

Easton Subarea Plan

1. Introduction

1.1 Overview

The Easton Subarea Plan (Plan) serves as an actionable document that outlines steps the Easton community can accomplish over the next 20-years to achieve community goals around housing, economic development, services, resiliency, and safety. The Plan is rooted in land use-based solutions that Kittitas County has jurisdiction over and coordination with other local, state, and federal agencies which will assist the Easton community in reaching its long-term goals.

The Plan is supplemental to the Kittitas County Comprehensive Plan. The comprehensive plan provides a broad, long-term vision for growth, development, and conservation across the entire county. The Easton Subarea Plan is a more detailed plan for a specific geographic area within the county. It includes the Easton Limited Area of More Intensive Rural Development (LAMIRD) and surrounding areas as shown in Figure 1. The Plan must be consistent with the overall goals and policies of the county comprehensive plan but allows for tailored strategies, unique land use strategies, and implementation measures that reflect the needs and character of that specific area.

Growth Management Act (GMA)

The Easton Subarea Plan must adhere to allowances and limitations provided under the Growth Management Act (GMA) which is located under the Revised Code of Washington (RCW) chapter [36.70A](#) and is referenced throughout this document.

Kittitas County is also subject to the requirements outlined under the Washington Administrative Code (WAC) Chapter [365-196](#) referenced throughout this document.

Limited Area of More Intense Rural Development (LAMIRD)

A LAMIRD is a designation within the Rural Element of a comprehensive plan, as authorized by RCW 36.70A.070(5). LAMIRDS recognize existing areas of more intense rural development and minimize and contain these areas to prevent low density sprawl. The Easton area is concentrated around Limited Areas of More Intense Rural Development (LAMIRD) which are designated pockets within the rural areas where some higher-intensity development is

allowed with limitations. LAMIRDs enable rural counties to contain, manage, and regulate growth in existing developed areas while preventing sprawl. LAMIRDs are subject to state law under the GMA and WAC.

The Easton area has two types of LAMIRDs as recognized under the GMA and additional rural lands within the planning area boundary. The southern LAMIRD, shown in Figure 1 The Planning Area, is a Type 1 LAMIRD. A Type 1 LAMIRD is defined as "isolated areas of existing more intense development. Within these areas, rural development consists of infill, development, or redevelopment of existing areas. These areas may include a variety of uses including commercial, industrial, residential, or mixed-use areas. These may be also characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads developments."¹

The northern portion of the Easton area, identified in Figure 1, is a Type 3 LAMIRD. A Type 3 LAMIRD is defined as "small-scale businesses and cottage industries that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide job opportunities for rural residents, through the intensification of development on existing lots or on undeveloped sites."²

It is important to understand that there are allowances and limitations in the RCW and WAC that the County must adhere to regarding Type 1 and Type 3 LAMIRDs. These requirements establish certain parameters that the community must work with in order to achieve the desired goals and policies in this plan.

¹ WAC 365-196-425(6)(c)(i) Rural Element

² WAC 365-196-425(6)(c)(iii) Rural Element

1.2 The Planning Area

The planning area has been identified as recreation, residential and commercial uses within the vicinity of Easton Lake and Easton School along Railroad Street. The planning area spans approximately four by three miles and is approximately 5,021 acres.



Easton Figure 1 The Planning Area

The boundary identified in dark blue on the map is the official boundary (planning area) and the dark blue polygons in the center of the map are the parcels that are designated LAMIRDs under the County's Comprehensive Plan and follow the applicable conditions in State law.

LAMIRDs must follow allowances and limitations under the Growth Management Act but have greater allowances for development or redevelopment than rural areas in the County.

The Easton subarea is in western Kittitas County, Washington, along the Yakima River and adjacent to Interstate 90, which serves as a key east-west transportation corridor. The land pattern is defined by a flat, low-lying valley floor that follows the Yakima River and its floodplain, surrounded by forested hills and steep slopes to the south and west as the terrain rises into the Cascade foothills. Vegetation in the area includes riparian plants near the river, mixed conifer forests on the surrounding slopes, and patches of open meadow and disturbed land near developed areas. Elevation ranges from approximately 2,000 to 4,100 feet, with the valley floor sitting around 2,400 feet.

1.3 Community History

From trading routes to today's freeway, Easton has always been the central location where native trade routes, trains, wagons and automobiles have traveled through the Cascade Mountains over Snoqualmie Pass. Prior to 1854, Indigenous Peoples from the Yakama, Klickitat, Snoqualmie and later Muckleshoot Nations established trails over Snoqualmie Pass to hunt, fish and trade and gather in the lakes and forests surrounding Easton.



Easton Figure 2 Railroad Construction Gang 1887

In 1854, the Government began scouting routes over the Cascade Mountains, which resulted in a crude road being built in 1865 on the west side of Snoqualmie Pass. The east side of Snoqualmie Pass remained as a trail until 1867 when the Snoqualmie Pass Wagon Road was completed, connecting Easton and North Bend and allowing the first wagons to cross Snoqualmie Pass. This played a pivotal role in the early settlement of Easton.



Easton Figure 3 Northern Pacific Stampede Pass 1888

Railroad routes placed Easton on the map when land was granted to the Northern Pacific Railroad to establish a route over Snoqualmie Pass. In 1886, the Northern Pacific Railway established Easton as a railroad station near the east end of the Stampede-Cascade tunnel. The town served as a junction point for both the Northern Pacific (now the Burlington Northern Santa Fe (BNSF) Railroad) and the former Chicago, Milwaukee, St. Paul and Pacific railroads. As rail service expanded with the Milwaukee Railroad establishing their route in 1909 over the Cascade Mountains through Snoqualmie Pass, both railroad companies increased their workforce to maintain rail lines and operate out of their respective depots.

The expansion of railroads resulted in a growing community of workers and families living and working in Easton. Maintenance of rail and train engines, which ran on wood and coal, required a significant number of workers. Additional helper engines were needed to navigate the grade of Stampede Pass, and these engines required a turntable to enable them to return over the pass.



Easton Figure 4 Northern Pacific Railroad Depot

Rail and engine maintenance stayed important, even after diesel engines replaced wood and coal-powered ones. The change to diesel engines reduced Easton's workforce and population because they required less maintenance.



Easton Figure 5 Johnson's Brothers Local Mercantile and Postal Mail for Easton

Permanent settlers and fires created growth and eventual decline in businesses. The first post office opened on June 23, 1890, and in 1902, the Johnson Brothers platted the town. By 1904, about 150 people lived in Easton. On Thanksgiving Day, 1906, a fire destroyed part of south Easton, including 11 saloons which were quickly rebuilt. Another fire hit south Easton in 1913, destroying the rebuilt saloons. The third major fire occurred in the business district in 1934. In 1941, the Easton Volunteer Fire Department was established and still provides valuable services to the community today.



Public education has been significant in the community since 1896, when one of the first public schools in Kittitas County was established. Due to increased enrollment, a second school opened in 1907. The Easton School Board requested and was granted high school accreditation in 1928. Larger schools were constructed over the years, including a new facility in 1962, which was remodeled in 1990 to accommodate more students and expand academic offerings. Currently, Easton School District provides public education from PreK to 12th grade.



Easton Figure 6 Early School later became Easton Church



Easton Figure 7 Early Wagon trail over Snoqualmie Pass

Wagon and automobile transportation over Snoqualmie Pass brought significant growth beginning in 1905 with the improvement of roads. The first recorded automobile crossing of the pass occurred that year. This development facilitated increased migration to Kittitas County via wagon and automobiles from both the east and west. Highway improvements had a substantial impact on the community of Easton, particularly with the opening of the new two-lane road, named the Sunset Highway, in 1915. This road was further reconstructed in 1926 to enhance travel conditions over Snoqualmie Pass. In 1937, the road was designated as US10, and it was later renamed I-90 in 1957. Presently, over 30,000 vehicles per day cross over Snoqualmie Pass daily on I-90, of those.

As agricultural demands increased, Easton's lakes became a priority. In the early 1900s, the Bureau of Reclamation built dams on Lake Kachess (1910-12), Lake Keechelus (1913-17), and Lake Easton (1925) to build a canal system in support of farming in the Kittitas and Yakima

Valleys. Water first flowed through this system in 1930, reaching the lower Kittitas Valley. The Kittitas Irrigation project was completed in 1932 and has been updated several times to sustain irrigation for this growing industry.



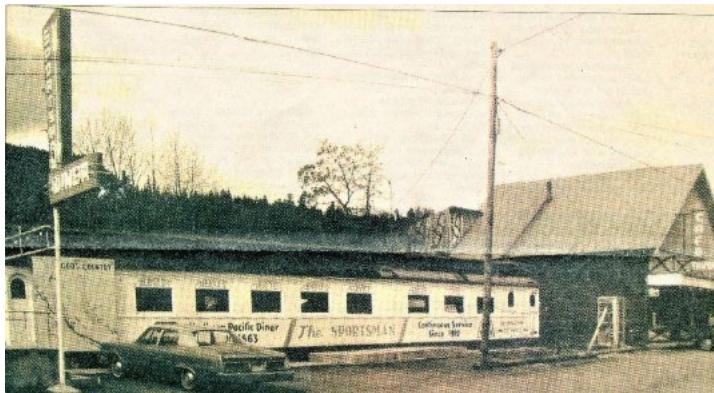
Easton Figure 8 Keechelus Dam Construction

Construction of power lines by Bonneville Power in 1934 led to further changes in Easton, with major power lines extending over the Cascade Mountains and Snoqualmie Pass on both sides of the community. During the construction period, Easton saw an increase in population and employment.

Easton Airport was constructed in the 1930s by the Federal Government as an emergency field for DC-3 aircraft crossing the Cascades via Snoqualmie Pass. In 1958, the State of Washington acquired the airport, which has since been maintained with support from the Boeing Employees Flying Association. Easton Airport is frequently used by small plane aviators, campers, and hunters.

Recreation and outdoor activities have always been vital to Easton. In 1963, Lake Easton State Park's construction marked the first accessible community park. The Yakima River, beginning at Lake Easton Dam, is Washington State's only Blue Ribbon River and popular for fly fishing. Easton continues to attract outdoor enthusiasts year-round.

Economic changes have impacted Easton's business community. When construction, logging, and railroad services thrived, businesses flourished, including the Sportsman Diner, which started 24-7 service in 1950. However, the Milwaukee Railroad ceased operations in 1977, Burlington Northern in 1984, and logging halted in 1990 due to the Spotted Owl's endangered status. This led to a decline in population, business, and economic health. Despite Burlington Northern resuming operations in 1996, the economic downturn persists.



Easton Figure 9 Sportsman's Diner Easton

Easton has its share of notable individuals who have contributed both nationally and internationally.

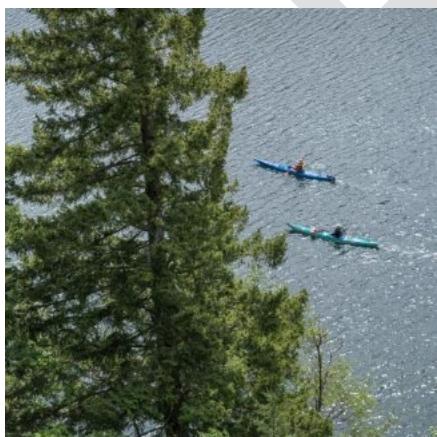
Sherwood Egbert, born in 1920, and raised in Easton, became an engineer and a Major in the US Marine Corps. He later became the CEO of Studebaker and envisioned the production of a new European-style car, the Avanti. Due to production issues and his illness, the car did not achieve significant success.

Barry Prather, born in 1939, was a student at Easton, a mountain climber and later became a geologist and photographer for the National Geographic Society. He was the youngest member of the American Mount Everest Expedition, which was the first American team to summit Mount Everest in 1963.

Dick Scobee, born in 1939, in Cle Elum, lived his first year of life in Easton with his family. His success as a pilot, engineer and astronaut led him to commanding the Space Shuttle Challenger, which suffered a catastrophic booster failure leading to the death of all on board.

Jim Richmond, born in 1953 in Alaska, was an innovative engineer, an Airframe and Power Plant mechanic. He grew up and attended school in Easton. His interest in flying led him to establish CubCrafters, a company that has become a global aircraft manufacturing business, producing new airplanes that are now used worldwide. He passed away in 2021, and his legacy will be acknowledged for many years to come.

Easton today, 2026, is a residential community focused on uniting through a rural lifestyle, appreciating nature, and working to thrive economically. New cottage industries and home-based businesses are emerging. Easton offers year-round activities such as camping, fishing, skiing, snowmobiling, biking, hiking, horseback riding, and more. As popularity increases, business growth will continue.



1.4 Previous Planning Efforts

The Easton community has embarked on several planning efforts going back to 1995. The first Easton Subarea Plan, drafted in 1995, was not officially adopted by the Board of County Commissioners but served as a historical reference from which progress could be measured. The goals and policies envisioned in the draft covered land use, housing, capital facilities, utilities, urban growth areas, and economic development.

1.5 The Planning Process

As part of the 2026 Periodic Update for Kittitas County's Comprehensive Plan, the County has dedicated time and resources and to an engagement campaign, mapping, and data analysis for the Easton community to officially adopt a new subarea plan. In 2025, the Easton community held multiple open houses and monthly or bi-monthly meetings to discuss the future of the community. The County attended the open houses, public meetings, the Memorial Day parade, and after 6 months of engagement the County and Comprehensive Plan consultant prepared the first draft of the Subarea Plan between July and November 2025. The Easton community collaborated with the County on revisions to the draft plan between November 2025 to June 2026 to ensure that the plan adequately captured the community's vision and outlined feasible next steps to move the Easton community toward a brighter future.

A full report of community events and community comments collected can be found at the end of this document.

1.6 Easton Vision

Easton Value Statement: Working together, we unite our community through our rural lifestyle, appreciating our natural environment, and establishing a place where everyone can thrive. We create a vibrant community where life is enjoyable and new economic opportunities benefit all.

We are a community that:

Embraces Rural Living – Working together, we will maintain our rural character and the natural environment to ensure that it dominates the built environment.

Values Relationships/Connectedness (collaboration) – Embrace the energy from people living here, which is different than in larger communities. Build one voice so we can all work together to support our community. Taking care of everyone; coming together as a community to help those in need.

Dedicated to Community/Family - Provide a safe walkable community, encourage community events that are community-oriented, promote a fun and friendly environment in which to live and work.

Embraces a Healthy Community - Recognize that we are stewards of the land. Promoting responsible recreation and use, long-term generational preservation and managed growth. Identify fiscal responsibility for a thriving community, which needs to include how to maintain safety and security.

2. Land Use

2.1 Overview

The Land Use section covers the underlying zoning regulations, and other land use related administration that may be needed to accommodate the growth in services and opportunities the community would like to see.

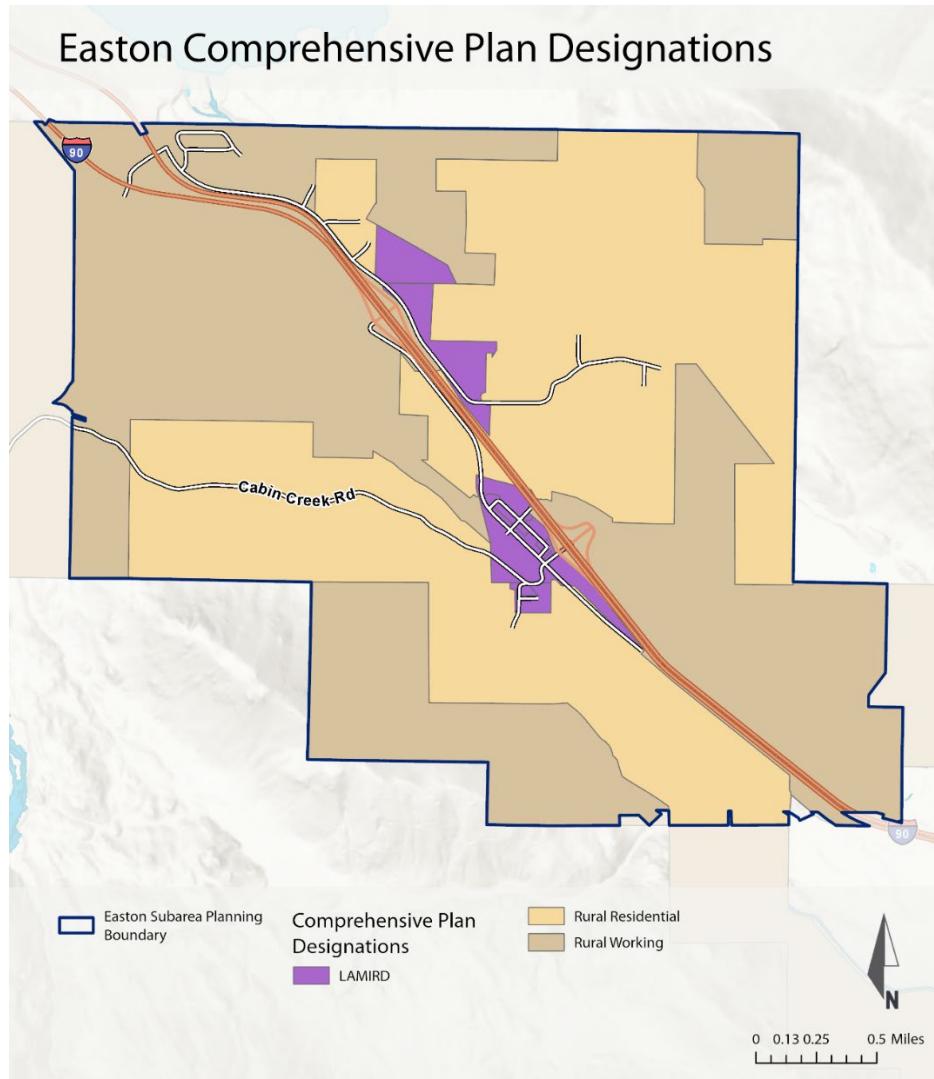
2.2 Existing Conditions

Easton has long been a gateway community shaped by movement across the Cascade Mountains. For centuries, Native American Tribes—including the Yakama, Klickitat, Snoqualmie, and later the Muckleshoot—traveled established trade and gathering routes through the lakes and forests surrounding Easton. Settlement accelerated in the mid-1800s with wagon road construction over Snoqualmie Pass, followed by the arrival of the Northern Pacific Railway in 1886 and the Milwaukee Road in 1909. Easton grew as a rail-dependent town, supporting maintenance yards, depots, and the families of railroad workers. Over time, fires, changes in rail technology, and the decline of logging and rail operations reduced the community's workforce and commercial activity. Dams, irrigation systems, Bonneville Power transmission lines, and the Easton Airport further shaped the landscape, while Lake Easton State Park and the Yakima River reinforced Easton's identity as a recreation-rich, rural community.

This history is the center of Easton's land use and zoning that exists today. Residential community with some public services, very little commercial businesses with outdoor recreation within walking and biking distance. Land use designations reflect this balance. Most of the area surrounding the town is classified as Rural Residential or Rural Working, while the town center and established residential clusters are designated as LAMIRD areas to recognize and contain more intensive rural development. Zoning in Easton centers on Rural 5, Residential, and Agriculture 5 zones, with General Commercial along Railroad Street and near I-90. These patterns reinforce Easton's historic development footprint while allowing limited opportunities for small businesses, cottage industries, and community-serving uses. Together, the designations and zoning aim to protect Easton's natural setting and historic character while supporting its continuing role as a quiet, recreation-oriented community connected to the region's transportation corridor.

2.2.1 Comprehensive Plan Designations

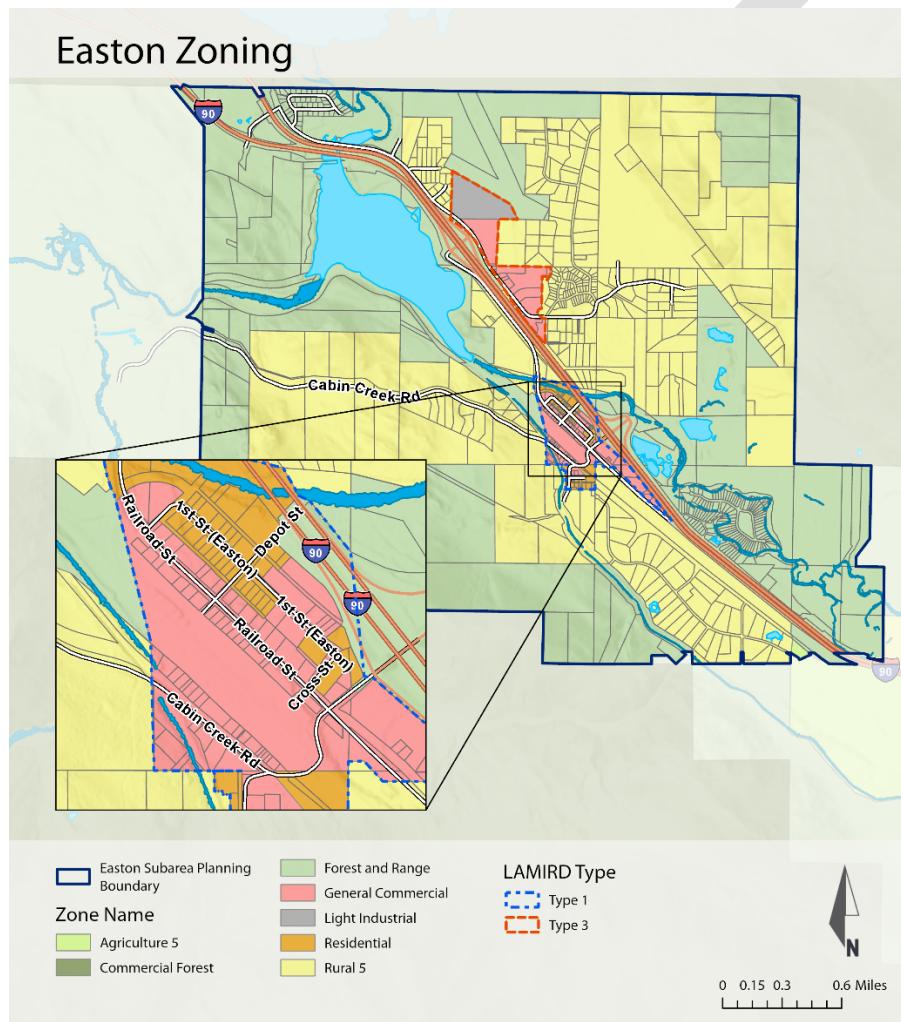
The Easton Comprehensive Plan Land Use Designations map shows a mostly rural landscape with two primary designations: Rural Residential (tan) and Rural Working (brown). These designations cover the area outside of the existing Type 1 and Type 3 LAMIRDs. The LAMIRD designation (purple), designates the historic settlement areas, existing commercial uses, and other existing development along Railroad Street and north along I-90.



Easton Figure 10 Comprehensive Plan Designations

2.2.2 Zoning

Within the Type 1 LAMIRD designation in the Easton Subarea, properties along Railroad Street and Cabin Creek Road are zoned General Commercial with properties to the North and South end of the LAMIRD zoned residential. In the Type 3 LAMIRD, properties are zoned General Commercial. One large parcel on the North end of the LAMIRD is zoned Light Industrial. Outside the LAMIRDs, properties are zoned Rural 5 and Forest and Range. A description of the zones and uses can be found on the next page.



Easton Figure 11 Zoning

Easton Table 1 Zoning Descriptions and Uses

County Code	Zones	Description	Allowed Uses (Summarized)
KCC 17.48	Light Industrial I-L	Large 20 acre lots for industrial and related uses that do not create serious problems of compatibility with other kinds of land uses.	Agricultural, forest processing, warehouse, mining
KCC 17.40	General Commercial	General commercial zone where a wide range of community retail shops and services are available.	Agricultural, retail, services, limited civic uses, forest processing, recreation, single-family, accessory dwelling unit, vehicle/equipment service and repair
KCC 17.16	Residential R	Minimum of 7,200 square feet for a single-family home and intended for homesite development.	Very limited agriculture, civic uses allowed through conditional use permit, single-family and two-family dwellings, accessory dwelling units
KCC 17.30A	Rural 5 R-5 (not within LAMIRD)	Minimum 5 acre lots where residential development may occur on a low-density basis and adverse effects on natural resource lands are minimized.	Agricultural, limited civic uses, recreation, single-family, accessory dwelling unit, group homes, manufactured homes
KCC 17.56	Forest Range F-R	Large 20 acre lots where natural resource management is the highest priority.	Agricultural, civic uses, limited industrial and recreation, single-family and two-family dwellings, farm labor, manufactured homes, group homes,

Kittitas County Code, [Title 17 Zoning](#)

2.2.3 Development Capacity

As part of the Kittitas County Comprehensive Plan periodic update, the County performed a land capacity analysis to review the capacity for population, housing, and employment. Easton Table 2 Land Capacity Analysis demonstrates the potential developable area and types of developable areas within the Easton planning boundary. The determination of fully developed, partially used, under-utilized, and vacant parcels is established in the Kittitas Countywide Planning Policies.

Easton Table 2 Land Capacity Analysis

Land Capacity Analysis Category	Description	Acres
Fully-Developed	Parcels which are not Vacant, Partially used, Under-utilized, or Undevelopable categories. These parcels are deemed to have no capacity for additional development.	1572.67
Partially Used	Parcels occupied by an existing use but include enough land to be further subdivided for additional development without rezoning	32.89
Under-utilized	Parcels are likely to redevelop to a more intensive land use than that which currently occupies the property, either due to market forces or because applicable zoning allows a more intensive use than the current development.	23.62
Vacant	Parcels of land that contain no structures or have buildings with low assessed value	261.14
The calculations in this table subtract land occupied by critical areas defined in Kittitas County Code Title 17A		

2.2.4 Development Constraints

Land in the Easton Subarea Planning boundary that does not fall under the LAMIRD designation shown in the Comprehensive Plan Designation map, is limited by use, natural open space designation, and critical areas. These areas are likely to see low density rural development and uses consistent with rural character identified in the Kittitas County Comprehensive Plan..

Land that falls within the two LAMIRD designations, as shown in Figure 1, have the potential for development or redevelopment.

2.3 Summary of Community Input

Feedback from the Community³

Desire for managed growth that protects Easton's rural, quiet, and outdoor-oriented identity.

Broad support for maintaining R-5 zoning and opposition to large-scale development or denser zoning changes (e.g., R-3 or smaller).

Community landmarks like Easton State Park, Railroad Street, and Palouse to Cascades Trail are highly valued.

Desire for some services and commercial uses to reduce the need for travel outside of the Easton area.

2.3.1 Community Design and Aesthetic

What is community design and aesthetics?

Community design reflects the functional and aesthetic features that residents want to preserve, enhance, or create within their neighborhoods. These elements are often rooted in a community's unique history and identity. For example, railroad towns may prioritize maintaining a historic character by designing buildings close to the sidewalk and roadway, with limited on-street parking to retain the traditional "old town" feel.

Effective community design emerges through collaboration—where community members, planners, and other stakeholders work together to understand what people value most and how the built environment can support those priorities. The design elements ultimately implemented typically combine the community's visual preferences with the functional needs of the area.

For instance, communities centered around outdoor recreation may support wider roadways and larger parking areas to better accommodate recreational vehicles. In this way, community design becomes a process of shaping places that reflect local values while meeting the practical needs of everyone who uses them.

It will be important for the Easton community to continue reviewing the community's desired

³ Engagement was collected between March 2025 to June 2026. See the Engagement Report in the Easton Subarea Plan Appendix.

design elements and overall aesthetic to help preserve Easton's unique character. This kind of reflection is a common and important step when areas are likely to experience redevelopment or when properties are underutilized. By identifying what residents value most—whether historic features, the small-town feel, or specific design preferences—the community can work together to guide future changes in a way that strengthens Easton's identity and supports shared goals.

2.4 Goals and Policies

EG 1.0 Within areas designated as LAMIRDs, establish land use that supports the continued use or expansion of community services, public spaces, small-scale retail, and outdoor recreation.

EP 1.0 Develop revitalization plan that outlines infrastructural needs which will support economic and residential growth.

EP 1.1 Within the LAMIRDs, revise allowed uses to promote the Easton vision, particularly civic, cultural uses, and commercial uses and reduce barriers to permitting, such as requiring conditional use permits.

EP 1.2 Adopt sign standards along Railroad Street to preserve existing scale and character.

EP 1.3 Designate and protect key community landmarks through development regulations.

EP 1.4 Allow mixed use, at appropriate scales, in the Type 1 LAMIRD to promote economic development and affordable housing.

EP 1.5 Allow service-based and outdoor recreation uses, in the Type 3 LAMIRD in addition to uses necessary for rural lands or airport functions.

EP 1.6 Adopt additional development regulations standards, as needed, to maintain existing size, scale, and intensity of land use, consistent with the Growth Management Act.

EG 1.1 Protect Easton's quiet, rural, and outdoor oriented identity.

EP 1.6 Direct growth in Easton towards the designated LAMIRDs, as appropriate, to protect nearby rural and recreational uses.

EP 1.7 Support land uses enhancing access to trails, parks, and open spaces while minimizing impacts from traffic, noise, and related disturbances.

EG stands for Easton Goal

EP stands for Easton Policy

EA stands for Easton Action

This helps differentiate from the Kittitas County Comprehensive Plan.

Recommended Actions

- EA 1.0 Consult with local septic and water experts to understand development limitations.
- EA 1.1 As a community, identify existing buildings or other features along Railroad Street that captures Easton's community character. What features should be preserved or replicated as the community changes?
- EA 1.2 Gather visual examples from other communities of what community members want to see in Easton.
- EA 1.3 Assemble a list of "design priorities" for Railroad Street. These would be features such as sidewalks, corner signage, parking lots, benches, and building design features.
- EA 1.4 Consult with Kittitas County if any development regulations are needed that can support these design elements.

3. Housing

3.1 Overview

The Housing section addresses the types of homes, housing needs, and housing opportunities within Easton. Its purpose is to identify existing constraints—such as infrastructure capacity, septic limitations, and affordability challenges—and outline strategies that support housing options appropriate for a small rural community. This includes exploring opportunities for starter homes, accessory dwelling units, and reinvestment in existing properties so residents can remain in Easton across all life stages.

3.2 Existing Conditions

Demographics & Housing

Between 2010 and 2024, Easton experienced a decline in population, households, and families, in contrast to steady growth across Kittitas County. Easton's population decreased by 15%, while the counties grew by 18%. Similarly, households and families in Easton declined by 8% and 6%, respectively, compared to 20% growth in the county. Average household size in Easton dropped from 2.34 to 2.17, and the median age increased from 47.1 to 51.2, suggesting an aging population. Despite overall population decline, owner-occupied housing units in Easton increased by 7%, while renter-occupied units fell sharply by 55%, indicating a shift toward more permanent residency. The current housing stock consists primarily of single-family homes, with a small number of manufactured homes and multi-unit dwellings. This demographic and housing profile highlights Easton's aging, more stable population, and the need to plan for appropriate housing types and community services.

Easton Table 3 Household Characteristics

Category	Easton 2010	Easton 2024	Kittitas County 2010	Kittitas County 2024	Percent Change Easton	Percent Change Kittitas County
Population	478	408	40,915	48,264	-15%	18%
Households	204	188	16,595	19,973	-8%	20%
Families	129	121	9,225	11,077	-6%	20%
Average Household Size	2.34	2.17	2.32	2.30	-7%	-1%
Owner Occupied Housing Units	155	166	9,637	12,612	7%	31%
Renter Occupied Housing Units	49	22	6,958	7,361	-55%	6%

Median Age	47.1	51.2	31.9	36.3	9%	14%

Easton Table 4 Housing Inventory

Category	Properties
Housing Units	
<i>Single-Family</i>	54
<i>2-4 Units</i>	1
<i>Manufactured Housing</i>	3
Source: Kimley-Horn GIS Data Analysis for Land Capacity Analysis for Kittitas County, 2025.	

3.3 Summary of Community Input

Feedback from the community⁴

- Strong interest in starter homes for young families.
- Affordable residential homes for all ages.
- Community favors affordable single-family homes and supports ADUs on large lots.
- Concern for outside investment driving up housing prices and short-term rentals overtaking community housing.

3.4 Goals and Policies

EG 2.0 Within areas designated as LAMIRDs, expand opportunities for property improvements, and affordable housing options.

EP 2.1 Reduce barriers for accessory dwelling units and other two-unit options in the Type 1 Easton LAMIRD.

EP 2.2 Support community efforts for property improvement grants. These may support efforts to promote affordable housing or community resilience.

EG stands for Easton Goal

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This helps differentiate from the Kittitas County Comprehensive Plan.

⁴ Engagement was collected between March 2025 to June 2026. See the Engagement Report in the Easton Subarea Plan Appendix.

EP 2.3 Identify areas suitable for affordable housing based on septic and infrastructure constraints.

Recommended Actions

EA 2.0 Consult with the County to create a property improvement resource sheet. A one-page handout to help residents navigate permitting, improvements, legal knowledge and reduce confusion on what is possible for properties, especially within the LAMIRDs.

EA 2.1 Periodically review grants and other funding sources available to property owners.

EA 2.2 Consult with Kittitas County for grants and other funding sources available to rural government organizations.

4. Economic Development

4.1 Overview

The Economic Development section focuses on strengthening Easton's local economy by supporting existing small businesses, encouraging appropriately scaled commercial services, and identifying opportunities that reflect the community's rural, outdoor-oriented identity. Its purpose is to reduce the need for residents to travel long distances for basic goods and services while ensuring that new economic activity remains compatible with Easton's character and land-use framework.

4.2 Existing Conditions

Existing conditions in Easton show a small rural community surrounded largely by forest and resource lands, with most development concentrated along Cabin Creek Road, the rail corridor, and I-90. The central Easton townsite contains a mix of commercial, institutional, and residential uses arranged in a traditional grid near Railroad Street. Surrounding neighborhoods consist mostly of single-family residential areas, with smaller pockets of mobile homes, vacation cabins, and two to four unit housing types. Recreational areas and open spaces appear near the large waterbody northwest of town, while undeveloped land and forest dominate the outer edges of the planning area.

Businesses and services available in Easton are shown in Table 5 below. Many of the services listed, including the school, post office, storage facilities, and church, are found in the Type 1 LAMIRD, though the Type 3 LAMIRD to the north includes a gas station, coffee stand, and restaurant. Beyond the LAMIRDs includes the airport and access to recreational opportunities.

Easton Table 5 Businesses, Services, and Other Use in the Easton Planning Boundary

Category (Tax Use Code from Parcel Layer)	Parcels
Commercial	
<i>Transportation Services (Included Repair)</i>	2
<i>Lodging</i>	1
<i>Storage / Industrial</i>	3
<i>Retail & Restaurant</i>	4
<i>Office</i>	1
Public Properties / Services	

Fire Station	1
Post Office	1
School	12
Airport	1
Vacant / Undeveloped	222
Institutional Lodging	1
Recreational	67

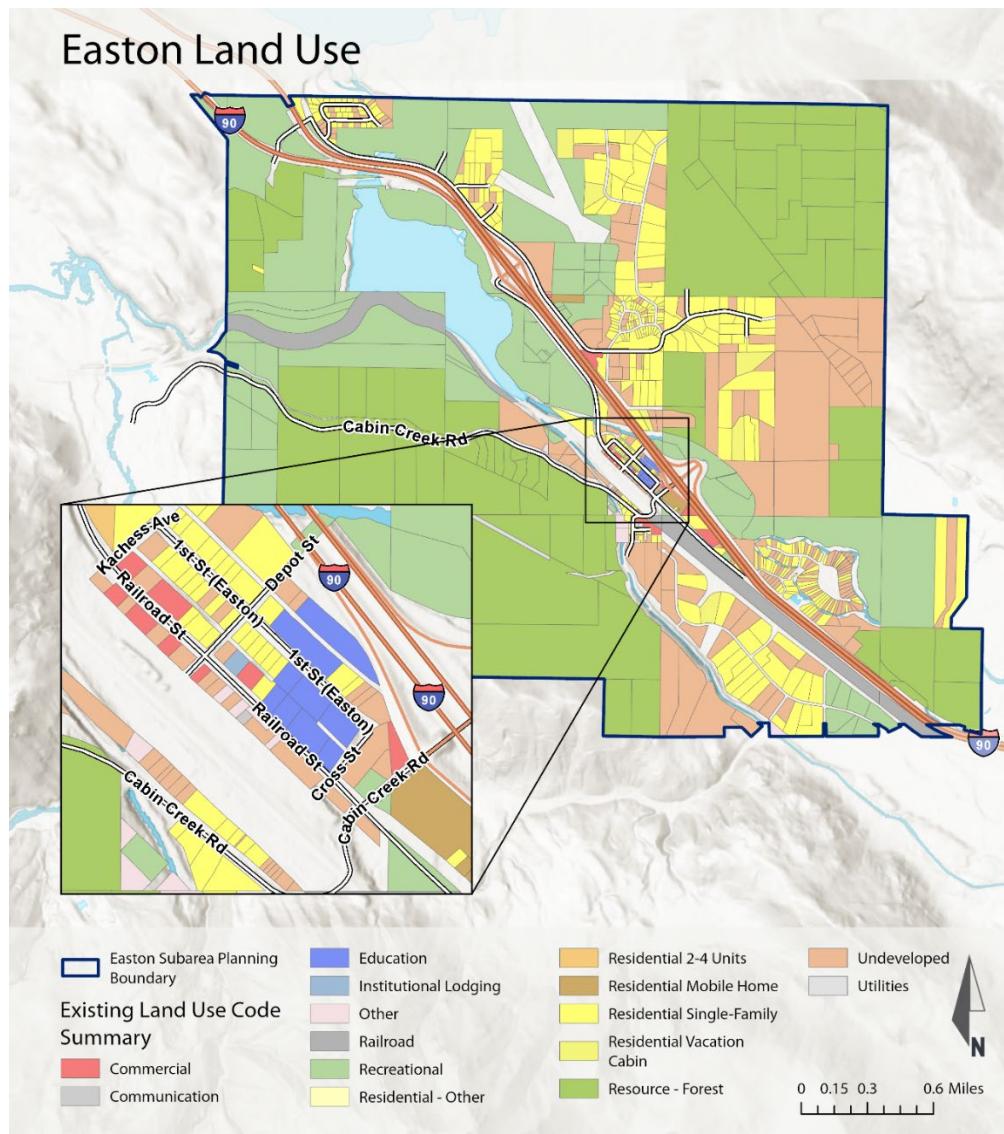
Source: Information from Tax Parcel layer.

Potential development capacity is reviewed in Section 2.2.3. Some parcels in the Type 1 LAMIRD have enough room for small-scale infill or reuse without major zoning changes, while others are under-utilized and could support more productive commercial or mixed-use activity in the future. There are still some vacant parcels in the Type 1 LAMIRD that might serve as a potential opportunity for new development. The Type 3 LAMIRD designation centers job opportunities for rural residents on a small scale and cottage industry level.

Overall, the Easton community land use map, Easton Figure 12 below, illustrates a compact community core supported by transportation corridors, surrounded by lower-density residential areas and extensive forested lands.

4.2.1 Existing Land Use as Taxed

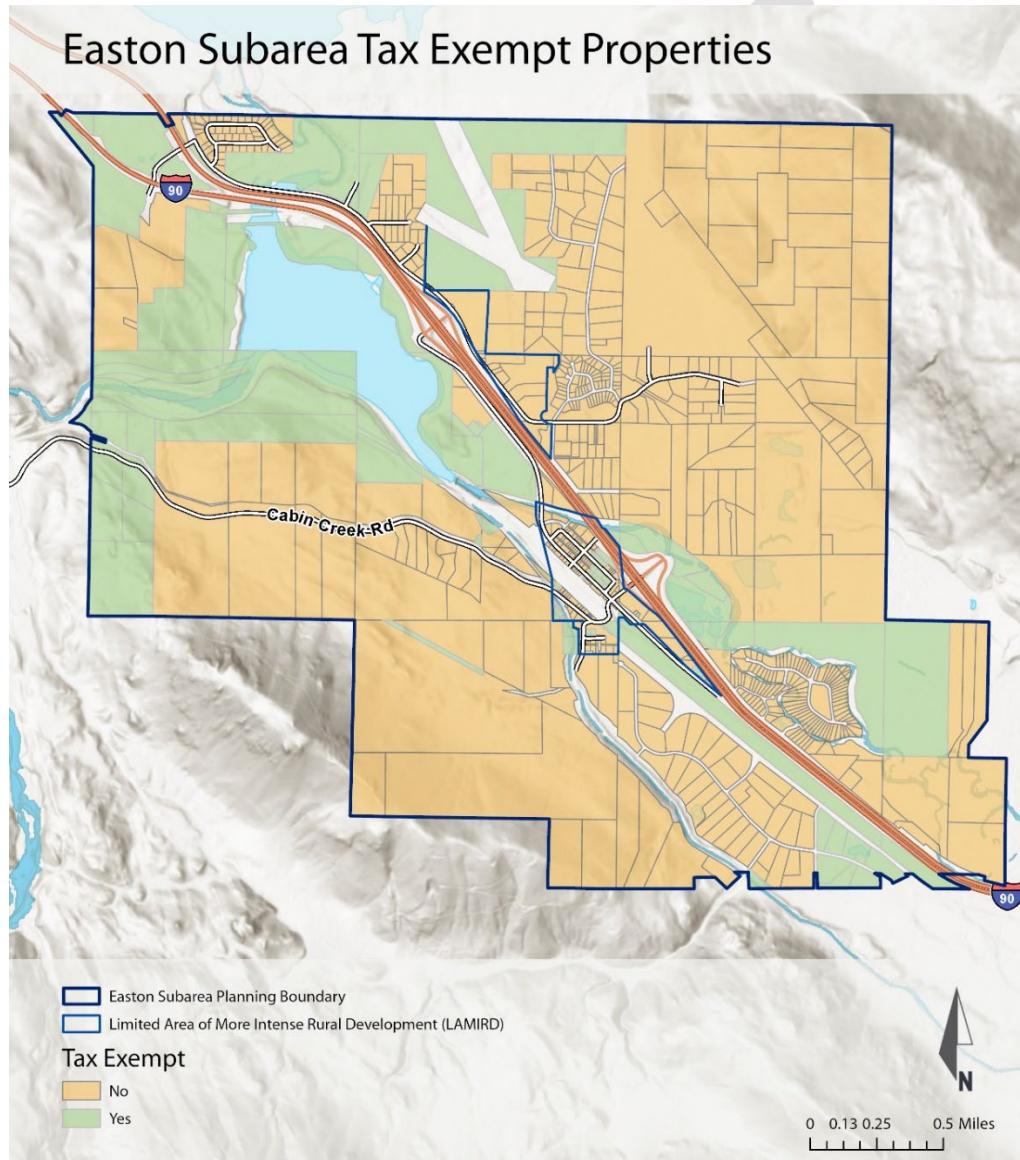
The existing land use is collected from the County's tax assessor data in the County's GIS parcel layer. The largest land use in the area is recreational and resource forest covering approximately 2989.74 acres. The second highest land use is residential single-family which accounts for 700 acres of land followed by undeveloped properties which account for 685 acres of land.



Easton Figure 12 Land Use Code Summary

4.3 Tax Exempt Properties

673 parcels within the planning area are not tax exempt and held in private ownership totaling approximately 3,444.81 acres. 78 parcels within the planning area are tax exempt and held under several public entities like the Washington Department of Natural Resources, Bureau of Reclamation, Washington Department of Transportation, Easton School District or entities for other utility or transportation purposes, like telecommunications and rail. Tax exempt parcels cover approximately 1,165 acres within the Planning Area.



Easton Figure 13 Tax Exempt Properties

4.4 Summary of Community Input

Feedback from the community⁵

Support for small, local-serving businesses, especially those linked to recreation and tourism.

Residents want revitalization of Railroad Street and protection from unsuitable or short-lived businesses.

Outdoor access, trails, forested areas, and recreation are core to Easton's identity.

Residents support enhanced trail access, a recreational hub, and restroom infrastructure for visitors.

4.5 Goals and Policies

EG 4.0 Designate Railroad Street for economic revitalization with infrastructure and streetscape improvements.

EP 4.1 Develop a revitalization plan for the Railroad Street area and other properties in the Type 1 LAMIRD.

EP 4.2 Convene a group of property owners along Railroad St to explore new and best uses for underutilized or vacant properties.

EP 4.3 Explore tax incentives or grants for small/local business development.

EP 4.4 Include zoning for cottage industries and recreation-related services (e.g., gear rentals, cafés).

EG 4.1 Develop an integrated economic approach that supports residents across Easton while balancing demands from recreational tourism.

EP 4.5 Coordinate with state/federal agencies on recreation management (e.g., Lake Kachess, State Park).

EP 4.6 Explore opportunities for a day-use park or recreation hub with public facilities.

EP 4.7 Discourage commercial developments with a likelihood to exacerbate existing

EG stands for Easton Goal

EP stands for Easton Policy

EA stands for Easton Action

This helps differentiate from the Kittitas County Comprehensive Plan.

⁵ Engagement was collected between March 2025 to June 2026. See the Engagement Report in the Easton Subarea Plan Appendix.

transportation challenges, like emergency access during I-90 shutdown events.

Recommendation Actions

EA 4.0 Create a Railroad Street vision board with members from the community.

EA 4.1 Conduct walking tours and take photographs of existing issues or opportunities.

EA 4.2 Start consulting with the railroad operators on potential future opportunities for coordination and improvements.

EA 4.3 Create a vision board for a day-use area or recreation hub along Railroad Street.

DRAFT

5. Transportation, Utilities, Capital Facilities

5.1 Overview

This section describes the systems that support daily life in Easton—including local roads, broadband access, water and wastewater systems, fire protection, and school facilities. Its purpose is to document existing conditions, identify service gaps, and highlight infrastructure needs that affect safety, connectivity, and future growth. By coordinating with service providers and agencies, this chapter ensures Easton's infrastructure remains reliable, resilient, and aligned with long-term community goals.

5.2 Existing Conditions

The Easton Subarea is served by exits 70 and 71 off Interstate 90 from the East and West. The highway connects the North and South LAMIRDs with an alternate connection via Sparks Rd. The functional classification as defined by WSDOT for roads in Easton are:

- I-90: Rural Interstate
- Cabin Creek Road: Rural Collector
- All other paved roads: Rural Local Access

Water is controlled by Easton Water District 3, serving 250 residential and 106 non-residential sites with 211 connections and 405 total approved connections. Water District 3 has three elected commissioners. Those not served by the Easton Water District are served by private wells and septic tanks for their water and wastewater. Electricity is provided through the Kittitas PUD.

Easton is served by Fire District 3. The Subarea is located in the Easton School District and is home to the Easton K-12 School. Per the Federal Communications Commission's broadband map, Easton has coverage through the southern portion of the Subarea with service gaps in the northern area. There are currently no public restrooms or public spaces in the LAMIRDs, and the nearby Lake Easton State Park provides the nearest public restroom and public outdoor spaces.

5.3 Summary of Community Input

Feedback from the community

The lack of a septic/sewer system is the primary barrier to development and school expansion.

I-90 divides the area—there are safety concerns, emergency access issues, and traffic pressures.

Road connectivity, post office capacity, and trash services are lacking.

5.4 Goals and Policies

EG 5.0 Improve and expand facilities, when feasible, to increase safety and community resilience.

EP 5.2 Coordinate with WSDOT for connectivity improvements across I-90 and explore pedestrian options.

EP 5.3 Plan for road maintenance, snow removal, and clarify jurisdictional responsibilities.

EP 5.4 Seek funding for new public services: restrooms, post office location, community center.

EP 5.5 Expand trail network (motorized and non-motorized), including signage and maintenance plans.

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EP stands for Easton Policy

EA stands for Easton Action

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Recommended Actions

EA 5.0 Annually coordinate with the County and WSDOT on the status of transportation projects in the region.

EA 5.1 Continue working on a facility needs list along Railroad Street. The list should be detailed and have pictures, if possible. The inventory can include sidewalks, lighting, signage, benches, restrooms, etc.

EA 5.2 Periodically explore grant opportunities for signage, benches, lighting, and other pedestrian/trail improvements suitable for rural areas.

EA 5.3 Consult with the County and WSDOT for a one-sheet about transportation facilities and maintenance. Identifying who maintains what, maintenance schedule, etc.

6. Community Resilience

6.1 Overview

Including a community resilience component is essential to ensuring the long-term safety and sustainability of the community, which faces significant threats from both wildfire and flooding hazards. By focusing on resilience, the plan aims to equip the Easton community with the knowledge, infrastructure, and resources needed to effectively prepare for, respond to, and recover from these natural disasters. Ultimately, the goal is to build a community that can withstand and bounce back from adverse events, thereby safeguarding the well-being of residents and the vitality of the local economy.

6.2 Existing Conditions

The Easton area faces two primary natural hazards: flooding and wildfire. The flood hazard is most prominent along the Yakima River East of I-90, where a wide floodplain encompasses much of the valley floor. According to the Easton Flood Hazard Assessment, this area contains both well-defined flood boundaries and zones of undefined or unstable channels, increasing the risk of overbank flooding during high flow events. FEMA-designated 100-year flood zones are mapped across Easton, and county flood hazard mitigation maps also identify downstream risks associated with a potential failure of the Easton Diversion Dam.

Wildfire hazards are concentrated in the forested slopes surrounding Easton, particularly to the south and west, where mixed conifer forests cover steep terrain. The Washington State Department of Natural Resources classifies these areas as having moderate to high wildfire risk, particularly where forest density, slope, and historic fire activity align. Some risk assessment completed by the USDA classify the risk to homes in Kittitas County as being greater than 97% of counties in Washington⁶.

To understand areas likely to contribute to wildfire ignition or vulnerable to wildfire impacts, experts identify boundaries known as the Wildland Urban Interface (WUI). The **Wildland Urban Interface (WUI)** refers to geographic areas where human development—such as homes, infrastructure, and businesses—meets or intermingles with wildland vegetation and fuels. The Easton area contains dispersed development patterns, commonly found in Washington's rural areas, which can create unique conditions for wildfire mitigation. These properties may need special requirements for site layout, building materials, and Kittitas

⁶ *Wildfire Risk to Homes. Wildfire Risk to Communities, U.S. Forest Service. Accessed at: <https://apps.wildfirerisk.org/explore/risk-to-homes/53/53037/>*

County has an adopted Wildland Urban Interface Ordinance with standards for development in certain areas. As on-the-ground conditions change, or data becomes available the County will continue to review WUI standards to mitigate potential impacts. These are captured in policies in the Comprehensive Plan and Hazard Mitigation Plan.

DRAFT

6.3 Summary of Community Input

Feedback from the community

Concerns about fire risk, hazardous materials, railroad and I-90 infrastructure, and emergency access gaps.

Easton is vulnerable during severe weather or traffic congestion due to limited access across I-90.

6.4 Goals and Policies

EG 6.0 Protect existing and future buildings and property from local hazards, environmental concerns, and roadway activities.

EG stands for Easton Goal

EP stands for Easton Policy

EA stands for Easton Action

This helps differentiate from the Kittitas County Comprehensive Plan.

EP 6.1 Create a Firewise Community Plan and explore expansion of fire/EMS services on both sides of I-90.

EP 6.2 Collaborate with WSDOT and railroad agencies to address hazardous materials and train idling issues.

EP 6.3 Seek funding to improve emergency evacuation planning and signage (e.g., powerline trail route).

EP 6.4 Coordinate with WSDOT to install a sound barrier along 1-90 between Railroad Street.

EP 6.5 Identify facilities for a satellite location for emergency services.

Recommended Actions

EA 6.0 Quarterly, consult with Fire District 3 for knowledge sharing on hazard mitigation and potential seasonal risks.

EA 6.1 Seek funding opportunities for fire mitigation and Firewise projects.

EA 6.2 Host a Firewise awareness day for the community. The National Wildfire Community Preparedness Day is hosted every year by the National Fire Protection Association. Visit their website for details and resources.

EA 6.3 Consult with Kittitas County Emergency Management about evacuation mapping, signage, and knowledge sharing to community members.

EA 6.4 As part of coordinating with property owners, assemble a list of possible locations for a satellite emergency services location.

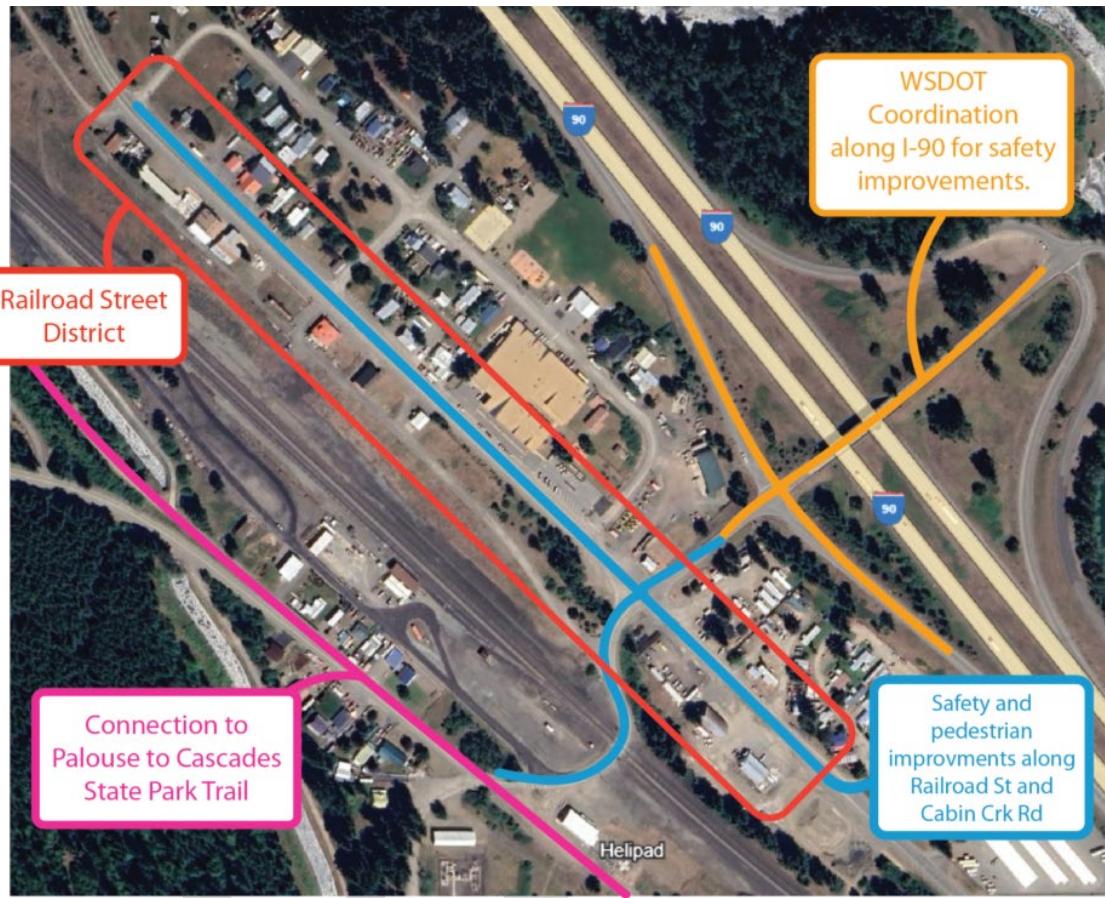
7. Implementation

7.1 Overview

Completing the Plan is the very first step in building the vision for the Easton community. Following the adoption of the Subarea Plan is the period of implementation where the community can take meaningful steps toward the shared vision documented. Too frequently planning documents are left on the shelf and never see any physical changes to help residents' quality of life. This implementation chapter is meant to break down actions into steps, prioritize the most impactful, and properly plan for resources and funding. The implementation chapter will provide a better way of measuring success when the plan is updated.

7.2 Policy Vision

The wide range of topics discussed in this plan culminates into one cohesive vision for the community set in policies. Over the next 10 years, as policies are implemented, Easton will see small improvements in road safety and pedestrian access, business expansion, expansion of services, and protection from future hazards and safety concerns. The Figure 15 High Level Summary of Key Focus Areas around Railroad Street demonstrates the on-the-ground impact of policies and where residents might see the most improvements.



Easton Figure 14 High Level Summary of Key Focus Areas around Railroad Street

7.3 Key Milestones

With this being the Easton community's first adopted subarea plan, early milestones will focus on establishing important communication networks, building an inventory of facilities and conditions, and assessing possible funding options for projects. These foundational milestones will lead to stronger opportunities for on-the-ground projects in later years. These early milestones also help build the potential to apply for future public grant funding. Grants and other funding sources often require upfront commitment from partnering agencies and early data collection about existing conditions.

Shorter Milestones (1-3 Years)

1. **Communication networks** – Ensure community members have set up annual or seasonal communication with WSDOT, Kittitas County, railroad operators, property owners around Railroad Street, Fire District 3, and water or utility providers.
2. **Inventory facility needs** – Identify where lighting, sidewalks, parking, and emergency

satellite location(s) might go. Include what other facilities might be required to accomplish this.

3. **Community design vision** – Establish a clear vision for Railroad Street with a series of opportunities for input from the community. Combine this vision with the inventory of needs listed. This will help build a clear focus in applying for funding.

Longer Milestones (5+ Years)

4. **Funding sources for short-term projects** – Identify and secure funding for short-term projects. Short-term projects include historical signage or wayfinding, benches, and small lighting improvements.
5. **Opportunities and funding for long-term projects** – Identify and secure funding for long-term projects in coordination with stakeholders. Long-term projects include new lighting facilities, utility improvements, parking, sidewalks, and new trails.

Potential Constraints and Barriers

The community will need to consider the long time it may take to coordinate with the railroad and WSDOT. State and federal level stakeholders often require a considerable amount of time and approval for joint projects. The railroad owns many vacant or under-utilized parcels in the Railroad Street District that will need plenty of coordination.

Kittitas County has limited funding available for right-of-way improvements. The community should prioritize external funding sources for smaller projects, such as crosswalks.

7.4 Summary of Community Input

Feedback from the community

Desire for better coordination with Kittitas County, state and federal agencies, and a clear implementation plan.

Local meetings have created strong community ownership in the planning process.

7.5 Implementation Actions

The community can immediately start executing actions related to building communication networks with the County, WSDOT, railroad, property owners and other agencies or partners. The community can also

As the community moves forward, as implementation actions are executed the community

should:

Establish a clear implementation and accountability framework for the Subarea Plan actions.

Ensure consistent policy alignment with the County Comprehensive Plan and the Snoqualmie Pass Subarea Plan.

Continue ongoing community engagement throughout plan adoption and updates, especially through community meetings.

7.6 Implementation Timeline

The implementation timeline is a combination of ongoing actions leading to key milestones that demonstrate progress for the community.

Milestone	Year 1	Year 2	Year 3	Year 4	Year 5+
Communication networks (Ongoing)					
Inventory needs list					
Railroad street vision board					
Identify small project grants (Annual)					
Identify large project grants (Annual)					
Short-term project implementation (signage, benches, etc.)					
Long-term project implementation (sidewalks, utilities, parking, etc.)					
Provide education on property maintenance, Firewise, flood risk mitigation, and permitting (Annual)					
Emergency Management checklists, processes, mitigation tasks.					
Coordinate evacuation routes, signing, and emergency satellite location.					

7.7 Funding Opportunities

Although grant funding opportunities change annually, large agencies like Washington Department of Commerce and Washington Department of Transportation frequently provide financial support for projects that focus on transportation, safety, recreation, housing, and economic development. It is important for the Easton community to be familiar with common grant providers and common requirements that may be needed to qualify for funding.

Some examples of agencies and grant opportunities are listed below. Check the agencies' websites for an updated list of grant opportunities.

The Washington State Department of Commerce offers a wide range of grant programs that help communities—especially small and rural ones—plan for growth, improve infrastructure, strengthen local economies, and support basic services. These programs span several major areas, including economic development and community revitalization programs that support small businesses, downtown improvements, and access to capital; broadband and digital equity grants aimed at expanding rural internet access; housing and homelessness grants; clean energy and resilience grants that help communities reduce energy costs, improve public facilities, and plan for climate hazards.

The Washington Department of Transportation provides public transportation grant programs that provide significant funding to help small rural communities improve mobility, access, and transportation safety. These grants cover a wide range of projects including rural transit services, paratransit, senior and disability transportation, volunteer driver programs, and intercity connections. These grants help ensure that smaller towns and outlying areas—often without fixed-route transit systems—can maintain essential transportation options for daily travel, medical appointments, employment access, and regional connectivity.

8. Appendix

8.1 Appendix A Engagement Results

Between 2025 and 2026, Kittitas County engaged Easton residents on several occasions to promote a community-based approach to subarea planning. The County held an early open house in Spring 2025 to collect high-level and aspirational changes residents would like to see in their community and the held another open house in Fall 2025 to collect feedback on the proposed draft and proposed policies of the Subarea Plan and possible methods for implementation.

8.1.1 Easton Open House March 20, 2025

Open House Goals

- Inform the community on the process and purpose of a subarea plan
- Inform the community on the connection to comprehensive plan update and the Growth Management Act (GMA)
- Gather input to better understand the community desires and vision for growth

Summary of Event

Attendees: 15

Comments received: 40

Format

The open house for the Easton Subarea Plan was designed to both inform the community and gather input on future growth and development. Attendees learned about planning requirements under the Growth Management Act, shared their priorities for land use and community character, and contributed ideas for how Easton should evolve over time. The event helped shape a shared vision by combining technical planning information with local

values and aspirations. No formal presentation was provided. Attendees had the opportunity to review information boards and ask questions to staff.

Insights

1. Infrastructure Needs

Strong desire for wastewater solutions (large-scale septic), improved water security, and expanded fire/EMS services, especially north of I-90.

Need for better road connectivity across I-90, plus safer pedestrian/bike infrastructure and a public restroom downtown.

Requests for sound buffering from I-90 and more PO box capacity.

2. Housing Priorities

Clear support for affordable, single-family homes for local residents and young families.

Interest in redevelopment of older housing (e.g., Rustic Villa).

Strong preference to maintain rural character and R-5 zoning; concerns about over-tourism and speculative housing.

3. Economic + Community Development

Desire for a revitalized Main Street/Railroad Street with small local businesses (coffee shop, hair salon, mom-and-pop shops, small retail).

Strong interest in building Easton as a recreation-supportive hub (trail access, day-use amenities, restrooms).

Suggestions for business incentives and a clear economic vision.

4. Identity + Community Values

Protect rural feel, forest/water resources, historic character, and outdoor access.

Community wants growth that remains quiet, local-focused, clean, and modest—not explosive or tourism-driven.

Key landmarks: Easton State Park, Palouse to Cascades Trail, Railroad Street.

5. Process + Planning Feedback

Interest in clearer maps, data accuracy, and more detail in draft plan sections.

Appreciation for ongoing public engagement.

Demographics

Attendees were residents of the Easton area. No formal demographic information was collected.

Open House Comments

Poster Prompt: What are opportunities for growth within Easton? Are there community resources or infrastructure that are lacking? What would you like to see in Easton in the next 20 years?

The comments below have been copied as they appeared on sticky notes and posters.

Need a large scale septic system to move Easton forward

Need a sound buffer between I-90 and Easton

Need a public restroom in Easton Downtown Area

Need to re-do Rustic Villa Trailer Park for low income families

Non-connected roads on either side of freeway. Dangerous when freeway is jammed up. EMS cant get access

No boxes currently available at the Post Office. Need a new location

Need affordable single family homes in Easton to connect young, first time buyers to the school and community.

Develop a revitalization plan for Easton. What businesses will survive? How can we attract new business that meet our vision? Identify economic drivers, Build for recreational use-restrooms/ day park

I think this process of meetings are a real plus for Easton. Thank you

LAMIRD classification that supports the Easton vision of Rural/Recreation

A map with more detail

Missing Services – Sewage disposal, police/fire/emergency services, water sources

Bike lane on Main street through Easton

Are there tax credits we can offer to attract businesses to Easton

Downtown- cottage industries, mom and pop shops, coffee shops, hair salon

A hub for recreational purposes. The “town” able to support and thrive from such

Next 20 years: Locals and long term residents. Less trash (literally @ recreation and on highways). No explosive tourism or 2nd/3rd home residents who don’t love and care for the community.

How do we confirm housing stock and census data w/HAPT

Identify water needs

Identify where we can build affordable housing

Lets get Railroad St up and running...businesses, flowers, paint, etc. Railroad St could use a public restroom

Fire Station and Heli pad in North Easton

How much land is there for bringing in a manufacturing company to our area?

Expand fire and emergency services on north side of I-90

We lack fire services. How can we add that to the plan?

Growth in recreational businesses

Policy and regulations that support the Snoqualmie Pass sub area plan –
Housing, lodging, services

Commercial land use policy that ensures the infrastructure is available. i.e.
water and water rights

Designated walkable pedestrian trails

Hair salon, coffee shops, mom and pop shops, grocery store, restaurants

Pedestrian overpass from State Park to businesses on the north side of I-90.

Provide safe crossing and access

Next 20 years: A local road from Easton to Cle Elum to bypass summer traffic
for basic needs access or clear traffic through Easton effectively

Poster Prompt: What do you think are the most important things to protect which make Easton a great place to live? How do you want your community to feel as growth occurs? What are important community landmarks or assets?

Protect affordability, water supply, ATV/dirtbike accessibility

Protect in Easton; Forest, water, rural culture, back country access, State Park, Railroad St (historic)

Important Landmarks – Easton State Park, Palouse to Cascade St. Park Trail

Landmarks – Historic Downtown Easton, Palouse to Cascade Trail

Preserve rural character with low-density housing, parks, recreational sport areas

Important landmarks are mostly gone

A quiet, quaint, modest, local-focused Main street. The historical buildings should not be neglected. Maintain them safely or demo. Find a safer-prettier way to remember the legacy

Development focused on Easton's outdoor resources- not just for Easton but also for the surrounding areas

R-5 Zoning

Other comments collected from sticky notes

Need a large scale septic system to move Easton forward

Need a sound buffer between I-90 and Easton

Need a public restroom in Easton Downtown Area

Need to re-do Rustic Villa Trailer Park for low income families

Non-connected roads on either side of freeway. Dangerous when freeway is jammed up. EMS cant get access

No boxes currently available at the Post Office. Need a new location

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Important Landmarks – Easton State Park, Palouse to Cascade St. Park Trail

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I think this process of meetings are a real plus for Easton. Thank you LAMIRD classification that supports the Easton vision of Rural/Recreation

A map with more detail

Missing Services – Seage disposal, police/fire/emergency services, water sources

Bike land on Main street through Easton

Are there tax credits we can offer to attract businesses to Easton

Downtown- cottage industries, mom and pop shops, coffee shops, hair salon

A hub for recreational purposes. The “town” able to support and thrive from such

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Next 20 years: Locals and long term residents. Less trash (literally @ recreation and on highways). No explosive tourism or 2nd/3rd home residents who don't love and care for the community.

How do we confirm housing stock and census data w/HAPT

Identify water needs

Identify where we can build affordable housing

Lets get Railroad St up and running...businesses, flowers, paint, etc. Railroad

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Hair salon, coffee shops, mom and pop shops, grocery store, restaurants

Pedestrian overpass from State Park to businesses on the north side of I-90.

Provide safe crossing and access

Next 20 years: A local road from Easton to Cle Elum to bypass summer traffic for basic needs access or clear traffic through Easton effectively

Development focused on Easton's outdoor resources- not just for Easton but also for the surrounding areas

Policy and regulations that support the Snoqualmie Pass sub area plan –

Housing, lodging, services

Commercial land use policy that ensures the infrastructure is available. i.e. water and water rights

Designated walkable pedestrian trails

Easton Community Meeting Comments 2025

The Easton community held monthly meetings throughout 2025 discussing the topics and potential goals of the Subarea Plan. Kittitas County attended meetings regularly, when available, and collected community feedback.

The following comments below are notes from the meeting and have been copied exactly as they were provided without changing or paraphrasing.

Easton Community Meeting April 17 Comments

Economic Development Comments

Determine what the community can sustain – what businesses are preferable
(Comment was around not bringing in business that are going to go out of business because of the area)

Store - reopen the grocery store in Easton, along with a restaurant/bar where community can have a local place

Keep school strong – strong education programs, track programs to increase wages

Some retail, bar, restaurants, entertainment

Stores fronts to support recreation, camping, rental of equipment, etc.

Keep community values

Lease railroad property / right away to build septic system and provide both paid public parking and restrooms for visitors and events.

No BIG manufacturing, keep to cottage industry

Center around recreation

Boutique Hotel

Small businesses that provide services to residents, and visitors, especially those at campgrounds and those who are here for various recreational opportunities and events, like the 100 mile race.

Recreation Comments

Facility for recreation – moving off the pass

Trails / trail access, motorized and nonmotorized vehicles

Bring in business around tourism / recreation.

Management of Lk Kachess bed

More events at sites to create volunteer help and knowledge about area.

Improve Lake Kachess cross country ski trails, clear downed trees and foliage, signs are still up, but trails are not useable. This would also allow for mountain biking.

Ask the State Park and the U.S. Forest Service to put in signs about trash dumping on the Lake Kachess Dam Rd.

Facilities Comments

Restrooms

Public Park

Community Center with Police Outpost

Public health facility 1 day a month or more.

Emergency facility on east side of Easton to handle community growth and access to I-90 as well as community emergencies.

Housing Comments

Simple family, affordable housing for 1st time buyers

Continue R-5 in areas where it exists – no R-3 or smaller (Big conversation around the county changing the zoning from Rural 5 (acres) to Rural 3 (acres) or smaller. If the zoning stays R-5 it takes care of a lot of the worry around larger developments coming in. We can suggest this on the planning but who knows what happens at the county level.)

Land to donate to Habitat for Home ownership

No big housing developments

Allow ADU's on R5. (Clarification on this, has the county adopted a code allowing ADU's and if so, what are the parameters)

Infrastructure Comments

Public trash collection for travelers and visitors

Sewer System for Easton Development

More road maintenance

Better communication on roads, who owns and contracts

Expand sewer for school expansion

Septic System in Easton to help bring businesses back and school

Broadband coverage

Hazard Mitigation Comments

Sanitation for wildland use (Lake Kachess and areas around where camping is occurring)

Restrooms to deal with biohazard waste from travelers and visitors

Fire wise plan to address potential fire hazards in forests and communities surrounding Easton

Identify and address hazardous materials the Railroad stores, chemicals, etc. Also, those being stored at WSDOT and I-90 construction.

Dam – Easton, update Kachess

Follow LAMIRD's for population and business development / growth.

Keep emergency access open

Camping issues – change use to allow for camping and monitor use. Make them consistent with County regulations, USFS, etc. regulations.

Train horn and idling of train engines that sit on the spur track sometimes for days.

Access to east side of I-90 during bad weather. If apparatus is unable to cross to east side, it leaves that community vulnerable in case of emergency.

Add a barrier along W Sparks Rd to keep cars from driving off the freeway onto Sparks Road through the shoulder area.

Limit truck parking on the ON and OFF ramps with overnight parking, this could help mitigate the garbage being dumped in these areas. (Need funding for the WSP and Sheriff to manage)

Need to enforce speed on East Sparks Road. The speed is posted at 35mph, however 4 x 4's are hitting 50 mph and above. Help is needed from Kittitas County to enforce the speed. The locals have put in speed signs, but they have little impact.

Review the powerline trail has signs about an evacuation route on them. Is this accurate?