow the improvement to be built. The road should be designed to smooth out the curves and bring the road as close as possible to WSDOT standards. If WSDOT still has concerns, then the ski area should apply for a variance.

It is understood that the ski area intends to fund the engineering, design and construction of the improvement. Sufficient time for review and approval by WSDOT should be included in the schedule for the project. WSDOT approvals can take from 6 to 18 months. The road design should include a 40 mph design speed, and maintain adequate snow storage.

2) ***Alternative Alignment of SR-906 at Summit West***

It might be possible to realign SR-906 in the area of Summit West to the northeast, so it lies closer to 1-90. Land swaps or right-of-way acquisition might be involved. Doing so would provide and opportunity to develop a "village" master plan that would integrate parking, access and direct pedestrian connections between the ski base and the commercial areas.

This idea has several advantages: Reducing vehicular/pedestrian conflicts by removing most road crossing activity; creating additional areas for parking; making shared ski/commercial use of commercial parking areas feasible; and reducing traffic conflicts on SR-906 for Summit West parking.

Several issues would need to be investigated, including: Right-of-way, slope and road grade issues, impacts to existing commercial development, visual impacts on the I-90 scenic corridor and funding.

If other measures do not solve the traffic and parking problems on SR-906, this alternative could be re-considered; however, a brief initial review indicates that the cost of such a project makes it unfeasible. Accordingly, it will not be considered further or relied upon to solve existing problems at the Pass.

3) ***Improvements at Exit 53 underpass/SR-906 Intersection***

By 2015, traffic in this area will become congested during peak ski arrival and departure times. Speeds could drop to just a few miles per hour. This will be frustrating for drivers, and would create a negative perception in their minds about their recreational experience.

Manual traffic control could help with this problem. If drivers leaving the area can flow freely onto 1-90, congestion would be reduced. Those arriving in the morning should be able to flow freely onto SR-906.Manual traffic controls should be tested in the field before becoming policy. Allowing greater movement for off-ramp traffic could create delay problem on SR-906 as it approaches the intersection. Cost and liability issues relating to manual traffic controls should also be investigated.

Another option would be to increase the number of approach lanes at this intersection. For instance, the underpass road could be widened to one left turn lane, and one shared

left-turn/right-turn lane. This would necessitate widening SR-906 south of Exit 53 for some distance. This may be possible within the existing pavement width. During snow conditions, pavement markings would not be seen, and so either overhead signage or manual traffic control would be needed to keep traffic flowing.

4) ***Improvements at Exits 53 and 54***

As discussed under the model paragraph, there may be some operational problems at these two exits. The primary issue is traffic queuing on the off-ramps and spilling back onto the freeway. This also creates safety problems on 1-90. There are several possible measures for alleviating this problem. Each has issues associated with it.

A. Install traffic signals at the westbound off-ramps of Exits 53 and 54. The signal might increase delay and queues for ramp traffic. The signals also might not work well under snow/ice conditions (the signal detectors don't work well when covered in snow). The community may not feel comfortable installing signals, since they seem out of place in the rural/resort setting of the Pass. Finally, signals cost upwards of $150,000 to install, and must be maintained. One positive note: signals do tend to make it clear to drivers who has the right-of-way.

B. Restripe the off-ramps to two lanes. As the ramps near their termini near the underpasses, the paved width is such that two lanes of traffic could be accommodated. The ramp could be restriped to one left turn lane, and one shared left/right lane. This would mean restriping the underpass road as well. This is probably feasible with the existing roadway width, although some additional paving may be required. If paving is required, then funding must be found. Some truck drivers park on the ramps and under the overpass. No parking would have to be enforced if two lanes are installed.

C. Variable message signing on the freeway could warn westbound drivers of congested conditions at Exit 54, and direct them to Exit 53. This requires staff and incurs operation and maintenance costs. If Exit 53 is congested, drivers would need information in advance of Exit 54 so they could choose that exit instead. If both ramps are congested, then the VMS could only warn drivers of congested conditions. Since there are no westbound ramps at Exit 52, drivers would only have the choice of slowing for congestion, or bypassing the Summit area. Variable message signs would have to be monitored and updated as conditions change.

D. Improvements to the intersection of SR-906 and Exit 53 could help, since southbound delays there may be spilling back and causing delay on the off-ramps. Please see discussion below.

E. Manual traffic control at the off-ramps during peak times. Certified flaggers directing traffic to continue through might alleviate some delay.

F. Improved signage may reduce delays. It may not be clear to drivers which way to turn to reach their destination. Signage along the ramp, and then near and at the terminus, would help drivers find their way. Signage would need to be designed and located so as to be visible under winter conditions.

Signals are not recommended at this time. They probably would not be effective. Instituting the remaining measures would probably be most effective in reducing delay and congestion on the off-ramps. The variable message signing would have to be coordinated with the existing driver information system, and approved by WSDOT. Manual traffic control should be used initially on those days when activity will be high. With time, it may become evident that control is needed on a regular basis (e.g., every Saturday during the ski season). Better signage would be coordinated with and approved by WSDOT.

Since the majority of peak hour traffic is associate with ski activity, the Summit at Snoqualmie should bear a proportional share of the costs of these measures.

5) ***New Eastside Frontage Road***

There has been some discussion in the past of building a new frontage road to the east of 1-90, to connect Exits 52, 53 and 54. Even in the most optimistic Land Use Allocation previously described does not result in traffic volumes that would warrant construction of a new roadway. If the road connected just Exits 52 and 53, it would be about one mile in length. A rough cost estimate would be about $2 million, assuming no significant structures (bridges) would be required. The section between Exits 53 and 54 would be even more expensive because it is a longer. Funding for such a roadway would be problematic, with little demonstrated demand and competition for funds with roads that would carry higher volumes of traffic.

6) ***Traffic and Parking Management***

Many of the congestion problems at the Pass can be ameliorated with better traffic and parking management. The following section discuss measures to improve traffic flow, increase parking efficiency, remove conflicts between pedestrians and cars, and provide better shuttle service for both skiers and residents. Many of these measures should be provided by the ski area in response to heightened skier traffic and parking.

A) *Summit West*

One of the primary problems on SR-906 is the conflict between pedestrians and cars. Currently, there are few pedestrian facilities. Pedestrians walk in and cross SR-906 at Summit West and Summit Central.

The problems at Summit West are related to two activities:

1. People frequenting the restaurant/mini-mart, then crossing to the ski area.
2. Vehicles (especially trucks several vehicles deep) parking along SR-906.

People cross SR-906 at will. There is no organized crossing point. This behavior constantly exposes pedestrians to safety problems. Drivers trying to traverse the area have to stop again and again for pedestrians. At night, the problem gets worse because pedestrians are less visible. For these reasons, some type of pedestrian walkway with marked driveways and pedestrian crossing(s) needs to be created. (Please see below for more discussion about enforcing parking restrictions).

Simply removing the on-street parking at Summit West would exacerbate the parking shortage problem for skiers. More skiers would be trying to find fewer spaces, which could create even greater congestion around parking lots. Several remedies have been analyzed to alleviate this problem, but a workable solution remains to be found.

When the ski area expands, additional parking will be provided. If sufficient parking is provided in lots, then the pedestrian/car conflict should be diminished. However, if skier visits increase beyond ski area parking capacity, or when more commercial development occurs on the north side of SR-906, pedestrian activity will increase and people will want to cross SR-906. To mitigate this problem, a pedestrian overpass or underpass could be created. Such structures are very costly, therefore it might be advisable to manage pedestrian crossings rather than build an overpass or underpass. The pedestrian control option, which would need to be finalized, is recommended at this time. The community and WSDOT can investigate federal funding for an overpass/underpass through the Puget Sound Regional Council and/or other sources. It may take several years to secure such funding, if it is ever available.

B) *Summit Central*

The problems at Summit Central are related to skiers having to cross the road to reach the lifts. As discussed above, the ski area may reroute SR-906 so that pedestrians do not need to cross the road to reach the lifts. In the meantime, several measures would help with pedestrian/vehicle conflicts:

1.Creating and enforcing a new 300' no-parking zone on SR-906 at the crossing. Cars parked on the road at Summit Central complicate the problem because pedestrians are harder to see as they come from behind parked cars and buses.

2.Active traffic and pedestrian control at the main crossing location, some of which is slated to be installed any time. On prior winter visits to Summit Central, traffic monitors have been observed standing in the middle of SR-906 at the crossing, but doing nothing in the way of assisting drivers or pedestrians. Drivers slow or stop because they don't know what to do. Pedestrians stand on the sides waiting for direction. It is imperative that persons of authority, such as certified flaggers, control this crossing point.

3.Keeping the snow wall in place (at a reasonable height) so that pedestrians are encouraged to cross only at the crosswalk.

If SR-906 is rerouted around Summit Central, on-street parking in this area of SR906 should become less of a problem.

C) *Silver Fir Base Area*

There are also skiers crossing the road at this area. However, the volume of both people and cars is low at this point, so conflicts should be manageable.

Regardless of measures to minimize pedestrian crossing points, the ski area should provide separate pedestrian facilities so they can stay off of SR-906 and Alpental Road. It isn't safe to have pedestrians on the road, especially when they are wearing ski boots, carrying equipment and trying to keep children under control. A separate path can be created for pedestrians paralleling the road. This may require purchase of special snow removal equipment. Pedestrian facilities will also be a necessary element of new commercial development.

Providing more frequent shuttle service could also reduce pedestrian use of SR-906 and Alpental Road.

7) ***Signage***

A) SR-906 Overhead Signage

It is difficult to discern what and where lanes exist on SR-906. If the road is intended to be used for more than two lanes, then confusion will increase when snow and ice cover lane markings. Strategic placement of one or two overhead signs with lane usage information would help reduce driver confusion on SR-906. These signs would indicate that the center lane is for turning traffic; and the lanes for access to and from parking lots and through traffic.

B) Moveable Signs

On-street signage is also needed. The ski area does use some signage now. However, it is largely ineffective because it generally cannot be seen. The signs are very small and are often either buried in snow or half covered with dirt thrown up by the plows. These are moveable signs, and they should be removed every night and replaced every morning. The signs also need to be checked throughout the day to see:

1. If they are still visible
2. If they are still meaningful
3. Whether more signage is needed.

There is now a critical lack of signage directing drivers to parking areas. The use of moveable signs (e.g., on sawhorses) would help sort out some of the confusion for drivers on SR-906 and Alpental Road. Drivers should be directed to one *parking area at a time* at Summit West and Alpental. Signs help do this; once another area opens for parking, the signs are moved accordingly. Sufficient signage to close parking areas that are full would also help. The signs needs to be large enough and placed in such a manner that a driver can see the sign and keep going to the next lot without hesitating at the closed parking area. (Note: Although the "No

Parking" spray painted in orange at Summit Central may be somewhat effective, we do not recommend this measure. It is primarily done to keep areas open for shuttle buses and charter bus parking. It is unattractive and may have environmental implications. It is only useful until the snow plows cover up the information.)

WSDOT requires that moveable signs be located outside the SR-906 right-of-way, and cannot be used to direct traffic to Interstate 90.

Moveable signs, whether permanent or temporary, should be professionally designed and manufactured and be consistent in design. "Hand-made" signs should be strongly discouraged.

C) *SR-906 at I-90*

The signs directing drivers to 1-90 at Exit 53 are very small and become buried in the snow. Larger, tall signage or moveable signage would be better. Better signage would help reduce driver confusion about access to 1-90 at this location. This signage should be provided by WSDOT.

8) ***Snow Removal and Sanding/Plowing***

Snow plowing is a major issue at Snoqualmie Pass. WSDOT plows SR-906. To minimize conflict with parked cars and pedestrians, plowing is generally done between midnight and 8 am. Snow is stored along the roadway. In a cooperative arrangement with Booth Creek Holdings, the plowing provides for selected pedestrian crossings, parking along the highway and no-parking locations.

Strictly from the standpoint of pedestrians and visibility to commercial areas in the vicinity of Summit West and Summit Central, it would be desirable to haul the snow rather than leave it along the roadway; however, snow hauling presents serious issues including: (a) Cost: Considerable heavy equipment and labor could be required, including loaders and dump trucks; (b) Location: There is currently no designated location for storing the hauled snow; and (c) environmental considerations for snow storage locations. While these issues are serious, they may not be insurmountable. A snow management plan that developed priorities and policies for when, where and how often snow removal would occur, could result in a strategy that utilized existing equipment and labor at times when snow plowing was not otherwise necessary. WSDOT, the ski area, and commercial business would have to agree on such a plan, including cost sharing arrangements, before it would be feasible.

The ski area operators plow the Alpental access road. Apparently, in times past the time of plowing sometimes coincides with peak times of arriving traffic. As a matter of policy, this plowing should be done before peak traffic arrives.

9) ***Parking***

A) Future Parking Demand

Total future peak parking demand is estimated at 5,814 vehicles. This parking demand relates to a typically busy Saturday. Parking demand on the very busiest days (e.g., Saturdays of holiday weekends) may be higher.

The Summit at Snoqualmie Master Plan currently shows 39.9 acres of parking. This translates to about 4,948 parking spaces. This will not be enough parking to meet demand. As discussed above, on-street parking may not be available in the future. The parking spaces must also be allocated to demand. Currently, the Alpental area has the biggest parking problem. When the lots fill, drivers park along Alpental Road. This creates problems for plowing, cuts off emergency access and makes traffic flow very difficult.

If the parking areas are not more efficiently managed than today, the parking areas will not be able to park even the 4,948 cars. Therefore, several measures are needed to mitigate parking problems.

(1) Parking Management

(i) Provide enough parking in lots to accommodate peak demand. We recommend that room for 6,000 cars be provided to meet typically high demand. The ski area is currently amending their master plan to add parking.

(ii) Provide parking at the demand location. This requires some thought by the ski area so that parking at each portal matches demand. Until permanent parking can be created, the ski area should investigate temporary parking locations to be utilized closer to the demand locations.

(iii) Provide for off-site, overflow parking. This might take place at one of the Sno-Parks at either Hyak or Exit 38. These lots tend to be lightly used. Overflow parking would require additional shuttle service.

(iv) Provide better overall shuttle service. Skiers should not have to wait more than 5 - 10 minutes for the shuttle. Longer waits encourage people to get in their cars and drive to another portal, which creates both parking and traffic problems.

(v) Emphasize parking management to provide excellent parking utilization.

a) Parking lots should only be parked one at a time. In other words, all other lots are closed off until one lot fills. Then all traffic is directed to the next lot, and down the line.

b) Provide enough parking staff to do the job right. For the large lots, the minimum would be 7 - 8 staff. Having enough people on hand allows those staff to get people efficiently into parking spaces, maximizes the number of cars possible in a lot, and makes the experience better for skiers.

c)Traffic management into the parking areas is critical to success. SR-906 traffic should be directed by certified flaggers. To be effective, the flaggers must be aggressive in directing traffic.

d)During busy times, have parking and traffic management staff on hand to manage egress activities. Waiting in a parking lot to exit is no fun, and creates a bad visitor experience. It also breeds frustration in drivers, who may then exhibit poor driving behavior on exiting the lot.

(vi). The Summit and those who develop the commercial area should work together to maximize parking efficiency. It is likely that most people visiting the commercial areas during the winter will also be skiing. The total parking demand for all activities should be determined, so that all lots can be used effectively to ensure sufficient parking for the Pass.

(vii) Expand on programs that bring skiers to the area on buses.

(viii) Reward high occupancy vehicles. Those arriving four or more to a vehicle might receive one free ski pass, reduced passes for the day, or preferential parking areas. Scrip for these can be given by the parking lot monitors, who will be able to tell how many people are arriving per car.

(ix) Organize parking activities in the Summit West lot. This lot is so large that people tend to park haphazardly. If enough staff are present, with tools such as signage and traffic cones, it will help better direct drivers to spaces.

(x) Create and implement an actual parking management plan, which spells out in detail who needs to be where, when. This plan could have levels for dealing with slow days, busy days and peak days. This plan should be created in advance of the season, tested, and revised as needed.

10) ***Enforcing No-Parking on SR-906***

From the end of the commercial area to south of the intersection of SR906/Exit 53 underpass, there are "No Parking" signs posted. There are other limited locations where the road is posted for no parking, primarily in the areas around shuffle bus stops. On limited access roadways, such as 1-90, no parking is allowed. This restriction extends to the on- and off-ramps.

Washington State Patrol continues to heavily enforce the no parking restrictions on I-90 and other limited access roads. The Patrol feels that truck drivers are parking on ramps to avoid competing for spaces at formal truck stops (which tend to fill up early), and to try and get a competitive advantage (get on the road faster).Truck violations such as ramp parking are typically enforced by Commercial Vehicle Officers of the Washington State Patrol. These officers differ from Troopers in that they concentrate their efforts on commercial vehicles, and carry special equipment for dealing with truck enforcement. Any State Patrol officer can enforce the Commercial Vehicle code.

It is legal to safely park on some State facilities in unincorporated areas, including SR906 (though some of this road has been previously marked as "no parking from midnight to 8am). However, if drivers park at night on these facilities, they must leave at least their parking lights on for safety. This applies to passenger vehicles and trucks. (Information from Officer Brown, Commercial Vehicle Enforcement Officer, WSP.)

It should be noted that police power enables Troopers to curtail any activity they feel presents a safety problem. This could extend to something like vegetation growing in sight triangles, trucks blocking traffic flow, or parking in areas that may not be posted no parking but where the parking is creating a problem.

From the stand point of public safety and aesthetics, it may be in the best interest of the community and visitors to make all parking along the road illegal. Removing parking from the highway would result in a significant net loss of parking during the ski season. However, prohibiting "commercial combinations" from using SR906 would significantly improve public safety and aesthetics. (The problems with this approach were discussed in more detail earlier.)

The community will need to continue working with the Washington State Patrol and Washington State Department of Transportation in resolving parking issues on area roadways. Parking restrictions must be enforced, which may mean additional manpower by the Washington State Patrol during peak parking demand days during the winter and summer. In the long run, the best way to resolve on-street parking problems may be a combination of providing sufficient off-street parking, revising SR906 so there is no room for parking, and realigning SR906 at Summit Central so there is no advantage in parking along the road. All of these measures are discussed in other sections of the plan.

11) ***Drop-Off Areas***

As the drop-off areas are generally within the parking lots, they are included here. The current drop-off areas are not big enough for the level of activity. As the Summit at Snoqualmie works to increase its skiing levels, better drop-off areas will become more important. Given its proximity to the Central Puget Sound, many parents drop off kids in the morning and go home, returning in the afternoon.

The Alpental ski school drop off area is a significant problem. The lot is often full of parked cars to the point that cars cannot circulate through to drop off and pick up. Small children dart out from behind parked cars into moving traffic. The lot should be redesigned so the front area is only used for drop-off and pick up. The area needs strict enforcement (people park in it now). The drop-off area should be expanded. All ski school lots should be quite large to accommodate both drop off and parking demand.

Parking monitors not only need to efficiently direct traffic to parking areas, they also need to efficiently direct drop-off activity. Having separate entering lanes for drop-off vehicles would help. Signage will also help sort out traffic.

Managing traffic in the afternoon will also help with pick up activities. Now, cars leave the lots in all lanes, so entering traffic must wait on SR-906 to enter the lots. Traffic and parking staff must keep one entering lane open to accommodate pick up activities.

12) ***Emergency Access***

At times, Alpental Road becomes almost impassable due to cars parked on the road. The road is not wide enough for parking and two way traffic. This creates problems for emergency access. Parking along Alpental Road should be strictly forbidden, and it must be enforced. Violators should be towed. However, the ski area must also provide enough parking and good shuttle service so that skiers aren't forced to park on the road.

Occasionally in the past, Alpental Road would not be plowed or sanded until after the lifts open. Cars go off the road and block access, including emergency access. The road should be plowed and sanded at least an hour before the lifts open, and kept in good condition throughout the day.

13) ***Shuttle Bus***

More frequent service would make the shuttle bus more attractive to skiers. It would also become useful to residents, who might not have to use their car for all activities. A 5 to 10 minute headway for shuttle service is desirable. At 10 minute headways, the average wait time is 5 minutes. Any longer than this is uncomfortable for passengers, especially in the cold and snow. This may require additional vehicles. The Summit at Snoqualmie could work with Metro or other providers to use fleet buses on the weekend, when other demand is at the lowest. Metro has both full sized coaches and small, 18-passenger coaches. Analysis of the number of vehicles needed to meet policy headways should be undertaken.

Shuttle services should be expanded to run to overflow lots on busy days. Since this won't happen every weekend, a plan to rent shuttle services might work for serving these lots (e.g., contracting with Metro, Super Shuttle or another provider).

The shuttle drop-off areas should be expanded so the shuttles can get out of the traffic flow. Shuttle stops should be carefully considered near Summit West, both to minimize walking distance to the bus and so stops can be placed where the road has available plowed width.

14) ***Future Improvements to I-90***

For years, Washington State Department of Transportation has been trying to find a way to widen 1-90 east of Exit 54. The passage of I-695 and the current road alignment (between steep slopes and the lake) make widening problematic.

The State Highway System Plan, 1999 - 2018 (Washington State Department of Transportation, January, 1998) lists two projects for I-90 in the Financially Constrained Mobility Strategies. This would have ordinarily indicate that, by using the historical revenue trends before I-695 and projecting them out, these projects have a chance of being funded in the next 20 years. However, unless another initiative passes making more road funding available, the current situation is that many other higher rated (from a need standpoint) projects are unfunded, leaving these projects in limbo: (A) Milepost 55.49 to 67.29, Gold Creek to Easton Hill: Corridor design and environmental design. Estimated cost range: $2 - $2.6 million; and (B) Milepost 59.79 to 63.53, Resort Creek to Cabin Creek Road: Widen to six lanes. Estimated cost range: $38.8 - $54.4 million.

In another section of the Highway System Plan are listed those projects that were excluded. These projects did not have funding, or could not be feasibly funded, given expected revenue for the next 20 years, which is even less now than before. The excluded projects for 1-90 include widening of 1-90 east of milepost 67.46 (Easton Hill), and this project: (C) Milepost 55.16 to 59.79, Hyak to Resort Creek: Widen to 6 lanes, snowshed widening not included in cost estimate. Cost estimate: $103 - 133.9 million. At over $11 million per lane mile, it is not surprising that this project did not make the Financially Constrained Mobility list. However,

extension of the snow shed may occur. This project falls under another category of the Plan: Economic Initiative Strategies. The cost estimate to extend and widen the shed is $20 - $26 million.

About $960 million of the total $1.09 billion worth of Economic Initiative Strategy projects were in the Financially Constrained Plan. This contrasts with the Mobility Strategies, where only about $7 billion of the total $29 billion in improvements could receive funding. Therefore, before I-695 there was a chance the snow shed project would go forward, but little hope for the widening of 1-90 along the lake. Expanding and widening the snow shed may reduce the number of Pass closures. This action, combined with improvements in communication between residents and WSP, may reduce Pass access problems during the winter.

WSDOT should be encouraged to develop a project that becomes part of the State Highway System Plan, probably under the Safety Improvements or Economic Initiative category. This project would provide formal status for resolving the access issue not just for residents, but also for those wishing to access the ski area or cross over the Pass.

The only certain thing regarding highway funding is its continued uncertainty. Watch pending referendums and initiatives in this and coming years to keep current on the status of highway funding in the State of Washington.

VI.1 Goals And Objectives

Goal: Provide for transportation methods which are safe and serve the residential, recreation, cultural, economic and emergency needs of the area while reducing internal automobile travel and encouraging pedestrian, bicycle and ski circulation within the community.

Objectives:

1. Adequate circulation for residents should be provided, even during times of heavy visitor traffic.

2. All transportation corridors, from walkways to roadways should take into account the safety aspects of falling and accumulating snow.

3. Parking along SR 906 should be controlled and coordinated to increase pedestrian safety. Additional off-street parking alternatives should be identified and implemented.

4. The availability of remote or new parking areas should be analyzed, including:
   a. Shuttle from Bandera;
   b. Denny Creek campground; and,
   c. Asahel Curtis picnic area with chairlift/gondola to area of Surveyors lake/ radio tower, connecting to top of Silver Fir.
   d. Additional ski area parking lots.

5. Large commercial through trucks should have their own planned parking, preferably separate from other users (for safety) and visually screened (to preserve the scenic beauty of the Pass).

6. A study of current traffic patterns and future growth should be conducted for the corridor between Hyak and Alpental. The study should identify existing problems and examine possible solutions, including the potential of each alternative to:
   a. Cut down on SR 906 congestion;
   b. Provide access to future commercial and community facilities at Exit 54;
   c. Allow shuttle service following the loop; and,
   d. Enhance opportunities for recreating the historic Sunset Highway and parkway driving within the I-90 corridor.

If the study should indicate the need for a frontage road on the east side of I-90, any such road should be designed and constructed with adequate vegetative buffering to minimize the visual impact on I-90, and with drainage capacity to reduce the road's effects on surface and ground water.

1. Methods to discourage tourist traffic on residential streets should be developed implemented.

2. Street lights should be installed where needed for public safety. Street lights along the frontage of SR 906 should be considered.

3. The compatibility (or incompatibility) of the various modes of transportation, including horses, off-road vehicles, mountain bikes, cross country skiers, hikers, walkers, joggers and snowmobiles should be analyzed and appropriate designations and restrictions developed.

4. Emergency response services should be accommodated Pass-wide, with particular emphasis in high traffic activity areas.

5. Future development should provide roads at county standards, as the same may be amended for the mountain environment. Sidewalks and curbs should only be required in compact, pedestrian oriented "village centers" where no snow plowing will take place.

6. New development should, where practical, provide trails that traverse their property which are open to the public, subject to resolution of liability and compensation issues. Trails for cross country skiers and bicycles, should integrate into the overall trail system. Portions of the trail system should be readily accessible to disabled persons and the elderly. Incentive credits should be considered for developers to include planned portions of an integrated public trail system and other amenities (such as exercise stations or view points). USFS trails should be connected with other public trails in accordance with an approved trail plan.

7. Permanent display maps should be installed at strategic trail/path/road junctions. A large, permanent overall map should be located at each activity center.

8. Heated sidewalks or other means of snow removal or clearing should be considered at commercial centers.

9. Pedestrian sky bridges or underpasses should be considered over high use roads such as SR 906.

10. Crossover trails between ski areas which would encourage people to ski or bike between ski areas, should be developed or upgraded.

11. Loading zones and ramps for deliveries in commercial centers should be required.

12. Transportation planning should address the needs of potential future uses, such as:
    a. Community center;
    b. Golf courses or other new recreational facilities; and
    c. Competitions or events such as mountain biking, skiing, snow boards, triathlons, and shows.

13. Commercial/residential/recreational centers which are developed should be connected by transportation corridors.

14. The redesign of SR 906 at the Summit to create a pedestrian oriented commercial/recreational village should be considered.

15. Whenever possible, auto-oriented business should be separated from pedestrian oriented shopping and recreation areas..

16. Both public and commercial cross country skiing are a part of the recreational activities at the Pass and should be encouraged. A system of out-back lodges and a longer loop trail should be encouraged to increase the desirability of cross country skiing.

17. Scenic hiking trails from the base area through old growth timber, and to local attractions and view points should be maintained. A system of trails utilizing the ski lifts should be considered.

18. Horseback riding and mountain pack trips should be encouraged on suitable trails. Llama trips should also be considered. Trails suitable for this use should be identified and mapped.

19. The mountain bike trail system should be expanded and made compatible with walking trails.

20. Biking, walking and skiing should be encouraged as attractive transportation alternatives. Car/pedestrian conflicts should be reduced.

21. Adequate capacity roads, paths and streets with convenient and carefully planned circulation should be developed and maintained.

22. Residential streets should be protected from the effects of through traffic. Nonresident parking on residential streets should be discouraged or prohibited.

23. Parking should be provided in accordance with type of trip and vehicle. Walking to secondary destinations should be encouraged.

24. Road markings and directional signage should be improved to reduce confusion.

25. Access to building lots should be consolidated to the extent practical using common drives and walkways.

26. Transportation facilities required to support new development should be in place by the time that development occurs.

VI.2 Goal: Recognize the inherent access and other requirements of large public and private land owners in the plan area.

Objectives:

1. USFS polices and regulations for vehicular activities should be recognized in planning for the Pass.

2. The utilization of USFS roads/easements in the transportation system should be avoided.

VI.3 Goal: Insure that the hierarchy of transportation in the Pass area is thoroughly compatible with existing and expected HOV/mass transit/rapid transit connecting it to its markets.

Objectives:

1. Access to possible future high speed east/west transit should not be precluded.

2. The transportation needs of the Pass should be expressed and represented in all related planning efforts by other agencies and groups.

3. The Department of Transportation plans for their rights-of-way should be researched. Surplus right-of-way should be identified.

VI.4 Goal: Reduce the number of single-occupancy vehicle trips to and within the Pass area.

Objectives:

1. Incentives to encourage ride sharing should be developed. Ski instructors, ski patrol, employees and season pass holders should be targeted as prime candidates for car-pooling. A ride-sharing information network should be developed. Employee parking should be limited to remote locations using shuttle service.

2. Provision of transit and/or shuttle service to the Pass should be explored and encouraged.

3. Shuttle bus stops should be provided at commercial centers, residential areas, and ski areas. The shuttle should loop through all activity centers.

VI.5 Goal: Create a transportation structure which is adaptable to changing conditions, be they seasonal, economic, climatological or demographic.

Objectives:

1. Future development, both commercial and residential, should address snow removal with respect to vehicle traffic.
   a. Roads should have adjacent snow storage readily available.
   b. Main roads should be built at a standard which is compatible with the mountain environment.

2. Contact should be maintained by the EDLU committee and SNOPAC with all strategic policy bodies in King and Kittitas County to advocate for the Pass.

VI.6 Goal: Provide for transportation methods which blend with and/or enhance the natural mountain environment, inflicting minimum environmental damage to it and contiguous areas.

Objectives:

1. New roads, trails, paths and any improvement to same, should not degrade existing natural environments, water courses, or migratory paths unless no practical alternatives exist. The adverse effects of new crossings should be mitigated.

2. All transportation decisions should seek to protect the environment from adverse impact. All activities that involve hazardous waste recycling or treatment, solid waste landfills, petroleum pipelines or open storage of toxic substances should be prohibited.

3. All roads, trails, parking lots and development of any sort resulting in the clearing of natural ground cover, should have an adequate drainage system designed to handle the projected runoff in an adequate manner per applicable code. Drainage system design should limit downstream effects including scour, bank erosion, siltation, channel capacity and impact on wildlife habitat.

4. Pollutants such as oil, antifreeze and silt should be separated from stormwater runoff.

5. Future transportation additions should not restrict wildlife migration, and modifications should be used to repair existing problems where possible.

6. Enhancement of visual quality of roads and trails should include:
   a. Drainages which replicate natural conditions;
   b. Retention of natural vegetation and installation of landscaping; and,
   c. Regular maintenance to prevent buildup of sand during the winter.
7. The Pacific Crest Trail and the John Wayne Trail should be provided with appropriate scenic buffers, parking areas and trail connections to activity centers.

8. The suitability of the road system east of the Pass, and particularly at the east end of Keechelus Lake for off-road vehicles should be assessed.

TRANSPORTATION

Recommended Actions

1. The Transportation Committee should work with the Washington State Patrol and the WSDOT to identify alternative areas where large trucks can park away from the shoulders and right-of-way of SR 906. The areas adjacent to the Exit 53 interchange should be specifically studied for this use.

2. The Committee should work with WSDOT to identify areas of surplus rights-of-way which might be used for visitor or employee parking.

3. The Committee should assist and support efforts of Pass business operators to encourage transit operators to provide, or expand, bus service to the Pass.

4. The Committee should bring ideas and suggestions for improving road standards for the mountain environment in terms of special considerations for slope, soil, impermeable surfacing and natural drainage characteristics to the appropriate County and State agencies.

5. The Committee should encourage Kittitas County and the Regional Transportation Planning Organization (RTPO) to seek funds to finance a detailed traffic study to determine future highway improvements needed to eliminate current safety problems and accommodate land uses shown in the Comprehensive Plan.

6. The Committee should encourage Kittitas and King Counties to apply for available state or federal funds to complete path and trail planning and construction and to fund beautification efforts.

VII. CAPITAL FACILITIES AND UTILITIES

The Snoqualmie Pass sewer system is operated in accordance with a Facilities Plan and a State Waste Discharge Permit issued by the Department of Ecology. The Waste Discharge Permit must be renewed every five years. At the time of renewal, a study is conducted to determine the status of the operation of the sewage treatment plant. If the plant is found to be operating at 85% capacity, or greater, DOE requires that additional studies be conducted to do a Plan to Maintain Adequate Capacity which results in a new or amended Facilities Plan.

Goals And Objectives

VII.1 Goal: Insure that public services, utilities and facilities are adequate to provide a high level of service and reliability for present and future land uses.

Objectives:

1. A program should be developed and monitored which assures that new development will pay its proportionate share in the construction of new facilities and the maintenance of existing facilities.

2. Activities of service providers should be coordinated to assure that all services are installed during a single construction phase to decrease disruption and risk of erosion.

3. Public and private facilities and services should be provided at levels necessary to support anticipated growth and development per the Comprehensive Plan. The facilities and services needed to support this growth and development include: sewage disposal, solid waste disposal, water, surface water management, police and fire protection, parks and open space and other public utilities.

4. The costs of adequate facilities and services should be kept as low as possible, cost-effective relative to the benefit received, and distributed equitably. Extension of services and construction of facilities to support planned growth should:
   a. Be paid for by those who benefit;
   b. Prevent substantially reduced service levels for existing residents; and,
   c. Be timed to prevent problems before they require expensive remedial action, while avoiding the costs of premature excess capacity in facilities and services.

5. Public spending priorities for facilities and services should be as follows:
   a. First, to maintain or upgrade existing facilities and services where necessary to serve existing development at applicable service level standards; and,
   b. Second, to upgrade facilities and services to support planned growth at applicable service level standards.

6. Individual developments should provide all on-site improvements needed to meet adopted service standards for roads, sewage disposal, water supply, surface water management, fire flow, open space and other public utilities.

7. When the off-site capacity of public sewer systems and public water systems is inadequate to meet adopted service standards, individual developments should be deferred until these services are assured of being brought up to standard by either the public entity involved or the developer, or some combination of funding sources. If the deficient services cannot be brought up to standard, the development should be delayed or denied.

8. Kittitas and King Counties, in cooperation with other service providers, regulatory agencies and private sector experts, should set service level standards as the basis for defining adequacy of facilities and services needed to support growth. The Snoqualmie Pass Sewer and Water District should ensure that adequate treatment capacity is available, in an appropriate time frame, to support planned growth.

9. Physical standards for public facilities should:
   a. Assure public health and safety;
   b. Reflect adopted service level standards of regulatory agencies;
   c. Be reasonable in cost and cost-effective relative to the benefit received;
   d. Have the minimum possible effect on the cost of development relative to the benefit received;
   e. Allocate public service costs equitably; and,
   f. Protect the environment.

10. Public facility and service standards should be defined based on the following:
   a. Applicable Federal, State and County laws;
   b. Nationally accepted standards;
   c. Cost effectiveness;
   d. Availability and stability of funding; and,
   e. Community desires.

11. Public utilities and facilities should be located, designed, and operated to be compatible with neighboring uses.

12. Utility structures such as telephone exchange buildings, telecommunications towers, transformers stations, sewage treatment plants, and solid waste facilities should adjoin nonresidential uses wherever possible. Mitigation measures to minimize scenic impacts should be required.

Utilities

1. Utility special district comprehensive plans and proposals should support and be consistent with land use plans.

2. Utilities should be designed, located and constructed to minimize adverse environmental impacts and to protect valuable environmental features.

3. Where utilities are inadequate to serve existing development necessary improvements should be provided. Utility capital improvement programs should give priority to improving present systems with significant inadequacies.

4. Whenever possible, utilities should make joint use of utility or road rights-of-way. Underground utilities should be grouped together and easily accessible for maintenance, repair and additions.

5. Underground installation of power and telephone wires should be required, where feasible, particularly in newly developing areas.

6. If underground installation is not feasible due to an engineering or geologic problem, above-ground utility installations should be designed and located to minimize unsightly views and environmental impacts. Power and telephone poles should be as far from right-of-way center lines as possible.

7. Utilities should be located within rights-of-way.

Water Service

1. The District should be encouraged to include conservation measures in their plans as appropriate, as well as development of new sources; to support planned land uses with reliable service at minimum cost; and to assure maximum net benefit in allocating water for fisheries, navigation, hydroelectric power and recreation, as well as domestic and commercial uses.

Sewage Treatment and Disposal

1. Public sewers should be the only method for wastewater treatment for new development.

2. New on-site systems should only be allowed in limited areas for small scale development where public sewers are not feasible.

3. On-site wastewater treatment should be designed and located to protect water quality in lakes, streams, wells and aquifers, in compliance with District standards.

4. Operation and maintenance standards should be established for all areas served by on-site systems. Special programs, including inspections and regular pumping of tanks, should be established in all areas with a high risk of system failure.

5. On-site systems that create health or pollution problems should be repaired or replaced. Provision of public sewers to these areas should be considered an option.

6. On-site wastewater systems should be monitored for evidence of existing or potential failures and the data should be used to correct problems and prevent future problems.

7. Solid waste should be handled and disposed in ways that minimize land, air and water pollution, and protect public health.

Surface Water Management

1. Surface water management should integrate with and protect natural drainage systems wherever possible.

2. A watershed approach to surface water management should be implemented which provides for multiple uses including recreation, fish and wildlife enhancement, flood protection, erosion control and open space.

3. Stormwater facilities should be funded through an adequate and equitable set of user charges on contributing and benefiting properties. Stormwater facilities required of new development should be designed and built for low-cost, long-term maintenance.

4. Design of stormwater management systems should recognize the impacts of rapid snow melt on intensity and volume of runoff.

5. Consistent with other considerations, such as snow removal, maintenance and aesthetics, the amount of hard surfaced areas for parking and roads should be minimized to the extent possible.

6. **Clearing and grading activities should be regulated to minimize the removal of surface vegetation which alters natural drainage characteristics, increases runoff and potential for erosion.**

Energy and Telecommunications

1. Energy, utility and telecommunications distribution and transmission facilities (for example, substations, pump stations, major power lines and pipelines, transmission/reception towers) should be underground whenever feasible and should not be located in residential areas unless other alternatives are not feasible.

2. Siting decisions for energy and telecommunications facilities should be based on applicable regulations and the following factors:
   a. Minimal health risk to residents of neighboring properties, whether from noise, fumes, radiation or other hazards;
   b. Minimal visual impact, achieved with buffering through distance and/or landscaping;
   c. For power lines and transmission/reception towers, no adverse impact on aviation traffic patterns;
   d. Convenient access (may not be needed if the facility is automated);
   e. Encourage use of cold weather engineering practices to cope with power outages; and,
   f. Ensure that new developments are designed with facilities to withstand a minimum 48-hour power outage.

Streets

1. Street design should reflect the density of development and the anticipated traffic load, in terms of volume and vehicle type.

2. Aesthetically pleasing road design should be encouraged.

3. Street names and addresses should be adopted which reflect regional sense of place.

4. Streets should be designed with wide shoulders and shallow side swales or ditches to accommodate snow removal, snow melt, and storm water runoff.

5. For traffic safety during ice and snow conditions, sharp curves and right angle turns should be avoided where possible.

6. Road signs and other objects should be set back a sufficient distance so as not to be an obstacle for snow plows or a danger for motorists in icy conditions. Road signs should be installed at a sufficient height so as to be visible above roadside snowbanks.

7. Road design standards should be flexible to permit designs which can accommodate the mountainous environment and which balance safety, maintainability and environmental impact.

CAPITAL FACILITIES AND UTILITIES

Recommended Actions

1. The EDLU Committee should assist the Snoqualmie Pass Sewer and Water District to ensure that District planning is consistent with the Comprehensive Plan and that services become available in all unserved areas where they are desired, such as Exit 54 and Gold Creek Valley, consistent with the Comprehensive Plan and commensurate with system capacity. The Committee should support applications by the District for needed expansion to ensure that adequate sewage treatment, water storage capacity, and water rights are available in a timely manner.

2. The Committee should work with appropriate agencies with expertise to insure a stormwater management program which protects property from damage from run-off while at the same time preserving natural drainage systems is developed and implemented.

3. The Committee, in consultation with County agencies, the Sewer and Water District and the Fire District, should consider an impact fee program to ensure that new development contributes its fair share to finance the construction and maintenance of required capital facilities.

4. The Committee should work with Puget Power to ensure a reliable source of electrical power for the Pass.

5. The Committee should encourage the use of fiber optic telecommunication facilities at the Pass

CHAPTER EIGHT: RURAL LANDS

8.1 INTRODUCTION

The State of Washington's land use regulation, called the Growth Management Act, suggests that rural lands be a separate element in a county's comprehensive plan. While Kittitas County considers it more logical to include the rural lands element with the other land use categories of urban, resource, critical areas, etc., there has been a request that it be discussed in a chapter of its own. This Chapter 8 is to honor that request.

Recent clarification at the state level about rural lands has outdated some prior planning and where there is a conflict between this chapter and past GMA products, the older documents will conform to this chapter as adopted December 1997.

Rural lands planning and implementation in Kittitas County is a complex process due to the variety of topographic, biologic, economic, and climatic zones it includes. The vast amount of land currently designated as rural lands (over 33% of the county's land mass) as compared to more urbanized counties (King 15%) or those where resource lands predominate, makes rural lands planning in Kittitas County more difficult. Rural lands in Kittitas County are now, and have historically been, a mix of resource lands, rural neighborhoods, and varied developments scattered throughout the county. Liberty, diversity, and flexibility are and have been characteristic of these rural uses and as such make it difficult to fix them into the rigid molds and divisions that orderly planning documents envision. This diversity and independence was demonstrated in many of the rural areas of the county where extensive subarea planning (1993-1996) resulted in many hours of public participation, but very little uniformity or consensus.

Kittitas County has a thirty-year history of land use planning. The present patterns of development and conservation are a result of the combination of efforts in planning and market driven forces. Sometimes plans have not been met (such as Central's plan for 15,000 students in the 1960's which led to the destruction of city neighborhoods via "urban renewal" condemnations). Sometimes plans have been changed (agricultural lands from 1 acre minimum lot sizes to 3 and 20 acre minimum lot sizes and forest lands from 1 acre minimum lot sizes to 20 and 80 acre minimum lot sizes) or ignored (the states's siting of Interstate-90 through the best farm ground instead of using a route north of the City of Ellensburg with its rocky ground and sunny exposures). However successful this planning was or wasn't, throughout the last three or four decades, considerable time and expense has been devoted in Kittitas County government planning. That tradition continues under the state land use regulations called the Growth Management Act and its present requirements.

How has history and that planning effort effected our rural lands? What are rural lands? The state defines them by default as lands which are not urban, UGA, or resource lands. In this county, historically there have been large tracts broken into small divisions, but also small tracts gathered together into larger holdings or farms. Diverse activities have taken place there. Small industries, farms, ranches, mines, saw mills, tree growing, animal keeping holdings of all kinds, guest ranches, dance halls, roadside cafes, gas stations, hotels, agricultural processing plants,

feedlots, airports, day care centers, schools, churches, game farms, and conservancies have all located on what the state would call rural lands in Kittitas County.

Continuation of this diversity on rural lands is imbedded in the WAC recommendations and also in Governor Locke's message as he vetoed parts of ESHB No. 6094 on May 19, 1997. He vetoed Section 8 saying, "Section 7 of this bill provides all the direction needed by counties to plan for the rural element, including guidelines for rural development. Governor Locke went on to say, "Section 7 provides that the rural element shall permit rural development ... for a variety of rural densities, uses, essential public facilities ... rural governmental services ... businesses to serve the local population ... infill existing development, small-scale recreational or tourist uses and cottage industries and small-scale businesses."

"The GMA does not set out one plan for rural areas that all counties must follow," two other statewide groups acknowledged in a joint publication (January 1997) by the League of Women Voters of Washington and the Department of Community, Trade, and Economic Development. They point out that "local jurisdictions have the flexibility to develop a plan that will meet local needs."

As in all of Kittitas County zoning, rural lands planning must take into account that public ownership is a huge factor. Small private ownerships total approximately 24 to 28% of the land in Kittitas County. Because of this, planing decisions that do not include control of publicly managed land will have little effect here. Also, because most of the public ownership is of lands often thought to be of rural character (i.e. agriculture, timber, farmland, range, and public outdoor recreation) local officials will not be able to determine and protect rural character without the ability to mandate cooperation from the public "owners". The benefit or burden of vast acreage of public lands needs to be considered when assessing how much public benefit rural lands might be expected to provide (i.e. trails, scenic areas, open space, habitat, etc.). Requiring public benefits from private lands in Kittitas County not only involves finding a method of compensation, but may be needlessly duplicating uses already available on public lands.

What is this rural character we all think we know, but find so difficult to describe? Synonyms include Arcadian, bucolic, rustic, pastoral, and sylvan; and definitions say "country" as in "not city". Common planning definitions suggest that the natural environment dominates the built environment in rural areas. GMA documents allude to the necessity for jobs and residences located within rural areas rather than resource lands. Tourists might expect certain scenic landscapes as they speed past. In fact, some cities or localities have developed a rural "theme park" mentality to cater to tourists. Traditional Kittitas County rural families think of rural areas as a place without conveniences where you earn your living. Others might conceive of these areas as bedroom communities and may even want to curtail economic activities by the rural people already living there.

The assumption is that some people move to the rural areas to "escape" the cities, but they intend to have all of the conveniences of the city and often want to continue their city jobs and salaries. If fewer people in the rural areas is a goal of GMA or Kittitas County, the central problem of making cities and urban growth areas (UGAs) more desirable living places must be addressed. As the Land Use Study Commission pointed out in the 1996 annual report, "... it is not possible

to dictate that people must live in the urban area. People may chose to live in the rural area for many reasons such as lifestyle, schools, housing cost, traffic, safety, and amenities. Unless the urban growth areas are desirable places to live, it will be difficult to achieve the anti-sprawl goals of GMA."

Further studies into why people want to leave cities (not just Kittitas County, but also the cities west of here) and what can be done to make them more liveable are appropriate to finding a solution. In a conference held at Central Washington University in 1996, Mayor Kemmis, of Missoula Montana, said that unfortunately most of the things that make the most liveable urban areas desirable, have now been prohibited by municipal planning and zoning (i.e. narrow streets, a residential/retail mix, closer spacing). Perhaps county government in Kittitas County can take the lead in examining and correcting the factors within our municipalities that lead to rural "flight." If there is a preference on the part of a substantial segment of the county population to live in the rural lands rather than in or near the towns and cities of the county, a basic part of the county's rural lands planning might focus on attempting to help change those conditions within the municipalities.

Are large numbers of people in the rural areas really a problem? How much population transfer from urban to rural areas can take place while still calling rural areas "rural?" Kittitas County has struggled with this question without finding an answer. Population allocation is a guessing game in Kittitas County where so many of the people have out of county residences such as college students, "snow-birds", Seattle area commuters, and vacation home-owners. Seasonally occupied homes have different impacts on services than do those occupied by permanent residents. These impacts need to be studied.

There exists a generalization that 5 acre minimum lot sizes might preserve "rural character." The County Planning Department has GIS data showing over 603,716 acres eligible for consideration as rural land. If so, Kittitas County will retain rural character for a long time based on the five acre density criteria. State planners are concerned about "urban sprawl" with less than five acre minimum lots sizes. However, over the past fifteen to twenty years Kittitas County has experienced "rural sprawl" through the adoption of 20 acre minimum lot sizes, which has caused the conversion of farm land into weed patches. Small lot zoning with conservation easements for agriculture, timber, or open space may be preferable to the wasteful "sprawl" developments of large lot zoning and could be more conducive to retaining rural character. Where do our rural neighborhoods fit into the lot size debate? In Kittitas County there are rural settlements of all sizes and descriptions, some resembling small towns and others simple "crossroads cluster." While attaining higher densities, these areas remain rural in character.

Density alone may not describe rural character but the "appearance" of density might. More and more "appearance" rather than actual substance or function seems to be the goal of planning. Perhaps our rural lands do not have to be rural, they just have to "appear to be rural" to satisfy those aggressively demanding that government mandate "ruralness." However, the government's ability to require citizens to appear to be rural, or urban, or tidy, or artists, or professors, or bureaucrats, or farmers, is limited in a free society. Land use regulation probably would work best in a totalitarian society, but we do not yet allow our government to dictate

where each person will live and what work and lifestyle they will adopt. Cities cannot even require their own employees to live within the city limits and indeed, many do not.

Can our free society require its rural citizens to appear to be peasants, or to actually be indentured to their own property in an agrarian role? Can we require that everyone living in a rural area be rustic? Can we force people to leave unless they adopt or reject certain behaviors? Will "growth management" become such a totalitarian process that it will dictate economic pursuits and lifestyles? To an extent it does. Can it tell people where to live and what they must do for a living? We have begun to accept size of residence requirements but have not yet adopted a county-wide uniform house color. Is that next? Can we require that all rural residents adopt and portray a rural or agrarian lifestyle even if unsustainable? Will we establish rural reservations and urban ghettos in the name of planning? The extent to which this may be done is being described in the Chapter.

With the complexity and diversity of the various subjects and issues outlined in this introduction, coupled with the flexibility needed, this chapter, to the extent possible, contains the goals, policies, and objectives addressing the rural land needs of Kittitas County.

8.2 IDENTIFICATION OF RURAL LANDS

Lands mapped in the 1996 Comprehensive Plan map as rural residential, non-designated agricultural, forest multiple use, rural multiple use, and public recreation lands are hereby combined and identified as Rural Lands for the purposes of meeting the requirements of RCW 36.70A.070 and for the purposes of this chapter.

These areas are already listed as rural lands in the three alternatives developed as part of the EIS in the SEPA process at the adoption of the 1996 Comprehensive Plan. Their acreage totals as per GIS data are in parenthesis: Rural Residential Land Use (67,298 acres), Non-resource Designated Agricultural Land Use (60,643 acres), Forest Multiple Use Lands (74,615 acres), Rural Multiple Use Lands (340,279), and Public Recreation Land Use (unknown).

General Uses

The Rural Lands exhibit a vibrant and viable landscape where a diversify of land uses and housing densities are compatible with rural character. Many sizes and shapes can be found in the Rural lands, its topography and access variations allow for small to large acreage, economic activities, residential subdivisions, farming, logging, and mining. This rich mix of uses allows the variety of lifestyle choice which make up the fabric of rural community life. Some choose a private, more independent lifestyle, or space for small farm activities and children's 4-H projects. Others choose the more compact arrangement found in clustering, with its accompanying open space and close neighbors. The most common uses in rural lands are agriculture and logging, which have been basic industries historically and remain important in terms of employment, income and tax base. Kittitas County will strive to encourage and support these resource-based activities in whatever areas and zones they occur.

Description Of Rural Lands

Kittitas County lies within the Upper Yakima River watershed near the geographic center of Washington State. Lands range from coniferous forest lands of the mountains and foothills in the north and west to arid rangeland to the south and east. Mountains and high hills ring an extensive irrigated area known as the Kittitas Valley where most of the County's residents live. The county seat, and Central Washington University reside on the valley floor in the city of Ellensburg. Other incorporated areas throughout Kittitas County include: Cle Elum, South Cle Elum, Roslyn, and Kittitas. These areas have adopted designated Urban Growth Areas (UGA's). Additionally, an urban lands status designated the "Urban Growth Node" has been assigned to Snoqualmie Pass, Easton, Ronald, Thorp, and Vantage. Other un-incorporated communities presumably designated as rural areas include: Liberty, Thrall, Lauderdale, Sunlight Waters, Fairview, Denmark, Badger Pocket, Elk Heights, Teanaway, Reecer Creek, and Sky Meadows, as well as others.

A large portion of Kittitas County contains forested lands. Of these lands, 660,387 acres have been designated as forest lands of long-term commercial significance. Further, 18,415 acres of the valley floor's agricultural land has been designated as agricultural land of long-term commercial significance. Mining resource lands of long-term commercial significance have also been adopted. With the exclusion of stated incorporated areas, UGA's and UGN's, all remaining areas will be generally considered to be Rural Lands.

8.3 CURRENT LAND USE PATTERNS - A REVIEW OF EXISTING ZONING

Present rural land uses in Kittitas County are a mixture of diverse development patterns stemming from trends established decades ago. These patterns include those resulting from the county's zoning code (Title 17, Kittitas County Code). In 1968, an agricultural zone was adopted with a minimum lot size of one acre. Since this time, down-zoning and additions to the code have resulted in minimum lot sizes in agricultural areas of 3 to 20 acres in size. In 1974, the Forest and Range Zone was created which also had a one acre minimum lot size. Minimum lot sizes later increased in this zone to 20 acres and led to the creation of the Rural-3 zone, with a 3-acre minimum lot size. Further, a Commercial Forest zoning designation has recently been adopted which set an 80 acre minimum lot size for lands with this designation. Tables 2.1 and 2.2, contained in Chapter 2 of this document, list the permitted uses in these zones and those uses available through the conditional use permit process.

The aforementioned range of rural densities and uses has created and contributed to a successful landscape which contributes to an attractive rural lifestyle. The exception to this landscape can be seen in areas where individuals have had to acquire larger lots than desired in order to obtain a building site. This has created the effect of "rural sprawl." This current mix of rural uses and densities has not increased the cost to taxpayers for road and utility improvements, police and fire protection, or the education of school populations beyond the means of the local people to finance such infrastructure. The mix of rural uses and densities have allowed rural growth to be accommodated in a variety of areas where it is appropriate. This has been compatible with both resource activities and urbanization.

Kittitas County has also adopted a Joint-Study agreement with the City of Roslyn so that the County and the City of Roslyn can review the mixture of development patterns, which contribute to an attractive rural lifestyle.

8.4 GOVERNMENT SERVICES IN RURAL LANDS

Government services which should be available in rural areas are those which are necessary to protect the public health and safety, such as police protection, public roads, domestic water systems and provisions for public health. Municipal, or urban services such as centralized sewage collection and treatment, urban street infrastructure, and storm water systems will not generally be provided by government entities in rural areas. Cities may provide water service beyond a designated urban growth area if the service area is required by agreement through a Coordinated Water Supply Plan. For areas of more intensive rural development established under RCW 36.70A.070(5)(d), public services and facilities necessary to service these areas would be permitted.

Rural residents should expect that public services will not be supplied at the same level that city governments provide. Emergency response times for sheriff, fire departments, medical care, snow removal, etc. will be greater as the distance from urban areas increases. Those choosing to live in rural rather than urban areas must understand and accept these differences in urban and rural services.

GPO 8.1 Municipal, or public urban services should not be extended outside of urban growth areas in Rural Lands. However, municipal services may be provided to a Master Planned Resort or Fully Contained Community which is approved pursuant to County Comprehensive Plan policies and development regulations so long as all costs directly attributable to the extension of such services to the resort or community, including capacity increases, are fully borne by the resort or community.

GPO 8.2 Capital Facilities and Utilities may be sited, constructed, and operated by outside public service providers (or sited, constructed, and/or operated jointly with a Master Planned Resort (MPR) or Fully Contained Community to the extent elsewhere permitted), on property located outside of an urban growth area or an urban growth node if such facilities and utilities are located within the boundaries of such resort or community which is approved pursuant to County Comprehensive Plan policies and development regulations.

GPO 8.2A Capital Facilities and Utilities may be sited, constructed, and operated by outside public service providers (or sited, constructed, and/or operated jointly with a Master Planned Resort (MPR) or Fully Contained Community to the extent elsewhere permitted), on property located outside of an urban growth area or an urban growth node if such facilities and utilities are located within the boundaries of such resort or community which is approved pursuant to County Comprehensive Plan policies and development regulations.

GPO 8.2B Electric and natural gas transmission and distribution facilities may be sited within and through areas of Kittitas County both inside and outside of municipal boundaries,

UGAs, UGNs, Master Planned Resorts, and Fully Contained Communities, including to and through rural areas of Kittitas County.

GPO 8.3 Sprawl will be discouraged if public services and public facilities established under RCW 36.70A.070(5)(d) are limited to just those necessary to serve the developed area boundaries and are not allowed to expand into adjacent Rural Land.

GPO 8.4 Essential public facilities whose nature requires that they be sited outside cities, urban growth areas or nodes must be self-supporting and not require the extension, construction, or maintenance of municipal services and facilities. Criteria shall be established that address the provision of services when siting an essential public facility. Essential public facilities should not be located outside cities, urban growth areas or nodes unless the nature of their operations needs or dictates that they be sited in the rural area of the county.

8.5 GOALS, POLICIES AND OBJECTIVES FOR LAND USES ON RURAL LANDS

The following goals, policies and objectives for Rural Lands are established in an attempt to prevent sprawl, direct growth toward the Urban Growth Areas and Nodes, provide for a variety of densities and uses, respect private property rights, provide for residences, recreation, and economic development opportunities, support farming, forestry and mining activities, show concern for shorelines, critical areas, habitat, scenic areas, and open space while keeping with good governance and the wishes of the people of Kittitas County and to comply with the GMA and other planning mandates.

8.5(A) GENERAL GOALS, POLICIES AND OBJECTIVES

The following GPO's apply to all Rural Lands or uses on those lands:

GPO 8.5 Kittitas County recognizes and agree with the need for continued diversity in densities and uses on Rural Lands.

GPO 8.6 An expanded public lands element may be added to the comprehensive plan before 1999 which contains strategies for county involvement in decisions and action on public lands within the Rural Lands designated area.

GPO 8.7 Private owners should not be expected to provide public benefits without just compensation. If the citizens desires open space, or habitat, or scenic vistas that would require a sacrifice by the landowner or homeowner, all citizens should be prepared to shoulder their share in the sacrifice.

GPO 8.8 Voluntary, cooperation-seeking, incentive-based strategies will be sought in directing specific uses or prohibitions of uses on Rural Lands.

GPO 8.9 Projects or developments which result in the significant conservation of rural lands or rural character will be encouraged.

GPO 8.10 Factors within municipalities that encourage movement onto Rural Lands should be identified and referred to the municipality.

GPO 8.11 Existing and traditional uses should be protected and supported while allowing as much as possible for diversity, progress, experimentation, development and choice in keeping with the retention of Rural Lands.

GPO 8.12 Descriptions of rural character included in the Comprehensive Plan shall not be used as a criteria in the evaluation of an individual project application.

GPO 8.13 Methods other than large lot zoning to reduce densities and prevent sprawl should be investigated.

GPO 8.14 The County should develop and distribute a "Rural Landowners Rights and Responsibilities" pamphlet and require signature of having read it before any development permits are issued.

8.5(B) RURAL USES ADJACENT TO DESIGNATED RESOURCE LANDS

As required under the Growth Management planning process, Kittitas County has adopted Kittitas County Codes 17.31 - Commercial Agriculture and 17.57 - Commercial Forest which designate natural resource lands of long-term commercial significance. In addition, Kittitas County adopted Resolution 94-152, adopting the classification and designation for mineral lands of long-term commercial significance. The following policies are intended to minimize potential conflicts between activities on state designated lands and rural lands activities.

GPO 8.15 All conveyance instruments including plats, short plats as well as other development activities of a residential nature on or within 1,000 feet of land designated as resource lands, shall contain a notice which states: "The subject property is within or adjacent to existing resource areas on which a variety of activities may occur that are not compatible with residential development for certain periods of limited duration. Resource activities performed in accordance with county, state, and federal laws are not subject to legal action as public nuisances. Kittitas County has adopted Right to Farm provisions contained in Section 17.74 of the Kittitas County Code."

GPO 8.16 Growth in the Rural Lands should be managed in a manner that minimizes impacts on adjacent natural resource lands.

GPO 8.17 Support for right-to-farm ordinances should be continued and expanded .

GPO 8.18 Irrigation delivery facilities should be managed and maintained to facilitate the unimpeded delivery of water to agricultural lands.

GPO 8.19 Clustering of residential development adjacent to commercial forest and agricultural land should be encouraged. The open space in the clustered development may buffer adjacent natural resource land from development.

GPO 8.20 Development standards for access, lot size, and configuration, fire protection, forest protection, water supply and dwelling unit location should be adopted for development within or adjacent to forest lands.

GPO 8.21 During the review of proposed new land uses that have the potential to conflict with commercial mining activities, such as residential subdivision, consideration of both surface and mineral rights ownership should be included in the review.

GPO 8.22 New conflicting uses such as residential and commercial may be required by the County to locate, site and / or be screened away from designated commercial mining activities.

8.5(C) NON-DESIGNATED RESOURCE USES - FORESTRY, FARMING, MINING

Natural Resource activities contribute to the County's overall economic base, as such, commercial agriculture, forestry and mining in Rural Lands should be encouraged and enhance. The County's commitment to support the continuation, whenever possible, of agriculture, timber and mineral uses on lands not designated for long-term commercial significance should be achieved through the following policies.

GPO 8.23 Kittitas County will continue to explore incentives for farming and ranching to continue as significant land uses.

GPO 8.24 Resource activities performed in accordance with county, state and federal laws should not be subject to legal actions as public nuisances.

GPO 8.25 Support for right-to-farm ordinances should be continued and expanded .

GPO 8.26 Laws and regulations which unnecessarily restrict farming, logging and mining should be opposed, and laws and regulations which enhance them should be supported.

GPO 8.27 Kittitas County should cooperate in sound voluntary farm conservation or preservation plans.

GPO 8.28 Non-farmers in agricultural areas should be encouraged to meet commonly accepted farm standards.

GPO 8.29 County restrictions on free-running dogs shall be developed and enforced.

GPO 8.30 Look at solutions to the problems of needing to sell house lots without selling farm ground.

GPO 8.31 Portions of Kittitas County are covered by the Open Range Law. If rural residents in Open Range Areas do not want cattle, sheep or other livestock on their property, it is the rural resident's responsibility to fence the livestock out.

GPO 8.32 Where appropriate, Kittitas County should exert its influence to help provide the delivery of water to all lands within the county whether the deliveries are through the Bureau of Reclamation, Irrigation Districts, or private facilities; discourage other governmental agency action impairing water rights or delivery.

GPO 8.33 Efforts to see that all lands receive their full allocation of water should be supported.

GPO 8.34 Special taxing districts associated with urban growth should be opposed on rural lands.

GPO 8.35 Additional tax incentives to retain productive agricultural lands should be sought and supported.

GPO 8.36 Kittitas County should support and encourage the maintenance of forest lands in timber and current use property tax classifications consistent with RCW 84.28, 84.33, and 84.34.

GPO 8.37 Valuation agricultural lands for tax purposes at their current agricultural land use value should be encouraged.

8.5(D) OTHER BUSINESS USES

The economy of our rural community has traditionally been based on natural resource activities and Kittitas County encourages and supports their continuation in Rural Lands. Policies on the continuation of these resource uses are found in Section 8.5 (C) of the Comprehensive Plan. Rural Areas are not just rustic places, they are vital, thriving communities with working landscapes and working peoples. Economically viable farming and logging may occur with or beyond the state designated areas (LLTCS) but more and more it is necessary to supplement income from outside sources in order to support natural resource operations. Other businesses and economic growth can be realized without sacrificing our rural character.

The value of agricultural and forest products can be increased by having them processed locally, instead of shipping the products and thus economic benefits elsewhere. Direct marketing of local products, such as through farmers' markets, roadside stands, and "U-pick" operations also increases value.

Our many scenic and recreation areas provide economic opportunities through tourism and recreation. These recreational and tourist uses, including the commercial facilities which serve them, are important sources of income and employment.

Some commercial and industrial uses are appropriate in rural areas and are permitted through the Growth Management Act. Home-based occupations are growing in popularity and provide workers with flexible hours, an alternative to commuting, and an answer to child care concerns. Computers and advancements in communication open new opportunities for home-based businesses.

GPO 8.38 Cottage and home occupations should be encouraged. Cottage industries are considered a small industry in or near the operator's home with a few employees, but with a low impact on neighbors and services.

GPO 8.39 Kittitas County recognizes home occupations and cottage industries as valuable additions to the economic health of the community. In addition, where distances from other employment warrants, limited-dispersed rural business activities (LD-RBA's) of low impact and with necessary infrastructure will be encouraged on a case by case basis as long as these sustain or are compatible with the rural character of the area in which they operate.

GPO 8.40 Limited-dispersed rural business activities (LD-RBA's), not necessarily resource-based, including but not limited to: information, legal, office and health services, arts and crafts, clothing, small manufacture and repair, may be located as an overlay zone in all rural areas.

GPO 8.41 Provisions should be made for roadside stands, farmers' markets, "U-pick," and customer share cropping operations.

GPO 8.42 The development of resource based industries and processing should be encouraged.

GPO 8.43 To increase commercial, industrial, recreational and tourist opportunities, the County should consider the establishment of areas of more intensive rural development, according to RCW 36.70A.070(5)(d).

GPO 8.44 Kittitas County recognizes the need for neighborhood convenience businesses and motorist services.

GPO 8.45 The County should consider major industrial development in the rural areas according to RCW 36.70A.365.

8.5(E) RESIDENTIAL USES

Rural Lands of Kittitas County are the home sites for thousands of families and provide a very special quality of life for these people. These people vary from being resource producers living and working on their own lands to out-of-state or out-of-area individuals with recreation and vacation homes. These people also could consist of retired people or young families commuting to out-of-area jobs. Residences may be isolated, or in rural neighborhoods, or part of housing developments located on small lots or large land-holdings. These residential lots may be located in dense forest or desert sage, along rivers and lakes or along main thoroughfares to towns and cities. The best description of residential uses on Rural Lands is diverse and varied.

GPO 8.46 Residential development on rural lands must be in areas that can support adequate private water and sewer systems.

GPO 8.47 Insofar as residences are situated where farming, mining, and forestry exits, particular precaution should be taken to minimize the conflict between new residential

developments and farm operations. Farming, forestry and mining cannot be expected to curtail normal operation in the interest of residential development.

GPO 8.48 The possibilities and benefits of cluster residential developments located in rural lands should be retained.

GPO 8.49 Lot size should be determined by provision for water and sewer.

GPO 8.50 In the case of Planned Unit Developments (PUD's), only residential PUD's should be permitted outside of UGA's or UGN's.

GPO 8.51 Innovations in housing developments such as but not limited to: cluster developments, planned unit developments, mobile home courts, and density bonuses should be encouraged whenever possible.

GPO 8.52 Existing lots of record are vested with the right to construct a single-family dwelling, subject to all applicable requirements in effect at the time of building permit application.

GPO 8.53 Where new residential development may be incompatible with resource production activities, any buffering necessary should be carried out by the new development unless an alternative is mutually agreed upon by adjacent landowners.

8.5(F) RECREATION USES

While parks, open space and community recreational areas play an important role in any community, substantial amounts of recreation lands in this county are already owned by the public. These provide more than ample opportunities for water recreation, hunting, fishing, camping, hiking, trail riding, winter recreation and wildlife viewing. Public parks and recreation areas are more fully addressed in Section 5.3 of the Comprehensive Plan. In addition to publicly-owned areas, many private businesses cater to the public in providing skiing, golfing, camping and trail riding on private lands.

The County and the various cities have different roles regarding public recreation. Rural residents, with their larger acreage home sites, do not depend upon the neighborhood parks popular in cities to the same extent as the urban population. This is reflected in the cities providing organized recreation facilities and small parks.

The County has varied recreational related responsibilities. The availability of such a wide variety of recreation areas in the County, over such a large expanse, impacts County roads and public safety agencies. Kittitas County is a recreation destination for may out-of-county tourists, and while this benefits local businesses, it also increases the County's recreation related expenditures. Maintaining recreational lands access and safety and County's exiting recreation facilities should be the County's recreation focus.

8.5(F) Recreation Uses

* * *

. . . expenditures. Maintaining recreational lands access and safety and County's existing recreation facilities should be the County's recreation focus.

[BEGIN NEW SECTION:]

The Kittitas County Board of County Commissioners created a Recreation Advisory Committee to create a Recreation Plan consisting of the following elements:

1) Economic analysis quantifying the influence of recreation/tourism activities on the local economy.
2) Mapping database identifying formal, informal, and proposed recreational infrastructures in Kittitas County.
3) Plan identifying proposed infrastructure retention, enhancement, and acquisition projects in Kittitas County to include timelines and proposed funding sources.

The 2003 version of the Recreation Plan is adopted by reference into this comprehensive plan subject to the following limitations:

* The Recreation Plan is adopted as a reference document to be used by Kittitas County as an aid in land use discussions and by members of the public wishing to propose recreation projects, pursue grants for projects, or propose agreements with landholders.

* The Recreation Plan may be used as a reference in the development of potential subdivision or zoning codes amendments related to proposed use of density bonuses or mitigation of identified project impacts.

* The Recreation Plan may be used as a part of the Kittitas County Capital Facilities plan for purposes of utilizing REET proceeds for acquisition or expansion of recreational infrastructure.

* Non-compliance or inconsistency with the Recreation Plan shall not be considered non-compliance or an inconsistency with the comprehensive plan or the GMA; nor may any non-compliance or inconsistency with the Recreation Plan be a basis for appeal of any land use decision made by Kittitas County

* The Recreation Plan shall not be used as evidence of use of property in an action for prescriptive easement or adverse possession.

The Recreation Advisory Committee shall review the plan annually for presentation to the BOCC in an announced public hearing prior to June 1 of each year. The updated plan shall be included in the docket of proposed comprehensive plan amendments.

[END NEW SECTION]

GPO 8.54 Existing county-owned land should be the preferred location for . . .

* * *

GPO 8.54 Existing county-owned land should be the preferred location for any new recreation facilities.

GPO 8.55 Kittitas County should direct the greater part of its recreation budget to maintaining access to exiting areas and continuing to emphasize public safety.

GPO 8.56 Private development of recreational opportunities should be encouraged through a predictable, uncomplicated permit process.

GPO 8.57 Open space is a benefit which must be provided and financed by the public at large, not at the expense of individual landowners or property taxpayers.

GPO 8.58 Greater identification and education is needed for public recreational lands, particularly in regards to private property, access, parking and community notification.

GPO 8.59 The County should seek financial support from state and federal agencies to assist in providing for recreational area access and safety.

GPO 8.60 Rural home sites and private lands are not for public use and landowners' privacy and property must be respected.

GPO 8.61 All trespass laws should be strictly enforced.

8.5(G) SHORELINES, CRITICAL AREAS, HABITAT, AND SCENIC AREAS

Kittitas County offers a diverse natural environment. Critical areas such as wetlands, which play an important role in local and regional hydrologic cycles, and unique fish and wildlife habitat, are important to County residents. In a manner consistent with private property rights, critical areas located in Rural Lands are protected by Kittitas County Code 17A - Critical Areas, and the Kittitas County Shoreline Master Program, as well as the Flood Damage Prevention Ordinance - KCC 17.08. Policies to address ground water are located in Section 2.2(F) and water rights are discussed in Section 2.2(B) of this plan.

Habitat and scenic areas are a benefit to the County. However, as pointed out by the Land Use Study Commission in its 1996 Annual Report, "If voters are not willing to bear the cost of additional open space and habitat protection, it is unclear how effective the GMA will be in increasing the amount of open space, recreational, and habitat opportunities." Kittitas County residents must make the difficult decision on how much they are willing to pay in taxes to obtain these benefits.

GPO 8.62 Habitat and scenic areas are public benefits which must be provided and financed by the public at large, not at the expense of individual landowners and homeowners.

GPO 8.63 Any policies or actions concerning critical areas shall not be in conflict with Section 2.2(B), Private Property and Water Rights.

GPO 8.64 Kittitas County may accept by bequest lands for habitat and scenic areas.

GPO 8.65 If Kittitas County chooses to acquire additional lands for habitat and scenic areas, a method of financing which does not rely on the property tax should be found.

GPO 8.66 The County should recognize the abundance of habitat, scenic areas and views on publicly-owned lands when assessing the need for additional such lands.

CHAPTER NINE: MOUNTAINSTAR MASTER PLANNED RESORT SUBAREA PLAN

9.1 Subarea Defined

(a) The MountainStar Master Planned Resort Subarea shall include the real property shown on the MountainStar Master Planned Resort Subarea Map attached hereto as Exhibit A, and more particularly described in the legal description attached hereto as Exhibit B.

(b) Adjacent lands are not included within the MountainStar Master Planned Resort Subarea. Lands outside the MountainStar Master Planned Resort Subarea boundary have been planned and are regulated by the County's Comprehensive Plan and development regulations.

9.2 Subarea Policies

The County hereby adopts the Master Planned Resort Policies in Chapter 2.4 of the Comprehensive Plan as the planning policies to guide the development of the MountainStar Master Planned Resort Subarea.

9.3 Land Uses

Land uses within the MountainStar Master Planned Resort Subarea shall be as shown on the Conceptual Master Plan attached hereto as Exhibit C, as may be amended upon approval of the County. Land uses within the MountainStar Master Planned Resort Subarea shall be consistent with (a) any development regulations adopted by the County to implement the MountainStar Master Planned Resort Subarea, (b) the terms and conditions of any MPR Development Permit approved by the County for MountainStar, (c) the terms and conditions of any Development Agreement entered into by the County pursuant to RCW 36.70B.170 through .200, and Ch. 15A.11 KCC, *Development Agreements*, and (d) RCW 36.70A.360.

9.4 Services and Facilities

Adequate provision for services and facilities to the MountainStar Master Planned Resort Subarea as set forth in the Conceptual Master Plan for MountainStar shall be ensured by the terms and conditions of any MPR Development Permit approved by the County to implement the MountainStar Master Planned Resort Subarea, and by the terms and conditions of any development agreement entered into by the County pursuant to RCW 36.70B.170 through .200, and Ch. 15A.11 KCC, *Development Agreements*.

9.5 Development Regulations

Development regulations applicable to the MountainStar Master Planned Resort Subarea shall be those established through the Subarea Implementation as set forth in Section 9.6.

9.6 Subarea Implementation

Development of the MountainStar Master Planned Resort Subarea shall be governed by (a) the Subarea Policies set forth in Section 9.2, (b) any development regulations adopted by the County

to implement the MountainStar Master Planned Resort Subarea, (c) the terms and conditions of any MPR Development Permit approved by the County for MountainStar, and (d) the terms and conditions of any development agreement entered into by the County pursuant to RCW 36.70B.170 through .200, and Ch. 15A.11 KCC, *Development Agreements*.

APPENDIX A- GLOSSARY OF TERMS

Adequate Capital Facilities- facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Agricultural Land- land primarily devoted to the commercial production of horticultural, viticulture, floriculture, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas tress not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock and land that has long-term commercial significance for agricultural production.

Arterial- means a road which serves as part of the principle network for through traffic flow; the highest classification of county roads. They usually carry the highest traffic volumes and longest trips.

Available Capital Facilities- facilities or services are in place or that financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Benefit Area- Benefit area means an area designated as the sole recipient for any particular infrastructure improvement. Benefit areas are used to amortize the total cost of the improvement by the number of properties or structures included in the benefit area.

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

Capital Budget- the portion of each local government's budget which reflects capital improvements for a fiscal year.

Capital Facilities- Capital Facilities are those physical structures or assets which provide a public service such as, but not limited to, fire stations, water towers, police stations, libraries, highways, sewage treatment plants, communication and recreation facilities. Each entity will establish criteria to define financial limits for capital facilities within its boundaries.

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

Collector- a roadway providing service which is of relative moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterials.

Commercial Uses- activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Comprehensive Plan- a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter.

Concurrency- Concurrency means that road improvements are made at the time of new development or planned in a predictable and coordinated manner to coincide with new development.

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

Coordination- consultation and cooperation among jurisdictions.

Contiguous Development- development of areas immediately adjacent to one another.

Critical Areas- include the following areas and ecosystems: (a) wetlands; (b) areas with critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. Please see title 17.A. of the Kittitas County Code.

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

Development Regulations- means any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, official controls, planned unit development ordinances, subdivision ordinances, and binding site plans ordinances.

Development Standards- means any required minimal functional standards which describe or define how development is to occur. Development standards are intended to serve as an established level of expectation by which development is required to perform.

Domestic Water System- any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097

Essential Public Facilities- include those facilities that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities, state and local correctional facilities, solid waste handling and disposal facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, hospitals and other health facilities.

Fair Share Distribution- means all jurisdictions shall serve in the responsibility of providing locations for regional and essential public facilities.

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

Forest Land- land primarily useful for growing trees, including Christmas tress subject to the excise tax imposed under RCW 84.33.100 through 84.22.140, for commercial purposes, and that has long-term commercial significance for growing trees commercially.

Goal- the long term end toward which programs or activities are ultimately directed.

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

Household- a household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Impact Fee- a fee levied by a local government on new development so that the development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Industrial Uses- the activities predominately connected with the manufacturing, assembly, processing, or storage of products.

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

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

Interlocal Agreements- shall mean any binding agreements, contracts or other stipulations between two or more governing entities which implement the provisions of the County-wide Planning Policies.

Land Development Regulations- any control placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, building codes, fire codes, sanitation regulations, sign regulation, shorelines, floodplains, critical areas, road standards, stormwater regulations or any other regulations controlling the development of land.

Level of Service (LOS)- is an indicator of the extent or degree of service provided by, or proposed to be provided by a public facility, such as, but not limited to, fire protection, water supply, sewage treatment, library services, highways, and communications and recreational services. For Kittitas County LOS is a measurement which indicates the performance of a particular facility. LOS can be measured in terms of facility capacity, service delivery time, periodic restrictions and many other measurements depending on the type of facility. LOS of transportation facilities are commonly measured in terms of intersection delay, travel speed, or roadway capacity. Other measures are discussed in the Transportation element.

Local Road- a roadway providing service which is relatively low traffic volume, short average trip length or minimal through traffic movements.

Local Improvement District- means the legislative establishment of a special taxing district to pay for specific capital improvements.

Long-term Commercial Significance- includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land.

Manufactured Housing- a manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

Master Planned Resort - a self-contained and fully integrated planned unit development, in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor and outdoor recreational facilities.

Minerals- include gravel, sand and valuable metallic substances.

Mobile Home- a single portable manufactured housing unit, that is:

a. designed to be used for living, sleeping, sanitation, cooking, and eating purposes by one family only and containing independent kitchen, sanitary, and sleeping facilities;
b. designed so that each housing unit can be transported on its own chassis;
c. placed on a temporary or semi-permanent foundation;
d. is at least eight hundred and ninety-six square feet in size not including the tongue; and
e. meets the minimum standards adopted by RCW 43.22, Sections 340 and 440 and does not meet the minimum standards of the Uniform Building Code.

Multi-Family Housing- as used in this plan, multi-family housing is all housing which is designed to accommodate two or more households.

Municipal Services- are those services in keeping with and/or required in incorporated cities and urban growth nodes such as, but not limited to, centralized sewage collection and treatment, public water systems, urban street infrastructure, power and stormwater systems, emergency services, libraries, schools, and government.

Natural Resource Lands- agricultural, forest, and mineral resource lands which have long-term commercial significance.

New Fully Contained Community- is a development proposed for location outside of the initially designated growth areas which is characterized by urban densities, uses, and services.

Objective- a specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Open Space-is land without industrial, commercial, or residential development.

Orderly- to create in an organized or arranged manner or pattern, not marked by disorder and produced in methodical fashion.

Owner- any person or entity, including a cooperative or public housing authority (PHA), having the legal rights to sell, lease, or sublease any form of real property.

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

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

Policy- A broad based statement of intent that gives management direction or guidance in the decision making process. The policy statement is used to select a primary course of action.

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

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

Regional Transportation Plan- the transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization.

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

Resident Population- inhabitants counted in the same manner utilized by the US Bureau of the Census, in the category of total population. Resident population does not include seasonal population or in some cases students as qualified in the Census.

Resource Lands- those lands as designated by the county.

Right-of-way- land in which the state, a county, or municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Road Fund- that portion of the state gas tax and local property tax which is dedicated to road construction and maintenance.

Road Standards- refers to Title 12 of the Kittitas County Code which describes the specifications for roads, bridges and accesses, roadside features, storm water management, and utility installations within the county road rights-of-way.

Rural Lands- those lands outside of cities, urban growth areas, urban growth nodes, and resource lands.

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

Self-Contained Communities- are those mixed land use planned unit developments proposed for location outside of the urban growth areas and which are fully self-contained with utilities, roads, and other municipal services.

Shall- a directive or requirement.

Should- an expectation.

Single-Family Housing- as used in this plan, a single-family unit is a detached housing unit designed for occupancy by not more than one household. This definition does not include mobile homes, which are treated as a separate category.

Solid Waste Handling Facility- any facility for the transfer or ultimate disposal of solid waste, including land fills and municipal incinerators.

Subdivision- the division or redivision of land into lots, tracts, or sites for the purpose of sale, lease or transfer of ownership.

Suburban Lands- are those lands within urban growth areas or urban growth nodes which provide all public and private services available inside an urban area but exhibit lower density. Suburban lands are also planned to accommodate future urban development.

Transferable Development Rights- are the conveyance of development rights to another parcel of land where restrictions placed on development of the original parcel prevent its previously allowed development. Usually associated with a program which involves sending and receiving zones.

Transportation Facilities- capital facilities related to air, water, or land transportation.

Urban Growth- refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of

mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Growth Areas- UGAs are those areas designated by an incorporated city and approved by the county, in which urban growth is encouraged. Urban growth areas are suitable and desirable for urban densities as determined by the sponsoring city's ability to provide urban services.

Urban Growth Nodes- are those existing unincorporated areas which are established town sites or communities having at a minimum: a community water system; established residential, commercial and industrial densities; and other vestiges of urban development, with defined boundaries established by the County.

Urban Lands- are located inside urban growth areas, urban growth nodes, or cities and are generally characterized by densities of more than three units per acre and municipal services provided.

Urban Service Area- are those areas mutually determined by a city and the county which receive or are subject to special, municipal services. Urban service areas may include those within and beyond designated urban growth areas. Cities and the county may enter into special agreements to provide such services and compensation within the designated urban service area.

Urban Governmental Services- includes those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, community and public water systems, fire and police protection services, public transit services, and other public services associated with urban areas and normally not associated with non-urban areas.

Utilities- Utilities means the supply, treatment and distribution, as appropriate, of domestic and irrigation water, sewage, stormwater, natural gas, electricity, telephone, cable television, microwave transmissions and streets. Such utilities consist of both the service activity along with the physical facilities necessary for the utilities to be supplied. Utilities are supplied by a combination of general purpose local governments as well as private and community based organizations.

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

Water System- any system providing a supply of potable water for the intended use of development which is deemed adequate pursuant to RCW 19.27.097.

WSDOT- Washington State Department of Transportation. Kittitas County is located in the South Central Region whose office is in Union Gap.

Zoning- the demarcation of an area by ordinance (text and map) into zones, and the establishment of regulations to govern the uses within those zones and the location, size, height, and coverage of structures within each zone.

Please See:

Volume II
Subarea Comprehensive Plans for:

Easton, Thorp, Swauk-Teanaway,
Taneum and Westside