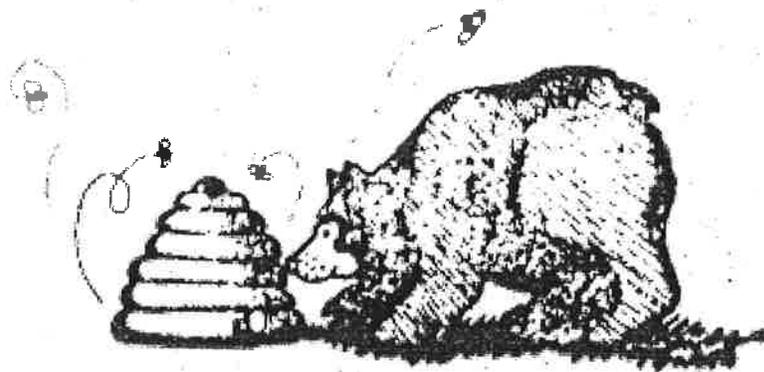


**McCleary Planning Commission**

# **Comprehensive Land Use Plan**



Adopted by Resolution #478  
On September 25, 2002

## **City Elected and Appointed Officials**

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### **McCleary City Council**

Wally Bentley, Mayor

Ray Bohling

Rob Jhanson

Chris Vessey

Sue Portschy

Helen Lake

### **McCleary Planning Commission**

Michael Green, Chairman (8/2000 – 1/2003)

Evert Challstedt (8/2000 – 1/2006)

Teri Franklin (8/2000 – 1/2002)

Helen Lake (8/2000 – 1/2002)

Alice Soulek (8/2000 – 1/2004)

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# Introduction

This Comprehensive Plan is a revision and update of the City of McCleary 1979 Comprehensive Plan. The plan is a picture of the community's preferred future for the year 2022 and the steps necessary to move towards it.

It is mandatory for the city to have a "comprehensive plan for anticipating and influencing the orderly and coordinated development of land and building uses".<sup>1</sup> The plan, both in content and form, meets the requirements of Chapters 35A.63.060 and 36.70A of the Revised Code of Washington (RCW). The City is the only entity, private or public, with both the opportunity and the responsibility to direct the overall development of the community in a unified manner. The Comprehensive Plan is the official document adopted by the McCleary City Council to guide decisions about future growth and the physical development of the city. It provides a practical working tool for everyday decisions and a basis for various implementation strategies.

The plan has three basic characteristics. It is:

- Comprehensive - encompassing all geographical and functional elements that have a bearing on the community's physical development;
- General - summarizing major policies and proposals, but does not indicate detailed locations or regulations; and
- Long Range - looking beyond present issues to possibilities and problems 20 years into the future.

These characteristics help the community and their elected and appointed officials look at the "big picture" and step away from current pressing issues. They also help make explicit the plan's goals, objectives, and implementation Steps so they may be viewed critically and subjected to the democratic process.

The organization of the plan contains four parts. Part I is a statement of the community vision for the future. Part II includes four individual plan elements: Land Use, Housing, Public Facilities and Services, and Transportation. Each plan element has:

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<sup>1</sup> RCW 35A.63.061



**Goals:** general statements of the desired long-term future toward which the plan aims



**Objectives:** short-term, measurable accomplishments that show achievement of the goal



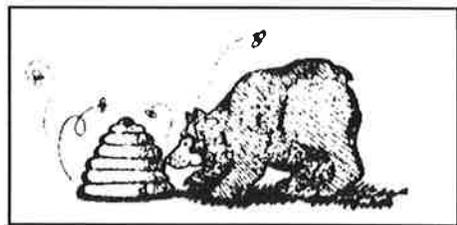
**Implementation Steps:** specific actions, both legislative and administrative, that implement the plan's goals and objectives

The Land Use and Transportation elements are required by RCW. 35A.63.061.

The optional elements are allowed by RCW. 35A63.062.

Part III of the plan, Community Action, provides a goal, and describes objectives and activities that can enhance the plan elements and make community planning an ongoing partnership between city government, citizens, and businesses. Part IV of the plan provides essential background technical planning information and analysis. A bibliography follows with a list of supporting information sources for the plan.

# **Section I Community Vision for the Future**



# Exploring The Past

McCleary's community vision rests upon a foundation of understanding the community's past history and the realities of the present as the reference points for building a vision of the future.

## **1860 - 1950: The Early Years**

The abundant supply of lumber in nearby forests shaped the City of McCleary's early growth and development. Settlers homesteaded the area in the 1860's and by the early 1900's the community became a lively company mill town owned by Henry McCleary:

- Employment centered around the mill and a door plant;
- Rental houses for employees, utilities, hotel, bank, and the community church were owned by the McCleary Company;
- The community was a focal point for the area with a post office, school, telephone service, and a public building for community gatherings called the New Dance Hall built in 1903;
- The McCleary Company assets were purchased by the Simpson Timber Company in 1941 and the community incorporated as the Town of McCleary in 1943; and
- The Shelton Cooperative Sustained Yield Unit, an agreement between Simpson and the U.S. Forest Service for joint management of company and federal forest lands for a period of 100 years, ensured a continuing supply of raw materials for the mill and door plant.

## **1950 - 1970: The Growth Years**

The community grew at a moderate pace and the mill and door plant continued to be the major employer. "Operation Second Growth" inspired a new building period in McCleary. This community study planned for growth and economic stabilization. Significant changes, many inspired by the study, followed:

- The town constructed a new school, hospital, fire and police facilities, library and city hall in the 1950's;
- A newly built freeway bypassed the downtown center;
- The townspeople organized the "McCleary Bear Festival", a community wide celebration held annually in July;
- Economic development efforts focused on potential opportunities created by planned Washington Public Power Supply projects in the McCleary area; and
- The community adopted its first Comprehensive Plan.

### **1980's: Overcoming Outer Challenges**

Events outside McCleary, especially the national economic recession, influenced community development in this decade. The community experienced little growth and some economic hardship, but citizens continued to be forward-looking. Key events from this period were:

- The Washington Public Power Supply failed and the promise of new employment opportunities faded;
- Lending interest rates rose 22%, discouraging the construction of new homes;
- Timber workers went on strike;
- Citizens expressed confidence in the future by supporting a substantial upgrade of the sewer system;
- The upgrade of Sam's Canal improved community aesthetics and stormwater management capabilities; and
- The library lost its Timberland staffing for two years but continued operating with the help of volunteers.

### **1990's: Overcoming Inner Challenges**

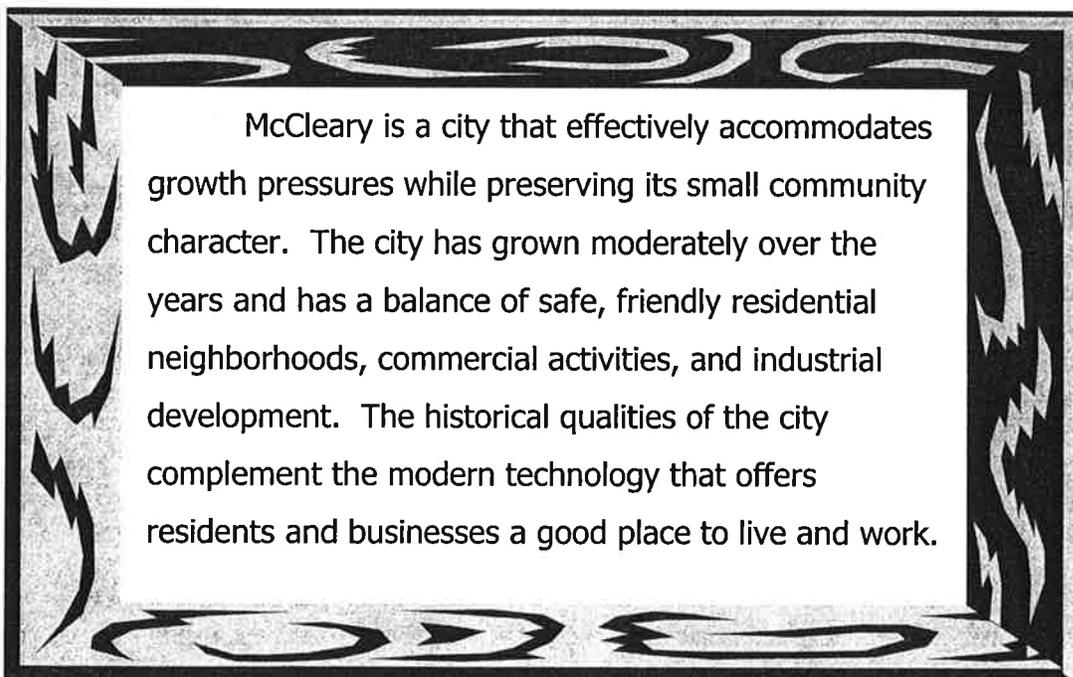
In the 1990's, slow growth and the loss of the plywood division at the mill, coupled with political tensions in city government, tested citizens' resolve while new improvements provided hope for the future.

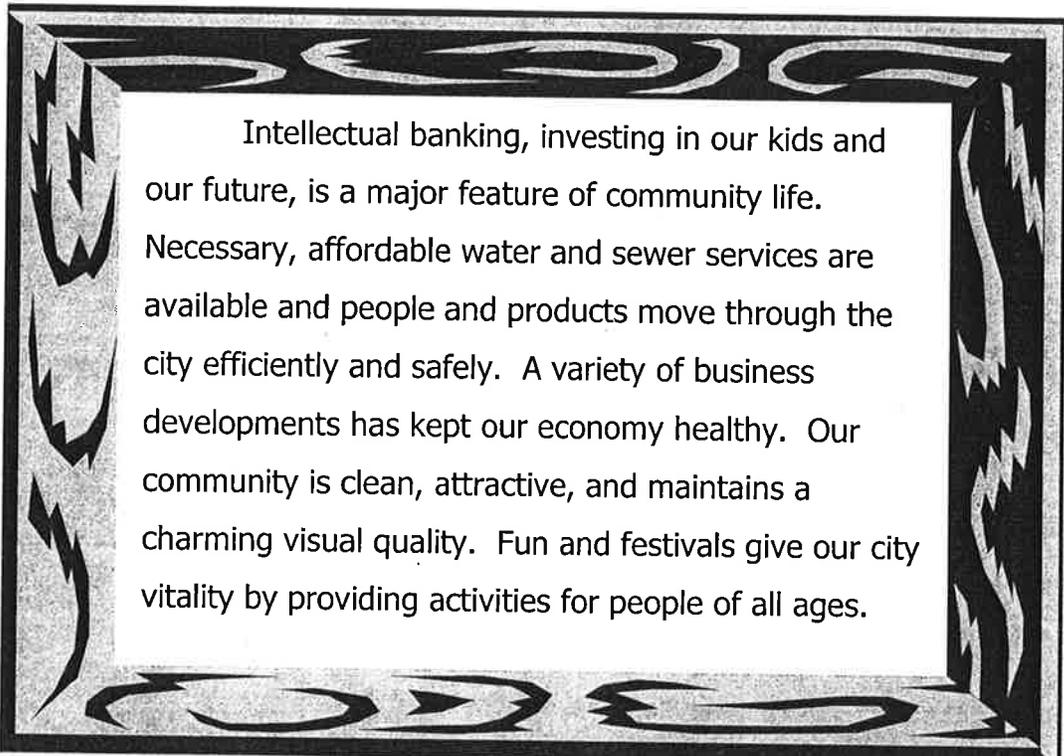
- Land south of the city was annexed and then de-annexed;

- Substantial playground improvements were made with active community participation;
- Simpson developed Evergreen Heights subdivision and completed a waterline upgrade;
- The electrical utility built the new substation;
- Beerbower Park upgrades included an information kiosk for visitors and new restroom facilities; and
- The newly constructed transit station downtown included commuter parking and attractive landscaping.
- The Chamber of Commerce and the Bear Festival remain active after many years.

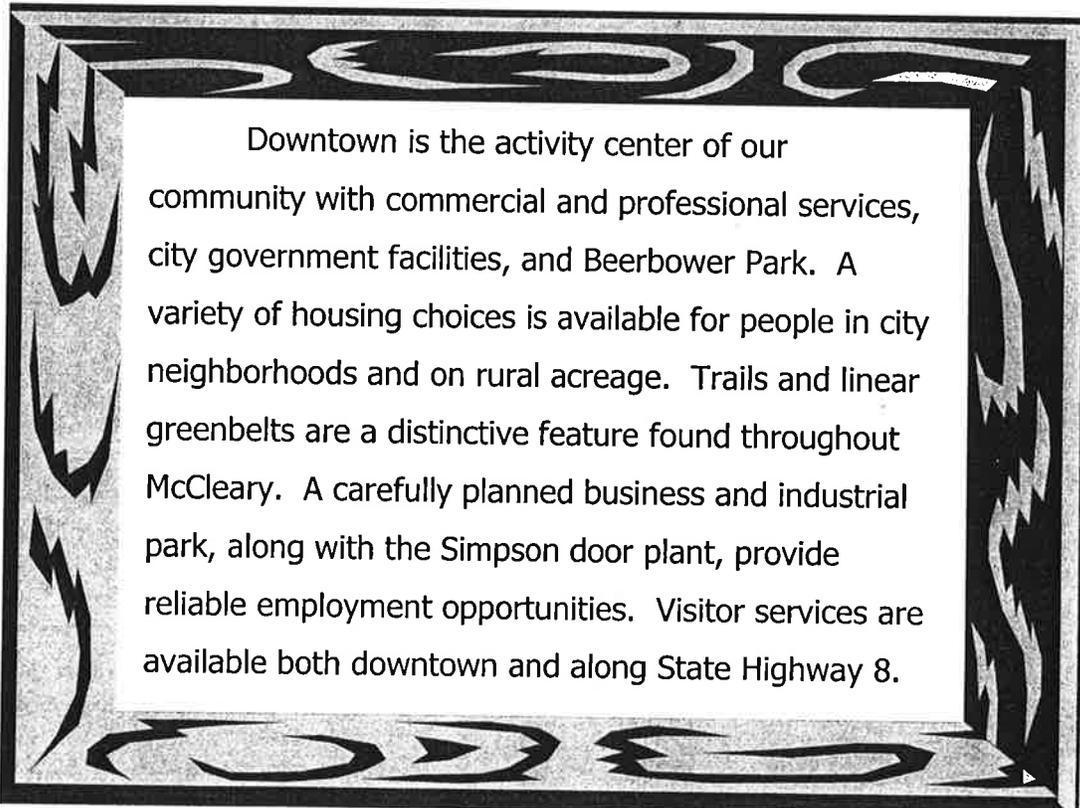
## **A Vision of the Future: McCleary, 2022**

The City Planning Commission sponsored an informational open house and a series of five community workshops in the spring and summer of 2001 to gather citizens' viewpoints about the future growth and development of McCleary. This participatory process yielded the following snapshots of McCleary's future that hang in the vision gallery below:





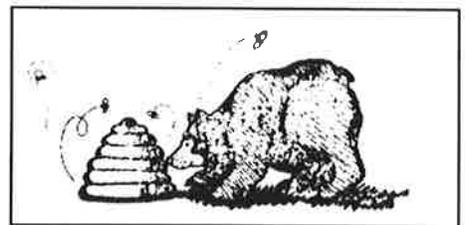
Intellectual banking, investing in our kids and our future, is a major feature of community life. Necessary, affordable water and sewer services are available and people and products move through the city efficiently and safely. A variety of business developments has kept our economy healthy. Our community is clean, attractive, and maintains a charming visual quality. Fun and festivals give our city vitality by providing activities for people of all ages.



Downtown is the activity center of our community with commercial and professional services, city government facilities, and Beerbower Park. A variety of housing choices is available for people in city neighborhoods and on rural acreage. Trails and linear greenbelts are a distinctive feature found throughout McCleary. A carefully planned business and industrial park, along with the Simpson door plant, provide reliable employment opportunities. Visitor services are available both downtown and along State Highway 8.

# **Section II**

## **Plan Elements**



# Land Use Element



## **Goal 1: Preserving McCleary's Traditional Development Patterns**

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Preserve the City of McCleary's traditional land use pattern which separates homes from intrusion by commercial and industrial activities, supports a vital downtown, offers locations for new business and industry, and protects important natural community resources and assets.

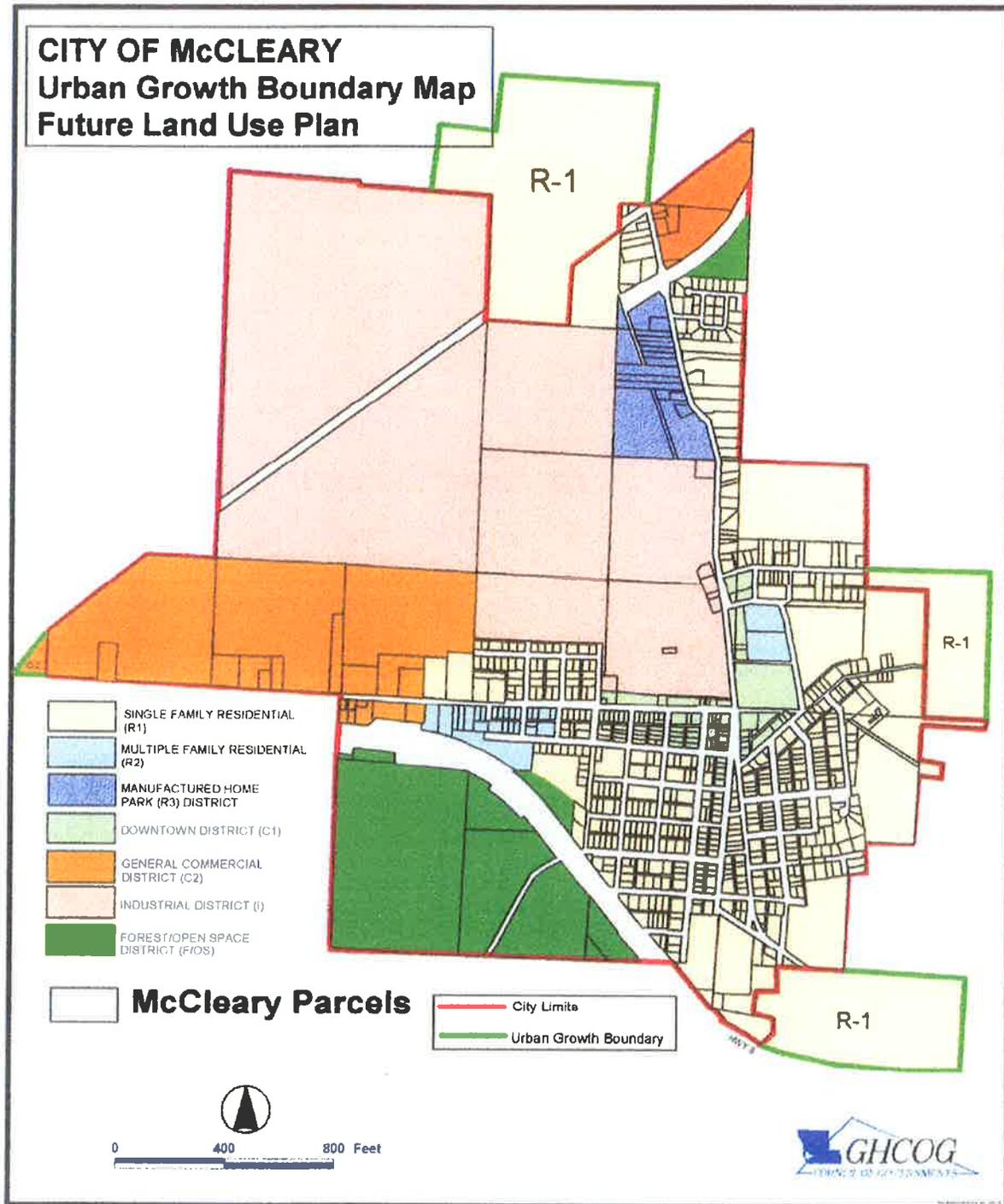
### **Objectives**

- LU 1.1 Plan for a 2020 future population of 2,412 residents. Economic development and the migration of people moving to McCleary from the urban areas will contribute to this growth.
- LU 1.2 Maintain existing overall land use patterns, created through earlier planning and zoning programs, by controlling the general distribution, location, and extent of development of land and buildings in zoning districts that provide:
  - Permitted uses with density and intensity requirements;
  - Compatible conditional uses with additional standards to mitigate potential adverse impacts; and
  - Prohibit uses detrimental to the public health, safety, and welfare.
- LU 1.3 Manage land use densities and development practices to protect the quality and quantity of groundwater for public use and surface water.
- LU 1.4 The city shall encourage economic development and population growth within the city.

### **Implementation Steps**

- Create zoning districts that will manage residential, commercial, and industrial land uses as shown in the Future Land Use Map in Figure 1:

Figure 1: Future Land Use Map



- Single-Family Residential (R-1) District. The R-1 District preserves the small city qualities enjoyed by city residents by limiting development to a minimum lot size of 7,500 square feet.

Examples of other compatible uses eligible for conditional uses permits in the R-1 District may include: bed and breakfast inns, home businesses, parks, schools, churches, and other public and semipublic uses as long as such uses will not create a significant traffic or parking problem, noise or light pollution, and water and sewer facilities are capable of supporting such development.

- Multi-Family Residential (R-2) District. The R-2 District provides for a mix of single- and multi-family housing types. New single-family residences in the district will have a minimum lot size of 7,500 square feet. The maximum building height above finished grade is two stories.

Examples of other compatible uses eligible for conditional use permits in the R-2 District may include: bed and breakfast inns, home businesses, parks, schools, churches, and other public and semipublic uses as long as such uses will not create a significant traffic or parking problem, noise or light pollution, and water and sewer facilities are capable of supporting such development.

- Manufactured Home Park (R-3) District. The R-3 District provides for a mix of manufactured home parks and multi-family dwelling units. Manufactured home parks shall have an approved binding site plan. The maximum building height above finished grade is two stories.

Examples of other compatible uses eligible for conditional use permits in the R-3 District may include: bed and breakfast inns, home businesses, parks, schools, churches, and other public and semipublic uses as long as such uses will not create a significant

traffic or parking problem, noise or light pollution, and water and sewer facilities are capable of supporting such development.

- Downtown (C-1) District. The C-1 District provides for a wide range of small to medium retail businesses, eating and drinking establishments, government activities, and professional offices concentrated in the traditional downtown area of the city. Uses in this district serve the needs of the immediate area as well as tourists to the community. The C-1 District is a compact, intensive activity area that emphasizes pedestrian access to and between businesses. The minimum lot size in the C-1 District is 2,500 square feet.

Examples of compatible uses requiring a conditional use permit in the Downtown District may include second-story residential housing, housing for the elderly, such as senior apartments, assisted living units, or residential care centers, and other public and semipublic uses.

General Commercial (C-2) District. The General Commercial District provides for a mix of single-family residential, large retail, professional offices, storage, and light manufacturing activities outside the downtown area that are dependent on arterial or highway traffic and large lot sizes. The minimum lot size in the C-2 District is 10,000 square feet. Types of land uses appropriate for this zone are: large retail establishments, clinics, vehicle repair, automobile dealerships, machine shops, building supply stores, mini-storage, and tourist services oriented to highway access such as restaurants and motels.

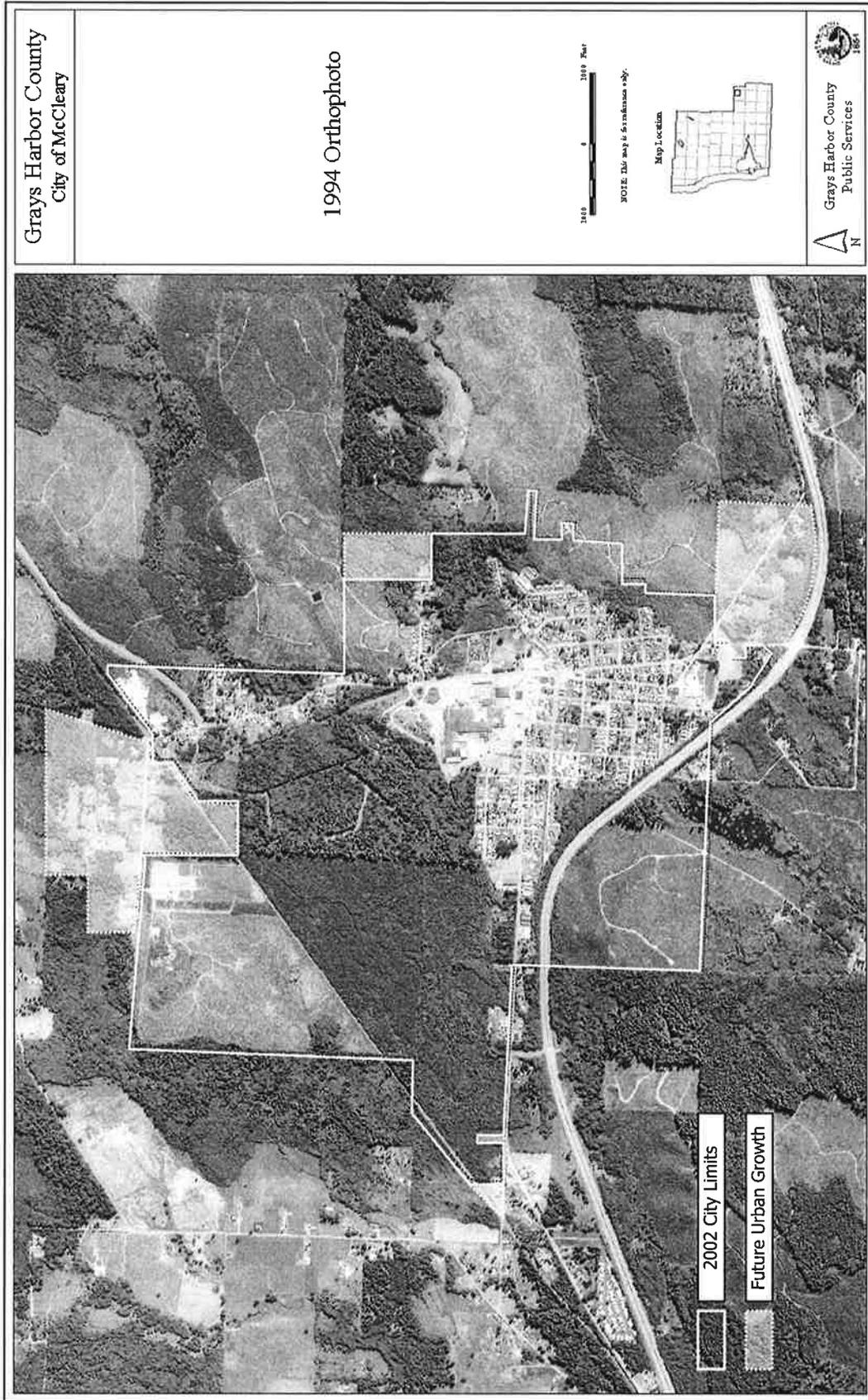
Types of compatible land uses in the General Commercial District eligible for a conditional use permit may include recreational vehicle parks and retail businesses requiring outdoor storage and/or sales space.

- Industrial (I) District. The Industrial District provides space for intensive manufacturing, processing, research laboratories, wholesale sales and storage, contractor's offices and shops, and other industrial uses. The minimum lot size in the Industrial District is 10,000 square feet. These uses should be located adjacent to major transportation facilities such as SR 8, SR 108, and/or the east-west railroad. All uses which are not enclosed and/or which have high noise, odor, water pollution, or vibration levels, are a conditional use.

Industrial parks are allowed under binding site plans and may use a cluster development approach to meet density and intensity requirements. Commercial uses are allowed in industrial parks as conditional uses.

- Forest/Open Space (F/OS) District. The Forest/Open Space District protects the city's natural resources and open spaces. Land uses in this zone include all commercial forestlands, non-commercial forests, critical areas with restricted development potential, and land areas protected by open space designations or long-term conservation easements. Buildings or structures are prohibited except for public parks, nature trails, public roads, streets, bridges, and flood control measures. There is no minimum lot size.
- Annexation should be consistent with objectives stated in this plan:
  - Figure 2 shows those areas that the City will encourage annexation over the next 20 years. The City will consider other annexation requests on a case-by-case basis.
  - All utilities for newly annexed areas should meet City standards.
- Residential uses that are nonconforming in zoning districts shall have the right to maintain, improve, or expand their properties. If a property owner removes a nonconforming residence, s/he has up to three years to replace it with a new one. After this time, the future use on the parcel must be conforming to the zoning district.

Figure 2: Urban Growth Area





## **Goal 2: Managing the Natural Environment**

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Reduce the negative impacts from future development on McCleary's natural environment and visual amenities to the greatest extent possible.

### **Objectives**

- LU 2.1 Protect critical areas within the city: wetlands; areas with critical recharging effect on aquifers; fish and wildlife conservation areas; frequently flooded areas; and geologically hazardous areas.
- LU 2.2 Future development in the city shall be compatible with the topography of the land.
- LU 2.3 Manage development so growth does not negatively affect the quality and quantity of groundwater and surface water.
- LU 2.4 Carefully manage development in geologically hazardous areas to protect the public safety.
- LU 2.5 Preserve natural open space and visual amenities of the McCleary area.
- LU 2.6 Safeguard air quality by controlling slash burning and providing for dust control.

### **Implementation Steps**

- Manage areas with development constraints by:
  - Enforcing the city's critical areas ordinance.
  - Carefully regulating land development in land areas with hazardous building conditions such as landslide potential, poor foundation soils, and slopes of 10% or greater.
  - Enforcing the Federal Emergency Management Agency standards for flood plain management.
  - Including requirements for buffers, berms, and industrial emission controls to reduce or control pollution from land uses generating

dust, slash burning, noise, noxious weeds, and odors in city land use ordinances.

- Protecting Wildcat Creek as a Critical Area.
- Assuring that increased runoff resulting from forest practices will not negatively impact existing water resources or development.
- Encourage the preservation of open space by:
  - Developing standards for natural and landscaped greenbelt areas and the retention of a percentage of native trees and vegetation in new developments.
  - Finding funding sources to purchase land which is not suitable for development such as flood plains, steep slopes, and narrow drainage ways to be used for walking and bicycle paths and linear open space greenbelts connecting city neighborhoods and downtown.
  - Including incentives in the city's land development regulations, such as cluster developments, that gives landowners and development interests flexibility while protecting sensitive lands and open space.
- Maintain water quality and quantity by:
  - Keeping the city's wellhead protection program current to protect the public water supply;
  - Developing and enforcing that protect the city's aquifer recharge areas;
  - Requiring new development in all zoning districts to be on the city sewer system to protect ground water quality;
  - Designing public drainage facilities to control both storm water quality and quantity;
  - Requiring new development to provide adequate stormwater management as specified and adopted by the City; and

- Adopting requirements for minimum removal of vegetative cover for reducing storm water runoff.
- Require the design of new parking lots and large work areas to have dust control.



### **Goal 3: Residential Development**

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Maintain a balanced and efficient residential pattern in McCleary to preserve the livability, small city atmosphere, and character of the city's neighborhoods.

#### **Objectives**

- LU 3.1 Preserve the mostly low-density residential character of the city.
- LU 3.2 Emphasize the retention of single-family homes throughout the community.
- LU 3.3 Mitigate the impacts of multi-family, commercial, and industrial uses on adjacent single-family properties.
- LU 3.4 Encourage residential development in areas currently having adequate streets, sewer, and water facilities.
- LU 3.5 Improve and protect the appearance of neighborhoods by eliminating junk and inoperable vehicles.
- LU 3.6 Encourage innovative incentives for property owners to maintain their homes and land.
- LU 3.7 Expand public improvements in neighborhoods, such as sidewalks, looped water lines, and upgraded streets.

#### **Implementation Steps**

- Encourage predominately single-family housing in neighborhoods south of Fir Street, North of Beck Street and west of 7th Street.
- Locate multi-family housing units near main thoroughfares.

- Lessen the visual impact of multi-family, commercial, and industrial uses that abut residential properties through screening requirements.
- Require water, sewer, and transportation facilities for residential land uses.
- Locate residential development so that further development will not create strains upon public facilities.
- Encourage infill of vacant lots in residential neighborhoods.
- Prohibit incompatible redevelopment projects in established residential neighborhoods.
- Invite organizations, such as Aberdeen Neighborhood Housing Services, to assist property owners in rehabilitating their homes.
- Apply for Community Development Block Grant funds to help low- and moderate-income neighborhoods make general infrastructure improvements.
- Develop opportunities for property owners and the city to work together in extending sidewalks to all city neighborhoods.



## **Goal 4: Commercial Development**

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Promote and maintain economically viable commercial businesses and professional service activities serving McCleary area residents, visitors, and highway travelers.



### **Objectives**

- LU 4.1 Keep the city's downtown business district as the major place to conduct retail business and professional services in McCleary.
- LU 4.2 Encourage a variety of commercial establishments and professional services to locate in the city by maintaining public improvements that encourage private investment.
- LU 4.3 Promote commercial activities with easy access for tourists.

## **Implementation Steps**

- It is consistent with this plan to rezone properties in the R-1 District along Simpson Avenue and Maple Street west of 7th Street and between Main and 4th Streets north of Pine Street to multi-family or C-1.
- Increase emphasis on infrastructure improvements in the Downtown District to anticipate and encourage expansion of the commercial center of the city as demand develops.
- Locate commercial establishments, serving the needs of travelers, in areas with access to SR 8.
- Commercial uses requiring large amounts of land are appropriate for the General Commercial District and not the Downtown District.
- When siting commercial uses, require adequate water, sewer, storm water, traffic circulation, and parking to support the land use.
- Require commercial development adjacent to residential neighborhoods to have buffers that shield residents from noise, light, glare, and traffic generated by the commercial use.
- Assure timely administration of land development regulations for commercial proposals and business permits.

## **Goal 5: Industrial Development**

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Increase McCleary's economic diversity by encouraging new industrial land uses in suitable locations.

### **Objectives:**

- LU 5.1 Maintain a supply of industrially zoned land for new industry that will provide minimal disruption to existing citywide land use patterns.

- LU 5.2 Select areas for future industrial uses that have short commuting distances for employees, existing public services, and provide adequate space for expansion over time.
- LU 5.3 Encourage grouping of industrial land uses into an industrial park with amenities such as day care, landscaping, and commercial support services.

 **Implementation Steps:**

- Locate industrial land uses in a manner that coordinates with existing and/or planned water, sewer, and transportation facilities.
- Develop industrial uses adjacent to existing industrial lands where possible and in areas that will not hinder commercial activity or disturb residential neighborhoods.
- Pursue the potential for industrial expansion in northern areas of McCleary.
- Provide regulatory incentives for the development of an industrial park through a binding site plan.

# Housing Element



## Goal

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Provide a housing supply in the City of McCleary that is adequate to meet the needs of populations of all age and income groups.



## Objectives:

- H 1.1 Maintain and upgrade the city's existing supply of safe and affordable housing of choice.
- H 1.2 Emphasize retention of single-family homes throughout the community.
- H 1.3 Promote new housing that maintains the character of city neighborhoods and is sensitive to people with moderate or low incomes.
- H 1.4 Maintain acceptable levels of public facilities and services in city neighborhoods to safeguard home values.
- H 1.5 Allow accessory dwellings in all residential districts.



## Implementation Steps:

- Promote public and private efforts for renovation of older housing in established neighborhoods.
- Provide appropriate standards for doublewide or larger manufactured homes on individual lots to ensure their compatibility with surrounding residences. Restrict singlewide manufactured homes to manufactured home parks.
- Require all manufactured home parks to have buffers and a binding site plan to reduce incompatible impacts on adjacent land uses.
- Seek assistance from people or groups who can help low- and moderate-income people with housing renovation and rehabilitation.
- Support development of special housing programs for senior residents who are no longer financially or physically able to maintain their

household to allow them to remain city residents as long as they desire.

- Locate affordable housing for elderly age groups adjacent to downtown and basic services.
- Develop zoning incentives that encourage innovative urban design for neighborhoods that emphasize open space, and flowing circulation patterns.

# Public Facilities and Services Element



## Goal

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Ensure that public facilities and services meet the existing and future needs of homes, businesses, and industry.



### Objectives:

- PF 1.1 Carefully monitor the need for expanded or new capital facilities over the 20-year planning period to meet growth demands.
- PF 1.2 Plan for all public facilities and services in a fair and cost-effective manner.
- PF 1.3 Site and design public facilities to complement the quality of life and function of neighborhoods and commercial areas.
- PF 1.4 Manage public facilities and services so that adequate capacity is available for future growth needs within the city before extending them beyond the city limits.
- PF 1.5 Strive to maintain adequate levels of police and fire service that meet acceptable health, safety, and public welfare standards.
- PF 1.6 Actively plan for the clustering of future public facilities that deliver direct services to the public, such as a new city hall, library, museum, police station, hospital, and schools. Prospective sites should offer convenient public access and room for future expansion.
- PF 1.7 Preserve existing recreation and cultural facilities and develop new recreational facilities for residents and visitors of all ages.



### Implementation Steps:

#### Sewer and Water Facilities

- Make it a priority to make sewer and water improvements in accordance with existing plans.

- Plan and budget annually to address existing problems with the city's sewer and/or water systems.
- Require the looping of new and existing water lines when possible.
- Actively develop a new Wastewater Treatment Plant as well as other priority improvements noted in the sewer plan.
- Require annexation as a precondition to extending sewer and water service beyond the city limits.
- Coordinate water and sewer projects with transportation projects to achieve cost savings.

#### **Stormwater Facilities**

- Require adequate stormwater facilities that meet City standards.
- Develop minimum landscaping design standards for stormwater facilities.

#### **Telecommunication Utilities**

- Encourage new power and telecommunication lines underground, at the rear of properties, or in alleyways.

#### **Other Municipal Facilities and Services**

- Before approval of a land development permit, identify and require mitigation of negative impacts to police and fire services, parks, and the school.
- Conduct an annual review of "needs and maintenance" for each city owned facility and property.
- Bring all city-owned buildings up to code and make ADA accessible with some progress demonstrated each year.
- Construct or rehabilitate an adequate space for a new and bigger library.
- Restore the area surrounding the Community Center into a nice small park and identify a designated parking area.
- Build a historical kiosk at the city cemetery.

- Research the possibility of adding a 'waterhole' and skateboard park with fountain and wading pool to the city park system.
- Look into establishing a hiker/tent area in conjunction with the development of a natural trails system for the city.
- Plan for a future all ages recreation center with growth.

### **Financing**

- Expenditures for new or expanded capital facilities will be based on the following priorities:
  1. Remedy urgent or emergency conditions which are dangerous to public health or safety;
  2. Correct existing deficiencies;
  3. Meet the needs of planned growth; and
  4. Add desirable new facilities.
- Revenue sources to finance capital facilities that benefit the public, in order of priority, are: grants, private donations, loans, public/private partnerships, utility rates, ULID's, the electric fund, and as a last option, revenue and general obligation bonds.
- The cost of new or expanded capital facilities for future private land development projects will be the responsibility of the property owner or land developer.
- New development will pay its own way through requirements for infrastructure improvements in subdivision regulations, development charges for utility hook-ups, and negotiated contributions for off-site impacts.

# Transportation Element



## Goal

---

The City of McCleary will provide for a system of public and private transportation choices that compliment community character and reinforce the land use element of the city's comprehensive plan.



## Objectives:

- T 1.1 Plan for a coordinated street system that maximizes the safety and efficiency of the movement of people and goods within and through the city.
- T 1.2 Develop a system of sidewalks and paths to separate pedestrian and bicycle traffic from vehicular traffic.
- T 1.3 Integrate amenities such as landscaping, coordinated signage, and street lighting into street system projects to compliment the visual appeal of the city.
- T 1.4 Encourage efforts to maximize public transit opportunities for residents and employers.



## Implementation Steps:

### Streets

- Adopt design standards for both public and private street improvement or expansion which provide safety, efficient traffic flow, and adequate off street parking.
- Work with the Washington State Department of Transportation to provide safe pedestrian and bicycle improvements along SR 108.
- Plan and coordinate any expansion of the street system in a manner that will provide for extensions and connections with existing streets.
- Require all land uses to have safe access to a public street.
- Restrict truck traffic in neighborhoods.

- Support bicycle paths on city arterial streets and state roads passing through the city.
- Incorporate sidewalks into all new street construction projects and require the installation of sidewalks in all new developments.
- Develop and enforce off street parking standards through city zoning and subdivision ordinances.
- Consider the need for traffic studies based upon the City's Development Standards.
- New development shall pay its own way for streets and utilities.
- Rely on grants for street construction projects and fund annual operating needs for street maintenance with property taxes, state shared motor vehicle taxes, and investment interest.

### **Amenities**

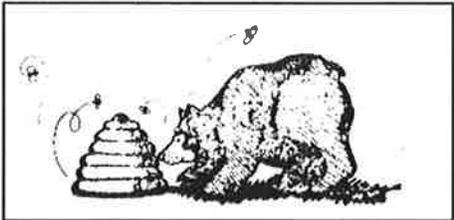
- Incorporate landscaping, green strips, and trees into new or street rehabilitation projects.
- Prepare and implement a decorative street lighting plan for the city financed by grants and the city's electric fund.
- Develop and enforce street landscaping, sign, and street lighting requirements in private development projects through the city zoning and subdivision ordinances.
- Seek funds to develop a plan that will identify both appropriate locations and funding sources for a citywide system of natural trails and walking, bicycle, and skating paths.
- Review city requirements and amend as necessary, to allow innovative technology to reduce impervious surfaces throughout the city.

### **Coordination**

- Coordinate water and sewer projects with transportation projects to achieve cost savings.
- Work closely with the Washington State Department of Transportation (DOT) to identify and monitor traffic safety concerns: especially access

to, from and across SR 8; at the intersection where SR 108 leads to SR 8 just west of the city limits; and the intersection where SR 108 and the Summit McCleary Road split at the northeast city limits.

- Maintain an active partnership with Grays Harbor Regional Transit to sustain effective public transportation options for citizens.



## **Section III**

# **Community Action**

The purpose of this Community Action section is to provide the city with implementation strategies for the plan and inspire the participation of residents and community groups. It stresses effective plan administration by city officials and staff as well as volunteer efforts as being critical keys to successful realization of the community's vision for the future. The strategy described below is sustainable only if city government and citizens work and communicate together in a sincere effort that promotes McCleary.



## **Goal**

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Make the comprehensive plan, a reflection of citizen's vision for McCleary, a living document.



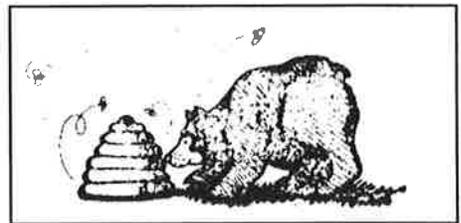
## **Objectives:**

- CA 1.1 Assure that the City Council, Planning Commission, and staff actively use the comprehensive plan to guide land use decision-making actions.
- CA 1.2 Encourage citizens to take part in community planning through creative and open discussion and fair decision procedures.
- CA 1.3 Coordinate city and county planning and zoning activities thereby insuring compatible land uses and sufficient public facilities and services throughout the area.
- CA 1.4 Support public/private partnerships and volunteer efforts that aid in plan implementation, community improvement, and economic development.
- CA 1.5 Invite the Grays Harbor Planning Commission and staff to meet once a year with the McCleary Planning Commission and staff to discuss and evaluate development beyond the city limits.

## **Implementation Steps:**

- Consider conducting an annual review of the comprehensive plan and land development regulations.
- Consider conducting an annual evaluation of the status and condition of city-owned properties and facilities.
- Collaborate with the county to prevent potential contamination of the city's well field recharge area through the development and implementation of groundwater protection measures.
- Coordinate with the county on all land use and development issues regarding the city's Urban Growth Area.
- Collaborate with community-oriented projects and/or non-profit organizations, including but not limited to the Chamber of Commerce, the Bear Festival, and the Museum.

**Section IV:  
Technical Data  
Report**



# The Natural Environment

## Location

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The City of McCleary is on the western slope of the Black Hills in eastern Grays Harbor County. City Hall is at Latitude N. 47°3'19" and Longitude W. 123°15'54". The city limits extends over Sections 11 through 14, Township 18 N., Range 5 W.

McCleary lies north of SR 8, about 18½ miles west of Olympia. Communities west of McCleary include the Cities of Elma (7.3 miles), Montesano (18 miles), and Aberdeen (28 miles).

## Climate

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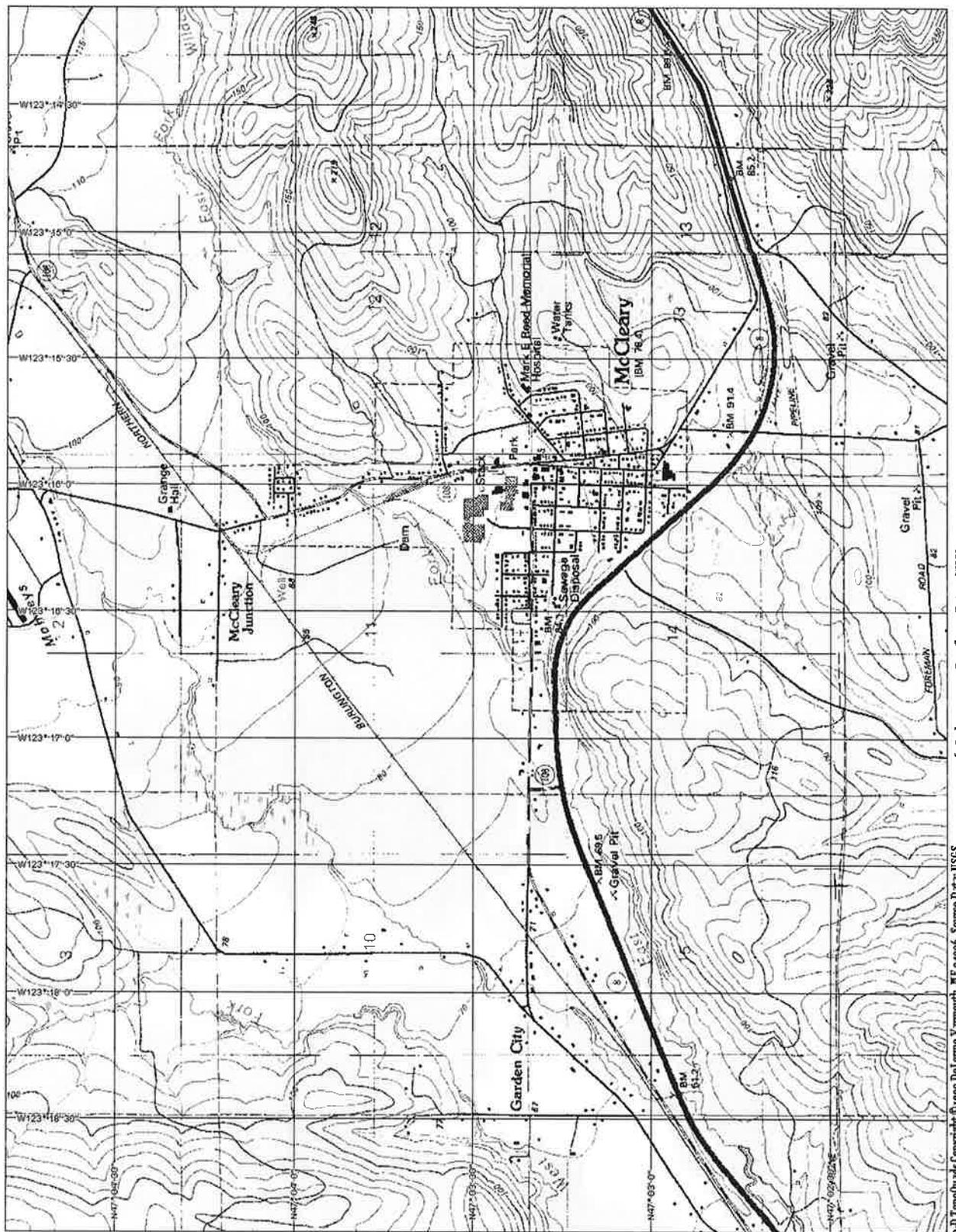
Weather in the McCleary area is typical of Pacific Northwest maritime climate: cool, dry summers and mild, wet winters. Elma has the nearest official weather reporting station. Records for average daily temperatures show that January has the lowest at 39.5° F while August has the highest at 63.5° F. Precipitation normally averages 68.4 inches annually.

## Topography

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Topography in the City of McCleary includes moderately steep slopes to relatively flat ground. The highest elevation is 426 at the water tanks just beyond the eastern city limits. From that point, the slope drops to about 280 feet in the center part of the community. The lowest elevation is 262 feet at the western city limits along SR 108. Generally, development in McCleary has avoided slopes steeper than 20%. Figure 3 is the USGS topographical map for the McCleary area.

Figure 3: McCleary Area Topography, adapted from USGS 7 1/2 minute quadrangles



3-D TopoQuads Copyright © 1999 DeLorme Yarmouth, ME 04096 Source Data: USGS 1:25,000 Scale: 1:25,000 Detail: 1:10,000 Datum: WGS84

## Soils

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There are 11 different soil series in and around McCleary. Each of these soil series has differing characteristics that affect their suitability for development. Soil characteristics that influence development include slope, erosion potential, flooding, depth to water table, depth to bedrock, and drainage capabilities. These factors in turn create building limitations for residential and commercial structures as well as public infrastructure improvements like streets. The presence of hydric soils, often associated with wetlands, also point to regulatory concerns.

All soil types in the McCleary area have one or more characteristics that create constraints for future development. While it is rare for these constraints to totally prevent development, they may warrant special design considerations that can significantly add to project costs. For instance, on-site sewage disposal systems universally face severe limitations for development most often due to slope, poor percolation, and wetness. Development would have to connect to the city sewage collection and treatment system to prevent groundwater contamination. In similar ways, streets and structures that contend with slope, wetness, and low soil strength must rely on special design and construction techniques to overcome resulting problems.

Soils that present the most difficult problems to overcome include:

- Buckpeak silt loam (15): slope
- Schneider gravelly silt loam (131): slope
- Tebo silt loam (143): slope
- Nemah silty clay loam (91): depth to water table, hydric conditions
- Norma sandy loam (101): depth to water table, hydric conditions
- Salzer silty clay (127): depth to water table, hydric conditions

Figure 4 is an aerial photograph showing the location of all local soil types, and two tables summarizing their characteristics and building limitation follows on the next three pages.

Figure 4: McCleary Area Soils, from the Soil Conservation Service Manual

- |    |                                       |     |                                   |
|----|---------------------------------------|-----|-----------------------------------|
| 13 | Buckpeak silt loam                    | 101 | Norma sandy loam                  |
| 15 | Buckpeak silt loam                    | 105 | Olympic clay loam                 |
| 23 | Carstairs very gravelly loam          | 106 | Olympic clay loam                 |
| 48 | Humptulips silt loam                  | 127 | Salzer silty clay                 |
| 71 | Lyre very gravelly loamy sand         | 131 | Schneider very gravelly silt loam |
| 72 | Lyre variant very gravelly loamy sand | 142 | Tebo silt loam                    |
| 79 | Montessa silt loam                    | 143 | Tebo silt loam                    |
| 91 | Nemah silty clay loam                 | 146 | Udipsamments, level               |



Table 1: Soil Characteristics for City of McCleary and Vicinity

Soil Type	Number	Slope	Flooding	Depth to		Erosion Potential	Drainage	Hydric
				Water Table	Bedrock			
Buckpeak silt loam	13	8 - 30%	None	>6'	40 - 60"	Slight	Well drained	No
Buckpeak silt loam	15	65 - 90%	None	>6'	40 - 60"	Moderate	Well drained	No
Carstairs very gravelly loam	23	1 - 8%	None	>6'	>60"	Slight	Somewhat excessively drained	No
Humptulips silt loam	48	0 - 3%	Frequent	>6'	>60"	Slight	Somewhat excessively drained	No
Lyre very gravelly loamy sand	71	0 - 8%	None	>6'	>60"	Slight	Somewhat excessively drained	No
Lyre variant very gravelly loamy sand	72	0 - 3%	None	1.5 - 3'	>60"	Slight	Moderately well drained	No
Montessa silt loam	79	1 - 8%	None	1.5 - 2.5'	>60"	Slight	Somewhat poorly drained	No
Nemah silty clay loam	91	0 - 2%	None	+1 - 0.5'	>60"	Slight	Poorly drained	Yes
Norma sandy loam	101	0 - 2%	None	+1 - 1'	>60"	Slight	Poorly drained	Yes
Olympic clay loam	105	0 - 8%	None	>6'	>60"	Slight	Well drained	No
Olympic clay loam	106	8 - 30%	None	>6'	>60"	Slight	Well drained	No
Salzer silty clay	127	0 - 2%	Frequent	+1 - 0.5'	>60"	Slight	Very poorly drained	Yes
Schneider very gravelly silt loam	131	30 - 65%	None	>6'	>60"	Moderate	Well drained	No
Tebo silt loam	142	5 - 30%	None	>6'	>60"	Slight	Well drained	No
Tebo silt loam	143	30 - 65%	None	>6'	>60"	Moderate	Well drained	No
Udipsammets, level	146	0 - 2	Rare	>6'	>60"	None	Excessively drained	No

Table 2: Soil Building Limitations for City of McCleary and Vicinity

Soil Type	Number	On-site sewage disposal systems	Shallow excavations	Dwellings with basements	Small commercial buildings	Streets
Buckpeak silt loam	13	Severe: slope	Severe: slope	Severe: slope	Severe: slope	Severe: slope, low strength
Buckpeak silt loam	15	Severe: slope	Severe: slope	Severe: slope	Severe: slope	Severe: slope, low strength
Carstairs very gravelly loam	23	Severe: poor filter	Severe: cut banks cave	Slight	Moderate: slope	Slight
Humtulpils silt loam	48	Severe: flooding, poor filter	Severe: cut banks cave	Severe: flooding	Severe: flooding	Severe: flooding
Lyre very gravelly loamy sand	71	Severe: poor filter	Severe: cut banks cave	Slight	Moderate: slope	Slight
Lyre variant very gravelly loamy sand	72	Severe: poor filter, cemented pan, wetness	Severe: wetness	Severe: wetness	Moderate: wetness	Moderate: wetness
Montessa silt loam	79	Severe: wetness	Severe: wetness	Severe: wetness	Moderate: wetness, slope	Moderate: wetness
Nemah silty clay loam	91	Severe: ponding, percs slowly	Severe: ponding	Severe: ponding, shrink-swell	Severe: ponding, shrink-swell	Severe: low strength, ponding, shrink-swell
Norma sandy loam	101	Severe: ponding	Severe: cut banks cave, ponding	Severe: ponding	Severe: ponding	Severe: ponding
Olympic clay loam	105	Severe: percs slowly, slope	Severe: slope	Severe: slope	Severe: slope	Severe: slope, low strength
Olympic clay loam	106	Severe: percs slowly, slope	Severe: slope	Severe: slope	Severe: slope	Severe: slope, low strength
Salzer silty clay	127	Severe: flooding, percs slowly, ponding	Severe: ponding	Severe: flooding, shrink-swell, ponding	Severe: flooding, shrink-swell, ponding	Severe: flooding, low strength, ponding
Schneider gravelly silt loam	131	Severe: slope	Severe: slope	Severe: slope	Severe: slope	Severe: slope
Tebo silt loam	142	Severe: slope	Severe: slope	Severe: slope	Severe: slope	Severe: slope, low strength
Tebo silt loam	143	Severe: slope	Severe: slope	Severe: slope	Severe: slope	Severe: slope, low strength
Udipsammets, level	146	Severe: poor filter	Severe: cut banks cave	Severe: flooding	Severe: flooding	Moderate: flooding

## **Geology and Groundwater**

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Below its soil layer, the geology of modern day McCleary is a combination of Quaternary sediments and Tertiary sedimentary and volcanic rock. The topography of the area reflects its geologic makeup.

Sedimentary and volcanic bedrock that formed 55 to 65 million years ago during the Lower Tertiary period covers the entire area, but it is closest to the surface on the hillsides surrounding the city. Groundwater typically is unavailable in this bedrock. Rainfall percolating through the soil stops at this dense rock layer and flows downhill, collecting in the Quaternary sediments below in the valley floor.

Between 18,000 and 40,000 years ago, glaciers once flowed through what is now the Wildcat Creek Valley, carving the land and depositing deep layers of silt, sand, and gravel over the bedrock. These Quaternary sediments can range from 50 to 100 feet thick and their highly permeable nature creates an aquifer bearing large quantities of groundwater. Groundwater supplies generally run from 10 to 20 feet below the surface in the valley and flows at a slow rate of from the northeast to the southwest. Rainfall and surface water bodies contribute to this groundwater supply.

The City of McCleary relies on this aquifer as the only source for its municipal water supply. The highly permeable nature of Quaternary sediments makes them susceptible to surface pollution.

## **Surface Water: Rivers and Wetlands**

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The East Fork of Wildcat Creek is the largest flowing water body within the McCleary city limits. The stream travels for about 1½ miles through McCleary in a southwesterly direction and eventually joins with the Middle Fork to create Wildcat Creek about a mile west of where it leaves the city limits. The entire Wildcat Creek system joins with the Cloquallum River just east of the City of Elma.

Being a major tributary of the Cloquallum River, which in turn joins the Chehalis River, Wildcat Creek is undergoing greater scrutiny for its water quality impacts on fisheries. Biological assessments of Wildcat Creek rate riparian

conditions as poor, which likely contribute to warm water temperatures. The East Fork of Wildcat Creek does not come under the Shoreline Management Act until its confluence with the Middle Fork of Wildcat Creek. The City of McCleary sewage treatment plant discharges into the East Fork just west of the end of Maple Street.

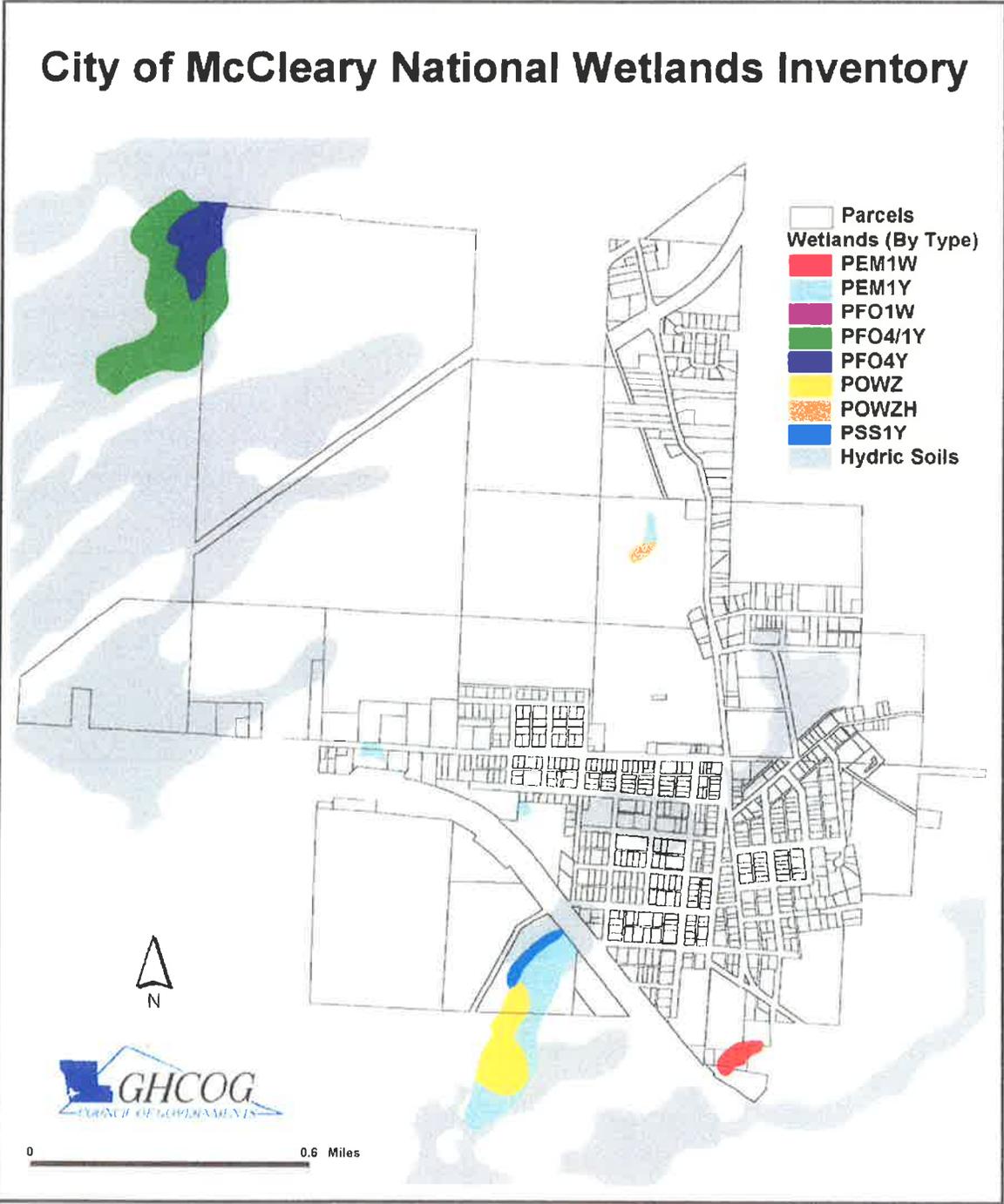
The only other natural waterway within the city is Sand Creek. Sand Creek is a tributary of Mox Chehalis Creek, which begins within the city limits south of SR 8. Less than 1,000 feet of one of two small marshy lakes that make up its headwaters is within the city limits. Sam's Canal, a drainage ditch that runs east to west that drains into the East Fork of Wildcat Creek, captures a small creek that runs adjacent to Mommsen Road east of the city limits.

The National Wetlands Inventory Map shows a limited number of wetlands in McCleary. Most are palustrine, or freshwater wetlands, such as swamps, bogs, and marshes. A few are riverine, or stream-associated wetlands along the East Fork of Wildcat Creek, Sand Creek, and Sam's Canal. The two largest of these wetlands in the city straddle the northwest boundary and the headwaters of Sand Creek south of SR 8. Figure 5 shows the approximate location of these wetlands.

The Natural Resource Conservation Service (formerly known as the Soil Conservation Service) identifies the Nemah (91), Norma (101), and Salzer (127) soil series as hydric soils. Hydric soils form under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper layers that may indicate the presence of wetlands. Salzer soils roughly occur in the 100-year floodplain west of North Summit. Nemah soils cut a large swath of area extending in from the western city limits north of the railroad track. An oval-sized pocket of Norma soils lies between Maple and Fir Streets from Main to 7<sup>th</sup> Streets. Areas with these soils may have wetlands that often do not show up on the National Wetlands Inventory Map. On-site verification is the only method to determine if wetlands exist and to what extent.

WAC 365-195-030(7), the state's adopted definition for wetlands, excludes artificial wetlands created from non-wetland sites, such as irrigation ditches, swales,

Figure 5: General Location of Potential Wetlands, adapted from the National Wetlands Inventory and Natural Resource Conservation Service Soil Maps



detention facilities, landscaping, and farm ponds. This regulation also requires using the 1987 Federal Manual for Identifying and Delineating Jurisdictional Wetlands.

## **Frequently Flooded Areas**

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Frequently flooded areas are lands in the floodplain subject to a one percent or greater chance of flooding in any given year. These areas may include streams, rivers, lakes, wetlands, and the like.<sup>+</sup>

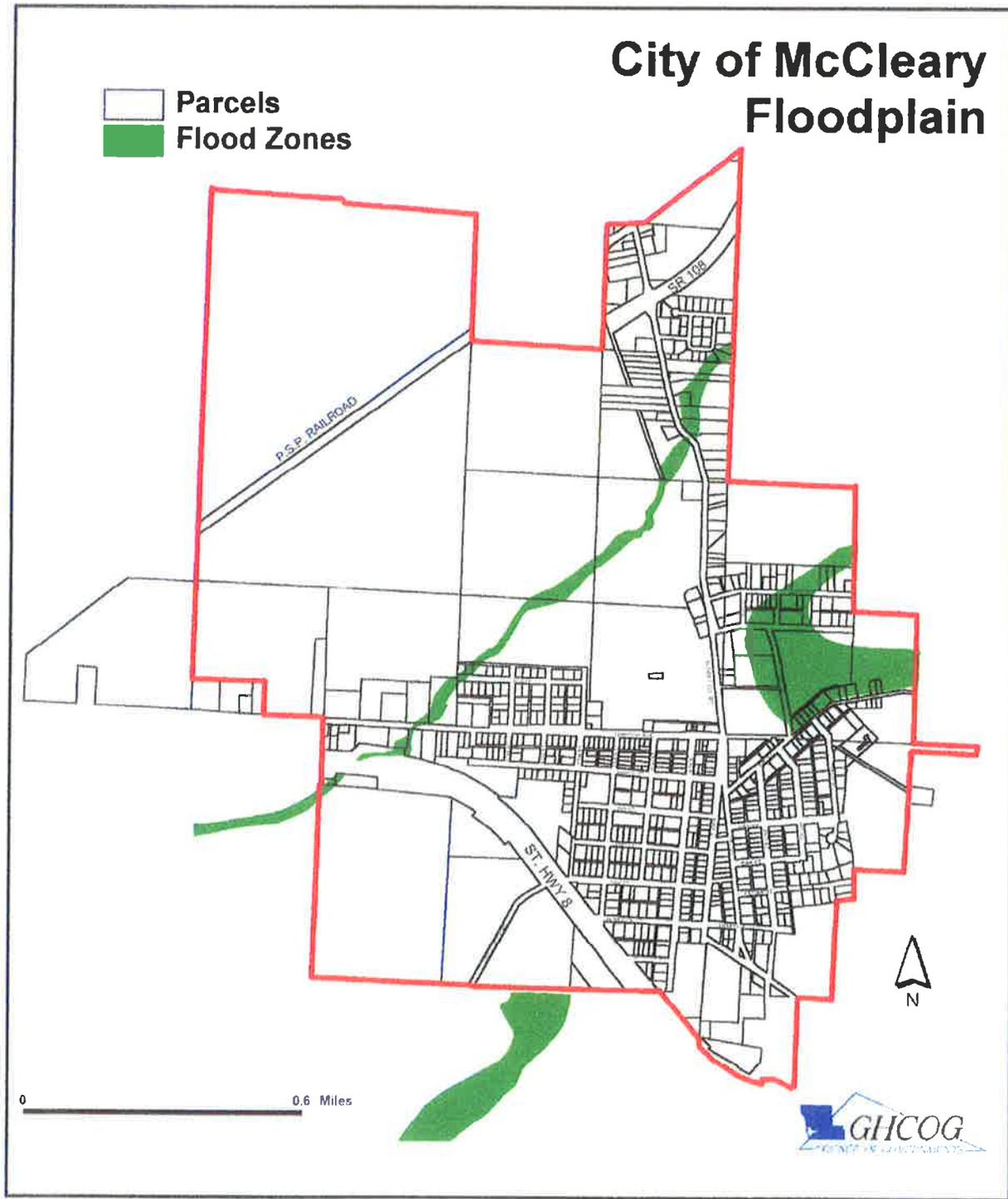
The Federal Emergency Management Agency (FEMA) has designated two frequently flooded areas within the city as lying within a 100-year floodplain. The first is a narrow band that runs the full length of the East Fork of Wildcat Creek through the city. The floodplain can vary from 200' to 500' in width. Most of the flood area passes through undeveloped parcels except east of Summit Road and south of Simpson Avenue.

The second 100-year floodplain is a large area that straddles 2nd Street between Mommsen Road and Beck Street. Most of this area is undeveloped, although parcels with homes border its edges. The source of this flooding appears to be from an unnamed creek that flows from hills east of the city limits. Sam's Canal helps to drain this area. Figure 6 shows the location of the 100-year and 500-year floodplains.

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<sup>+</sup> WAC 365-195-030(7)

Figure 6: City of McCleary Floodplains



Adapted from the McCleary Flood Insurance Rate Map (FIRM), Federal Emergency Management Administration

# The Developed Environment

## History of McCleary

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The Northern Pacific Railroad first owned the land area that would later become the City of McCleary. The railroad acquired the site through a land grant in 1864. In the 1860's, there were also several homesteads in what is today downtown McCleary. The abundant acres of timber attracted other settlers to the area, including Henry McCleary who started a cedar mill at the present town location in 1897. The mill expanded in 1912 to include a door company. McCleary gradually became a "company town", since the mill owned most of the buildings, homes and utilities. The community attracted more settlers, drawn by employment opportunities, and continued to grow until the Great Depression of 1929. The mill closed in the 1930's and the town declined some in population and business activity.

The Simpson Logging Company purchased the mill from Henry McCleary in 1941, assets that included homes, utilities, hotel, and church. Simpson Logging Company renamed the plant the Simpson Door Company, which is today one of the oldest continuously operating door plants in the nation.

Simpson Logging Company was not interested in operating a "company town", so it improved utilities and offered residents a chance to purchase homes in anticipation of incorporation. The City of McCleary incorporated on January 9, 1943.

The physical layout of the city has not changed dramatically since the 1950's when a new school, hospital, fire and police station, library and city hall were built. Substantial upgrade and expansion of city utilities also happened in during this time. While these facilities have improved over the years, the character and pattern of the community has remained very stable. The timber industry still heavily influences the economy and today, the major employment center is the Simpson Door plant. Other major employers include the grade school, Mark Reed Hospital, and the Beehive Retirement Center. Employment opportunities in nearby South Puget Sound make many McCleary residents daily commuters.

The City, which was originally incorporated as a town, now operates as a code city under Chapter 35A of the Revised Code of Washington (RCW). McCleary has a Mayor - Council form of government with a mayor and five councilpersons. Volunteers serve as appointed officials on the Planning Commission, Civil Service Commission, and Library and Park Boards. The City employs a staff of 16 people supervised by a city administrator. The city uses the hearing examiner system for making major land use permit decisions.

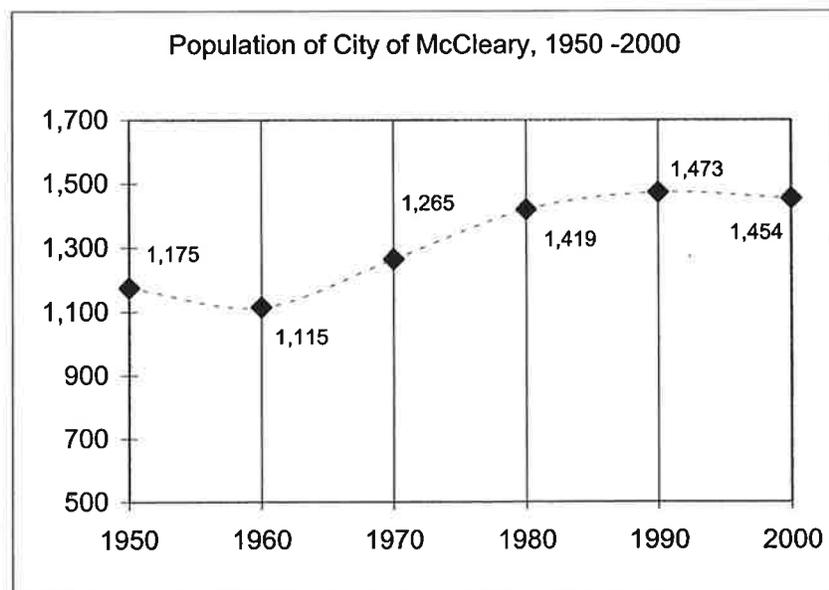
## Historic and Future Population Trends

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### Historic Trends

The first official census of the City of McCleary occurred in 1950 when the U.S. Census recorded a population of 1,175. Overall, the city has grown at a relatively slow rate since that first count. Fifty years later, the 2000 US Census reports that McCleary grew by 279 people for a total population of 1,454. This is an overall population jump of 19.2% based on a 0.4% annual growth rate. Population actually declined from 1950 to 1960 and again from 1990 to 2000. The single largest percentage gain, 21%, occurred between 1960 and 1980. From 1980 to 2000, the city grew 2.4%.

Figure 7: Population of City of McCleary, 1950 through 2000



The Office of Financial Management (OFM) in 1995 prepared a series of 20-year population projections for each county in the state as required under the Growth Management Act. These are complex calculations based on a variety of factors such as birth and death rates, net migration rates, and economic forecasts. The OFM produced a high, medium, and low forecast for each county. While these OFM estimates sometimes underestimated growth for some counties in Western Washington, the opposite was true for Grays Harbor County. Grays Harbor County actually failed to reach the estimated high, medium, or low projections for the year 2000. The most recent 2000 OFM estimate for the county is 67,100, which is nearly 3,500 less than even the lowest growth management estimate.

Although there have been noticeable variations in the city's growth rates over time, McCleary's population has consistently averaged 2.2% of Grays Harbor County's total population in every U.S. Census since 1950.

### **Future Trends**

The City of McCleary, just as the rest of Grays Harbor County and western Washington, will continue to grow over the next 20 years. The following four projection scenarios represent a likely range of population change from the year 2000 to the year 2020.

1. The first scenario assumes that the trend representative of the last 20 years will project into the future. This is a 2.4% population increase.
2. The second scenario assumes the city's population will experience both periods of growth and decline just as it has done over the past 50 years. Pro-rating the 19.2% growth to the 2000 – 2020 planning period, the city would increase by 7.7% over the next 20 years.
3. The third scenario assumes the City's population will continue to remain at 2.2% of the county's medium-range future population estimate of 86,309 in 2020.
4. The fourth scenario adopts the projection from the City of McCleary Wastewater Facility Plan. This projection assumes an annual growth rate of 2%, resulting in a 2020 population of 2,412.

The results of these projections follow below.

Table 3: Future 20-Year Population Projection Results

Scenario	Rate of Growth	Future Population by 2020
Scenario #1	Increase by 2.4%	1,489
Scenario #2	Increase 0.4% annually	1,575
Scenario #3	Increase 2.2% of projected county population	1,899
Scenario #4	Increase by 2% annually	2,412

It is important to note that these scenarios are simply "best guesses" of the possible future. A wide variety of events can dramatically change these projections. For example, decisions to annex large land areas to the city or the success of economic development projects bringing new employment to the area, such as the Satsop Industrial Park, may place added growth pressures on the city. It will be important for the city to monitor population growth and make adjustments as new information becomes available.

## Population Profile

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The most recent demographic information specific to McCleary is from the 2000 US Census. The US Census Bureau is just beginning to release general demographic information from the 2000 count by city, with more specific information by census tract due later in 2001 and 2002. The tables below present data about McCleary residents concerning sex and age, race, and household types.

Table 4: City of McCleary Residents by Sex, 2000 US Census

Sex	Number	Percent
Male	693	47.7
Female	791	52.3

Table 5: City of McCleary Residents by Age, 2000 US Census

Age	Number	Percent
Under 5 years	98	6.7
5 to 19 years	294	20.2
20 to 44 years	477	32.8
45 to 64 years	312	21.4
65 years and over	273	18.7

Table 6: City of McCleary Residents by Race, 2000 US Census

Race	Number	Percent
Total population	1,454	100.0
One race	1,403	96.5
• White	1,372	94.4
• Black or African American	3	0.2
• Asian	13	0.9
• Native Hawaiian or other Pacific Islander	4	0.3
• Some other race	0	0.0
Two or more races	11	0.8
Hispanic of any race	32	2.2

Table 7: City of McCleary Residents by Household Type, 2000 US Census

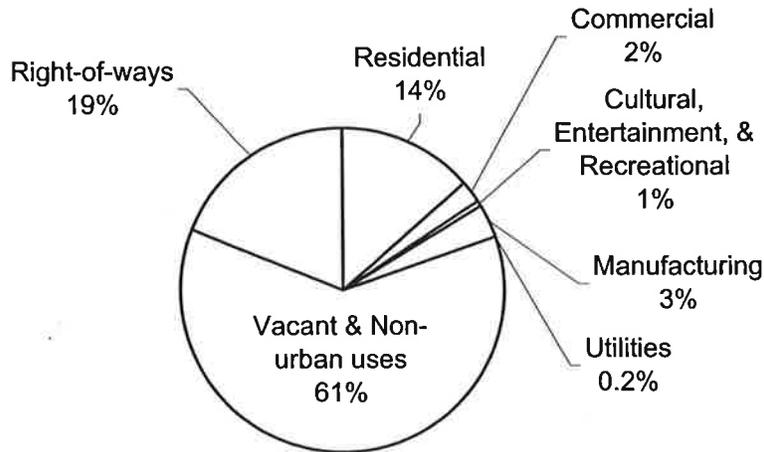
Household by Type	Number	Percent
Total households	555	100.0
Family households	377	67.9
• With own children under 18 years	178	32.1
Married-couple family households	279	50.3
• With own children under 18 years	118	21.3
Female householder, no husband present	76	13.7
• With children under 18 years	48	8.6
Non-family households	178	32.1
• Householder living alone	151	27.2
• Householder 65 years and over	73	13.2
Households with individuals under 18 years	194	35.0
Households with individuals 65 years & over	155	27.9
Average household size	2.48	--
Average family size	3.00	--

## Land Use

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Land uses in McCleary are typical of a rural community that has evolved around a single large, industrial employer, the Simpson Door Company. The official city boundaries encompass 1,205 acres or 1.9 square miles, making McCleary the sixth largest municipality in area in Grays Harbor County.

Figure 8: McCleary Land Uses by Percent of Total Land Area



The Grays Harbor County Assessor lists 26 different land uses in the community as shown in Table 8 on the next page. Vacant and non-urban uses make up the single largest land use category in McCleary, covering 740 acres or 61% of the city. These lands consist of undeveloped residential, commercial, and industrial parcels as well as timberlands classified under RCW 84.33. The timberlands themselves account for 578 acres or 78% of all lands in this category. Most of this land is in large parcels, although the undeveloped residential and commercial parcels tend to be much smaller. Currently, the city designates only 161.1 acres, or 16% of its total land area, as under its Forest Zoning District.

Right-of-ways that include highways, streets, alleys, and railroads make up the next largest land use. These cover 19% of the city or 226 acres and fall under a variety of zoning districts.

Developed residential areas extend over 14% of the city, a total of 163 acres. Parcels with single-family homes make up 94% of all residential lands, followed by apartments with five or more units, homes with two to four units, and mobile home parks. The city has designated 34% of its land base, or 347 acres within its single-

Table 8: Land Use Codes, Number of Parcels, Total Acres, and Assessed Value for City of McCleary Parcels, 2001

Land Use	Land Use Code	Number of Parcels	Total Acres	Value
Household, single family unit	11	487	152.9	\$ 35,603,045
Household, 2 to 4 Units	12	13	3.0	\$ 1,179,920
Household, 5 or more units	13	4	5.2	\$ 1,879,455
Mobile home parks or courts	15	1	2.3	\$ 60,000
All other residential not elsewhere coded (bare land platted & outside plats and sheds in city limits)	18	112	138.3	\$ 1,523,475
Lumber and wood products	24	1	0.2	\$ 6,331,275
Industrial land	36	3	45.2	\$ 958,500
Industrial land with building	37	1	8.5	\$ 202,920
Utilities	48	1	0.2	\$ 20,000
Commercial land	50	23	8.7	\$ 449,743
Retail trade - general merchandise	53	1	0.8	\$ 278,500
Retail trade - food	54	1	0.3	\$ 347,000
Retail trade - automotive, gas stations, parts stores	55	4	0.8	\$ 953,113
Retail trade - eating & drinking, restaurants	58	3	0.3	\$ 203,250
Other retail trade	59	5	2.5	\$ 683,000
Commercial land with single family residence	60	18	2.6	\$ 856,325
Finance, insurance, & real estate services	61	3	0.7	\$ 385,000
Personal services	62	3	1.3	\$ 1,052,530
Professional services	65	3	0.6	\$ 206,325
Governmental services	67	3	1.6	\$ 210,825
Educational services	68	1	6.0	\$ 2,467,700
Miscellaneous services	69	14	8.7	\$ 2,670,375
Public assembly - church	72	4	1.7	\$ 847,250
Recreational activities - RV parks	74	1	6.6	\$ 57,620
Classified forest land RCW 84.33	87	13	578.3	\$ 1,226,253
Undeveloped land	91	1	2.0	\$ 9,500
Subtotal		724	979.0	\$ 60,662,899
Right-of-ways			226.1	
TOTAL			1,205.1	\$ 60,662,899

Note: The assessed values above include tax-exempt properties, such as public properties and churches.

family and multi-family zoning districts. The 2001 total assessed value of all developed residential lands is \$38,722,420.

Commercial lands under the Assessor’s land use codes include parcels with structures conducting trade and services activities as well as educational and governmental services. Developed commercial parcels cover 26 acres or 2% of the total city. Ten percent of lands in the city, or 104.1 acres, have a commercial zoning designation. The 2001 total assessed value for these parcels is \$10,313,943.

As significant as manufacturing is to McCleary, 41.3 acres, only slightly more than 3% of the total land area, is devoted to this use. However, the city has placed 420 acres, or 40% of its land base, into an Industrial zoning district. Although there are just three developed parcels in this category at the present time, they have a total assessed value of \$7,402,695.

Lands used for cultural, entertainment, and recreational activities cover account for 8.3 acres or less than 1% of all lands. The assessed value for these uses is \$962,490.

## **Housing**

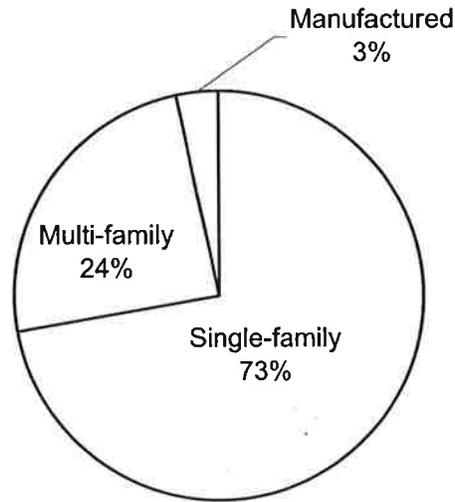
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Statistics from the Office of Financial Management (OFM) for 2000 show there are 716 housing units within the city limits. Multi-family housing units have seen substantial growth over the last ten years, followed by manufactured homes. The number of single-family homes continues to grow as well.

Table 9: City of McCleary Housing-types, 2000 OFM

<b>Housing-type</b>	<b>1990</b>	<b>2000</b>	<b>Percent change</b>
One-unit	498	517	4%
Two or more units	82	175	53%
Manufactured home/trailer	14	24	42%
Total units	594	716	17%

Figure 9: Housing-Types by Percent of Total Housing, 2000 OFM



Single-family housing units account for nearly three-quarters of all homes in McCleary. Homes with two or more units make up another quarter. Manufactured homes are only 3% of the housing stock, which is the lowest rate of any community in Grays Harbor County.

The records of the Grays Harbor County Assessor as of May 2001 offer a considerable source of housing data. For instance, they indicate that the median year of construction for single-family residences was 1950. The top three years for the most homes built in McCleary were: 1912 (38), 1924 (28), and 1978 (25). The past ten years, 2001 – 1991 saw 38 single-family homes built.

The median size for all single-family homes, without counting garages and carports, is 1,192 square feet. The median size for single-family homes built in the last ten years grew to 1,245 square feet. The median assessed value for structures on parcels with single-family homes is \$50,390. The median lot size was 9,030 square feet and the median lot value was \$21,000. Vacant residential lots have a median lot size of 12,253 square feet.

The 2000 US Census also provides data about housing in the City of McCleary. Table 9 summarizes information about housing occupancy and tenure.

Table 10: Housing Occupancy and Tenure, 2000 US Census

Housing Occupancy & Tenure	Number	Percent
Total housing units	583	100.0
Occupied housing units	555	95.2
Vacant housing units	28	4.8
• Homeowner vacancy rate	--	2.7
• Renter occupied vacancy rate	--	6.1
Homeowner housing units	355	64.0
Renter housing units	200	36.0
Average household size for owner-occupied units	2.57	--
Average household size for renter-occupied units	2.33	--

## Public Facilities and Services

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### City Owned and Operated Facilities and Services

The city provides basic government services and a municipal court; law enforcement; fire protection; public water and sewer; electricity; a community center; parks and a city cemetery. The city contracts for solid waste collection and disposal services with LeMay Enterprises.

#### Public Buildings

Public buildings owned and operated by the City of McCleary include the City Hall, Fire Department, and City Shop complex located adjacent to each other on a parcel of land downtown on 3rd Street. The City Hall itself is somewhat crowded serving both city functions and the Timberland Library branch. The city completed a remodel of the Community Center, located at the west end of the city on Simpson Avenue, in the spring of 2001. The Center, with a capacity for approximately 80 people, is available for community events year round.

The city has a storage warehouse know as the "float shed" adjacent to the wastewater treatment plant. This facility serves as a storage location for food bank supplies and the city's parade float. A new Transit Center owned by the city is south of the City Hall on 3rd Street. In addition, the city owns a 12-acre former gravel pit on Mox-Chehalis Road East south of State Route 8.

### Police Department

The City of McCleary Police Department is responsible for law enforcement. The Department is located in the south portion of City Hall with no direct access from the Department to other areas in City Hall. Staffing includes a chief, three commissioned officers and five reserves. The Department has five vehicles: a chief's car, three black and white patrol cars and one vehicle for the reserve force. Call response time is five minutes or less. Over 60% of police activity is related to traffic management. The city police officers also frequently respond to traffic problems outside the city limits on SR 8 and 108 due to the proximity of these state routes to the department. The city has an inter-local agreement with the Grays Harbor County to house its prisoners at the county correctional facility.

### Fire Protection

The City of McCleary Fire Department, located in a free standing building adjacent to City Hall, provides fire suppression for the city. This is an all volunteer department with a chief and approximately 25 volunteers. The department has 1998 and 1972 pumper trucks and all new equipment. Rural Fire District #12 stores a tanker truck in the department's building which is available for city use. Response time is 5 minutes or less. The city has a mutual aid agreement with Fire District #12 and the City of Montesano has a ladder truck available to respond to requests for assistance in case of fire at the Mark Reed Hospital or Simpson door plant.

### City Parks and Cemetery

Beerbower Park, located adjacent to City Hall on 7 acres, is a fully developed active public recreation area. Facilities include a lighted ball field, tennis court, basketball half court with two goals, picnic area with shelter, fenced play area, restrooms, and horseshoe court. A covered display with a historic steam locomotive from the original Henry McCleary Mill and antique fire engine plus an adjacent information kiosk are at the park entrance on Curran Street. There is an off street parking lot easily accessible to the park at the corner of Fir and 1st Streets. The park serves as the site for the annual McCleary Bear Festival every summer in July.

There are two other city-owned recreation spaces. Eddie Beirs Memorial Park is a small passive recreational area that is 0.02 acres. It lies between South 1st and South Main Streets. The park has landscaping and a picnic table. The one-acre parcel at the McCleary Community Center has a small wooded area and playground equipment. This site is neither fenced nor landscaped.

The City cemetery is located on Simpson Avenue directly to the west of the Community Center. The community uses approximately one acre of the cemetery; there is some additional acreage available for expansion.

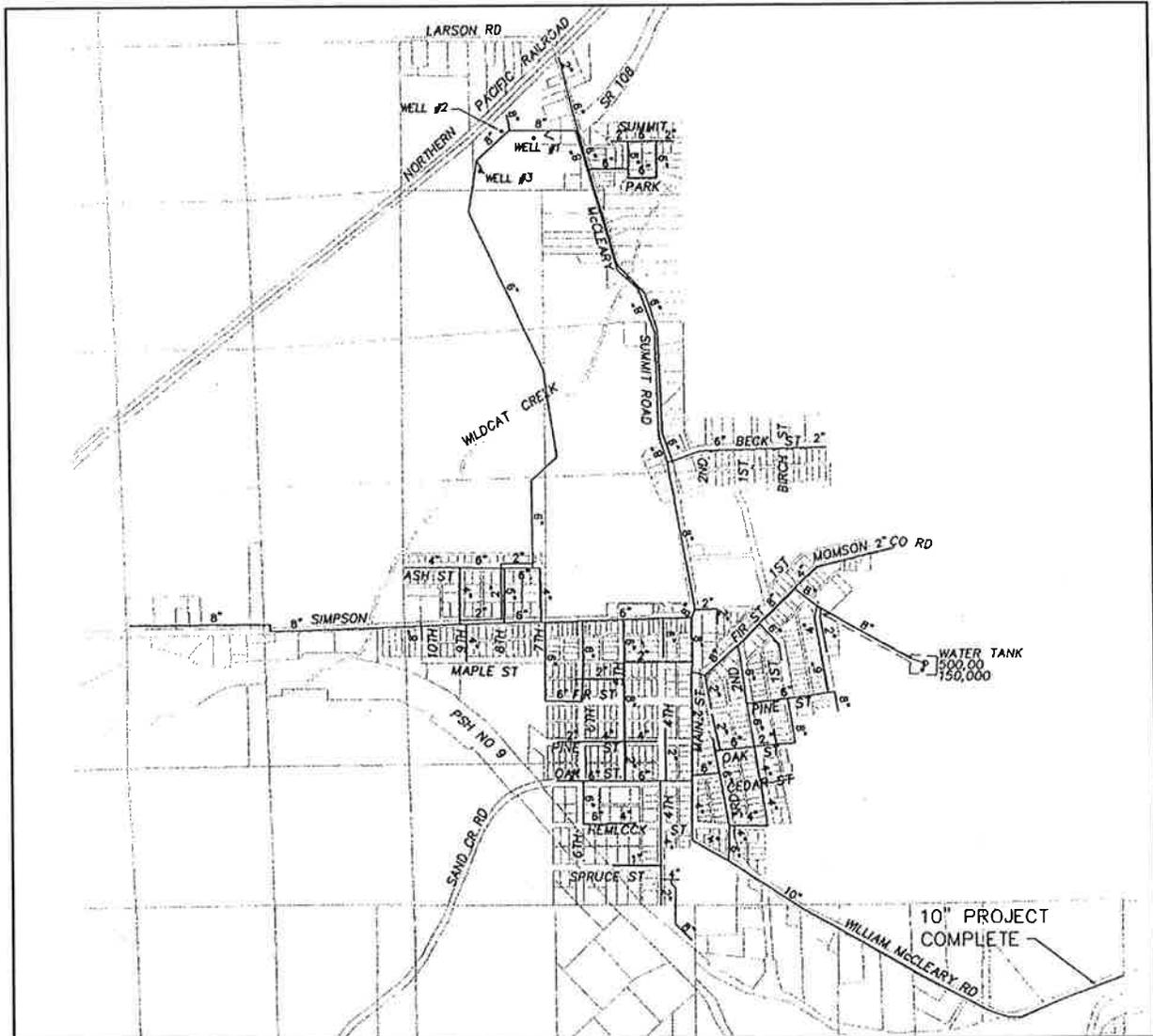
There is no planned expansion of the city's park system; however, any large annexations to the city will require the acquisition of additional parkland to meet minimum standards. The cemetery is beginning to reach capacity and the city anticipates an expansion will become necessary within the next 20 years.

#### Water System

The City of McCleary owns and operates a Group A municipal water supply system serving the city and adjacent service area. There are 681 water service connections within the city limits and approximately 30 residential connections located outside the city limits. According to the most recent data, the system produces around 81.24 million gallons of water annually. Residential, commercial and industrial customers use approximately 84% of this supply. The remaining 16% is unaccounted water, which can include leaks and services without meters, such as the city parks, cemetery and the McCleary Bear Festival.

There are three wells serving the system, all located near the intersection Summit and Larson Roads. The primary source of supply for the system is Well #2 with well #3 used as a back-up during periods of high demand. Well #1 is inactive and unconnected to the system due to its shallow depth in the aquifer. Pumping capacity is 330 gallons per minute (gpm) for Well #2 and 500 gpm for Well #3. The current average daily flow is 22,562 gallons per day. The treatment system uses chlorine to disinfect and polyphosphates to remove high levels of iron and manganese.

Figure 11: Water System



Excerpted from City of McCleary Water System Plan

Two steel reservoirs for water storage, 500,000-gallon and 150,000-gallon tanks respectively, are on the east side of town and provide a combined capacity of 650,000 gallons. The current storage requirement for the city is 270,000 gallons and the available storage capacity is 467,920 gallons. The water distribution system, as shown in Figure 11, has of 54,340 lineal feet of pipe of various widths.

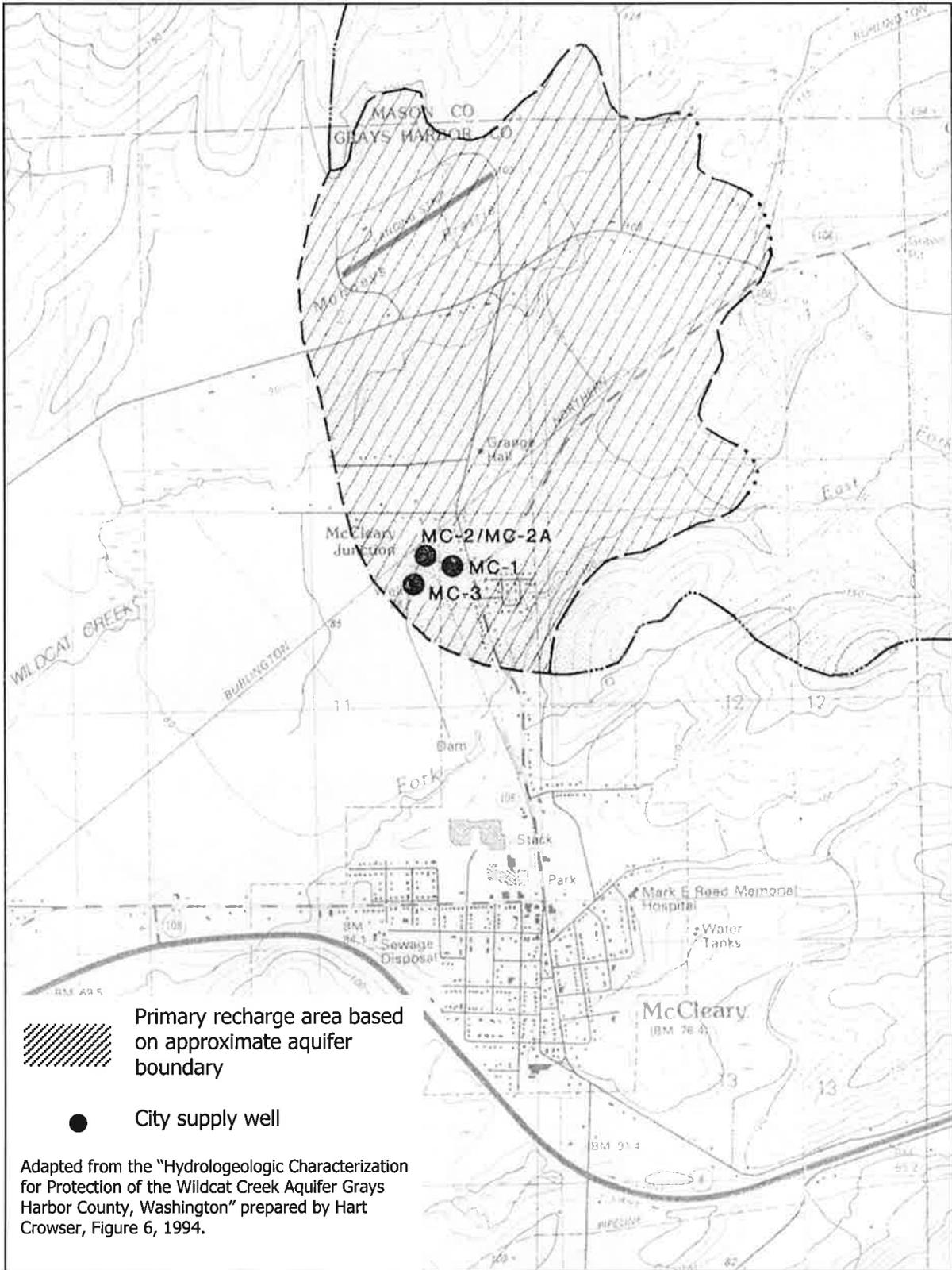
The existing water system is more than adequate to accommodate projected growth to the year 2020, assuming there is no addition of a new large volume commercial or industrial user. There is no need for additional reservoir capacity unless the city annexes any large land areas or aggressively extends water connections outside the city limits. However, long-range capacity analysis indicates that if a higher than expected growth rate occurs, an additional well or the installation of a new 300,000-gallon reservoir will be necessary.

The current system has a fire flow capacity of at least 500 gallons per minute with the exception of Ash Street between 9th and 10th and Cedar Street. Adding a 12-inch main from the reservoir to Cedar Street and Hemlock and looping within the system will solve these problems. It will also increase fire flow within the existing commercial area to 1,000 gpm or greater. Areas of concern include providing industrial fire flow and minimum fire flow to all residential areas in the city. The city does not have adopted fire flow standards; however, total storage capacity required to provide fire flow, 120,000 gallons, is adequate.

The Simpson Timber Company operates its own water system for fire protection at the Simpson door plant. This is a non-potable system for fire protection only. The system includes an impounding dam on Wildcat Creek that provides approximately six acre-feet of water. A 22-inch supply main transports water from the dam to the pumping plant. The pumping plant has a capacity of 3,850 gpm at 110 psi.

All city wells rely on the Wildcat Creek Valley aquifer for their supply. Given the geologic and soil make-up of the valley, this aquifer is highly susceptible to point and non-point contamination by land uses. The 1994 HartCrowser aquifer study delineated the aquifer through a generalized well field recharge area map.

Figure 12: Primary Recharge Area Map



As Figure 12 shows, the majority of this primary recharge area lies outside of the city's jurisdiction in Grays Harbor County.

The city developed a wellhead protection program in 1998. The most common potential threats to the water supply in McCleary are residential on-site sewage disposal systems and accidental spillage of hazardous substances along SR108 and the Puget Sound and Pacific Railroad Company tracks. A public education campaign and plans for hazardous spill response are in place.

There are no significant deficiencies in the system, but the city's 1999 Water System Plan recommended the following improvements over the 20-year planning horizon:

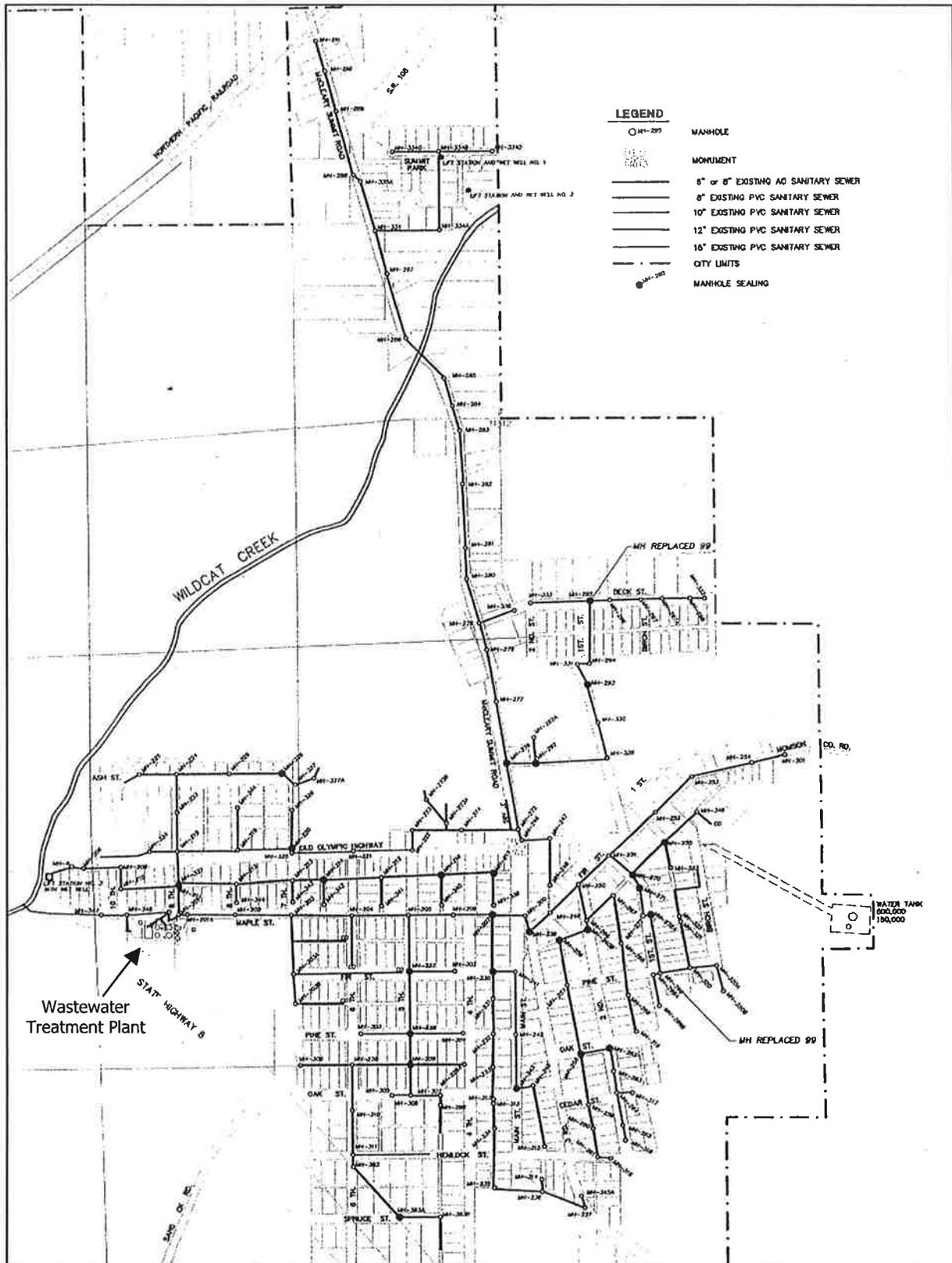
1. Source: Redevelop Well #1 to maintain water rights, automate Well #3, and monitor aquifer levels.
2. Storage: A new reservoir.
3. Distribution System: Main improvements to reduce water leaks, fire flow improvement, and growth driven improvements if development occurs south of State Route 8.
4. Treatment: Upgrade hypo-chlorination system.

### Sewer System

The City of McCleary operates a sewage collection and treatment system. The collection system relies on approximately 53,000 feet of pipe, as shown in Figure 13 to deliver sewage to the wastewater treatment plant. The city first built the plant in 1952 and substantially upgraded it in 1982. There are 674 sewer connections and 593 sewer accounts within the city limits. The only significant commercial or industrial user is the Simpson door plant.

The majority of sewage flows by gravity to the city's wastewater treatment plant located south of Simpson Avenue between 9th and 10th Streets. There are three small lift stations: Lift Stations 1 and 2 serve the Summit Park area at the north end of the city and Lift Station 3 serves an area adjacent to Wildcat Creek at the west end of the city.

Figure 13: Sewer System



Excerpted from City of McCleary Wastewater Facility Plan

The city operates a trickling filter/anaerobic digestion wastewater treatment plant. The plant is designed to treat a maximum monthly flow of 0.25 million gpd. Current maximum average monthly flows are 0.43 gpd. Effluent is discharged at an outfall 50 feet downstream of the confluence of Sam's Canal and the East Fork of Wildcat Creek. Treatment plant effluent constitutes 10 to 15% of the total creek flow during seasonal low flow conditions. The plant dewateres sludge and biosolids, which the city stockpiles and composts.

The wastewater treatment plant is inadequate to meet the needs of the existing population and cannot accommodate any growth without significant improvements. The city received Notice of Violation of their National Pollution Discharge Elimination System Permit (NPDES) for exceeding flow and water quality standards in 1996. In 1997, the state reissued the city's NPDES permit with conditions specifying the city undertake studies, develop design plans and complete required capital projects within a designated timeframe.

To meet the permit requirements, the city began addressing infiltration (groundwater entering the system) and inflow problems (surface runoff entering the system) in 1998 and 1999. A Wastewater Facilities Plan prepared in 2000 recommended projects that will meet both the NPDES permit stipulations and projected population increases to the year 2020. The city anticipates completion of the appropriate improvements as follows:

1. Wastewater Treatment Plant upgrade and expansion that includes: replacement of the existing treatment process with a sequencing batch reactor activated sludge treatment process; installation of a UV disinfection system to replace the existing chlorination/dechlorination disinfection system; repair of plant outfall; and, a new sludge handling system. The expanded treatment plant will be designed to treat a maximum monthly average flow rate of 0.57 million gpd. Completion date: 2004.
2. Simpson Avenue sanitary sewer extension. Completion date: 2008

3. Exiting collection system and pump station maintenance and replacement, including infiltration and inflow correction. Completion date: 2006
4. Second phase composting facilities expansion. Completion date: 2014

### Stormwater

The city's major stormwater facility is Sam's Canal. The Canal runs east to west through the city and goes under Maple Street from 2nd to 7th Streets. Additional facilities include street ditches and/or culverts. The city does not have a stormwater management plan or ordinance, but it has adopted the Washington State Department of Ecology's 1996 Stormwater Management Manual for stormwater guidelines. The current stormwater system is adequate according to the city's 1992 Capital Improvement Plan, but should be reviewed in light of new environmental standards.

### Electricity

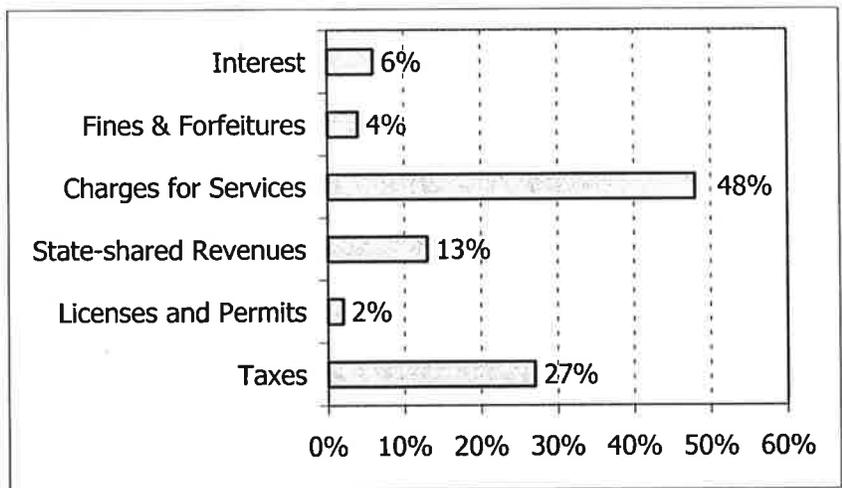
The City of McCleary purchases electricity from the Bonneville Power Administration (BPA) and distributes it throughout the city. The city also provides electric services to about 200 residential customers outside the city limits, mainly to properties to the north of the city. The power distribution system uses a combination of above ground and underground lines. A new substation built in 1999 is part of a complete system upgrade that will be finished in 2004. The city recently signed a new 10-year agreement for supply with BPA. At this time, growth is not limited by the availability of electricity.

### **Financing City Facilities and Services**

The City of McCleary depends on a combination of revenues to finance the city services. The major funds in the city's annual budget are Current Expense, Parks and Cemetery, Street, Light and Power, Garbage, Water and Sewer. Expenditures from these funds are made for two purposes: operations and maintenance and capital expenditures for items that are expensive and have a service life of more than one year.

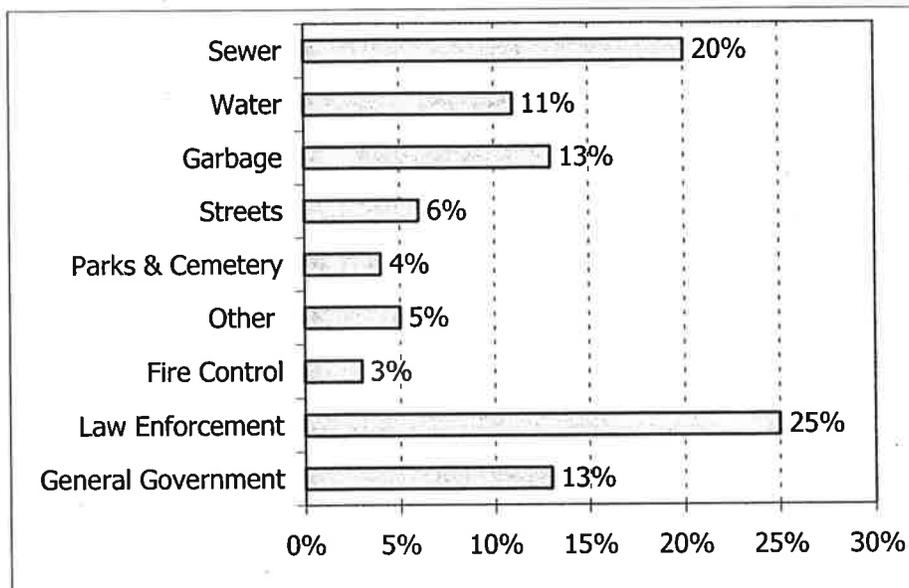
General property taxes are a significant revenue source for the city and it is important to note that the community has not added any new residences or commercial structures on its tax rolls in the past several years. The city's assessed value grew by only 2% from \$54,603,420 in 1998 to \$55,751,896 in 2000, which is less than the current rate of inflation. Other revenue sources are sales taxes, fines, interest and state shared revenues such as the motor vehicle fuel tax and sales tax equalization help pay annual expenses. Service charges cover operating expenses for water, sewer, electricity and garbage. State and federal grants programs supplement local revenue sources.

Figure 14: Average Revenue by Source & Percent, Fiscal Years 1999 & 2000



Capital expenditures make up approximately 16% of total expenditures. The city currently has one outstanding capital debt, the sewer revenue bond that will retire in the year 2022. There is no other long-term debt anticipated at this time. The city presently depends on grants to finance capital projects, such as street improvements and the recently constructed Transit Center.

Figure 15: Average Expenditure by Function & Percent, Fiscal Years 1999 & 2000



The city's most expensive planned capital improvements relate to the sewer and water systems. Costs for the sewer system improvement are necessary for bringing the system into NPDES permit compliance for existing users. The Wastewater Facilities Plan recommends that the city immediately seek grant and low interest loan funding for upgrading the wastewater treatment plant. Other recommendations for revenue enhancement are increasing service charges, relying on volunteer/self-help where possible, and allocating approximately 10% of annual rate revenues to the city's Capital Replacement Account to fund replacements and repairs overtime. The city's Water System Plan recommends funding for system improvements; except for a new storage reservoir, if needed, with modest rate and connection fee increases.

Table 11: Sewer and Water Capital Improvements, Years 2000 - 2020

Improvement	Cost
<b>Sewer</b>	
• Treatment Plant Upgrade	\$4,730,000
• I & I Correction	\$47,500
• Simpson Avenue Extension	\$654,000
• Composting Expansion	\$40,000
• Subtotal	\$5,471,500
<b>Water</b>	
• Source	\$53,900
• Main Replacement	\$20,020
• Fireflow	\$408,045
• Storage*	\$444,000
• Subtotal	\$925,965
<b>Total Cost for Sewer &amp; Water Improvements</b>	<b>\$6,397,465</b>

Financing other new capital improvements will be a challenge for the city. The most common approaches are: government grants and low-interest loans, bonds, and local improvement districts. Current policy is to depend on grants to fund all new capital projects other than sewer and water. The city has been very successful to date in securing grant funding, but it is important to remember competition for limited public resources is always high. Developer agreements are a tool available to the city to deal with future growth. These agreements assure that growth pays its fair share of the necessary improvements to service their property.

**Other Public Facilities and Services**

There are four other public service providers located within the corporate limits: School District #65, Hospital District #1, a branch of the Timberland Regional Library, and the U.S. Postal Service. East Grays Harbor Medic #1, located in the City of Elma, is responsible for emergency services for the community and Grays Harbor 911 provides all dispatch for police, fire and the hospital.

McCleary School District #65

McCleary School District #65 covers 20 square miles and provides a full range of educational services for children from kindergarten through 8th grade. Student enrollment has remained very stable over the past 15 years with an annual average

of 284 students. Enrollment has decreased slightly since the 1996-97 school year from 301 to 266 students to-date for the 2000-2001 school year. The District also operates a preschool program serving about 50 students. Elma High School, located in the City of Elma about 10 miles west of McCleary, is the designated high school for resident secondary students. The District operates busing services to this site. Secondary students may also chose to attend another high school in the area, but must provide their own transportation.

All school facilities are located on South Main Street. Facilities include a K-8 grade school and administrative service building and a large outdoor recreation area with football field, running track, softball diamond, and playground equipment. The school building, constructed in 1949, has had several major additions and the community passed a recent six-year levy for new facility improvements. The District has ample capacity to meet growth projections for the City of McCleary. Rapid growth trends outside the city limits in the District's service area, however, may influence facility capacity needs in the future.

#### McCleary Timberland Library

The McCleary Timberland Library, located in a small space in City Hall, is a branch of the Timberland Regional Library which services Grays Harbor, Lewis, Mason, Pacific, and Thurston Counties. The Library is open 20 hours a week at various hours. Residents can access additional library services through the regional system. The library facility is very small and community efforts are underway to address this issue. The city is responsible for providing physical facilities for the library.

#### Mark Reed Hospital

Hospital District #1 operates Mark Reed Hospital located on the east side of the city on South Birch Street. This is a community hospital with 5 inpatient beds, 24 hour emergency services, and specialty and after hours clinic services. The hospital has radio contact with Grays Harbor Medic #1 and a helicopter pad for patient evacuation to other medical facilities as needed.

### McCleary Museum

The McCleary Museum is a private museum with an all-volunteer staff. The museum is located in the Carnell House on 2nd Street. The museum is open June through August on weekends and by appointment. The museum displays historical items from the area and has an extensive collection of documents indexed as a research tool for genealogical studies and local history.

### Other Providers

The U.S. Postal Services operates a Post Office in the city with a combination of home delivery and box services. The Post Office has its current building on South 4th Street, but it plans an expansion to a new site in the future. CenturyTel, Cascade Natural Gas, and AT&T provide telephone, natural gas and cable television services.

## **Transportation**

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The majority of transportation facilities to, from, and within the City of McCleary are state roads and city streets and sidewalks. McCleary has a flashing caution signal and except for a small pedestrian footbridge that crosses Sam's Canal near City Hall, there are no bridges.

### State Routes

State Route 8 (SR 8) is a limited access road crossing a corner of the southwestern portion of the city for a little over three quarters of a mile from west to the east. This is a major road linking traffic from the southern Olympic Peninsula and Grays Harbor County to the City of Olympia and Interstate 5. Washington State Department of Transportation (WSDOT) traffic counts just west of the city limits (Mile Post 6.03) indicate this route had 13,750 average daily trips (ADT) from 1996 to 1999.

SR 108 serves as a link north from SR 8 to U.S. Highway 101. It begins just west of the city and terminates four miles south of Shelton in Mason County. SR 108 serves as the main west-to-east arterial road through the city along Simpson

Avenue to Curran Street as well as the main south-to-north route on Summit to the city limits. SR 108 is a limited access route for 1.1 miles from Beck Street north. Traffic counts along SR 108 reflect both inter- and intra-city travel. ADT increased by 12% on Simpson Avenue and by 20% on Summit Avenue north to the city limits from 1996 to 1999. WSDOT actual traffic counts in 1999 were 5,100 ADT along Simpson Avenue, 4,200 ADT north on Summit Road, and 2,700 ADT at the northeast city limits.

City Streets

The city street network has 9.54 miles of roadway. The city’s arterial street system includes

- SR 108;
- 3rd Street southeast to the city limits at SR 8;
- 4th Street;
- 6th Street;
- Simpson Avenue to Maple Street;
- Maple Street from 3rd to 6th Streets;
- Fir Street from Birch to Pine to 3rd Streets; and
- Main Street, Simpson Avenue to 3rd Street.

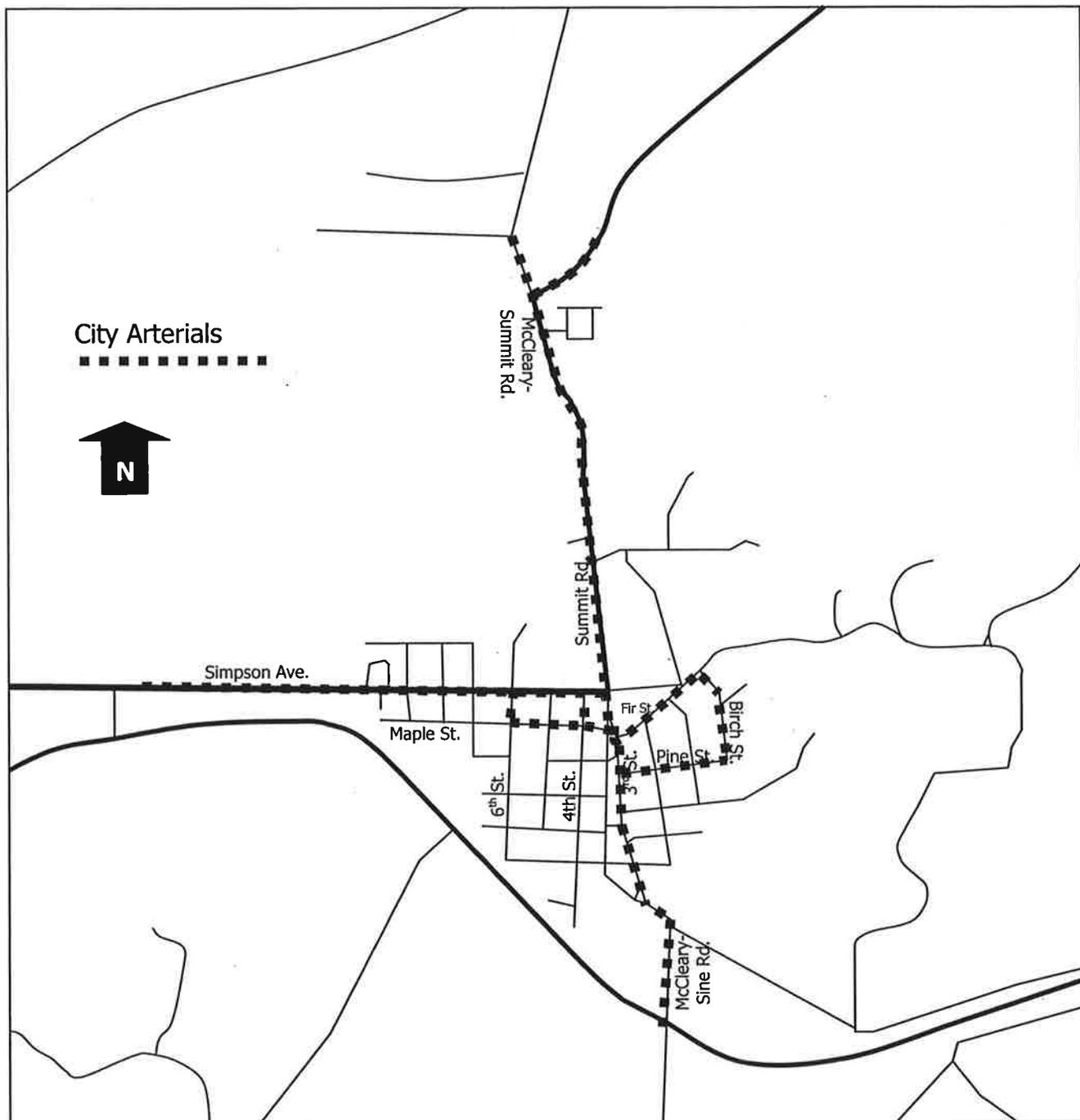
Simpson Avenue and Summit Road (SR 108) are included because they serve as integral components of the city’s street system. All other city streets are local collectors.

Table 12: City of McCleary Street by Type and Linear Feet

Type	Length
Arterial	10,700
City Arterial	10,250
Local Collector	29,500
<b>TOTAL</b>	<b>50,450</b>

Figure 16 on the next page shows the location of arterials and city arterials

Figure 16: City of McCleary Designated Arterials and City Arterials



The street pattern is a classic grid with most streets having an asphalt or chip seal surfacing. Streets in the downtown core and south along 3rd Street to the new Transit Center have sidewalks. There is a small public, paved parking lot at the corner of Fir and Curran Streets serving the City Hall complex and Beerbower Park.

The city's current street system can accommodate some limited growth in the developed areas, but it needs street improvements, such as resurfacing and widening as well as sidewalk repair. The city's Six-Year Transportation Improvement Program for the years 2000 to 2005 projects a need for \$760,000 in street and sidewalk improvements and \$1,000,000 for new construction. Current city policy is to rely on intergovernmental revenue sources and grants to fund the street projects identified in the Program. Funding sources for routine operation and maintenance will be locally generated revenues. There is one sizable new WSDOT road project in the planning phase, an SR 8 overpass connecting McCleary Sine and Mox Chehalis Roads.

Major street projects are necessary to accommodate growth in all undeveloped areas of the city. New streets must be capable of supporting the development they serve. It is critical that the design of these streets assure appropriate linkages to existing streets and coordinate with utility system plans including stormwater management. Substantial new growth to the northwest will require an expansion of the city's arterial system. Growth south of SR 8 will require an entire new system of arterial streets, local collectors and sidewalks.

Safety is another consideration as population and traffic volume increase; especially the danger of conflicts between pedestrians, bicycles and vehicles. A caution signal at the Simpson and Curran Street intersection and additional marked crosswalks should be a consideration if ADT increases significantly on SR 108. It is important to monitor all school bus routes for safety issues as traffic volumes grow. New streets should be required to serve vehicle, bicycle, and pedestrian traffic to guarantee safety of residents and visitors. Any development south of SR 8 will raise crucial concerns of safe north/south access across this highway. It is important to recognize the cost of providing safe and convenient travel throughout the city in the future can be substantial.

## Public Transit

Grays Harbor Transit Authority provides public bus service to and from the City of McCleary. Service is available throughout Grays Harbor County and to the City of Olympia with connections available to Lewis and Pacific Counties. The city owns the new McCleary Transit Center, on 3rd and Main Streets south of City Hall. The center serves as the public bus station, offering amenities including a park-and-ride lot, covered benches, and restrooms. There are 13 round trips to and from McCleary, Monday through Friday, with reduced service on the weekends. Grays Harbor Transit also offers Dial-a-Ride to residents of the city, a door-to-door transportation service for seniors and people with disabilities.

## Railroads

The Puget Sound and Pacific (PSP) Railroad Company owns the rail line that traverses through the McCleary City Limits from its southwest to its northeast corners. This east-west PSP Railroad line begins in Hoquiam and connects at Shelton with track owned by the United States Navy that serves US Naval Submarine Base Bangor. The train running through McCleary requires greater locomotive power than other short-line tracks in the area due to the heavier grade between Elma and Shelton. Normally, three locomotives are necessary for the Bangor Turn. Center-beam flats and boxcars are also common on this train as are general-service gondolas and special loads for the navy at Bangor.

The track crosses the McCleary-Summit Road at the northeast city limits and relies only on stop signs. This lower level of caution could present a hazard if substantial development happens in the northeast area of the city.

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